

CITY COMMISSION MEETING AGENDA DECEMBER 4, 2017 7:30 PM



Municipal Building, 151 Martin, Birmingham, MI 48009

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BIRMINGHAM CITY COMMISSION AGENDA

DECEMBER 4, 2017

MUNICIPAL BUILDING, 151 MARTIN 7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Andrew M. Harris, Mayor

II. ROLL CALL

J. Cherilynn Mynsberge, City Clerk

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

Announcements:

- Commissioner Boutros' and Commissioner Hoff's Birthdays
- The Santa House will be open for visitors on select days through December 24th in the pavilion area in Shain Park. And you can enjoy the beauty of downtown Birmingham aglow for the holidays on a quaint carriage ride through town. The complimentary carriages are first-come first-served; carriages load at the corner of Henrietta & Merrill near Shain Park. Visit www.enjoybirmingham.com for the Santa House and carriage ride schedules.
- The City of Birmingham has schedule a public review period for all interested parties to review the draft 2018 Parks and Recreation Master Plan for the City of Birmingham, Oakland County, Michigan which will be available for review and comment for 30 days beginning Monday, December 4, 2017 at the following locations during regular business hours: Birmingham Municipal Building, Birmingham Department of Public Services, Birmingham Ice Arena, and Birmingham Baldwin Public Library. The draft plan is also available for review on the following website: bhamgov.org/ParksRecPlan.

Appointments:

- A. Interviews for Ad Hoc Unimproved Street Study Committee
 - 1. Scott Seltzer, 1500 Lakeside Dr. resident living on an unimproved street
 - 2. Scott Moore, 984 Rivenoak resident at corner of Rivenoak (improved street) and Worth (unimproved street)
 - 3. David Lurie, 755 Lakeview resident living on an unimproved street
 - 4. Dominick Pulis, 824 Wimbleton resident living on an unimproved street
 - 5. Michael Fenberg, 908 Chesterfield resident living on an unimproved street
 - 6. Jeffrey Heldt, 1415 Lakeside resident living on an unimproved street
 - 7. Julie Hollinshead, 590 Lakeview resident living on an unimproved street
 - 8. Christina McKenna, 608 Lakeview resident living on an unimproved street
 - 9. John Rusche, 358 Henley resident living on an unimproved street

1

- Robert Lavoie, 555 Lakeview resident with road design and maintenance background
- B. Appointments to the Ad Hoc Unimproved Street Study Committee

- 1. To appoint ____ to the Ad Hoc Unimproved Street Study Committee as the resident representative living on an **improved street** to serve a term expiring on December 31, 2018.
- 2. To appoint ___ to the Ad Hoc Unimproved Street Study Committee as a resident representative living on an **unimproved street** to serve a term to expire December 31, 2018.
- 3. To appoint ____ to the Ad Hoc Unimproved Street Study Committee as a resident representative living on an **unimproved street** to serve a term to expire December 31, 2018.
- 4. To appoint ____ to the Ad Hoc Unimproved Street Study Committee as a resident representative living on an **unimproved street** to serve a term to expire December 31, 2018.
- To appoint ____ to the Ad Hoc Unimproved Street Study Committee as a member with a background in road design and maintenance to serve a term to expire December 31, 2018.
- 6. To appoint ____ to the Ad Hoc Unimproved Street Study Committee as a member of the City Commission to serve a term to expire December 31, 2018.
- 7. To appoint ____ to the Ad Hoc Unimproved Street Study Committee as a member of the City Commission to serve a term to expire December 31, 2018.
- C. Interviews for Board of Review
 - Jill Stress
 - 2. Guy Di Placido
 - 3. Lester Richey
- D. Appointments to the Board of Review
 - 1. To appoint ____ to the Board of Review as a regular member to serve a three-year term to expire December 31, 2020.
 - 2. To appoint ____ to the Board of Review as a regular member to serve a three-year term to expire December 31, 2020.
 - 3. To appoint ____ to the Board of Review as an alternate member to serve a three-year term to expire December 31, 2020.
- E. Interviews for Cablecasting Board
 - 1. Donovan Shand
- F. Appointment to the Cablecasting Board
 - 1. To appoint ____ to the Cablecasting Board as a regular member to serve the remainder of a term to expire March 30, 2020.
- G. Administration of Oath of Office to appointees

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

- A. Approval of City Commission minutes of November 20, 2017.
- B. Approval of warrant list, including Automated Clearing House payments dated 11/22/17, in the amount of \$965,041.92
- C. Approval of warrant list, including Automated Clearing House payments dated 11/29/17, of \$1,235,902.82
- D. Resolution accepting the resignation of Kristen Baiardi from the Board of Zoning Appeals, thanking her for her service, and directing the City Clerk to begin the process of filling the vacancy.

- E. Resolution approving a request submitted by the Memorial Day Committee to hold the Memorial Day Ceremony and aerial fly over on May 28, 2018 at 10:00AM, pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- F. Resolution approving a request submitted by the Birmingham Bloomfield Chamber to hold the Village Fair in the Shain Park area, May 30 June 3, 2018, including the private party, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

- A. Public Hearing to consider the Final Site Plan and Special Land Use Permit 33353 Woodward Avenue Tide Dry Cleaners
 - 1. Resolution approving the Final Site Plan and Special Land Use Permit to allow service to patrons in their vehicles at 33353 Woodward Avenue Tide Dry Cleaners as recommended by the Planning Board on October 25, 2017. (complete resolution in agenda packet)
- B. Public Hearing to consider the Final Site Plan and Special Land Use Permit Amendment 250 & 280 E. Merrill Sale of Rojo and Sidecar Restaurants
 - 1. Resolution approving the Special Land Use Permit Amendment and Final Site Plan to allow the sale of Rojo and Sidecar restaurants at 250 & 280 E. Merrill from Rojo Five, LLC to Sidecar Birmingham, LLC., subject to execution of a Special Land Use Permit contract between Sidecar Birmingham, LLC and the City of Birmingham;

AND

2. Resolution authorizing the Chief of Police to sign the MLCC Police Investigation Report (LC-1800) and approving the liquor license transfer for The Sidecar Birmingham, LLC, that requests a transfer of Class C License issued under MCL 436.1521(A)(1)(B) located at 250-280 E. Merrill, Birmingham, Oakland County, MI 48009;

AND

- 3. Furthermore, pursuant to Birmingham City Ordinance, resolution authorizing the City Clerk to complete the Local Approval Notice at the request of The Sidecar Birmingham, LLC approving the liquor license transfer request of The Sidecar Birmingham, LLC for the transfer of a Class C License to be issued under MCL 436.1521 (A)(1)(B) located at 250-280 E. Merrill, Birmingham, Oakland County, MI 48009. (complete resolution in agenda packet)
- C. Public Hearing to consider 2018 Program Year Community Development Block Grant application
 - 1. Resolution authorizing the Finance Director to complete the 2018 Program Year Community Development Block Grant application and conflict of interest certification and authorizing the mayor to sign the application and conflict of interest certification and other documents resulting from this application on behalf of the City and submit them to Oakland County. The project(s) to be included in the application and the respective allocations of Community Development Block Grant Funds are as follows:

APPROVED 2018 \$ 6,306

1. Public Services – Yard Services

2. Public Services – Senior Services

3,300

3. Remove Architectural Barriers –

Retrofit tennis bubble entrance doors to comply with ADA standards

22,414

TOTAL

\$ 32,020

- D. Resolution approving a request from the Community House and Variety, The Children's Charity to hold the Kids Helping Kids Walk on Sunday, April 29, 2018 on the sidewalks of the Community House neighborhood streets, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.
- E. Resolution approving the changes to the City's General Investment Policy as outlined by Insight Investment and recommended by Finance Director/Treasurer Gerber.
- F. Resolution approving the recommendation of the Multi-Modal Transportation Board and enter into an agreement with the MKSK/Fleis & Vandenbrink team to provide professional multi-modal transportation consulting services to the City of Birmingham for a three year term, to be payable from account #202-449.007-804.0100. Further, directing the Mayor and City Clerk to sign the agreement on behalf of the City.
- G. Resolution approving the recommendations of the Multi-Modal Transportation Board for S. Eton Rd. from Maple Rd. to 14 Mile Rd. for pedestrian and bicycle improvements throughout the corridor, as outlined below:
 - A. Maple Rd. to Yosemite Blvd.:
 - 1. Relocate the west side curb for the entire block from its current location to a point three feet closer to the center of the road, thereby allowing the west side sidewalk to be rebuilt at 8 feet wide.
 - 2. Install an enhanced, larger sidewalk ramp area at the southeast corner of Maple Rd.
 - 3. Install sharrows in both directions on the existing travel lanes.

AND

- B. Yosemite Blvd. to Villa Ave.:
 - 1. Relocate the curbs on both sides of the street to create a two-lane street with 15 foot travel lanes. Parking shall be removed from both sides of the street.
 - 2. Install a 4 ft. wide parkway between the sidewalks and the new curb, and install new street trees, at a spacing of 40 ft. each.
 - 3. Install 6.5 to 8 ft. wide sidewalks on both sides of the street.
 - 4. Install sharrows in both directions on the existing travel lanes.

AND

- C. Villa Ave. to Lincoln Ave.:
 - 1. Remove parking on the west side of the street, to be replaced with an 8.5 ft. wide bidirectional bike lane and a 1.5 ft. buffer with raised markers.
 - 2. Install a 3 ft. wide painted buffer between the northbound travel lane and the parking lane (on the east side of the street).
 - 3. Install curbed bumpouts at marked pedestrian crosswalks on the east side of the street, at the intersections of Villa Ave., Hazel St., Palmer Ct., Bowers St., Holland Ave., Webster Ave., Cole Ave., and Lincoln Ave.
 - 4. Install green marked bicycle crossings on the western leg of the intersections of Villa Ave., Hazel St., Bowers St., Haynes St., Holland Ave., Webster Ave., Cole Ave., and Lincoln Ave.

AND

- D. South of Lincoln Ave. to 14 Mile Rd.:
 - 1. Install an 8 ft. wide on-street parking lane on the west side of the street, separated from traffic with a solid line, with 24-hour parking permitted;
 - 2. Install a double yellow centerline for S. Eton Rd. to create two 10 ft. wide travel lanes (on the east side of the street) for vehicles;
 - 3. Install an 8 ft. wide bi-directional bike lane 2 ft. from the back of curb on the west side of S. Eton Rd.;
 - 4. Maintain a 2 ft. wide landscaped buffer between the on-street parking lane and the bike lane:
 - 5. Install curb bumpouts and crosswalks at the intersections of Melton Rd., Humphrey Ave., Sheffield Rd., and Bradford Rd., as noted on the attached plan;
 - 6. Install green marked bicycle crossings on the western leg of the intersections of Lincoln Ave., Melton Rd., Humphrey Ave., Sheffield Rd., and Bradford Rd., as noted on the attached plan.
 - 7. The City shall assume responsibility for the maintenance of the 8 ft. bike lane.

AND

Further, directing staff to apply for federal funding for these improvements through the Transportation Alternatives Program administered by the Michigan Dept. of Transportation, and report back to the Commission when status of the grant for the 2018 application has been determined. Should the Commission decide later to phase the improvements over time, the ______ section of the project should receive first priority.

AND

Proceeding with a traffic study of the Maple Rd. intersection in the spring of 2018, with truck turning movements quantified, for further review by the Multi-Modal Transportation Board, and a final recommendation to the City Commission.

VII. REMOVED FROM CONSENT AGENDA

VIII. COMMUNICATIONS

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

X. REPORTS

- A. Commissioner Reports
 - 1. Notice of Intention to Appoint two resident members to the Public Arts Board on January 8, 2018
 - 2. Notice of Intention to Appoint one alternate member to the Board of Zoning Appeals on January 22, 2018
- B. Commissioner Comments
- C. Advisory Boards, Committees, Commissions' Reports and Agendas
- D. Legislation
- E. City Staff
 - 1. Parking Utilization Report, submitted by City Engineer O'Meara

5

XI. ADJOURN

INFORMATION ONLY

NOTICE: Individuals requiring accommodations, such as mobility, visual, hearing, interpreter or other assistance, for effective participation in this meeting should contact the City Clerk's Office at (248) 530-1880 (voice), or (248) 644-5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

Las personas que requieren alojamiento, tales como servicios de interpretación, la participación efectiva en esta reunión deben ponerse en contacto con la Oficina del Secretario Municipal al (248) 530-1880 por lo menos el día antes de la reunión pública. (Title VI of the Civil Rights Act of 1964).



NOTICE OF INTENTION TO APPOINT TO THE AD HOC UNIMPROVED STREET STUDY COMMITTEE

At the regular meeting of Monday, December 4, 2017, the Birmingham City Commission intends to appoint seven members to the Ad Hoc Unimproved Street Study Committee to serve terms to expire December 31, 2018.

The scope of the Committee shall be to develop a long term plan on how to best proceed in a ddressing unimproved roads in the City in accordance with the following:

- 1. Review the history and evolution of the road system in the City.
- 2. Review and evaluate the types of streets in the City while considering road durability, maintenance cycles, drainage, Rights-of-Way usage, traffic speeds, parking, resident preference and aesthetics.
- 3. Review and evaluate policies from neighboring communities for addressing unimproved streets.
- 4. Review the policies and procedures attributed to each type of street construction and maintenance method used by the City.
- 5. Review conditions where small sections of unimproved streets exist within a predominately improved block and provide recommendations.
- 6. Review conditions where large areas of unimproved streets exist within a neighborhood and provide recommendations.
- 7. Review and evaluate cost and budget implications of any proposed recommendations and include strategic funding alternatives.
- 8. Compile the Committee's findings and recommendations into a report to be presented at the end of the Committee's term.

Interested citizens may submit an application available at the City Clerk's office or online at www.bhamgov.org/boardopportunities.. Applications must be submitted to the City Clerk's office on or before noon on Wednesday, November 29, 2017. These documents will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on appointments.

<u>Applicant(s) Presented For City Commission Consideration:</u>

Applicant Name	Criteria/Qualifications of Open Position Two members of the City Commission.
	Three residents living on an unimproved street representing different areas of the City.
	One resident living on an improved street.
	One member with a background in road design and maintenance.
Scott Seltzer 1500 Lakeside	Resident living on unimproved street

Scott Moore	Resident at corner of Rivenoak (improved
984 Rivenoak	street) and Worth (unimproved street)
David Lurie	Resident living on unimproved street
755 Lakeview	
Dominick Pulis	Resident living on unimproved street
824 Wimbleton Dr.	
Michael Fenberg	Resident living on unimproved street
908 Chesterfield	
Jeffrey Heldt	Resident living on unimproved street
1415 Lakeside	
Julie Hollinshead	Resident living on unimproved street
590 Lakeview Ave.	
Christina McKenna	Resident living on unimproved street
608 Lakeview	
John Rusche	Resident living on unimproved street
358 Henley	
Robert Lavoie	Resident with road design and maintenance
555 Lakeview Ave.	background

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

SUGGESTED ACTION:

2018.

- To appoint ____ to the Ad Hoc Unimproved Street Study Committee as the resident representative living on an improved street to serve a term to expire December 31, 2018.
 To appoint ___ to the Ad Hoc Unimproved Street Study Committee as a resident representative living on an unimproved street to serve a term to expire December 31, 2018.
 To appoint ___ to the Ad Hoc Unimproved Street Study Committee as a resident representative living on an unimproved street to serve a term to expire December 31, 2018.
 To appoint ___ to the Ad Hoc Unimproved Street Study Committee as a resident appoint ___ to the Ad Hoc Unimproved Street Study Committee as a resident Street Study Committee as a resident appoint ___ to the Ad Hoc Unimproved Street Study Committee as a resident street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee as a resident ___ to the Ad Hoc Unimproved Street Study Committee ___ to the Ad Hoc Unimproved Street Study Committee ___ to the Ad Hoc Unimproved Street Study Committee ___ to the Ad Hoc Unimproved Street Study Committee ____ to the Ad Hoc Unimproved Street Study Committee ____ to the Ad Hoc Unimproved Street Study Committee _____ to the Ad Ho
- 5. To appoint ____ to the Ad Hoc Unimproved Street Study Committee as a member with a background in road design and maintenance to serve a term to expire December 31, 2018.

representative living on an unimproved street to serve a term to expire December 31,

- 6. To appoint ____ to the Ad Hoc Unimproved Street Study Committee as a **member of the City Commission** to serve a term to expire December 31, 2018.
- 7. To appoint ____ to the Ad Hoc Unimproved Street Study Committee as a **member of the City Commission** to serve a term to expire December 31, 2018.

RESOLUTION 09-262-17

CREATING AN AD HOC UNIMPROVED STREET STUDY COMMITTEE TO CONDUCT A CITY-WIDE STUDY OF UNIMPROVED STREETS AND PROVIDE A RECOMMENDATION TO THE CITY COMMISSION OUTLINING A LONG TERM PLAN FOR THESE STREETS.

At the regular meeting of the Birmingham City Commission, called to order by Mayor Nickita on September 25, 2017 at 7:30 p.m., a motion was made by Commissioner Boutros and seconded by Commissioner Hoff to adopt the following resolution:

WHEREAS, the City of Birmingham has roughly 90 miles of public streets throughout its jurisdiction; and

WHEREAS, included in the roughly 90 miles of public streets, the City of Birmingham has roughly 26 miles of unimproved streets, which receive a cape seal treatment; and

WHEREAS, unimproved streets require more frequent maintenance than improved streets and have been an increasing concern for residents living on them; and

WHEREAS, the City of Birmingham is desirous of conducting a city-wide study of its unimproved streets to develop a long term solution that considers such issues as road durability, maintenance cycles, drainage, Rights-of Way usage, traffic speeds, parking and costs; and

WHEREAS, the City Commission wishes to establish an Ad Hoc Unimproved Street Study Committee to review the City's unimproved street maintenance program and provide a long term plan to address these streets.

NOW THEREFORE BE IT RESOLVED that an Ad Hoc Unimproved Street Study Committee is hereby established to develop and recommend a long term plan for addressing the City's unimproved streets in accordance with the following:

- 1. The Committee will be Ad Hoc. The term of the Committee shall continue through December 31, 2018 and the Committee will cease functioning unless otherwise directed by the Commission at that time.
- 2. The City Commission hereby appoints a seven (7) member Ad Hoc Committee to be comprised of the following members.
 - a. Two members of the City Commission.
 - b. Three members comprised of residents living on an unimproved street representing different areas of the City.
 - c. One member comprised of a resident living on an improved street.
 - d. One member with a background in road design and maintenance.

The City Commission also hereby appoints the City Manager as an ex officio member of the committee and the City Manager may designate additional staff members and consultants to assist the committee in providing information and assistance as required.

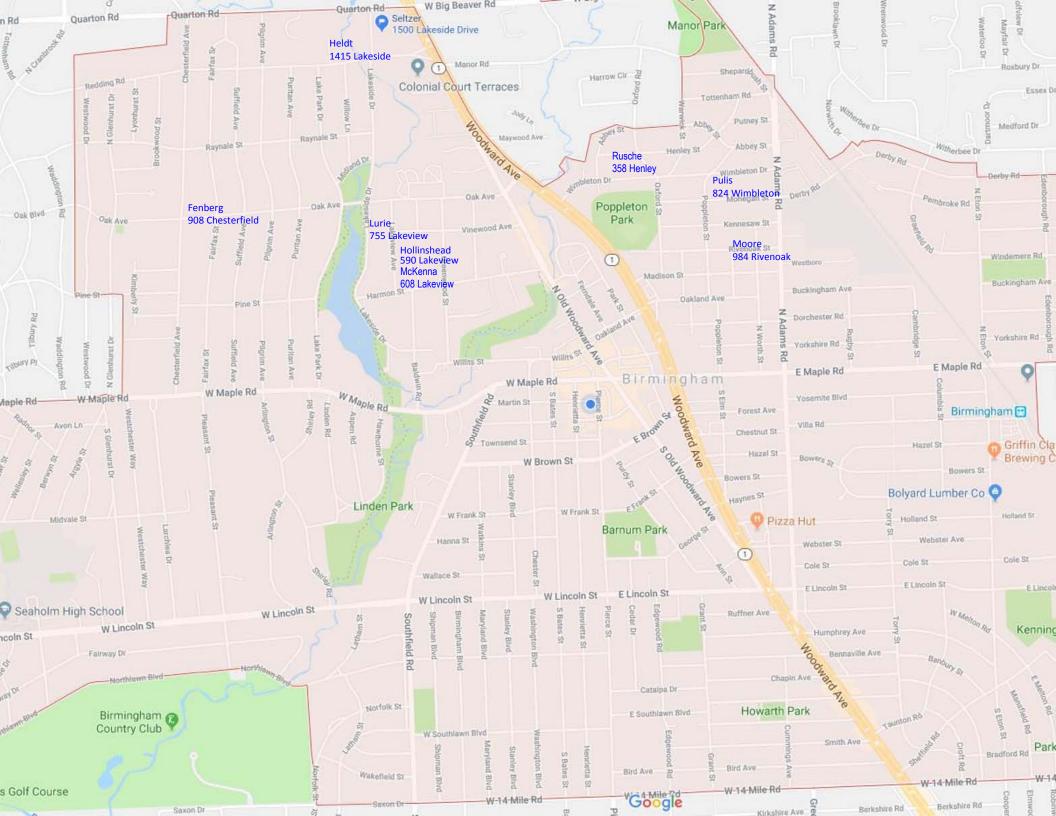
- 3. The scope of the Committee shall be to develop a long term plan on how to best proceed in addressing unimproved roads in the City in accordance with the following:
 - a. Review the history and evolution of the road system in the City.
 - b. Review and evaluate the types of streets in the City while considering road durability, maintenance cycles, drainage, Rights-of-Way usage, traffic speeds, parking, resident preference and aesthetics.
 - c. Review and evaluate policies from neighboring communities for addressing unimproved streets.
 - d. Review the policies and procedures attributed to each type of street construction and maintenance method used by the City.
 - e. Review conditions where small sections of unimproved streets exist within a predominately improved block and provide recommendations.
 - f. Review conditions where large areas of unimproved streets exist within a neighborhood and provide recommendations.
 - g. Review and evaluate cost and budget implications of any proposed recommendations and include strategic funding alternatives.
 - h. Compile the Committee's findings and recommendations into a report to be presented at the end of the Committee's term.
- 4. The Committee may request professional services as may be required in the analysis of street design, maintenance and cost considerations.
- 5. The Committee is not authorized to expend funds or enter into agreements. All recommendations made by the Committee shall be in the form of a report to the City Commission.

All meetings of the Committee shall be open to the public. Agenda and minutes for all meetings shall be prepared.

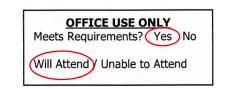
VOTE: Yeas, 7 Nays, 0

Absent, 0

I, J. Cherilynn Mynsberge, City Clerk of the City of Birmingham, do hereby certify that the above is a true and correct copy of a resolution adopted by the Birmingham City Commission at their regular meeting of September 25, 2017.







Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

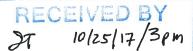
Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

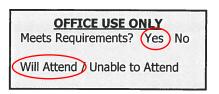
(Please print clearly) Board/Committee of Interest ONINDROVED Street Study Committee Specific Category/Vacancy on Board Resident Living on Unimproved Street Phone (248) 752-3535 Name Scott Seltzer Email Scott @ cure senjur care. com Residential Address 1500 Lakeside Dr Length of Residence 3 years Residential City, Zip Birmingham 48009 Occupation Owner - Assisted Living Business Address 1725 Chester Ro Business City, Zip Royal Oak 48073 Reason for Interest: Explain how your background and skills will enhance the board to which you have applied _____ and ____ I have overseen remove time projects for commercial properties and built my house. List your related employment experience Owner - Chester Street Residence god Core Real Estele Services. Director of Acquisitions - Dietz Property Group List your related community activities List your related educational experience Michigan State University - 1999 Bachelor of Arts in Business Communication To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: ______ Do you currently have a relative serving on the board/committee to which you have applied? _______ Are you an elector (registered yoter) in the City of Birmingham? Signature of Applicant

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to Lpierce@bhamgov.org or by fax to 248.530.1080.

Updated 10/12/16







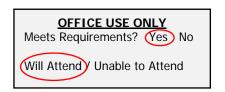
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Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities. 140 1601 PAVING COMMITTEE (STREET) Board/Committee of Interest _ Specific Category/Vacancy on Board Phone 248-703-8615 Residential Address 984 Ruvenkau Residential City, Zip 12/1999 48009 Length of Residence 64 yns Occupation / C-1,11C-5 Business Address Business City, Zip Reason for Interest: Explain how your background and skills will enhance the board to which you have applied ______ 1415 para Three on A Tim ins Bin An Inpressor UNIMPROUS SINCE, List your related employment experience List your related community activities / 174 / 6mm 55/6nx as List your related educational experience 1319, JD - Siminary Irannes To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: Do you currently have a relative serving on the board/committee to which you have applied? ____/// Are you an elector (registered voter) in the City of Birmingham? Signature of Applicant

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to Lpierce@bhamgov.org or by fax to 248.530.1080.

Updated 10/12/16





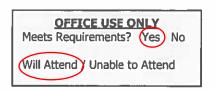
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Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest UNIMPROVED STREET ST	UDY COMMITTEE	
Specific Category/Vacancy on Board Citizen living on unimprove	ed street	
Name David Lurie	Phone 248-224-07	52
Residential Address 755 Lakeview	Email dlurie2001@	comcast.net
Residential City, Zip Birmingham	Length of Residence	34 years
Business Address same	Occupation Consult	ant
Business City, Zip same		
Reason for Interest: Explain how your background and skills value Lifelong Birmingham resident who knows all of the roads in the city and roads in the city.		
List your related employment experience None		
List your related community activities Former member of E	Birmingham Area Cablecas	sting Board
List your related educational experience Bachelor of Science	ce, Michigan State Univers	ity
To the best of your knowledge, do you or a member of yo relationships with any supplier, service provider or contractor direct compensation or financial benefit? If yes, please explain	r of the City of Birmingham from	
None		
Do you currently have a relative serving on the board/committ	ee to which you have applied? _	no
Are you an elector (registered voter) in the City of Birmingham	_{n?} Yes	
Luce Llurio	10/31/17	_
Signature of Applicant fby ax to 248.530.1080.	Date	— Updated 10/12/16





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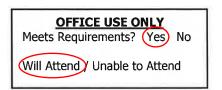
Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest Ad Hoc Unimproved Street Study C	ommittee
Specific Category/Vacancy on Board resident of an unimproved s	
Name Dominick Pulis	Phone 586-381-5831
Residential Address 824 Wimbleton Dr	Email dompulis@hotmail.com
Residential City, Zip Birmingham, 48009	Length of Residence 1 year
Business Address	Occupation Quality Manager
Business City, Zip	
Reason for Interest: Explain how your background and skills will live lived in Birmingham for over 10 years, always on improved ro homeowner on Wimbleton Dr, I'd like to learn about and help dev	pads (North Eton and Cole Street). Now, as a
List your related employment experience Engineering and Quality roles at FCA - Chrysler	
List your related community activities prior board member for Birmingham Parks and Rec	
List your related educational experience Bachelor Engineering / Master Engineering / MBA	
To the best of your knowledge, do you or a member of your relationships with any supplier, service provider or contractor of direct compensation or financial benefit? If yes, please explain: no	the City of Birmingham from which you or they derive
Do you currently have a relative serving on the board/committee	to which you have applied? no
Are you an elector (registered voter) in the City of Birmingham?	/es
	31Oct2017 Date

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to cmynsberge@bhamgov.org or by fax to 248.530.1080.





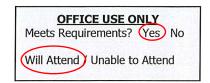
Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

(Fleuse print clear	77'
Board/Committee of Interest Ad Hoc Unimproved Street Study	y Committee
Specific Category/Vacancy on Board Member living on an unimproved st	reet
Name Michael Fenberg	Phone 248-310-7373
Residential Address 908 Chesterfield	Email _michael.fenberg@bakertilly.com
Residential City, Zip Birmingham, 48009	Length of Residence 23 Years in Birmingham
Business Address 2000 Town Center, Suite 900	Occupation Certified Public Accountant
Business City, Zip Southfield, 48075	
Reason for Interest: Explain how your background and skills will er Living on an unimproved street for 17 years; 12 Year participat	tion in Quarton Lakes Neighborhood Association
List your related employment experience Partner Emeritus: Ba and audit	aker Tilly Virchow Krause LLP 40 year in tax
List your related community activities Birmingham Area Cable Board; E years; Quarton Lakes Neighborh	Board of Education trustee-Birmingham Public Schools 12.5 ood Association Treasurer; Temple Beth El Audit Committee
List your related educational experience Wayne State Universit Adminstration, June 19	
To the best of your knowledge, do you or a member of your in relationships with any supplier, service provider or contractor of t direct compensation or financial benefit? If yes, please explain:	
Do you currently have a relative serving on the board/committee to	which you have applied? No
Are you an elector (registered voter) in the City of Birmingham? $\underline{\underline{Y}}$	es
May I de	lov 1, 2017
Signature of Applicant Di	ate





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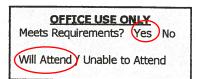
(Please print clearly)

prine dearry)
et Study Committee
improved street
Phone 586 918 6654
Email heldtj@excite.com
Length of Residence 12 1/2 years
Occupation Attorney
ls will enhance the board to which you have applied Birmingham Area Cable Board - PEG Chair and Treasurer
elated construction, finance experience
Cable Board, 10+ years
m laude, Wayne State, 1972; Masters of Science in College, 1990
your immediate family have any direct financial or business tor of the City of Birmingham from which you or they derive plain:
NO
nittee to which you have applied? NO
_{am?} yes
November 17, 2017 Date



RECEIVED BY

NOV 2 1 2017



NO

APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamqov.org/boardopportunities. (Please print clearly) Board/Committee of Interest Ad HOC Unimpioned Street Study Committee Specific Category/Vacancy on Board Resident on unimproved stree Residential Address _590 Residential City, Zip Birmingham, MI 48009 Business Address 2000 TOWN Center Suite 2850 Business City, Zip SOUTHFIELD, MI 48075 Reason for Interest: Explain how your background and skills will enhance the board to which you have applied Howing I know the Clip from a residential and commenced perspective. Iam one of several family members who lives in the con- liven my List your related employment experience I have we had in the investment for twenty-five years List your related community activities Last year, I attended The Citizen's Academy. Through Hat and other experiences I've had I have come to know the city an quined knowledge of how governmental processes in the city work.

List your related educational experience B. A. form lande Tutis University and M.A. The Johns Hopkins University To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: NO

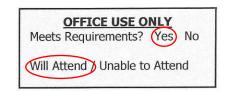
Signature of Applicant Date

Do you currently have a relative serving on the board/committee to which you have applied?

Are you an elector (registered voter) in the City of Birmingham?

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to cmynsberge@bhamgov.org or by fax to 248.530.1080.





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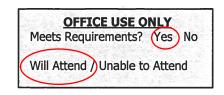
Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly) Ad Hoc Unimproved Street Committee Board/Committee of Interest Board Member Resident living on an unimproved street. Specific Category/Vacancy on Board Christina McKenna cmckenna@bluestoneexec.com 608 Lakeview Residential Address Birmingham 48009 14 years Birmingham Length of Residence Residential City, Zip 1025 E. Maple Rd Consultant Occupation **Business Address** Birmingham 48009 Business City, Zip Reason for Interest: Explain how your background and skills will enhance the board to which you have applied I've spent two years working to raise support for a street improvement project and observed firsthand the obstacles inherent to the existing system. As a strategic communications consultant, I advise organizations List your related employment experience on how to achieve better results through communication. Holy Name School Advisory Committee, Holy Name parishoner, List your related community activities Birmingham Little League and Birmingham Hockey (parent) MS Journalism, Columbia University; List your related educational experience BA Political Science, University of Chicago To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If ves, please explain: No. Do you currently have a relative serving on the board/committee to which you have applied? Are you an elector (registered voter) in the City of Birmingham? Signature of Applicant

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to Lpierce@bhamgov.org or by fax to 248.530.1080.

3A8





Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

Board/Committee of Interest Ad Hoc Unimproved Street Stud	dy Committee
Specific Category/Vacancy on Board Resident living on an un	nimproved street
Name John Rusche	Phone <u>248-731-7068</u>
Residential Address <u>358 Henley Street</u>	Email JPRusche@aol.com
Residential City, Zip Birmingham 48009	Length of Residence 10 years
Business Address 300 East Big Beaver, Suite 500	Occupation Program Manager
Business City, Zip <u>Troy 48083</u>	
Reason for Interest: Explain how your background and skills the first Birmingham Citizen's Academy. During the Enginee unimproved street. I verified my understanding with Mr. O'N Facebook Group. It didn't progress further. List your related employment experience None related to stre	Meara and then explored interest with the Poppleton Park
List your related community activities <u>Currently serving as an</u>	alternate to the Parks & Recreation Board
List your related educational experience None related to stre	eet improvements.
	your immediate family have any direct financial or business or of the City of Birmingham from which you or they derive ain: No
Do you currently have a relative serving on the board/commit	ttee to which you have applied? No
Are you an elector (registered voter) in the City of Birmingham Signature of Applicant	m? <u>Yes</u>

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to cmynsberge@bhamgov.org or by fax to 248.530.1080.



OFFICE USE ONLY

Meets Requirements? Yes No

Will Attend / Unable to Attend

APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly) Board/Committee of Interest Ad Hoc Committee to Study Unimproved Streets in City of BirminghamR Specific Category/Vacancy on Board Member w/road design and maintenance background Name ROBERT D LAVOIE

Residential Address 555 LAKEVIEW AVE Phone 248 635 6472 Email RDLAVOIE@AOL.COM

Length of Residence 2.5 YEARS Residential City, Zip BIRMINGHAM, 48009 Occupation RETIRED P.E. Business Address N/A Business City, Zip N/A Reason for Interest: Explain how your background and skills will enhance the board to which you have applied ______ I would expect that my experience as a practicing consulting civil engineer, former highway maintenance superintendent, city engineer and dpw director would provide valued input. Former President of Nowak and Fraus Engineers, Former Hwy List your related employment experience . Maintenance Sup't., City Engineer and DPW Director in Pontiac. City of Birmingham Storm Water Utility Board Member List your related community activities BSCE Civil Engineering, MSCE Civil Engineering and current List your related educational experience registered PE in Michigan. To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: _ I have a Stock Buy-Sell agreement with Nowak and Fraus related to my retirement benefits. Do you currently have a relative serving on the board/committee to which you have applied? Are you an elector (registered voter) in the City of Birmingham? Signature of Applicant

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to Lpierce@bhamgov.org or by fax to 248.530.1080.

Updated 10/12/16



NOTICE OF INTENTION TO APPOINT TO BOARD OF REVIEW

At the regular meeting of Monday, December 4, 2017, the Birmingham City Commission intends to appoint two (2) regular members and one (1) alternate member to serve three-year terms to expire December 31, 2020. Applicants must be property owners and electors of the City of Birmingham.

The Board of Review, consisting of two panels of three local citizens who must be property owners and electors, is appointed by the City Commission for three-year terms. Although a general knowledge of the City is very helpful, more important are good judgment and the ability to listen carefully to all sides of an issue before making a decision. Approximately three weeks in March are scheduled for taxpayers to protest their assessments and one day each in July and December for correcting clerical errors and mutual mistakes of fact. Two training sessions in February are also required.

Interested citizens may submit an application available at the Clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the City Clerk's office on or before noon on Wednesday, November 29, 2017. These documents will appear in the public agenda for the regular meeting at which time the City Commission will interview applicants and may make nominations and vote on appointments.

Board members are paid \$110 per diem.

Applicant(s) Presented For City Commission Consideration:

Applicant Name	Criteria/Qualifications									
	Applicants must be property owners and electors									
	(registered voters) of the City of Birmingham.									
Jill Stress	Resident and property owner									
784 Westchester Way										
Guy Di Placido	Resident and property owner									
726 Lakeside Dr.										
Lester Richey	Resident and property owner									
1690 Stanley										

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

SUGGESTED RESOLUTION To appoint year term to expire Decem	to the Board of Review as a regular member to serve a three
To appoint year term to expire Decem	to the Board of Review as a regular member to serve a three liber 31, 2020.
To appoint	to the Board of Review as an alternate member to serve a three

year term to expire December 31, 2020.



BOARD OF REVIEW

City Charter - Chapter III, Section 14

Terms: Three Years

Members: Members must be property owners and electors of the City of Birmingham

Appointed by the City Commission

The Board of Review hear appeals from property owners regarding their assessments. Approximately three weeks in March are scheduled for taxpayers to protest their assessments and one day each in July and December for correcting clerical errors and mutual mistakes of fact. Two training sessions in February are also required.

Last Name F Home Address	irst Name	Home Business E-Mail	Appointed	Term Expires		
Devereaux	Kathleen	(248) 840-5310	2/22/2016	12/31/2019		
1019 Rivenoak						
		kddevereaux@woww	vay.com			
Di Placido	Guy	(248) 644-1708	1/10/1994	12/31/2017		
726 Lakeside Dr.						
Feiste	Leland	(248) 644-3948	1/22/2001	12/31/2019		
1474 Maryland						
		lwfeiste@yahoo.com				
Katrib	Elicia	(248) 379-3577	2/22/2016	12/31/2018		
1832 East Lincoln						
		e.katrib@gmail.com				
Monahan	Jason	(586) 243-5266	2/13/2017	12/31/2019		
732 Chapin Ave.			alternate			
		jasonmonahan@gma	ail.com			

Last Name Home Addres	First Name	Home Business						
		E-Mail	Appointed	Term Expires				
Richey	Lester	(248) 644-7143	2/9/2015	12/31/2017				
1690 Stanley								
		lesrichey@yahoo.com	n					
Rose	Cynthia	(248) 752-2667 3/2/2009		12/31/2018				
1011 Clark								
		crose@cbwm.com						
Stress	Jill	(586) 246-6700	2/13/2017	12/31/2017				
784 Westcheste	er Way		alternate					
		jill.stress@yahoo.com	η					

CITY BOARD/COMMITTEE ATTENDANCE RECORD

Board/Committee:

Board of Review

Year: 2017

MEMBER NAME	2/14	2/23	3/7	3/13	3/14	3/16	3/21	7/18	12/12				Total Mtgs. Att.	Total Absent	Percent Attend
REGULAR MEMBERS										-					
DEVEREAUX, KATHLEEN	P	NM	P	Р	Р	Р	Р	NM					6	0	100%
DIPLACIDE, GUY	Р	NM	Р	Р	Р	Р	Р	Р				<u> </u>	7	0	100%
FEISTE, LELAND	Р	NM	Р	P	Р	Р	Р	Р					7	0	100%
KATRIB, ELICIA	Р	NM	A	Р	Р	Α	Р	Α					4	3	57%
RICHEY, LESTER	Р	NM	Р	Р	Р	Р	Р	NM					6	0	100%
ROSE, CYNTHIA	Р	NM	Р	P	Р	Р	Р	NM			1		6	0	100%
Reserved															(== 1 =)
Reserved															
ALTERNATES															
MONAHAN, JASON	па	Р	NM	NM	NM	NM	NM	Р					2	0	100%
STRESS, JILL	na	Р	Р	Р	Р	Р	Р	NM					6	0	100%
Reserved															
Reserved															
Members in attendance	6	2	6	7	7	6	7	3					1		

KEY: A = Absent

P = Present

NM = No Meeting

na = not appointed at that time

CITY BOARD/COMMITTEE ATTENDANCE RECORD

Board of Review Board/Committee: Year: 2016

MEMBER NAME	2/2	3/8	3/14	3/15	3/16	3/21	7/19	12/13				Total Mtgs. Att.	Total Absent	Percent Attend
REGULAR MEMBERS	1			0.0		i			F()	1				
DEVEREAUX, KATHLEEN	Р	Р	Р	Р	Р	P	Α	NM		1		6	1	86%
DIPLACIDO, GUY	P	Р	Р	Р	Р	Р	NM	P	1		Ţ	7	0	100%
FEISTE, LELAND	Р	P	Р	Р	Р	Р	NM	Р		1	1	7	0	100%
KATRIB, ELICIA	Р	Р	Р	Р	Р	Α	NM	Α			1	5	2	71%
RICHEY, LESTER	Р	NM	Р	Р	Р	Р	Р	NM				6	0	100%
ROSE, CYNTHIA	Р	NM	Р	Р	Р	Р	Р	NM				6	0	100%
Reserved			W. 195											
Reserved														
ALTERNATES														
GOTTLIEB, HAROLD	na	na	na	na	na	na	Р	NM	 	,	†	1	0	100%
STEINBERGER, MICHAEL	Р	Р	NM	NM	Р	NM	NM	NM				3	0	100%
Reserved							1 3							
Reserved))elimi	1 11111											
Members in attendance	7	5	6	6	7	5	3	2				1		

KEY: A = Absent

P = Present

NM = No Meeting

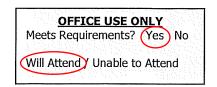
na = not appointed at that time

Department Head Signature

CITY OF BIRMINGHAM BOARD OF REVIEW ATTENDANCE 2014 AND 2015

BOARD OF REVIEW ATTENDANCE												
	2014 - 2015											
	03/04/14	03/10/14	03/11/14	03/13/14	07/22/14	12/09/14	03/03/15	03/09/15	03/10/15	03/12/15	07/21/15	Attendance
CHAPMAN, ANDREW P	Р	Р	Р	Р	Р	-	Р	Р	Р	Р	-	100%
CLEVERS, RUTH A	Р	Р	Р	Р	-	Р	Р	Р	Р	Р	Р	100%
DIPLACIDO, GUY	Р	Р	Р	Р	-	Р	Р	Р	Р	Р	Р	100%
FEISTE, LELAND W	Р	Р	Р	Р	-	Р	Р	Р	Р	Р	Р	100%
RICHEY, LESTER B	-	-	-	-	-	-	Р	Р	Р	Р	-	100%
ROSE, CYNTHIA J	Р	Р	Р	Р	Р	-	Р	Р	Р	Р	-	100%
- indicates member												
not required to attend												





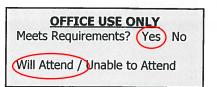
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Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities. (Please print clearly) Board/Committee of Interest Specific Category/Vacancy on Board 58% 24% 6700 Residential Address <u>784</u> Residential City, Zip BICMINGham Length of Residence SINCP Mov 20 Business City, Zip Bloomtie Reason for Interest: Explain how your background and skills will enhance the board to which you have applied portion of in MUTTOLE MEETINGS IN 2017- MY TOW expiring List your related employment experience Fidelity Client Advisory Board Compensation & Governance related items List your related community activities <u>CULTENT</u> BOR Alter no List your related educational experience <u>Bachelor in Science</u>, - <u>Michiann State</u>, Univ Business Administration To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: Do you currently have a relative serving on the board/committee to which you have applied? Are you an elector (registered voter) in the City of Birmingham? _

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to cmynsberge@bhamgov.org or by fax to 248.530.1080.







Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets: The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

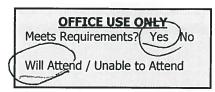
Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly) Board/Committee of Interest ____ Board or Lovies Name GUY DI PLACIDO Phone <u>Z48-644-1708</u> Residential Address 726 LAKESI OS DIZIUS Residential City, Zip BIRMINGHAM 48009 Length of Residence 52 YEARS Occupation RETIRED CINETICS MESON Business Address Business City, Zip _____ Reason for Interest: Explain how your background and skills will enhance the board to which you have applied THING ALCUAYS HAD AN INTEREST IN THIS TAX STRUCTURE OF BIRMING BOH. DOTHE MY PROCE ESTATE AN CONSTRUCTION EXPERIENCE, IDAN DETHEOPIATION ICOTO AN HOBST DND JUST SERVICE & KEEP A STRANG TAX BASG IN BIRMINGSPA List your related employment experience SHELL OIL CO- FEDILESTAYS ACQUISTION DEVELOPATION SHOW SED PESIDENTIAL BOILDER -STATE OF MICHERY List your related community activities Boans OR Paules 23 Years List your related educational experience Brune con on Encrete nine - Cioke Goorne con MILHER MUNICIPAL LEDGO FCL DSSES FOR LEDGE I DSSESSOL. To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: Do you currently have a relative serving on the board/committee to which you have applied? ________ Are you an elector (registered voter) in the City of Birmingham? 10/2//17 Signature of Applicant

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to cmynsberge@bhamgov.org or by fax to 248.530.1080.



RECEIVED BY



APPLICATION FOR CITY BOARD OR COMMITTEE

Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly) Board/Committee of Interest BOARD TF BEWIEW Specific Category/Vacancy on Board ____ Phone 248447143 Residential Address 1890 578 Email (258/2120) A Galles Length of Residence 41 7 Residential City, Zip By Rossellkap Occupation BETURE ENS Business Address _____ Business City, Zip _____ Reason for Interest: Explain how your background and skills will enhance the board to which you have applied 16 YEARS ASTHE ROASED. List your related employment experience 31 708000 AT ENGLOSION List your related community activities Voltable Edition Legisle List your related educational experience _____ To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: Do you currently have a relative serving on the board/committee to which you have applied? Are you an elector (registered voter) in the City of Birmingham?

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to Lpierce@bhamgov.org or by fax to 248.530.1080.

Updated 10/12/16

3C3



NOTICE OF INTENTION TO APPOINT TO THE CABLECASTING BOARD

At the regular meeting of Monday, December 4, 2017 the Birmingham City Commission intends to appoint to the Cablecasting Board one regular member to serve the remainder of a term expiring March 30, 2020. Applicants must be residents of the City of Birmingham.

Interested citizens may submit an application available at the city clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the city clerk's office on or before noon on Wednesday, March 8, 2017. These applications will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on the appointments.

Duties of the Cablecasting Board

- 1) Advise the municipalities on matters relating to cable communications;
- 2) Monitor the franchisee's compliance with the franchise agreement and the cable communications ordinance;
- 3) Conduct performance reviews as outlined in Chapter 30, Article VII of the city code;
- 4) Act as liaison between the franchisee and the public; hear complaints from the public and seek their resolution from the franchisee;
- 5) Advise the various municipalities on rate adjustments and services according to the procedure outlined in Chapter 30; Article VI
- 6) Advise the municipalities on renewal, extension or termination of a franchise;
- 7) Appropriate those moneys deposited in an account in the name of the cablecasting board by the member communities;
- 8) Oversee the operation of the education, governmental and public access channels;
- 9) Apprise the municipalities of new developments in cable communications technology;
- 10) Hear and decide all matters or requests by the operator (Comcast Cablevision);
- 11) Hear and make recommendations to the municipalities of any request of the operator for modification of the franchise requirement as to channel capacity and addressable converters or maintenance of the security fund;
- Hear and decide all matters in the franchise agreement which would require the operator to expend moneys up to fifty thousand dollars;
- 13) Enter into contracts as authorized by resolutions of the member municipalities;
- 14) Administer contracts entered into by the board and terminate such contracts.

<u>Applicant(s) Presented For City Commission Consideration:</u>

	Applicant Name	Criteria/Qualifications Must be a resident of Birmingham
ĺ	Donovan Shand	Resident, 1645 Buckingham Ave.

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

SUGGESTED ACTION:	
To appoint	to the Cablecasting Board as a regular member to
serve the remainder of a	rm to expire March 30, 2020.



CABLECASTING BOARD

Chapter 30 - Section 30-226 - Birmingham City Code Meeting Schedule: 3rd Wednesday of the month - 7:45 A. M

The Board shall consist of 12 members, which includes 7 members who are residents of the City of Birmingham. Each member community shall also appoint one alternative representative. (30-226)

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires				
Abraham	George	(248) 642-1257	3/13/2017	3/30/2019				
898 Arlington			ALTERNATE					
		georgeabrahamjr@outlo	georgeabrahamjr@outlook.com					
Bozell	Jeffrey	(313) 204-5489	2/22/2016	3/30/2018				
1564 Penistone								
		jeffrey.bozell@gmail.cor	jeffrey.bozell@gmail.com					
Eick	R. David	(248) 231-8067	12/14/2015	3/30/2018				
559 Greenwood								
		eickhouse@comcast.net						
Fenberg	Michael	(248) 310-7373	3/13/2017	3/30/2020				
908 Chesterfield								
		michael.fenberg@bakertilly.com						
Heldt	Jeffrey	(248) 646-4678	3/22/2010	3/30/2019				
1415 Lakeside		heldtj@excite.com						

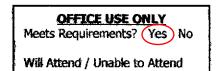
For Cable Inquires:

Cathy White 248-336-9445 P.O. Box 165, Birmingham, MI 48012

Monday, November 06, 2017

Last Name Home Address	First Name	Home Business E-Mail	Appointed	Term Expires
McAlear	Matthew	(248)420-5635	2/25/2013	3/30/2018
1742 Latham				
		mbmcalear@gmail.d	com	
McLain	Elaine	(248) 225-9903	1/9/2006	3/30/2020
425 N Eton, #3	02			
		ekmclain@gmail.cor	n	
VACANT				3/30/2020





Thank you for your interest in serving on a Board or Committee. The purpose of this form is to provide the City Commission with basic information about applicants considered for appointment. NOTE: Completed applications are included in the City Commission agenda packets. The information included on this form is open to the public. All Board and Committee members are subject to the provisions of the Ethics Ordinance (Chapter 2, Article IX of the City Code).

Information on various Boards and Committees and a list of current openings can be found on the City website at www.bhamgov.org/boardopportunities.

(Please print clearly)

BIKMINJUAM ANDA CARGE BOARD Board/Committee of Interest Specific Category/Vacancy on Board PEANLAN MEMBER DUNOVAN SHAMD Residential Address 1645 BUCKINGUAM AE 29 shand 0 gmas 1 com Residential City, Zip BIRMINGLAM MI 48009 Length of Residence _____ 9 YAS Occupation DRODUCT MANAGEN Business Address ______ Business City, Zip ___ Reason for Interest: Explain how your background and skills will enhance the board to which you have applied _ 5 YEARS' EXPERIENCE IN CABLE TV INDISTRY, I AM INTERESTED IN EMERCING TEZUNOLUZY AND THEMS IN NET NEVTRALLIM List your related employment experience SAUS & SAUS WANAMENUEM - COMCAST (1985 - 2946). TEMNOLOGIN - DROTONCE MANAGEMENT (1991 - DIESEM) List your related community activities BIRMINGUM CITZENS ACADEMY (2017) List your related educational experience BA - TEVECOMMUNICATIONS MSV (1984)

MSA - WALSH COMETIE (2012) To the best of your knowledge, do you or a member of your immediate family have any direct financial or business relationships with any supplier, service provider or contractor of the City of Birmingham from which you or they derive direct compensation or financial benefit? If yes, please explain: No. Do you currently have a relative serving on the board/committee to which you have applied? _ Are you an elector (registered voter) in the City of Birmingham? 11/14/17

Return the completed and signed application form to: City of Birmingham, City Clerk's Office, 151 Martin, Birmingham, MI 48009 or by email to cmynsberge@bnamgov.org or by fax to 248.530.1089.

3E1

BIRMINGHAM CITY COMMISSION MINUTES NOVEMBER 20, 2017 MUNICIPAL BUILDING, 151 MARTIN 7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Harris called the meeting to order at 7:30 p.m.

II. ROLL CALL

ROLL CALL: Present, Mayor Harris

Absent.

Mayor Pro Tem Bordman Commissioner Boutros Commissioner DeWeese Commissioner Hoff Commissioner Sherman Commissioner Nickita

Administration: City Manager Valentine, IT Director Brunk, Police Chief Clemence, City Attorney Currier, City Planner Ecker, Finance Director Gerber, Assistant to the City Manager Haines, City Clerk Mynsberge, City Engineer O'Meara

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

A gift from the mayor of Birmingham's Sister City, Ritto, was presented to Mayor Harris.

Mayor Harris announced:

 City offices will be closed for Thanksgiving on Thursday, November 23rd and Friday, November 24th.

11-298-17 APPOINTMENTS TO THE BIRMINGHAM SHOPPING DISTRICT BOARD

City Manager Valentine presented his choices for appointment to the Birmingham Shopping District Board, Richard Astrein, William Roberts, and Samy Eid, for the concurrence of the Commission.

Samy Eid was present and made brief comments as to their qualifications.

MOTION: Motion by Commissioner Hoff, seconded by Commissioner Boutros:

To concur with the City Manager's appointment of Richard Astrein to the Birmingham Shopping District Board, as a member who is a business operator or property owner, for a four-year term to expire November 16, 2021.

VOTE: Yeas, 6

Nays, 0 Absent, 1

MOTION: Motion by Commissioner Sherman, seconded by Mayor Pro Tem Bordman:

1

November 20, 2017

To concur with the City Manager's appointment of William Roberts to the Birmingham Shopping District Board, as a member who is a business operator, for a four-year term to expire November 16, 2021.

VOTE: Yeas, 6

Nays, 0 Absent, 1

MOTION: Motion by Commissioner DeWeese, seconded by Commissioner Boutros:

To concur with the City Manager's appointment of Samy Eid to the Birmingham Shopping District Board, as a member who is a business operator, for a four-year term to expire November 16, 2021.

VOTE: Yeas, 6

Nays, 0 Absent, 1

11-299-17 APPOINTMENTS TO THE PLANNING BOARD

Daniel Share was unable to attend but submitted an email expressing his desire to continue serving on the Planning Board as an alternate member.

Nasseem Ramin was present and made brief comments as to her interest and qualifications to serve on the Board.

MOTION: Motion by Mayor Pro Tem Bordman, seconded by Commissioner DeWeese: To appoint Dan Share to the Planning Board, as an alternate member, for a three-year term to expire November 2, 2020.

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Hoff: To appoint Ramin to the Planning Board, as an alternate member, for a three-year term to expire November 2, 2020

The City Clerk administered the Oath of Office to the appointees.

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

11-300-17 APPROVAL OF CONSENT AGENDA

Commissioner Sherman recused himself from voting on Item E, based on a conversation with the City Attorney.

The following item was removed from the Consent Agenda:

• Commissioner Hoff: Item A, Approval of the City Commission minutes of November 13, 2017

MOTION: Motion by Commissioner DeWeese, seconded by Commissioner Boutros:

To approve the Consent Agenda, with Item A removed and the recusal of Commissioner Sherman from the vote on Item E noted.

ROLL CALL VOTE: Yeas, Mayor Pro Tem Bordman

Commissioner Boutros

Commissioner DeWeese Mayor Harris Commissioner Hoff Commissioner Sherman

Nays, None

Absent, Commissioner Nickita

B. Approval of warrant list, including Automated Clearing House payments, dated November 15, 2017, in the amount of \$1,082,940.45.

- C. Resolution approving a request from Common Ground to hold the 44th Annual Birmingham Street Art Fair in and around Shain Park on September 14 16, 2018, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any location change or minor modifications that may be deemed necessary by administrative staff at the time of the event.
- D. Resolution authorizing the City Manager to sign the new backup services contract with All Covered for a continued monthly cost of \$1192.00. Funds are available in the IT Computer Maintenance fund account #636-228.000-933.0600.
- E. Resolution setting Monday, December 11, 2017 at 7:30 PM for a public hearing to consider an application for a Special Land Use Permit Amendment and Final Site Plan for 220 restaurant at 220 E. Merrill.
- F. Resolution setting Monday, December 11, 2017 at 7:30 PM for a public hearing to consider an application for a Special Land Use Permit Amendment and Final Site Plan for Vinotecca at 210 S. Old Woodward.

V. UNFINISHED BUSINESS

11-301-17 PLAN FOR FINALIZATION OF THE CITY LOGO

From Assistant to the City Manager Haines' report to City Manager Valentine dated November 15, 2017:

PROPOSED PLAN FOR FINALIZATION OF CITY LOGO

- 1. Conduct a city-wide survey. The proposed survey will solicit feedback from the community on six logos, which includes the three initial logos recommended by the Ad Hoc BBC, two tree logo designs from early McCann drafts, and the current Birmingham City logo. The purpose of the survey is to gather input regarding specific logo design elements, and to find out what elements they like or don't like, and to find out which logo design is the most preferred of the six. (The proposed survey is attached.) The survey will be conducted over a period of three weeks, and will be promoted via local news outlets, city social media channels, and the city website.
- 2. Gather data and summarize results. The survey questions are designed to gather specific data and feedback on each design and its design elements, and to determine which logo design is the most preferred. There is also a comment section which provides a way for participants to offer additional feedback on each logo. The results of the survey will be collected and summarized for review by the Commission.
- **3. Report data to the City Commission.** A report will be presented to the City Commission to review the survey findings and to determine if the data supports a preference for a specific logo or for specific elements of a logo design. The Commission can then determine, based on the input from the survey, if there are desired modifications to be considered or the Commission may provide direction on a preferred logo. If modifications are desired, staff will modify and bring back for review.

Commission members made suggestions for additional locations for the survey to be made available to the public, including the Baldwin Public Library and NEXT.

Assistant to the City Manager Haines confirmed the survey will be publicized through local media, and agreed with suggestions that the survey be released in January.

MOTION: Motion by Commissioner Boutros, seconded by Commissioner DeWeese: To endorse the Proposed Plan for Finalization of the City Logo.

VOTE: Yeas, 6

Nays, 0 Absent, 1

VI. NEW BUSINESS

11-302-17

PUBLIC HEARING TO CONSIDER PROPOSED LOT COMBINATION OF 412 & 420 E. FRANK AS WELL AS THE SMALL STRIP OF PARKING THAT ABUTS 420 E. FRANK ON THE EAST

Mayor Harris opened the public hearing at 7:52 p.m.

From City Planner Ecker's report to City Manager Valentine dated November 15, 2017:

The subject site is composed of three parcels, 412 & 420 E. Frank as well as the small strip of parking that abuts 420 E. Frank on the east. 412 E. Frank was most recently occupied by Frank Street Bakery, while 420 E. Frank has been used as an interior design office space for the past several years. The owner of these properties is seeking approval to combine the three parcels into one lot of 15,200 square feet in size on the southeast corner of E. Frank and Ann Street and to demolish the existing buildings to construct a three story, five (5) unit multi-family residential structure.

On June 28, 2017, the Planning Board approved the Final Site Plan & Design Review for the construction of a new three story residential building on the subject parcels.

On October 30, 2017, the City Commission set a public hearing date to consider the proposed lot combination, pursuant to the procedures set forth in Section 102-52 of the Subdivision Ordinance. The proposed lot combination meets the six required standards set forth by the Subdivision Regulation Ordinance (Chapter 102, Section 102-83) for approval of a lot combination.

City Planner Ecker verified for:

- Commissioner DeWeese that the neighbors who have commented are in favor of the lot combination.
- Commissioner Hoff that all neighbors within 300 feet of the proposed lot combination were notified of this public hearing, which yielded no response.

City Planner Ecker explained to Commissioner Hoff that the lot combination is before the Commission now because of the ordinance change requiring public hearings in March 2017. Previously lot combinations were handled administratively.

Commissioner Hoff stated she would not like to see reversals of either lot combinations or lot splits once they have been approved by the Commission, even if the property later changes hands.

John Sarkesian, representing the owner and developer, explained to:

- Commissioner Boutros that there is one unit on floor one, two units each on floors two and three, and that each residential unit would be about 3,400 sq. ft.
- Mayor Harris that the owner is 420 East Frank Street LLC.
- Commissioner Hoff that:
 - o If this lot combination is approved, the project will be moving forward.
 - Five three-car garages for the residents make up the remaining space on the first floor.

There being no further comment, Mayor Harris closed the public hearing at 8:06 p.m.

MOTION: Motion by Commissioner Boutros, seconded by Commissioner DeWeese: To approve the proposed lot combination of 412 – 420 E. Frank Street, Lots 31 & 32 and the west 32' of lots 3 & 4 Blakeslee Addition.

VOTE: Yeas, 6

Nays, 0 Absent, 1

11-303-17 PUBLIC HEARING FOR ECONOMIC DEVELOPMENT LIQUOR LICENSES AREA

Mayor Harris opened the public hearing at 8:07 p.m.

From City Planner Ecker's report to City Manager Valentine dated November 13, 2017:

On June 19th, 2017 the City held a joint workshop session with the Planning Board and City Commission to discuss current planning issues. One of the issues discussed was the City Commission's desire for the Planning Board to study the economic development liquor license boundaries, and consider a possible expansion of the areas in which such a license may be permitted.

Accordingly, the Planning Board has been discussing this issue, and on October 25, 2017, the Planning Board voted unanimously to recommend expansion of the area in which economic development liquor licenses are permitted to include additional areas in the Triangle District, the Rail District (with the exception of the Crosswinds development), and the southwest corner of Woodward and Quarton.

City Planner Ecker added that an economic development license allows a business to serve liquor without being one of the quota liquor licensed businesses in town.

City Planner Ecker explained to Commissioner Boutros that the plaza on N. Eton was deemed too isolated to be a good fit, and that these changes include the north and south side of Cole as well as the north side of Lincoln.

City Planner Ecker explained to Commissioner Hoff that:

- One of the parcels in blue on the map will be the new Art Van office building, which had
 previously been included within the economic development license proposal as an
 attempt to encourage development on that parcel.
- Some members of the Planning Board did not want the corner of Woodward and Quarton included because they felt it to be too isolated from the main commercial area.
- The criteria for granting a Special Land Use Permit (SLUP) for a bistro versus the
 economic development licenses are different. The economic development license areas
 have been reviewed parcel by parcel. No properties that are zoned B1 would allow a
 bistro because they do not fall within the downtown overlay district, the rail district, or
 the triangle district.

5

City Planner Ecker confirmed for Mayor Harris that:

- An economic development liquor license would require a SLUP and a Class C license. A
 Class C license could be obtained one of two ways: it could be purchased from another
 license-holder within the county, or if the business is located within the Birmingham
 Shopping District, the business may be able to purchase a Class C license from the state.
- The City requires a business to make an investment of at least \$10 million in the property and to have a SLUP approved by the Commission before issuing a license.

Commissioner Hoff:

- Asked City Planner Ecker to confirm whether any B1 zoned businesses are included in the proposed license-area expansion;
- Asked for confirmation about the \$10 million required investment figure; and,
- Expressed concern about allowing restaurants on Eton due its residential nature and the narrowness of the street.

City Manager Valentine requested City Planner Ecker seek confirmation on the Commission's questions and report later in the meeting.

Mayor Harris left the public hearing open and deviated from the agenda.

11-304-17 **AUDIT REPORT**

Douglas Bohrer and Timothy St. Andrew, Plante Moran, presented the June 30, 2017 Audit, highlighting that:

- Birmingham received an Unmodified Opinion, which is the highest form of assurance from an independent third-party auditing firm. It is the opinion the bond agencies look for, and it indicates that the City's financial statements and related disclosures are materially accurate.
- The General Fund continues to be financially sound, with its fund balance increasing by 6.9% from the prior year.
- Over \$10 million was invested in City infrastructure, machinery and equipment.
- The pensions system is 87% funded.
- The retiree healthcare system is 55% funded, which increased from 25% six years ago.
- The City maintained its AAA bond rating from Standard & Poors and Fitch Ratings. Very few communities have a AAA bond rating.

At Commissioner Hoff's request, City Manager Valentine and Finance Director Gerber covered the Audit Findings and Recommendations report from Finance Director Gerber.

Mr. St. Andrews noted only approximately 10 governmental units in Michigan also have an AAA bond rating.

11-303-17 PUBLIC HEARING FOR ECONOMIC DEVELOPMENT LIQUOR LICENSES AREA (continued)

Mayor Harris returned to the Public Hearing for Economic Development Liquor Licenses.

City Planner Ecker confirmed for Commissioner Hoff that:

- The level of investment required to receive an economic development liquor license is \$10 million, according to Chapter 10 Alcoholic Liquors.
- Within the proposed license expansion area on the map, there are no B1 zoned businesses.

6

City Attorney Currier clarified that Section 10-61-6 delineates how an applicant must prove that they have either made the required \$10 million investment, or a 500% increase in the value of the parcel, whichever is less, in order to qualify for an economic development liquor license.

Commissioner Hoff stated the economic development liquor licenses are a good tool in some areas, but should not be used in residential areas.

Commissioner Sherman concurred with Commissioner Hoff but noted the Commission has final say on the approval of this licensing for any parcel, which means that just because it is permitted, does not mean it will occur.

There being no further comment, Mayor Harris closed the public hearing at 8:55 p.m.

MOTION: Motion by Commissioner Boutros, seconded by Commissioner DeWeese: To approve the following ordinance amendments to allow the use of Economic Development Liquor Licenses in an expanded area as shown in Attachment G:

- 1) exclude 1) the ordinance amendment of Article 2, Section 2.27, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the B1 (Neighborhood Business) zone district.
- 2) Article 2, Section 2.29, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the B2 (General Business) zone district (*Full ordinance appended to these minutes as Attachment A*);
- 3) Article 2, Section 2.31, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the B2B (General Business) zone district (Full ordinance appended to these minutes as Attachment B);
- 4) Article 2, Section 2.39, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the MX (Mixed Use) zone district (*Full ordinance appended to these minutes as Attachment C*);
- 5) Article 3, Section 3.08, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the MU-3, MU-5 and MU-7 (Mixed Use) zone districts (*Full ordinances appended to these minutes as Attachment D, E and F, respectively*); and
- 6) Appendix C, Exhibit 1, Economic Development Licenses Map to expand the number of parcels which may qualify for the use of an Economic Development Liquor License (*Map appended to these minutes as Attachment G*).

MOTION: Motion by Commission Boutros, seconded by Commissioner DeWeese: To amend the motion to exclude ordinance amendment 1) Article 2, Section 2.27, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the B1 (Neighborhood Business) zone district.

VOTE: Yeas, 6 Nays, 0 Absent, 1

Vote on original motion as amended:

To approve the following ordinance amendments to allow the use of Economic Development Liquor Licenses in an expanded area as shown in Attachment G:

- 2) Article 2, Section 2.29, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the B2 (General Business) zone district (*Full ordinance appended to these minutes as Attachment A*);
- 3) Article 2, Section 2.31, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the B2B (General Business) zone district (*Full ordinance appended to these minutes as Attachment B*);
- 4) Article 2, Section 2.39, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the MX (Mixed Use) zone district (*Full ordinance appended to these minutes as Attachment C*);
- 5) Article 3, Section 3.08, District Intent, Permitted Uses and Special Uses to amend the uses requiring a Special Land Use Permit in the MU-3, MU-5 and MU-7 (Mixed Use) zone districts (*Full ordinances appended to these minutes as Attachment D, E, F respectively*); and
- 6) Appendix C, Exhibit 1, Economic Development Licenses Map to expand the number of parcels which may qualify for the use of an Economic Development Liquor License (*Map appended to these minutes as Attachment G*).

VOTE: Yeas, 6 Nays, 0 Absent, 1

11-305-17 MULTI-MODEL TRANSPORTATION BOARD RECOMMENDATIONS FOR OAKLAND AVENUE IMPROVEMENTS BETWEEN WOODWARD AVENUE AND LAWNDALE AVENUE

From Chief of Police Mark Clemence, City Planner Ecker and City Engineer Paul T. O'Meara's report to City Manager Valentine dated November 10, 2017:

Fleis & Vendenbrink (F&V) conducted a STOP sign warrant analysis for the entire intersection. Traffic counts were taken, and the attached report from F&V was presented to the Multimodal Transportation Board (MMTB) at their meeting of September 7, 2017. The F&V STOP sign analysis determined the following:

- The intersection is unique in that the north and south legs (Lawndale Avenue) are both one-way traffic, and both heading toward Oakland Avenue. As such, all Lawndale Avenue traffic must turn on to Oakland Avenue. Further, Oakland Avenue changes from two-way traffic to the east, to one-way westbound to the west. The current STOP sign placements are also unique, with southbound and westbound traffic being required to stop, while northbound traffic is allowed to free flow.
- Traffic counts for the intersection revealed that STOP signs are not warranted in any direction based strictly on traffic demand.
- The northbound Lawndale Avenue right turn movement is by far the most common vehicular movement at this intersection. It is also the one with the poorest sight

- distance, particularly if pedestrians are encouraged to cross Oakland Avenue to the far east side at the existing STOP sign location.
- There is no sight distance issue for westbound Oakland Avenue traffic at the existing STOP sign location.
- Safety would be improved for pedestrians crossing Oakland Avenue if:
 - The crosswalk was moved westerly as shown on the attached revised drawing, thereby improving visibility, and
 - The STOP sign was relocated from its current location (stopping westbound Oakland Avenue traffic) to northbound Lawndale Avenue.
- Westbound Oakland Avenue section to Woodward Avenue was unnecessarily wide, given current traffic demands. It was suggested that pedestrian and vehicular safety could be improved at the Woodward Avenue intersection if this leg of Oakland Avenue had improved pavement markings, or better yet, was reduced in size to just one westbound right turn lane.
- The Woodward Avenue crosswalk should be enhanced not only for pedestrians, but for bicycles, especially given that this intersection was a part of the Neighborhood Connector Route.

As a result of these findings, the Multi-Modal Transportation Board recommended the following improvements to Oakland Avenue, from Woodward Avenue to Lawndale Avenue, in consideration of the upcoming relocation of the northbound Woodward Avenue crosswalk to be completed by the Michigan Dept. of Transportation in 2018:

- 1. The relocation of the STOP sign from westbound Oakland Avenue to northbound Lawndale Avenue
- 2. The narrowing of Oakland Avenue from Woodward Avenue to Lawndale Avenue
- 3. The installation of a ten foot wide combination sidewalk and bike path on the south side of Oakland Avenue from Woodward Avenue to Lawndale Avenue

Further, it is recommended that the STOP sign be relocated as soon as possible, while the other improvements be scheduled for completion in conjunction with the work proposed by MDOT.

City Engineer O'Meara confirmed for Commissioner Hoff that:

- The green space on the map represents grass.
- Removing the westbound Oakland Avenue STOP sign was determined to be safe because there is very little traffic in that direction, and there are excellent sightlines.

Commissioner Hoff's and Mayor Pro Tem Bordman's concerns about removing the STOP sign included pedestrian safety and potentially increasing the speed of traffic in the neighborhood.

Chief of Police Clemence stated that Birmingham now follows the four national standards for STOP signs. He added that the STOP sign in question does not meet the criteria, and that unwarranted STOP signs can increase vehicular speeds.

Mayor Pro Tem Bordman stated that her concerns remain since none of the aforementioned criteria for STOP signs include pedestrian or bicyclist considerations.

Commissioner Sherman noted that many streets in the City contain intersections without stop signs.

Commissioner Boutros stated that the sight distance may be a more important factor for protecting pedestrians than a STOP sign, because a vehicle is always required to stop for a pedestrian in a crosswalk.

Chief Engineer O'Meara explained that the 10' shared use path referenced in the proposal will be for pedestrians and bicyclists.

Chief of Police Clemence confirmed for Mayor Harris that it seems removing the STOP sign would make the intersection safer.

City Engineer O'Meara explained that Option 3 was priced at \$42,000, which makes it the most expensive option but includes a green space. He added that Options 1 and 2 were not priced out because they are very low-cost.

Commissioner DeWeese stated that he believes this motion has many benefits and therefore supports this motion with or without a STOP sign since that could be modified in the future.

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Boutros: To accept the recommendation of the Multi-Modal Transportation Board for improvements to Oakland Avenue between Woodward Avenue and Lawndale Avenue, as described below:

- 1. Narrowing of Oakland Avenue to accommodate one westbound traffic lane.
- 2. Installation of a ten-foot wide multi-use path on the south side of this block, marked to encourage use by both pedestrians and bicycles, and
- 3. Relocation of the westbound Oakland Avenue STOP sign to northbound Lawndale Avenue

Further, to direct staff to implement the relocation of the STOP sign (Item #3) as soon as possible, while the remaining improvements are designed to be coordinated with the planned relocation of the Woodward Avenue crosswalk by the Michigan Dept. of Transportation during the 2018 construction season.

Commissioners Boutros and Harris supported the removal of the stop sign based on the explanation of national standards. Commissioner Hoff stated she does not support the removal of the stop sign.

VOTE: Yeas, 4

Nays, 2 (Bordman, Hoff)

Absent,

11-306-17 ACCEPTANCE AND PLACEMENT OF DONATED SCULPTURE SOUND HEART BY JAY LEFKOWITZ ON PRIVATE PROPERTY

MOTION: Motion by Commissioner DeWeese, seconded by Mayor Pro Tem Bordman:

To approve the recommendations of the Public Arts Board to accept the donation of the sculpture, *Sound Heart*, by Jay Lefkowitz, and to approve the proposed location at the northeast corner of Woodward Ave and E. Maple Rd within Kroger's pedestrian plaza;

AND

To approve the Donation and Access Agreement with Christina Heidrich and further to direct the Mayor and City Clerk to sign the agreement on behalf of the City;

AND

To approve the Access Agreement with The Kroger Company, and further to direct the Mayor and City Clerk to sign the agreement on behalf of the City.

Mayor Pro Tem Bordman stated that she would like to see a plaque identifying the statue as being owned by the City of Birmingham, in addition to the artist, name of the sculpture, and the donor. City Manager Valentine confirmed this could be done.

VOTE: Yeas, 6

Nays, 0 Absent, 1

VII. REMOVED FROM CONSENT AGENDA

11-307-17 APPROVAL OF CITY COMMISSION MINUTES OF NOVEMBER 13, 2017.

MOTION: Motion by Commissioner Hoff, seconded by Commissioner Bordman:

To approve the City Commission minutes of November 13, 2017 as corrected to spell the names of Mr. Taros on Page 10 and Mr. Baller on Page 12 correctly, to delete "Mr. Guy Simmons'" from Commissioner DeWeese's comment on Page 5, and to correct Mayor Harris' comment on Page 11 to identify he was speaking of the citywide master plan.

VOTE: Yeas, 6

Nays, 0 Absent, 1

VIII. COMMUNICATIONS

None.

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

None.

X. REPORTS

11-308-17 COMMISSIONER REPORTS

Commissioner Hoff reported the Foundation for Birmingham Senior Residents has expanded its grant and loan program to include charitable organizations who provide services for seniors. The Foundation has recently awarded several such grants to organizations including the Baldwin Public Library and NEXT.

11-309-17 CITY STAFF REPORTS

The Commission received the Audit Findings and Recommendations, submitted by Finance Director Gerber.

The Commission received the Woodward Avenue Resurfacing Project Report, submitted by City Engineer O'Meara. City Manager Valentine explained that there is an agreement being drafted by

11

MDOT that includes their planned road improvements and Birmingham's requested enhancements for Woodward Avenue, including updates to the crosswalks.

Most recently MDOT told the City that, while the City wanted 12' wide crosswalks, MDOT will accommodate 10' wide crosswalks and the requested continental pattern design of 24" stripe, 24" off-set, 24" stripe.

MDOT also would like the City to carry the maintenance costs for the crosswalk after it is installed.

City Engineer O'Meara explained to Commissioner DeWeese that while MDOT is willing to install the wider crosswalks, MDOT does not want to be financially invested in an idea their engineers have not endorsed moving forward. Installing the City crosswalks, which are outside the MDOT quidelines, is being done as a goodwill gesture.

City Engineer O'Meara confirmed for Commissioner Boutros that the options being offered are for the City to agree to carry the maintenance costs every four years with MDOT providing the installation if the 24" bars are installed, or MDOT will move forward with their standard 12" bars, and the City will have no additional cost.

City Manager Valentine confirmed for Mayor Pro Tem Bordman that the City could request a clause in the agreement stating that if the State's crosswalk standards change to the City's standards in the future, then MDOT would agree to resume the maintenance costs.

City Engineer O'Meara told the Commission that MDOT agreed to install wider walking paths and ramps at no additional charge.

XI. RECESS

11-310-17 RECESS TO E. LINCOLN STREET

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Hoff:

To recess the meeting and reconvene outdoors by the easterly most streetlight on the north side of E. Lincoln Street, near the intersection with S. Eton Street (the closest building address is Armstrong White Advertising Agency, 2125 E. Lincoln Street, Birmingham MI 48009).

VOTE: Yeas, 6

Nays, 0 Absent, 1

Mayor Harris recessed the meeting at 9:45 p.m.

Mayor Harris reconvened the meeting at 9:58 p.m.

11-311-17 RAIL DISTRICT STREETLIGHT STANDARD

MOTION: Motion by Commissioner Hoff, seconded by Commissioner Boutros:

To adopt the Halophane GlasWerks Flat LED2 Hallbrook fixture, at 69 watts, 4000K, with a frosted lens as the specified light for the Rail District, and requesting DTE Energy replace all previously installed lights in the Rail District from 2013 to present with this fixture, and utilizing this fixture for all future street light installations in the Rail District.

12

VOTE: Yeas, 6

Nays, 0

IX. ADJOURN

Mayor Harris adjourned the meeting at 10:02 p.m.

J. Cherilynn Mynsberge, City Clerk

CITY OF BIRMINGHAM ORDINANCE NO. 2253

THE CITY OF BIRMINGHAM ORDAINS: AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO AMEND 2.29, B2 (General Business) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT.

Section 2.29, B2 (General Business) District Intent, Permitted Uses, and Special Uses

Accessory Permitted Uses

Alcoholic beverage sales (off-premise consumption) *
Kennel*
Laboratory – medical/dental*
Loading facility – off-street*
Outdoor cafe*
Outdoor display*
Outdoor storage*
Parking facility – off-street*
Retail fur sales cold storage facility
Sign

Uses Requiring a Special Land Use Permit

Alcoholic beverage sales (on-premise consumption)

Assisted living

Auto laundry

Auto sales agency

Bistro (only permitted in Triangle District or Rail District)*

Bus/train passenger station and waiting facility

Continued care retirement community

Display of broadcast media devices (only permitted in conjunction with a gasoline service station) Drive-in facility

Establishments operating with a liquor license obtained under Chapter 10, Alcoholic Liquors, Article II, Division 3, Licenses for Economic Development (only permitted on those parcels **within the Triangle District and on Woodward Avenue** identified on Exhibit 1; Appendix C)

Funeral home.

Gasoline full service station*
Gasoline service station
Independent hospice facility
Independent senior living
Skilled nursing facility
Trailer camp

Uses Requiring City Commission Approval

Regulated uses*

ATTACHMENT A cont'd

ORDAINED this 20 th day of November, 2017	7 to become effective 7 days after publication.
Andrew M. Harris, Mayor	
J. Cherilynn Mynsberge, City Clerk	
foregoing ordinance was passed by the (ck of the City of Birmingham, do hereby certify that the Commission of the City of Birmingham, Michigan at a and that a summary was published in the Observer & .
	J. Cherilynn Mynsberge, City Clerk

CITY OF BIRMINGHAM ORDINANCE NO. 2254

THE CITY OF BIRMINGHAM ORDAINS: AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO AMEND 2.31, B2B (General Business) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT.

Section 2.31, B2B (General Business) District Intent, Permitted Uses, and Special Uses

Accessory Permitted Uses

Alcoholic beverage sales (off-premise consumption) *
Kennel*
Laboratory – medical/dental*
Loading facility – off-street*
Outdoor cafe*
Outdoor display*
Outdoor storage*
Parking facility – off-street*
Sign

Uses Requiring a Special Land Use Permit

Alcoholic beverage sales (on-premise consumption)

Assisted living

Auto laundry

Bistro (only permitted in Triangle District or Rail District)*

Bus/train passenger station and waiting facility

Continued care retirement community

Display of broadcast media devices (only permitted in conjunction with a gasoline service station) Drive-in facility

Establishments operating with a liquor license obtained under Chapter 10, Alcoholic Liquors, Article II, Division 3, Licenses for Economic Development (only permitted on those parcels **within the Triangle District and on Woodward Avenue** identified on Exhibit 1; Appendix C)

Funeral home

Gasoline full service station*
Gasoline service station
Independent hospice facility
Independent senior living
Skilled nursing facility
Trailer camp

Uses Requiring City Commission Approval

Regulated uses*

ATTACHMENT B cont'd

ORDAINED this 20th day of November, 2017 to	017 to become effective 7 days after publication.		
Andrew M. Harris, Mayor			
J. Cherilynn Mynsberge, City Clerk			
foregoing ordinance was passed by the Comr	the City of Birmingham, do hereby certify that the mission of the City of Birmingham, Michigan at a that a summary was published in the Observer &		
	J. Cherilynn Mynsberge, City Clerk		

17

November 20, 2017

CITY OF BIRMINGHAM ORDINANCE NO. 2255

THE CITY OF BIRMINGHAM ORDAINS: AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO AMEND 2.39, MX (Mixed Use) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT.

Section 2.39, MX (Mixed Use) District Intent, Permitted Uses, and Special Uses

Accessory Permitted Uses

Alcoholic beverage sales*

Dwelling – accessory*
Garage – private
Greenhouse – private
Home occupation

Loading facility – off-street* Outdoor café*

Outdoor display*
Outdoor storage*

Parking facility – off-street* Parking structure*

Renting of rooms* Sign

Swimming pool - private

Uses Requiring a Special Land Use Permit

Alcoholic beverage sales (on premise consumption)

Bistros operating with a liquor license granted under the authority of chapter 10, Alcoholic Liquors, Division 4 – Bistro Licenses

Uses with expanded hours past 7 a.m. to 11 p.m. Church

College

Dwelling – first floor with frontage on Eton Road Outdoor storage*

Parking structure (not accessory to principle use) Religious institution

School – private School – public

Residential use combined with permitted nonresidential use with frontage on Eton Road Any permitted principal use with a total floor area greater than 6,000 sq. ft.

18

Establishments operating with a liquor license obtained under Chapter 10, Alcoholic Liquors, Article II, Division 3, Licenses for Economic Development (only permitted on those parcels identified on Exhibit 1; Appendix C)

Used Requiring City Commission Approval Assisted living	
Continued care retirement community Independent hospice facility Independent senior living	
Regulated uses* Skilled nursing facility	
ORDAINED this 20 th day of November, 2017 to become effect	tive 7 days after publication.
Andrew M. Harris, Mayor	
J. Cherilynn Mynsberge, City Clerk	
I, J. Cherilynn Mynsberge, City Clerk of the City of I foregoing ordinance was passed by the Commission of the regular meeting held November 20, 2017, and that a sum Eccentric Newspaper on December 3, 2017.	he City of Birmingham, Michigan at a
	J. Cherilynn Mynsberge, City Clerk

19

CITY OF BIRMINGHAM ORDINANCE NO. 2256

THE CITY OF BIRMINGHAM ORDAINS: AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO AMEND SECTION 3.08, MU-3 (MIXED USE) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT.

Section 3.08, MU-3 (Mixed Use) District Intent, Permitted Uses, and Special Uses

Accessory Permitted Uses

Religious institution

Alcoholic beverage sales*
Alcoholic beverage sales (off-premise consumption)*
Any use incidental to principal use
Retail fur sales cold storage facility
Sign
Parking – off-street

those parcels identified on Exhibit 1; Appendix C)

Uses Requiring a Special Land Use Permit

Alcoholic beverage sales (on premise consumption)
Bank (with drive-through facilities)
Bistro
Drive-in facility accessory to a permitted retail business, excluding restaurants
Funeral home
Church
Parking structure

Social club

Establishments operating with a liquor license obtained under Chapter 10, Alcoholic Liquors, Article II, Division 3, Licenses for Economic Development (only permitted on

ORDAINED this 20th day of November, 2017 to become effective 7 days after publication.

Andrew M. Harris, Mayor

J. Cherilynn Mynsberge, City Clerk

ATTACHMENT D cont'd

I, J. Cherilynn Mynsberge, City Clerk of the City of	Birmingham, do hereby certify that the
foregoing ordinance was passed by the Commission o	of the City of Birmingham, Michigan at a
regular meeting held November 20, 2017, and that a su	ummary was published in the Observer &
Eccentric Newspaper on December 3, 2017.	
	J. Cherilynn Mynsberge, City Clerk

CITY OF BIRMINGHAM ORDINANCE NO. 2257

THE CITY OF BIRMINGHAM ORDAINS: AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO AMEND SECTION 3.08, MU-5 (Mixed Use) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT.

Section 3.08, MU-5 (Mixed Use) District Intent, Permitted Uses, and Special Uses

Accessory Permitted Uses

Alcoholic beverage sales*
Alcoholic beverage sales (off-premise consumption)*
Any use incidental to principal use
Retail fur sales cold storage facility
Sign
Parking – off-street

Uses Requiring a Special Land Use Permit

Alcoholic beverage sales (on premise consumption)
Auto sales agency
Auto show room
Bank (with drive-through facilities)

Bistro

Drive-in facility accessory to a permitted retail business, excluding restaurants

Funeral home

Gasoline full-service station

Gasoline service station

Church

Religious institution

Establishments operating with a liquor license obtained under Chapter 10, Alcoholic Liquors, Article II, Division 3, Licenses for Economic Development (only permitted on those parcels identified on Exhibit 1; Appendix C)

ORDAINED this 20 th day of November, 2	2017 to become effective 7 days after publication.
 Andrew M. Harris, Mayor	_
J. Cherilynn Mynsberge, City Clerk	_

ATTACHMENT E cont'd

I, J. Cherilynn Mynsberge, City Clerk of the City of E	3irmingham, do hereby certify that
the foregoing ordinance was passed by the Commission of the	he City of Birmingham, Michigan at
a regular meeting held November 20, 2017, and that a summ	nary was published in the Observer
& Eccentric Newspaper on December 3, 2017.	
<u> </u>	
J.	Cherilynn Mynsberge, City Clerk

CITY OF BIRMINGHAM **ORDINANCE NO. 2258**

THE CITY OF BIRMINGHAM ORDAINS: AN ORDINANCE TO AMEND CHAPTER 126, **ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:**

TO AMEND SECTION 3.08, MU-7 (Mixed Use) DISTRICT INTENT, PERMITTED USES, AND SPECIAL USES TO AMEND THE USES REQUIRING A SPECIAL LAND USE PERMIT.

Section 3.08, MU-7 (Mixed Use) District Intent, Permitted Uses, and Special Uses

Accessory Permitted Uses

Alcoholic beverage sales* Alcoholic beverage sales (off-premise consumption)* Any use incidental to principal use Retail fur sales cold storage facility Sign Parking – off-street

Uses Requiring a Special Land Use Permit

Alcoholic beverage sales (on premise consumption) Auto sales agency Auto show room Bank (with drive-through facilities) **Bistro**

Drive-in facility accessory to a permitted retail business, excluding restaurants

Funeral home

Gasoline full-service station

Gasoline service station

Church

Religious institution

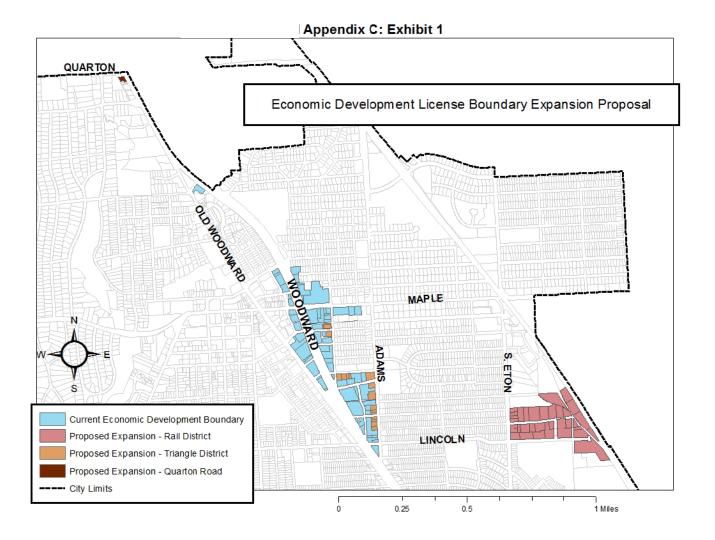
Establishments operating with a liquor license obtained under Chapter 10, Alcoholic Liquors, Article II, Division 3, Licenses for Economic Development (only permitted on those parcels identified on Exhibit 1; Appendix C)

ORDAINED this 20 th day of November, 2017 to become effective 7 days after publication.	
Andrew M. Harris, Mayor	
J. Cherilynn Mynsberge, City Clerk	

ATTACHMENT F cont'd

I, J. Cherilynn Mynsberge, City Clerk of the City of	of Birmingham, do hereby certify that
the foregoing ordinance was passed by the Commission o	f the City of Birmingham, Michigan at
a regular meeting held November 20, 2017, and that a sui	mmary was published in the Observer
& Eccentric Newspaper on December 3, 2017.	
	J. Cherilynn Mynsberge, City Clerk

ATTACHMENT G



City of Birmingham Warrant List Dated 11/22/2017

Check Number	Early Release	Vendor #	Vendor	Amount
254352	*	000855	48TH DISTRICT COURT	100.00
254353	*	000855	48TH DISTRICT COURT	100.00
254354	*	000855	48TH DISTRICT COURT	100.00
254355	*	000855	48TH DISTRICT COURT	500.00
254356	*	000855	48TH DISTRICT COURT	100.00
254357	*	000855	48TH DISTRICT COURT	100.00
254359		003708	AIRGAS USA, LLC	177.87
254361		005795	ALLIE BROTHERS, INC	139.98
254362		002638	AMERICAN ALLIANCE OF MUSEUMS	150.00
254363		000167	ANDERSON ECKSTEIN WESTRICK INC	2,500.00
254364		007033	APPLIED IMAGING	143.46
254365		MISC	ASHLEY HAFNER	135.00
254366	*	006759	AT&T	48.03
254367	*	006759	AT&T	54.00
254368	*	006759	AT&T	108.61
254369	*	006759	AT&T	54.00
254370	*	006759	AT&T	1,088.36
254371	*	006759	AT&T	206.60
254372	*	006759	AT&T	135.17
254373	*	006759	AT&T	220.62
254377	*	001122	BOB BARKER CO INC	952.00
254380	*	008546	CITY OF BIRMINGHAM #226	4,025.90
254381	*	008580	CITY OF BIRMINGHAM #228	7,974.21
254382	*	008625	CITY OF BIRMINGHAM #229	20,008.17
254385		003526	BOUND TREE MEDICAL, LLC	381.83
254387	*	003282	LISA MARIE BRADLEY	216.00
254391	*	001137	KATHRYN BURRICK	75.97
254392		007313	CABINET ONE, INC.	1,150.00
254393		000571	CAR TRUCKING INC	575.00
254394	*	000444	CDW GOVERNMENT INC	521.32
254398		000603	CHEMCO PRODUCTS INC	232.00
254399		007710	CINTAS CORP	257.95
254400		001318	CLOVERDALE EQUIPMENT CO	1,495.00
254401		008512	COOL THREADS EMBROIDERY	63.00
254403		008005	DE LAGE LANDEN FINANCIAL SVCS INC	173.75
254404		007359	DETROIT CHEMICAL & PAPER SUPPLY	184.22
254405	*	007983	CAITLIN A. DONNELLY	40.66
254406		000565	DORNBOS SIGN & SAFETY INC	117.40
254407	*	006700	DRV CONTRACTORS, LLC	36,233.06
254408		000995	EQUATURE	3,500.00
254409		001495	ETNA SUPPLY	2,000.00
254410	*	008567	KAMERYN EVERETT	97.50
254411		000207	EZELL SUPPLY CORPORATION	496.37

City of Birmingham Warrant List Dated 11/22/2017

Check Number	Early Release	Vendor #	Vendor	Amount
254413	*	007561	FLORENCE CEMENT	170,533.53
254415		007172	GARY KNUREK INC	259.00
254416	*	006384	GEOGRAPHIC INFORMATION SERVICES, IN	15,000.00
254417	*	004604	GORDON FOOD	215.85
254418		000243	GRAINGER	251.85
254419		008293	GRAINGER	602.26
254420		000245	GREAT LAKES POPCORN CO	145.90
254422	*	007473	DONALD GRIER	81.86
254424		001672	HAYES PRECISION INC	61.00
254427	*	008457	ITALIA CONSTRUCTION	170,849.46
254428		000186	JACK DOHENY COMPANIES INC	1,515.84
254429	*	002576	JAX KAR WASH	69.00
254430		003458	JOE'S AUTO PARTS, INC.	485.83
254431	*	MISC	JOHN BALARDO	1,349.78
254432	*	MISC	JUDITH A BERNHARD	2,997.63
254433	*	000352	JILL KOLAITIS	1,272.00
254434		003620	LANGUAGE LINE SERVICES INC	86.16
254438	*	001577	KATE LONG	215.12
254440	*	007521	LUIGI FERDINANDI & SON INC	5,404.90
254441		003934	MADISON GENERATOR SERVICE INC	219.00
254442	*	MISC	MANORWOOD PROPERTIES LLC &	8,486.90
254443	*	MISC	MARYANNE LANE	611.00
254445	*	MISC	MICHAEL FREEDLAND &	3,347.45
254451		007163	MOBILE HEALTH RESOURCES	1,888.71
254452		001452	MONTGOMERY & SONS INC	371.65
254453		008624	MSU DIAGNOSTIC SERVICES	80.00
254454		006359	NYE UNIFORM COMPANY	2,321.70
254455	*	001686	OAKLAND CO CLERKS ASSOC	60.00
254456		004110	OAKLAND COMMUNITY COLLEGE	395.00
254457	*	000477	OAKLAND COUNTY	237.00
254460		007447	ON-SITE TESTING SPECIALISTS, INC.	516.00
254462	*	003351	PAMAR ENTERPRISES INC	25,772.13
254463	*	MISC	PAUL B LEWIS &	1,214.38
254464		006853	PAUL C SCOTT PLUMBING INC	370.00
254467		002518	PITNEY BOWES INC	21.97
254468	*	005501	POISON IVY CONTROL OF MI	3,300.00
254469		005733	POWER LINE SUPPLY	44.00
254470		000897	PRINTING SYSTEMS INC	1,350.00
254471	*	006697	PROGRESSIVE IRRIGATION, INC	1,835.00
254473	*	008404	PETE REALY	98.96
254476	*	MISC	RICHARD DEVORE	2,252.73
254478	*	MISC	ROBERT O'LYNNGER	1,793.53
254479	*	002806	SAM'S CLUB/SYNCHRONY BANK	1,233.55

City of Birmingham Warrant List Dated 11/22/2017

Amount		Vendor	Vendor #	Early Release	Check Number
113.41		SHRED-IT USA	004202		254482
7,730.00		SIDOCK GROUP INC	007881		254483
96.00	NATIONAL INC	SIGNS & SHAPES INTERN	003769		254484
162,679.63		SOCWA	001097	*	254485
4,563.80	NG	SUPERIOR MANUFACTURIN	008381		254487
274.76		TERMINAL SUPPLY CO.	000273		254489
1,006.52	INC	TIRE WHOLESALERS CO	000275		254490
989.50		TREDOC TIRE SERVICES	008371		254491
244.50	IALTIES INC	TRUCK & TRAILER SPECE	004887		254492
150.12		VERIZON WIRELESS	000158	*	254495
615.13		VERIZON WIRELESS	000158	*	254496
865.94		VERIZON WIRELESS	000158	*	254497
387.61		VERIZON WIRELESS	000158	*	254498
50.59		VERIZON WIRELESS	000158	*	254499
220.50	1C	VIGILANTE SECURITY IN	000969		254500
174.90		VILLAGE AUTOMOTIVE	006491		254501
594.00		LINDSAY WILLEN	007355	*	254502
220.00		BRENDA WILLHITE	007894	*	254503
733.32		WINDSTREAM	005794	*	254505
420.00	CTION CO.	WM. CROOK FIRE PROTEC	002088		254506
\$698,280.87	Sub Total Checks:				
\$266,761.05	Sub Total ACH:				
\$965,041.92	Grand Total:				

All bills, invoices and other evidences of claim have been audited and approved for payment.

Mark Sterler

Mark Gerber Finance Director/ Treasurer

 $[\]star$ -Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

12/4/2017

City of Birmingham ACH Warrant List Dated 11/22/2017

	Transfer	Transfer
Vendor Name	Date	Amount
Birmingham Schools	11/16/2017	89,549.57
Oakland County Treasurer	11/16/2017	138,574.64
Automated Benefit Services, Inc.	11/20/2017	38,636.84
	TOTAL	266,761.05

City of Birmingham Warrant List Dated 11/29/2017

Check Number	Early Release	Vendor #	Vendor	Amount
254507		MISC	344 BUILDING LLC	100.00
254508		MISC	400 SOUTH OLD WOODWARD LLC	500.00
254509	*	000855	48TH DISTRICT COURT	299,159.00
254510	*	000855	48TH DISTRICT COURT	100.00
254511	*	000855	48TH DISTRICT COURT	100.00
254512	*	000855	48TH DISTRICT COURT	299,159.00
254513		MISC	ABACUS GENERAL CONTRACTING	200.00
254514		MISC	ALLEN BROTHERS INC.	200.00
254515		007696	AMERICAN CLEANING COMPANY LLC	1,550.00
254516		000282	APOLLO FIRE EQUIPMENT	301.41
254517		007033	APPLIED IMAGING	893.52
254518	*	006759	AT&T	108.61
254520		MISC	AXIOM CONSTRUCTION CORPORATION	100.00
254521	*	007727	JEAN BARNES	182.50
254522	*	004301	WEBB BARNES	263.75
254523	*	004426	PAUL BARRETT	30.00
254524		003012	BATTERIES PLUS	100.07
254525		000518	BELL EQUIPMENT COMPANY	68.02
254526		MISC	BERGSMAN WIAND BOUCHARD & CO	500.00
254527	*	008598	DOREEN BERNHARDT	80.00
254528		MISC	BESHOURI RESIDENTIAL DEVELOPMENT	2,500.00
254529	*	007345	BEVERLY HILLS ACE	23.93
254530	*	008543	CITY OF BIRMINGHAM #225	109,111.42
254531		007624	BIRMINGHAM OIL CHANGE CENTER, LLC	49.97
254532	*	007993	MARGARET BRUNHOFER	92.50
254533		008179	BUCCILLI GROUP, LLC	594.00
254534		MISC	BUILDING WORKS	100.00
254535	*	006177	BULLSEYE TELECOM INC	107.44
254536	*	008109	JOHN W. BURNS	162.50
254537		003907	CADILLAC ASPHALT, LLC	230.55
254539		007732	CAPITAL TIRE, INC.	990.50
254540	*	007933	CARDNO, INC.	3,070.86
254541		000605	CINTAS CORPORATION	228.02
254542	*	008006	CLEAR RATE COMMUNICATIONS, INC	1,362.63
254543		002234	CMP DISTRIBUTORS INC	3,164.90
254544	*	005532	ALICE COLE	198.75
254545	*	007625	COMCAST	158.69
254546	*	000627	CONSUMERS ENERGY	5,372.06
254547		002167	CONTR. WELDING & FABRICATING INC	4,225.00
254548		002107	CONTRACTORS CLOTHING CO	301.27
254549	*	002000	STEVEN CONYERS	229.38
254549	*	008232	HELEN COOK	155.00
	^			
254551	.	008582	CORE & MAIN LP	2,425.42
254552	*	006514	RONALD J. CORNILLIE	216.88

City of Birmingham Warrant List Dated 11/29/2017

Check Number	Early Release	Vendor #	Vendor	Amount
254553		007124	CRIMEDAR INC.	365.00
254554		MISC	CUMMING CONCRETE CONSTRUCTION, INC	100.00
254555		MISC	D & S CONTRACTORS INC	300.00
254556	*	001995	JENNIFER DAVIS	78.90
254557	*	006913	MARY ANN DAVISON	162.50
254558		000956	DELTA TEMP INC	3,825.00
254559	*	000177	DELWOOD SUPPLY	38.63
254560		MISC	DINVERNO REMODELING AND CONSTRUCTIO	200.00
254561	*	003409	DISENOS INC	698.96
254562		005693	DISPATCH PRODUCTS CO.	1,996.00
254563		001035	DOUGLASS SAFETY SYSTEMS LLC	77.29
254564	*	004302	GERALD DREER	105.00
254565	*	000179	DTE ENERGY	18,345.42
254566	*	000180	DTE ENERGY	9,004.18
254567	*	007027	DENISE DUFF	165.00
254568	*	007864	GLEN DUNCAN	155.00
254569		008573	EARTH TO EARTH	35.00
254570	*	008596	LAURA E. EICHENHORN	165.00
254571	*	008597	NATHANIEL A. EICHENHORN	157.50
254572		MISC	ERIC WOHLFIELD	500.00
254573		MISC	ETCHEN GUMMA LIMITED	900.00
254574		000207	EZELL SUPPLY CORPORATION	135.72
254575		000936	FEDEX	99.11
254576		007366	FIRST ADVANTAGE OCCUPATIONAL	20.00
254577		007314	FLEIS AND VANDENBRINK ENG. INC	10,308.49
254578	*	004412	CAROLYN FOLIN	80.00
254579	*	004431	ROBERT FOLIN	80.00
254580		MISC	FOUR SEASONS GARDEN CENTER	100.00
254581	*	007971	JANE FRIEDMAN	157.50
254582	*	007552	VALERIE GABLER	165.00
254583		007172	GARY KNUREK INC	100.00
254584		MISC	GBD RESIDENCES	2,400.00
254585	*	007545	SARAH GEMMELL	213.75
254586	*	008242	KRISTIN GEORGE	177.50
254587	*	005211	JAMES GIFFIN	136.25
254588		000234	GLENN WING POWER TOOLS	548.00
254589	*	008284	ALLISON GOODWIN	162.50
254590		000243	GRAINGER	86.35
254592	*	005800	CHESTER GUILMET	122.50
254593		MISC	HABUCKE, CHRISTOPHER T	957.39
254594		001447	HALT FIRE INC	501.48
254595	*	006900	KRISTI HANSEN	162.50
254596		MISC	HEWSON HOMES LLC	300.00

City of Birmingham Warrant List Dated 11/29/2017

Check Number	Early Release	Vendor #	Vendor	Amount
254597	*	004307	MARTHA HODGE	216.88
254598	*	001956	HOME DEPOT CREDIT SERVICES	1,930.52
254599		000331	HUBBELL ROTH & CLARK INC	27,936.23
254600	*	MISC	HUNTER ROBERTS HOMES	2,405.00
254601	*	008457	ITALIA CONSTRUCTION	186,885.86
254602		003458	JOE'S AUTO PARTS, INC.	238.43
254603		003845	JOHNSON HILL LAND ETHICS STUDIO INC	1,000.00
254604	*	006872	WILLIAM DAVID JOHNSON, JR.	80.00
254605	*	008048	JUDITH KEEFER	82.50
254606	*	008273	PRISCILLA KHOURY	160.00
254607	*	008610	CHANTAL LANG	95.00
254608	*	005053	ANN LARSON	32.50
254609	*	004306	KAREN LINNELL	165.00
254610		MISC	LIVE WELL CUSTOM HOMES LLC	900.00
254612	*	008282	RONALD MACINTOSH	80.00
254613	*	008205	DANIELLE MALLON	162.50
254614	*	007064	BARBARA MCINTOSH	157.50
254615		000888	MCKENNA ASSOCIATES INC	5,586.00
254616		008477	MEDIANEWS - 21CM ADVERTISING	843.06
254617	*	006449	MARIE A. MEREDITH	207.50
254618	*	008279	MICHIGAN MUNICIPAL EXECUTIVES	130.00
254619		000377	MICHIGAN MUNICIPAL LEAGUE	77.10
254621		008126	MICHIGAN.COM	1,111.34
254622		007659	MICHIGAN.COM #1008	65.00
254623	*	004515	LESLIE MIO	32.50
254624		002671	MMA	100.00
254625		001452	MONTGOMERY & SONS INC	3,150.00
254626		MISC	NELSON BROS SWR & PLBG SVC INC	1,000.00
254627		001864	NOWAK & FRAUS ENGINEERS	16,801.00
254628		006359	NYE UNIFORM COMPANY	2,702.61
254629	*	008219	SUSAN O'CONNOR	160.00
254630		MISC	O'CONNOR, THOMAS H	100.00
254631	*	008285	THOMAS H. O'CONNOR	160.00
254632		008198	OCAAO	10.00
254633		004370	OCCUPATIONAL HEALTH CENTERS	103.50
254635	*	004457	PAPA JOE'S MARKET	690.24
254636	*	008216	JANICE KAY PINSON	167.50
254637		MISC	POBLETE CEMENT	100.00
254638		MISC	POWER HOME REMODELING GROUP	500.00
254639	*	006697	PROGRESSIVE IRRIGATION, INC	600.00
254640	*	005870	OBERIA REESE	80.00
254641		MISC	RENEWAL BY ANDERSEN	200.00
254642	*	004419	LESTER RICHEY	172.50

City of Birmingham Warrant List Dated 11/29/2017

Amount		Vendor	Vendor #	Early Release	Check Number
165.00		JOAN NEWBERRY RITTER	004405	*	254643
11,111.20		RKA PETROLEUM	003554	*	254644
160.00	LI	CONSTANCE ANN ROMANEL	008230	*	254645
71.00		ROSE PEST SOLUTIONS	001181		254646
223.13		CYNTHIA ROSE	005923	*	254647
80.00		MARTHA ROUSH-LOGUE	005797	*	254648
96.00		SIGNS-N-DESIGNS INC	003785		254649
200.00		SOLOMON, BRIAN	MISC		254650
980.00		SP+ CORPORATION	007907		254651
160.00		MARTHA STENZEL	006819	*	254652
500.00		STEVE JASGUR	MISC		254653
90.00		MARY LEE STOESSEL	007121	*	254654
223.75		ROBERT STOESSEL	005895	*	254655
100.00		SUPER NATURAL	MISC		254656
165.00		MARCIA SWAIN	002842	*	254657
2,500.00	, LLC	TECHHOME BUILDING CO.	MISC		254658
80.00		ANNEKE TELLIER	008244	*	254659
1,163.36	NC	TIRE WHOLESALERS CO I	000275		254660
160.00		MARYANNE TORNER	007994	*	254661
152.50		SHIRLEY TRESH	006820	*	254662
100.00		UNIQUE JC LANDSCAPING	MISC		254663
83.25		VESCO OIL CORPORATION	000298		254664
662.50	C	VIGILANTE SECURITY IN	000969		254665
124.05		VILLAGE CONEY	004334		254666
129,317.17	VILLAGE OF BEVERLY HILLS		002974	*	254667
95.00		GISELA VON STORCH	005628	*	254668
1,400.00		WINNICK HOMES LLC	MISC		254669
821.50	INC	WOLVERINE CONTRACTORS	000306		254670
\$1,201,518.15	Sub Total Checks:				
\$34,384.67	Sub Total ACH:				
\$1,235,902.82	Grand Total:				

All bills, invoices and other evidences of claim have been audited and approved for payment.

Mark Sterler

Mark Gerber

Finance Director/ Treasurer

 $[\]star$ -Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

12/4/2017

City of Birmingham ACH Warrant List Dated 11/29/2017

	Transfer	Transfer
Vendor Name	Date	Amount
Automated Benefit Services, Inc.	11/27/2017	30,247.99
Cutwater Asset Management-October	**	4,136.68
	TOTAL	34,384.67

^{**}Awaiting approval from Commission.

Cutwater Asset Management provides advisory and reporting services for the City's general investments. It was acquired by Bank of New York Mellon, N.A. in January 2015. As a result of the acquisition, they no longer accept checks as payment for services. Once the Commission approves this warrant list, the City will electronically transmit payment. These invoices will appear once a month on the ACH Warrant List.





Fwd: BZA Resignation

1 message

----- Forwarded message ------

From: Charles Lillie <clillie@callowlaw.com>

Date: Wed, Oct 25, 2017 at 9:37 AM Subject: RE: BZA Resignation

To: Kristen Baiardi kbaiardi@gmail.com Co: Bruce Johnson bhamgov.org

Kristen,

Thank you for your service on the Board. I am sorry to hear that you have to resign.

Charles C. Lillie

Callow and Associates P.L.L.C.

40950 Woodward Avenue, Suite 306

Bloomfield Hills, Michigan 48304-5124 248-609-9720

248-609-7360 fax

From: Kristen Baiardi [mailto:kbaiardi@gmail.com] Sent: Wednesday, October 25, 2017 9:28 AM

To: Brigette Moran; Charles Lillie **Subject:** BZA Resignation

Unfortunately, I must tender my resignation from my alternate position on the BZA as I recently sold my home in Birmingham and will be moving from the City. I very much enjoyed the opportunity to serve in this capacity and learned a lot from all of the BZA members.

Best,

Kristen Bajardi

SUGGESTED RESOLUTION:

To accept the resignation of Kristen Baiardi from the Board of Zoning Appeals, to thank her for her service, and to direct the City Clerk to begin the process of filling the vacancy.



MEMORANDUM

City Clerk's Office

DATE: November 1, 2017

TO: Joseph A. Valentine, City Manager

FROM: Cherilynn Mynsberge, City Clerk

SUBJECT: Special Event Request

Memorial Day

Attached is a special event application submitted by the Memorial Day Committee requesting permission to hold the Memorial Day Ceremony on May 28, 2018 at 10:00AM.

The application has been circulated to the affected departments and approvals and comments have been noted.

The following events are usually held in May and do not pose a conflict with the proposed event.

Event Name
Farmers Market
Celebrate Birmingham
Hometown Parade
Lungevity 5K Run/Walk
Village Fair

SUGGESTED RESOLUTION:

To approve a request submitted by the Memorial Day Committee to hold the Memorial Day Ceremony and aerial fly over on May 28, 2018 at 10:00AM, pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

18-00011083

CITY OF BIRMINGHAM APPLICATION FOR SPECIAL EVENT PERMIT PARKS AND PUBLIC SPACES

RECEIVED BY

NOV 1 2017

CITY CLERK'S OFFICE

I. EVENT DETAILS

FFFS.

Incomplete applications will not be accepted.

FIRST TIME EVENT:

• Changes in this information must be submitted to the City Clerk, in writing, at least three weeks prior to the event

\$200.00

ANNUAI	L APPLICATION FEE:	\$165.00
(Please print clearly or ty		
Date of Application	NOVEMBER 1,	2017
Name of Event <u>LIT</u>	YOF BIRMINGHAM	MEMORIAL DAY SERVICE
Detailed Description of	of Event (attach additional she	eet if necessary) ANNVA OBSERVANCE
		ADORESSES BY MAYOR MAD
STATE REPRE	SENTATIVE, PATI	RIOTIC MUSIC AND
INTRODUCTIO	n OK VETERAN	Σ,
		II Saa in Bright 1 (charles 1)
Location SHAIN	1 PARK	
		Hours of Event 10:00 AM-11:00 AM
Date(s) of Set-up		Hours of Set-up 9.00 A M
	SAME	Hours of Tear-down 11:00 MM
Organization Sponsor	ing Event BIRMING	4AM MEMORIAL DAY COMMITTEE
Organization Address	1267 TWIN MAP	LES LANE, BIFD TWP, MI 48301
	248, 258, 9	
Contact Persor	BRUCE W. M	iller
Contact Phone	248, 258, 90	07
		BCGLOBAL, NET

II.	EVENT INFORMATION				
1.	Organization Type COMMUNITY GROUP				
	(city, non-profit, community group, etc.)				
2.	Additional Sponsors or Participants (Provide name, address, contact person, status, etc. for all				
	additional organizations sponsoring your event.)				
3.	Is the event a fundraiser? YES NO List beneficiary				
	List expected income				
	Attach information about the beneficiary.				
4.	First time event in Birmingham? YES NO If no, describe LONG-STANDING ANNUAL EVENT				
5.	Total number of people expected to attend per day				
6.	The event will be held on the following City property: (Please list) Street(s)				
	Sidewalk(s)				
	Park(s) SHAIN PARK				
7.	Will street closures be required? YESNO				
8.	What parking arrangements will be necessary to accommodate attendance? NONE				

	Describe
١	Will the event require safety personnel (police, fire, paramedics)? YESNO
[Describe
١	Will alcoholic beverages be served? YESNO
1	If yes, additional approval by the City Commission is required, as well as the Michigan Liquo Control Commission.
١	Will music be provided? YES VO
_	LiveAmplificationRecordedLoudspeakers
	Time music will begin 10 AM
	Time music will end 1 AM
	Location of live band, DJ, loudspeakers, equipment must be shown on the layout map.
١	Will there be signage in the area of the event? YESNO Number of signs/banners
	Size of signs/banners
	Submit a photo/drawing of the sign(s). A sign permit is required.
١	Will food/beverages/merchandise be sold? YESNO
•	• Peddler/vendor permits must be submitted to the Clerk's Office, at least two weeks prio
	to the event.
•	All food/beverage vendors must have Oakland County Health Department approval.
•	Attach copy of Health Dept approval.
(• There is a \$50.00 application fee for all vendors and peddlers, in addition to the \$10.00
	daily fee, per location. A background check must be submitted for each employed
	participating at the event.

LIST OF VENDORS/PEDDLERS

(attach additional sheet if necessary)

VENDOR NAME	GOODS TO BE SOLD	WATER HOOK- UP REQUIRED?	ELECTRIC REQUIRED?
	SELECTION NO DAME TO		and the second
SALEN		- Province	1094
side sin soft more	9 N SA 2 1 10 20 30 10		
A CARLOLIN MARKET S.C. P.	8 (V to 10)		20 gra
	Control of the contro		
the second			
istensint art automo	elated a velocine of the		

III. <u>EVENT LAYOUT</u>

- Include a map showing the park set up, street closures, and location of each item listed in this section.
- Include a map and written description of run/walk route and the start/finish area
- 1. Will the event require the use of any of the following municipal equipment? (show location of each on map)

EQUIPMENT	QUANTITY	COST	NOTES
Picnic Tables		6 for \$200.00	A request for more than six tables will be evaluated based on availability.
Trash Receptacles		\$4.00 each	Trash box placement and removal of trash is the responsibility of the event. Additional cost could occur if DPS is to perform this work.
Dumpsters	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	\$200.00 per day	Includes emptying the dumpster one time per day. The City may determine the need for additional dumpsters based on event requirements.
Utilities	# of vendors	Varies	Charges according to final requirements
(electric)	requiring utilities	- L lil 31-1	of event.
Water/Fire Hydrant	V	Contact the Fire Department.	Applicant must supply their own means of disposal for all sanitary waste water. Waste water is NOT allowed to be poured into the street or on the grass.
Audio System	1	\$200.00 per day	Must meet with City representative.
Meter Bags / Traffic	# to be determined by		
Cones / Barricades	the Police Department.		

2. Will the following be constructed or located in the area of the event? YES___NO__/ (show location of each on map) NOTE: Stakes are not allowed.

ТҮРЕ	QUANTITY	SIZE
Tents/Canopies/Awnings		
(A permit is required for tents over 120 sq ft)		
Portable Toilets		
Rides		
Displays		
Vendors		
Temporary Structure (must attach a photo)		
Other (describe)		,

SIGNATURE OF APPLICANT REQUIRED

EVENT NAME _	Ciry	OX BI	RMINGHAM	Memorial	DAN	SERVICE
EVENT DATE _	MAY	Z8,	2018			

The Birmingham City Commission shall have sole and complete discretion in deciding whether to issue a permit. Nothing contained in the City Code shall be construed to require the City Commission to issue a permit to an applicant and no applicant shall have any interest or right to receive a permit merely because the applicant has received a permit in the past.

As the authorized agent of the sponsoring organization, I hereby agree that this organization shall abide by all conditions and restrictions specific to this special event as determined by the City administration and will comply with all local, state and federal rules, regulations and laws.

Signature 1 Nov. 2017 Date

IV. <u>SAMPLE LETTER TO NOTIFY ANY AFFECTED</u> <u>PROPERTY/BUSINESS OWNERS</u>

- Organizer must notify all potentially affected residential property and business owners of the date and time this application will be considered by the City Commission. (Sample letter attached to this application.)
- Attach a copy of the proposed letter to this application. The letter will be reviewed and approved by the Clerk's Office. The letter must be distributed at least two weeks prior to the Commission meeting.
- A copy of the letter and the distribution list must be submitted to the Clerk's Office at least two weeks prior to the Commission meeting.
- If street closures are necessary, a map must be included with the letter to the affected property/business owners.



SPECIAL EVENT NOTIFICATION

TO ALL PROPERTY/BUSINESS OWNERS

The Birmingham City Code requires that we receive approval from the Birmingham City Commission to hold the following special event. The code further requires that we notify any property owners or business owners that may be affected by the special event of the date and time that the City Commission will consider our request so that an opportunity exists for comments prior to this approval.

NAME OF EVENT: Memorial Day Ceremony

LOCATION: Shain Park

DATES/TIMES: Monday, May 28, 2018

10:00 AM

DATE/TIME OF CITY COMMISSION MEETING: Monday, December 4, 2017, 7:30PM

The city commission meets in room 205 of the Municipal Building at 151 Martin. A complete copy of the application to hold this special event is available for your review at the City Clerk's Office (248/530.1880).

EVENT ORGANIZER: Birmingham Memorial Day Committee

Event day contact: 248-258-9007

TO MANAGERS OF BUILDINGS CONTAINING MORE THAN ONE UNIT: PLEASE POST THIS NOTICE AT THE MAIN ENTRANCE TO YOUR BUILDING.



SPECIAL EVENT NOTIFICATION

TO ALL PROPERTY/BUSINESS OWNERS

The Birmingham City Code requires that we receive approval from the Birmingham City Commission to hold the following special event. The code further requires that we notify any property owners or business owners that may be affected by the special event of the date and time that the City Commission will consider our request so that an opportunity exists for comments prior to this approval.

NAME OF EVENT: Memorial Day Ceremony

LOCATION: Shain Park

DATES/TIMES: Monday, May 28, 20178

10:00 AM

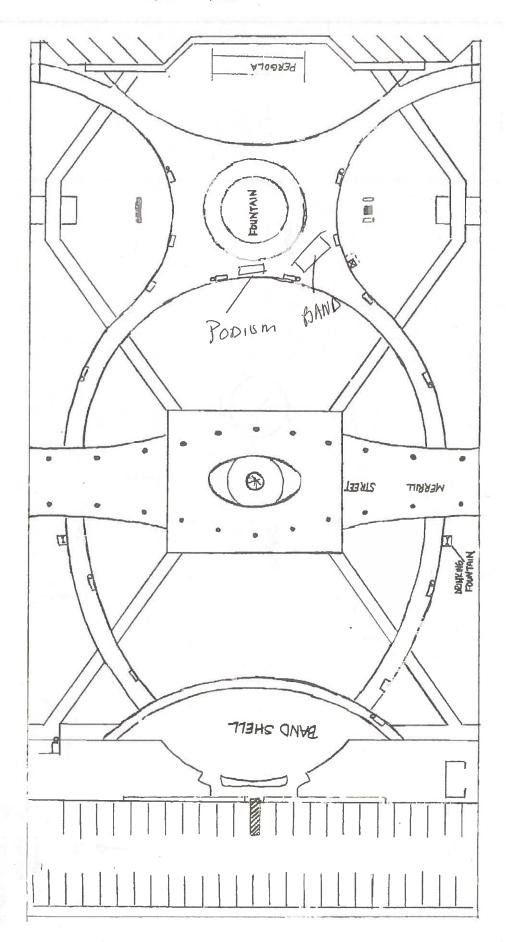
DATE/TIME OF CITY COMMISSION MEETING: Monday, December 4, 2017, 7:30PM

The city commission meets in room 205 of the Municipal Building at 151 Martin. A complete copy of the application to hold this special event is available for your review at the City Clerk's Office (248/530.1880).

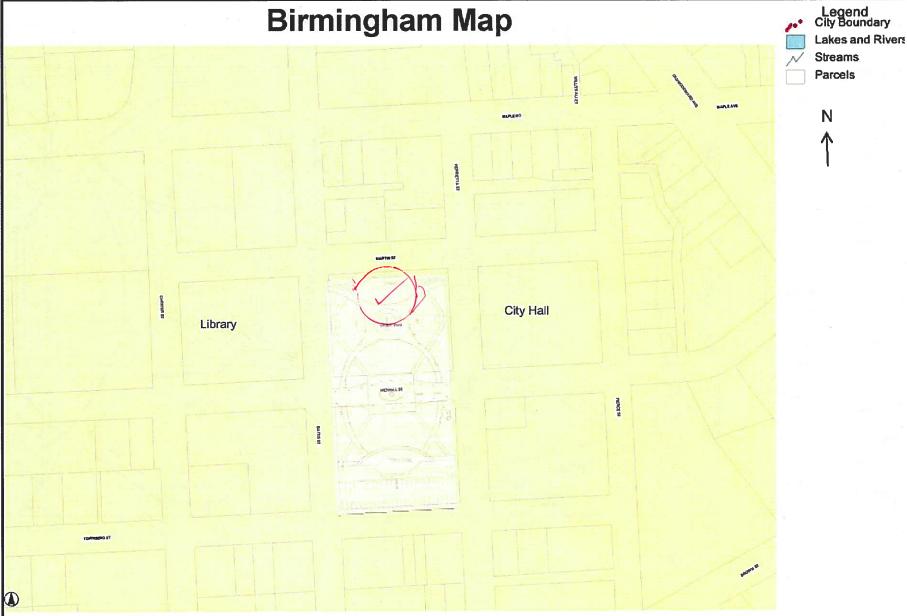
EVENT ORGANIZER: Birmingham Memorial Day Committee

Event day contact: 248-258-9007

TO MANAGERS OF BUILDINGS CONTAINING MORE THAN ONE UNIT: PLEASE POST THIS NOTICE AT THE MAIN ENTRANCE TO YOUR BUILDING.



HENRIETTA STREET



DISCLAIMER

The information provided on this site is for convenience only and is compiled from recorded deads, plats, tax maps, surveys, and other public records and data. Much of the data was not compiled or created by the City of Birminghem. In the preparation of this report, extensive efforts have been made to offer the most current, correct, and clearly expressed information possible. However, inadvarient errors, inaccuracies, and omissions can occur. Official versions should be used as a primary information source for verification of the information provided on these pages. Users are advised that their use of any of this information is at their own risk. The City of Birmingham, its consultents and date providers, do not assume, and hereby disclaim, legal responsibility for the information contained herein which is provided "as is" with no warranties of any kind whether such errors, inaccuracies or omissions result from negligence, accident or any other cause.



Liability & Property Pool

LIABILITY DECLARATIONS

IN RETURN FOR THE PAYMENT TO THE POOL AND SUBJECT TO ALL THE TERMS OF THIS COVERAGE DOCUMENT, THE POOL AGREES WITH YOU TO PROVIDE COVERAGE AS STATED IN THIS CONTRACT. THESE COVERAGES ARE ALSO PROVIDED IN ACCORDANCE WITH THE INTERGOVERNMENTAL CONTRACT WHICH FORMS THE LEGAL BASIS FOR THE OPERATION OF THE POOL.

Contract Number:	MML001444016	Renewal of Nu	mber:	MML001444015				
Pool Member:	City of Birmingham							
Coverage Period From:	7/1/2017	To: 7/2						
(This polic	y applies to only those (h an "X")				
	LIMITS OF INSURANCE							
× MUNICIPAL GENER	MUNICIPAL GENERAL LIABILITY COVERAGE PART							
EAG	CH OCCURRENCE LIMIT	\$10,000,000						
FIR	E DAMAGE LIMIT	\$100,000	Any One	e Fire				
ME	DICAL EXPENSE LIMIT	\$10,000	Any One	e Person				
DEDUCTIBLE:		\$125,000	Each O	ccurrence				
	NT LIABILITY COVERA	AGE PART						
EACH WR	ONGFUL ACT LIMIT	\$10,000,000						
	DEDUCTIBLE:	\$125,000	Each Wr	rongful Act				
X PUBLIC OFFICIALS	LIABILITY COVERAG	E PART						
EACH WR	ONGFUL ACT LIMIT	\$10,000,000						
	DEDUCTIBLE:	\$125,000	Each Wr	ongful Act				

(This policy applies to only those Coverage Parts marked with an "X")						
LIMITS OF INSURANCE						
EACH CLAIM LIMIT	\$1,000,000					
DEDUCTIBLE:	\$125,000	Each Claim				
	PART					
EACH OCCURRENCE LIMIT	\$10,000,000					
DEDUCTIBLE:	\$125,000	Each Occurrence				
☐ THE COMBINED POLICY LIMIT \$10,00	00,000					
Claims or bringing Suits or coverages or coverage Limit shown above is the most we will pay for the Wrongful Act, act or omission and any series omissions. The Combined Policy Limit is the most we under which coverage may be sought.	ne sum of all Da es of related O o	mages arising out of an Occurrence, ccurrences, Wrongful Acts, acts or				
FORMS AND ENDORSEMENTS applying to these Coverage Parts and made part of this policy at time of issue: MML200 (01/14), MML202 (11/99), MML233 (07/13), MML203 [11/99], MML208 [11/99], MML215 [02/00]						
TOTAL LIABILITY PREMIUM	\$ INCLUDED					
BY		Jusitha. Then				

A SERVICE OF THE MICHIGAN MUNICIPAL LEAGUE

6/19/2017

Date:

Authorized Representative

DEPARTMENT APPROVALS

EVENT NAME 2018 MEMORIAL DAY SERVICE

DATE OF EVENT: MAY 28, 2018

LICENSE NUMBER #18-00011083

COMMISSION HEARING DATE: DECEMBER 4, 2017

NOTE TO STAFF: Please submit approval by WED., NOV. 15, 2017

DEPARTMENT	APPROVED	COMMENTS	PERMITS REQUIRED (Must be obtained directly from individual departments)	COSTS (Must be paid two weeks prior to the event. License will not be issued if unpaid.)	ACTUAL COSTS (Event will be invoiced by the Clerk's office after the event)
PLANNING 101-000.000-634.0005 248.530.1855	SC	No comments.	N/A	\$0	
BUILDING 101-000.000.634.0005 248.530.1850	MM	No Building Department Concerns		0	
FIRE 101-000.000-634.0004 248.530.1900	JMC			\$0	
POLICE 101-000.000.634.0003 248.530.1870	SG	Personnel will attend and assist with ceremony.		\$0	
PUBLIC SERVICES 101-000.000-634.0002 248.530.1642	Carrie Laird			0	
ENGINEERING 101-000.000.634.0002 248.530.1839	A.F.	No Engineering Department Involvement	None	\$0	\$0
SP+ PARKING	A.F.	Emailed comments to SP+ on 11/01/17	-	-	-

INSURANCE 248.530.1807	City event			
CLERK 101-000.000-614.0000 248.530.1803	Notification letters mailed by Clerk's office on 11/2/17. Notification addresses on file in the Clerk's Office. Evidence of required insurance must be on file with the Clerk's Office no later than N/A.	Applications for vendors license must be submitted no later than N/A.	\$165 (waived)	
			TOTAL DEPOSIT REQUIRED \$0	ACTUAL COST

FOR CLERK'S OFFICE USE							
Deposit paid							
Actual Cost							
Due/Refund							

Rev. 11/15/17 h:\shared\special events\- general information\approval page.doc



MEMORANDUM

City Clerk's Office

DATE: November 20, 2017

TO: Joseph A. Valentine, City Manager

FROM: Cherilynn Mynsberge, City Clerk

SUBJECT: Special Event Request

Village Fair

Attached is a special event application submitted by the Birmingham Bloomfield Chamber requesting permission to hold the Village Fair in the Shain Park area, May 30 – June 3, 2018.

Once again, the Chamber is requesting to open the fair on Wednesday, May 30th from 5:00 PM – 10:00 PM for a private party sponsored by United Shore Financial Services. The park would remain open to the public, however only the guests of the private party would be allowed on the rides with a wristband.

The application has been circulated to the affected departments and approvals and comments have been noted.

The following events have either been approved by the Commission or are planned to be held in late May and June. These events do not pose a conflict with the proposed event.

Event Name	Location
Art Birmingham	Shain Park
Parkinson's Foundation 5K	Seaholm H.S. and surrounding neighborhood
Memorial Day Service	Shain Park
Farmers Market	Lot 6
Lungevity 5K Run	Booth Park & neighborhood north of Maple,
	west of Old Woodward
Battle of the Bands	Shain Park
Family Movie Night	Booth Park
In the Park Concerts	Shain Park

SUGGESTED RESOLUTION:

To approve a request submitted by the Birmingham Bloomfield Chamber to hold the Village Fair in the Shain Park area, May 30 – June 3, 2018, including the private party, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

18-00011087

CITY OF BIRMINGHAM APPLICATION FOR SPECIAL EVENT PERMIT PARKS AND PUBLIC SPACES

I. EVENT DETAILS

- Incomplete applications will not be accepted.
- Changes in this information must be submitted to the City Clerk, in writing, at least three weeks prior to the event

RECEIVED BY FEES: **FIRST TIME EVENT:** \$200.00 **ANNUAL APPLICATION FEE:** \$165.00 NOV 1 7 2017 (Please print clearly or type) CITY CLERK'S OFFICE Date of Application ______11/17/17___ CITY OF BIRMINGHAM Name of Event ____55th Annual Birmingham Village Fair Detailed Description of Event (attach additional sheet if necessary) _Community fair with rides, food booths and carnival rides. Location: Shain Park on Martin St between Pierce & Chester. Also on Bates St. and Henrietta DATE(S) & HOURS OF EVENT: Wednesday, May 30, 2018 5-10 p.m. Private Pre-Party Company: United Shore Financial Services (similar to 2017 pre-party) Thursday, May 31, 2018 2-10 p.m. Open to the public Friday, June 1, 2018 12-11 p.m. Open to the public Saturday, June 2, 2018 11 a.m. - 11 p.m. Open to the public Sunday, June 3, 2018 12-9 p.m. Open to the public Date(s) & Hours of Set-up Tuesday, May 31 1 a.m. – Wednesday, June 1 all day

Date(s) of Tear-down Sunday, June 3 Hours of Tear-down 9 p.m. – 12 a.m.

Organization S	Sponsoring	Event _Birm	ingh	am Bloom	field Cha	amber		_	
Organization	Address	725	S.	Adams	Suite	130	Birmingham	MI	48009
Organization F	Phone _248	3 644-1700 _			,,,,,				
Contact Person	nAnd	rea Foglietta	or J	oe Bauma	n				
Contact Phone	248 4	30-7688				-			
Contact Email		andre	eaf@	bbcc.com					

II. <u>EVENT INFORMATION</u>

1.	Organization Type:
	Civic organization, largest fund-raiser for the Chamber and benefits local nonprofits.
	(city, non-profit, community group, etc.)
2.	Additional Sponsors or Participants (Provide name, address, contact person, status, etc. for all additional organizations sponsoring your event.) To be determined, see attached list of nonprofits that benefitted in 2017.
3.	Is the event a fundraiser? X YES NO
	List beneficiary: Primary benefactor is the Birmingham Bloomfield Chamber profiting \$25-
	\$35K depending on weather.
	List expected income: \$35k+
	Attach information about the beneficiary.
4.	First time event in Birmingham? YES NO X
	If no, describe: 55 th Annual Birmingham Village Fair
5.	Total number of people expected to attend per day: Thousands per day weather permitting.
6.	The event will be held on the following City property: (Please list)
	Street(s) _On Martin St. between Pierce & Chester. On Bates and Henrietta. The
corne	er of Pierce & Martin will not be blocked (Townhouse Patio diners). Merrill & Henrietta will be
open	for 1 lane of traffic by The Townsend Hotel. Bates & Merrill will be open for 1 lane of traffic by
The	Community House.
	Sidewalk(s)_Martin, Bates & Henrietta
	Park(s) Shain Park

7.	Will street closures be required? X YES NO
8.	What parking arrangements will be necessary to accommodate attendance? Bags over meters for Martin, Bates & Henrietta. Attendees will be encouraged to use parking structures at Chester & Pierce. CONSTRUCTION IN 2018 – The Chamber has made arrangements with Lisa Wells, Program Director at Birmingham First United Methodist Church, they have a little over 500 parking spaces.
9.	Will staff be provided to assist with safety, security and maintenance? X YES NO Describe_A paid crew is hired for maintenance and clean up. Safety/security is hired by North American Midway Entertainment. Maintenance is coordinated by the Birmingham Bloomfield Chamber.
10.	Will the event require safety personnel (police, fire, paramedics)? X YES NO DescribeNorth American Midwary Entertaiment pulls a water permit and works directly with the Fire Marshall.
11.	Will alcoholic beverages be served? YES NO X If yes, additional approval by the City Commission is required, as well as the Michigan Liquor Control Commission.
12.	Will music be provided? YES NO X Live Amplification Recorded Loudspeakers Time music will begin Time music will end Location of live band, DJ, loudspeakers, equipment must be shown on the layout map.
13.	Will there be signage in the area of the event? X YES NO Number of signs/banners _Approx. 15-20 signs size nonprofit signs will be in each food & game booth. Size of signs/banners18 x 24 Submit a photo/drawing of the sign(s). A sign permit is required.
14.	 Will food/beverages/merchandise be sold? X YES NO Peddler/vendor permits must be submitted to the Clerk's Office, at least two weeks prior to the event.

- All food/beverage vendors must have Oakland County Health Department approval.
- Attach copy of Health Dept approval.
- There is a \$50.00 application fee for all vendors and peddlers, in addition to the \$10.00 daily fee, per location. A background check must be submitted for each employee participating at the event.

LIST OF VENDORS/PEDDLERS

(attach additional sheet if necessary)

VENDOR NAME	GOODS TO BE SOLD	WATER HOOK- UP REQUIRED?	ELECTRIC REQUIRED?		

III. <u>EVENT LAYOUT</u>

- Include a map showing the park set up, street closures, and location of each item listed in this section.
- Include a map and written description of run/walk route and the start/finish area
- 1. Will the event require the use of any of the following municipal equipment? (show location of each on map)

EQUIPMENT	QUANTITY	COST	NOTES
Picnic Tables	12	6 for \$200.00	A request for more than six tables will be evaluated based on availability.
Trash Receptacles	30	\$4.00 each	Trash box placement and removal of trash is the responsibility of the event. Additional cost could occur if DPS is to perform this work.
Dumpsters	10	\$200.00 per day	Includes emptying the dumpster one time per day. The City may determine the need for additional dumpsters based on event requirements.
Utilities (electric)	# of vendors requiring utilities	Varies	Charges according to final requirements of event.
Water/Fire Hydrant	Yes, TBD	Contact the Fire Department.	Applicant must supply their own means of disposal for all sanitary waste water. Waste water is NOT allowed to be poured into the street or on the grass.
Audio System	No	\$200.00 per day	Must meet with City representative.
Meter Bags / Traffic	# to be determined by		
Cones / Barricades	the Police Department.		

2. Will the following be constructed or located in the area of the event? **X YES** NO (show location of each on map) NOTE: Stakes are not allowed.

ТҮРЕ	QUANTITY	SIZE
Tents/Canopies/Awnings		
(A permit is required for tents over 120 sq ft)		
Portable Toilets	6	
Rides	16	
Displays		
Vendors		
Temporary Structure (must attach a photo)		
Other (describe)	Food & Game Booths Qty: 20-25	

SIGNATURE OF APPLICANT REQUIRED

EVENT NAME	_55 th Annual Birmingham	Village Fair	
EVENT DATE _	May 30, 2018 – June 3,	2018	_

The Birmingham City Commission shall have sole and complete discretion in deciding whether to issue a permit. Nothing contained in the City Code shall be construed to require the City Commission to issue a permit to an applicant and no applicant shall have any interest or right to receive a permit merely because the applicant has received a permit in the past.

As the authorized agent of the sponsoring organization, I hereby agree that this organization shall abide by all conditions and restrictions specific to this special event as determined by the City administration and will comply with all local, state and federal rules, regulations and laws.



IV. SAMPLE LETTER TO NOTIFY ANY AFFECTED PROPERTY/BUSINESS OWNERS

- Organizer must notify all potentially affected residential property and business owners of the date and time this application will be considered by the City Commission. (Sample letter attached to this application.)
- Attach a copy of the proposed letter to this application. The letter will be reviewed and approved by the Clerk's Office. The letter must be distributed at least two weeks prior to the Commission meeting.
- A copy of the letter and the distribution list must be submitted to the Clerk's Office at least two weeks prior to the Commission meeting.
- If street closures are necessary, a map must be included with the letter to the affected property/business owners.



SPECIAL EVENT REQUEST NOTIFICATION LETTER

DATE: Friday, November 17, 2017

TO: Residential Property or Business Owner

Birmingham City Code requires that we receive approval from the Birmingham City Commission to hold the following special event. The code further requires we notify any property owners or business owners that may be affected by the special event of the date and time the City Commission will consider our request so an opportunity exists for comments prior to this approval.

EVENT INFORMATION

NAME OF EVENT: 55th Annual Birmingham Village Fair

LOCATION: On Martin St. between Pierce and Chester. On Bates and Henrietta. See back for map.

DATE(S) & HOURS OF EVENT:

Wednesday, May 30, 2018 5-10 p.m. Private Pre-Party

Thursday, May 31, 2018 2-10 p.m. Open to the public

Friday, June 1, 2018 12-11 p.m. Open to the public

Saturday, June 2, 2018 II a.m. - II p.m. Open to the public

Sunday, June 3, 2018 12-9 p.m. Open to the public

BRIEF DESCRIPTION OF EVENT/ACTIVITY: Community fair with rides, food and games.

DATE(S) OF SET-UP: Tuesday, May 29 & Wednesday, May 30

HOURS OF SET-UP: I a.m. - 3 p.m.

DATE(S) OF TEAR-DOWN: Sunday, June 3, 2018

HOURS OF TEAR-DOWN: 9 p.m. – 12 a.m.

DATE OF CITY COMMISSION MEETING: Monday, December 4, 2017

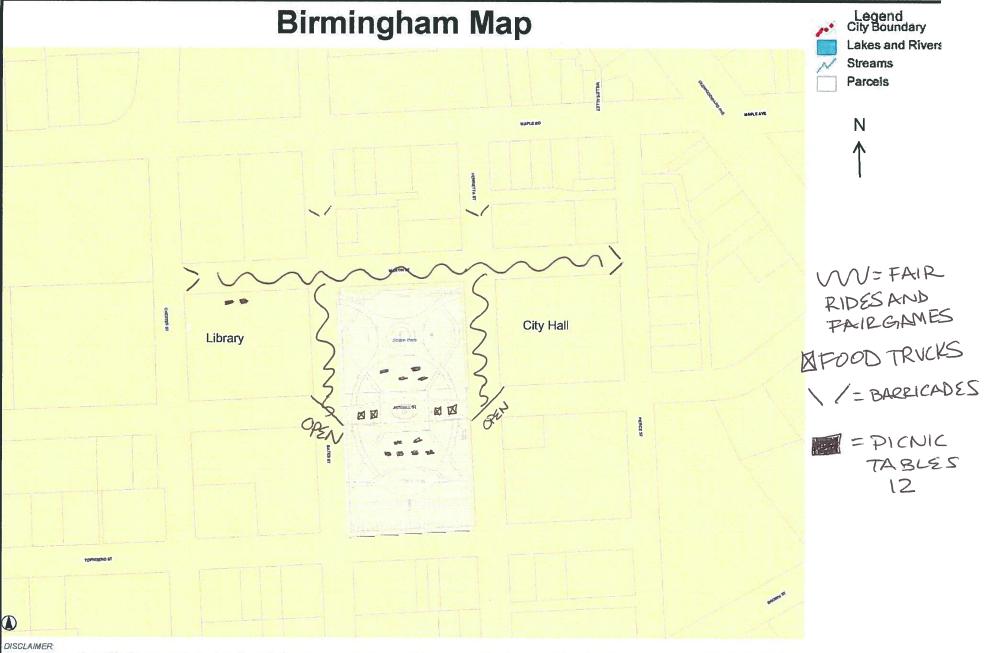
The City commission meets in room 205 of the Municipal Building at 151 Martin at 7:30 p.m. A complete copy of the application to hold this special event is available for your review at the City Clerk's Office (248) 530-1880. Log on to www.bhamgov.org/events for a complete list of special events.

EVENT ORGANIZER: Birmingham Bloomfield Chamber ADDRESS: 725 S. Adams, Suite 130, Birmingham MI 48009

PHONE: (248) 430-7688

FOR QUESTIONS ON DAY OF EVENT, CONTACT:

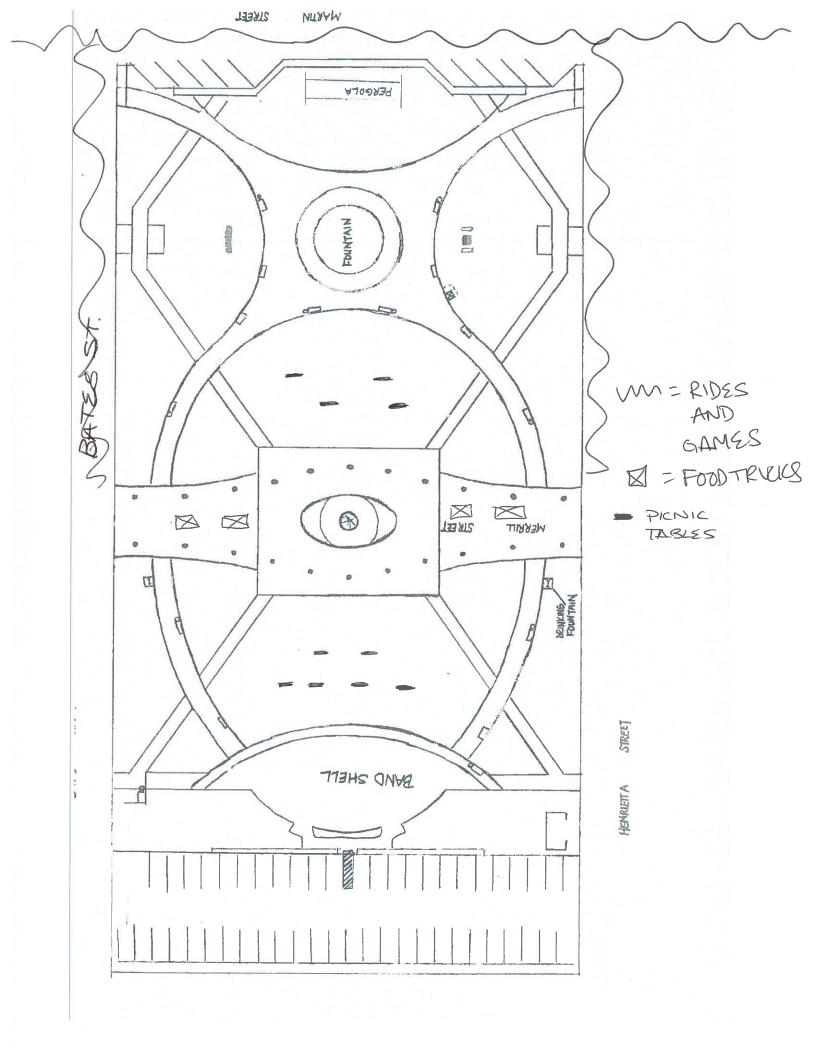
Andrea Foglietta Birmingham Bloomfield Chamber (586) 216-1897



The information provided on this site is for convenience only and is compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. Much of the data was not compiled or created by the City of Birmingham. In the preparation of this report, extensive efforts have been made to offer the most current, correct, and clearly expressed information possible. However, inadvertent errors, inaccuracies, and omissions can occur. Official versions should be used as a primary information source for verification of the information provided on these pages. Users are edvised that their use of any of this information is at their own risk.

The City of Birmingham, its consultants and data providers, do not assume, and hereby disclaim, legal responsibility for the information contained herein which is provided "as is" with no warranties of any kind whether such errors,

inaccuracies or omissions result from negligence, accident or any other cause.



2017 NONPROFIT PROCEED LIST

Company	Address I	Address 2	City	St	Zip
ADOPT MORE	200 West Second	St. #601	Royal Oak	MI	48067
Birmingham Bloomfield Community Coalition	1525 Covington Ro	l.	Bloomfield Hills	MI	48301
Birmingham Command Officers Assn.	151 Martin St.		Birmingham	MI	48009
Birmingham Lions Club					
Birmingham Police Officers Assn.	151 Martin St.		Birmingham	MI	48009
Birmingham Education Foundation	31301 Evergreen		Beverly Hills	MI	48025
Birmingham Optimist Club	c/o The Communit	y F 380 S. Bates St.	Birmingham	MI	48009
Birmingham Rotary Club	c/o The Communit	y ⊢ 380 S. Bates St.	Birmingham	MI	48009
Birmingham Youth Assistance	2436 W. Lincoln, S	te. FI02	Birmingham	MI	48009
Bloomfield Hills Schools Foundation	7273 Wing Lake R	1.	Bloomfield Hills	MI	48301
The Bottomless Toy Chest	735 Forest Ave. Su	ite 204B	Birmingham	MI	48009
The Julian Boivin Courage for Cures Foundation	3792 Peabody Dr.		Bloomfield Hills	MI	48301
Oakland County Children's Village Foundation	1200 N. Telegraph	Rd.	Pontiac	MI	48341
On My Own of Michigan	1250 Kirts Blvd., S	ite 300	Troy	MI	48084
The Pink Fund	P.O. Box 603		Bloomfield Hills	MI	48303
Sky Foundation	33 Bloomfield Hills	Pkwy. Suite 275	Bloomfield Hills	MI	48304
Village Players	P.O. Box 172		Birmingham	MI	48012
Birmingham Family YMCA	400 E. Lincoln St.		Birmingham	MI	48009

SHORNYAK

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 10/31/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in fleu of such endorsement(s).

this certificate does not confer rights to the certificate holder in fleu PRODUCER Emerson-Prew 30600 Telegraph Road Suite 3110				icate holder in lieu of su	CONTACT Shari Hornyak PHONE (Arc, No, Ent): (248) 203-1817 EMARES: shornyak@epi-ins.com					
	3110 and 311				ADDRES					11000
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	of Commerce	,,491			INSURER					
	725 S. Adams, Suite 130				INSURER					
	Birmingham, MI 48009				INSURER				\dashv	
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TI	VERAGES CERT IIS IS TO CERTIFY THAT THE POLICIE DICATED. NOTWITHSTANDING ANY RE ERTIFICATE MAY BE ISSUED OR MAY KCLUSIONS AND CONDITIONS OF SUCH F	S OF	INS REME	ENT, TERM OR CONDITION THE INSURANCE AFFOR	n of ai ded by	NY CONTRAC THE POLICI EDUCED BY I	O THE INSUR OT OR OTHER ES DESCRIB	ED NAMED ABOVE FOR THE	TO	WHICH THIS
NSR		ADDL				POLICY EFF	POLICY EXP	LIMITS		
A	X COMMERCIAL GENERAL LIABILITY	PEGAL	****			THE STATE OF THE S	TOTAL STATE OF THE PARTY.	EACH OCCURRENCE \$		1,000,000
	CLAIMS-MADE X OCCUR	x		A04349103		06/29/2017	06/29/2018	PREMISES (Ea occurrence) \$		200,000
	اعتا						·	MED EXP (Any one person) \$		10,000
								PERSONAL & ADV INJURY \$		1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:							GENERAL AGGREGATE \$		2,000,000
	POLICY PRO-							PRODUCTS - COMP/OP AGG \$		2,000,000
	OTHER:							\$		
A	AUTOMOBILE LIABILITY							COMBINED SINGLE LIMIT (Ea accident)		1,000,000
	ANY AUTO			A04349103	1	06/29/2017	06/29/2018	BODILY INJURY (Per person) \$		
	OWNED SCHEDULED AUTOS							BODILY INJURY (Per accident) \$		
	X HIRED ONLY X NON-OWNED AUTOS ONLY							PROPERTY DAMAGE (Per socident)		
								8		
A	X UMBRELLALIAB X OCCUR							EACH OCCURRENCE \$		1,000,000
	EXCESS LIAB CLAIMS-MADE			A04349103		06/29/2017	06/29/2018	AGGREGATE \$		1,000,000
	DED X RETENTIONS 0							\$		
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY						001000000	PER OTH- STATUTE ER		ENA 000
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?	IN/A		WCV8011508		06/29/2017	06/29/2018	E.L. EACH ACCIDENT \$		500,000
								E.L. DISEASE - EA EMPLOYEE \$		500,000
	If yes, describe under DESCRIPTION OF OPERATIONS below							E.L. DISEASE - POLICY LIMIT \$		500,00
Ad	SCRIPTION OF OPERATIONS / LOCATIONS / VEHIC City of Birmingham Including all Electe ditional Insured. This Coverage Shall be ent: 55th Annual Birmingham Village Fa	Prin	nary	and Non-Contributory.		e attached if mo L Volunteers;	re space la requ Board Memb	ired) bers; Employees & Voluntee	res i	are Named as
C	ERTIFICATE HOLDER				CAN	CELLATION				
City of Birmingham 151 Martin Street Birmingham, Mi 48009				AC	E EXPIRATION CORDANCE V	ON DATE T VITH THE POL	DESCRIBED POLICIES BE CAI HEREOF, NOTICE WILL BI ICY PROVISIONS.	NCEI E D	LED BEFORE ELIVERED IN	
					AUTHORIZED REPRESENTATIVE When I'll Rokents					



HOLD-HARMLESS AGREEMENT

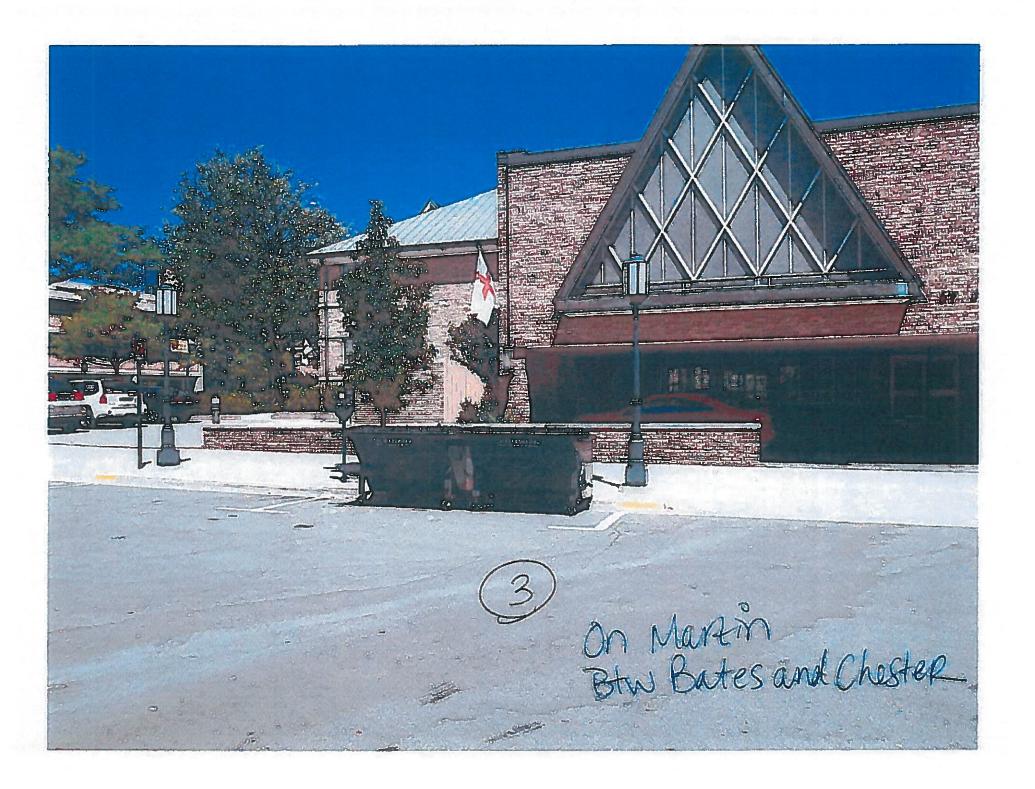
"To the fullest extent permitted by law, the **Birmingham Bloomfield Chamber** and any entity or person for whom the **Birmingham Bloomfield Chamber** is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Birmingham against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City of Birmingham, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Birmingham, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this activity/event. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of the City of Birmingham, its elected or appointed officials, employees, volunteers or others working on behalf of the City of Birmingham."

Applicant's signature

Date









DEPARTMENT APPROVALS

EVENT NAME 2018 Village Fair

DATE OF EVENT: 5/30 - 6/3/18

LICENSE NUMBER #18-00011087

COMMISSION HEARING DATE: 12/4/18

NOTE TO STAFF: Please submit approval by November 22, 2017

DEPARTMENT	APPROVED	COMMENTS	PERMITS REQUIRED (Must be obtained directly from individual departments)	ESTIMATED COSTS (Must be paid two weeks prior to the event. License will not be issued if unpaid.)	ACTUAL COSTS (Event will be invoiced by the Clerk's office after the event)
PLANNING 101-000.000-634.0005 248.530.1855	SC	No comments.	None.	\$0	
BUILDING 101-000.000.634.0005 248.530.1850	MM		Electrical permit for all generators and wiring.	\$387.59	
FIRE 101-000.000-634.0004 248.530.1900	JMC	 No Smoking in any tents or canopy. Signs to be posted. All tents and Canopies must be flame resistant with certificate on site. No open flame or devices emitting flame, fire or heat in any tents. Cooking devices shall not be permitted within 20 feet of the tents. Tents and Canopies must be properly anchored for the weather conditions, no stakes allowed. Clear Fire Department access of 12 foot aisles must be maintained, no tents, canopies or other obstructions in the access aisle unless approved by the Fire 		\$2600.00	

Marshal.	
6. Pre-event site inspection	
required.	
7. A prescheduled inspection is	
required for food vendors	
through the Bldg. dept. prior to	
opening.	
8. All food vendors are required to	
have an approved 5lbs. multi-	
purpose (ABC) fire extinguisher	
on site and accessible.	
9. Cords, hoses, etc. shall be	
matted to prevent trip hazards.	
10. Exits must be clearly marked in	
tents/structures with an occupant	
load over 50 people.	
11. Paramedics will respond from the	
fire station as needed. Dial 911	
for fire/rescue/medical	
emergencies.	
12. A permit is required for Fire	
hydrant usage.	
13. Do Not obstruct fire hydrants or	
fire sprinkler connections on	
buildings.	
14. Provide protective barriers	
between hot surfaces and the	
public.	
15. All cooking hood systems that	
capture grease laden vapors	
must have an approved	
suppression system and a K fire	
extinguisher in addition to the	
ABC Extinguisher.	
16. Suppression systems shall be	
inspected, tested, and properly	
tagged prior to the event. All	
Sprinkler heads shall be of the	
155 degree Quick Response type	
unless serving an area of high	
heat and approved by the Fire	
Marshal. The suppression system	

		shall have a continuous water supply as well as a secondary back up supply. Activation of the suppression system will shut down the ride and cause illumination of the exits.			
POLICE 101-000.000.634.0003 248.530.1870	SG	Personnel and barricades		\$3800.00	
PUBLIC SERVICES 101-000.000-634.0002 248.530.1642	Carrie Laird 11/20/2017	Will provide: *1). Ten Trash dumpsters and dumping each day. If event would like to provide their own trash service the cost would be reduced. 2). 30 PSD boxes/Bags 3). 12 Picnic Tables 4). Delivery/Removal of barricades 5). Vendors are responsible for cleaning the area, including the granite pavers. Any cleanup not done will be arranged for by DPS and billed to event. This includes grease, trash and anything else related to the event. 6). Hydrant permit for water usage. Does not include water that will be used for the event.		\$5,000	
ENGINEERING 101-000.000.634.0002 248.530.1839	A.F.	Note: The Old Woodward Road Project will likely be underway during this time and may cause the parking structures to be busier than usual. Maintain 5' clear pedestrian path on all sidewalks. Keep handicap sidewalk ramps clear. No pavement damage allowed on roads or sidewalks.	None	\$0	\$0
SP+ PARKING	A.F.	Emailed information to SP+ on 11/20/17			

INSURANCE 248.530.1807	CA	Approved	None	\$0	\$0
CLERK 101-000.000-614.0000 248.530.1803		Notification letters to be mailed by applicant 12/20/17. Notification addresses on file in the Clerk's Office. Evidence of required insurance must be on file with the Clerk's Office no later than 5/16/18.	Applications for vendors license must be submitted no later than 5/16/18.	\$165 (pd)	
				TOTAL DEPOSIT REQUIRED \$11,787.59	ACTUAL COST

FOR CLERK'S OFFICE USE
Deposit paid
Actual Cost
Due/Refund

Rev. 11/20/17
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DATE: November 27, 2017

TO: City of Birmingham

FROM: Birmingham Bloomfield Chamber

RE: PARKING - Special Event Permit for 55th Annual Birmingham Village Fair

For the Private Pre-Party on Wednesday, May 30, 2018 United Shore is encouraging employees to carpool and arranging shuttle service from United Shore. We are expecting less than 2,000 cars for 4,500 people. The Chamber contacted Lisa Wells, Program Director at Birmingham First United Methodist Church to use 500 parking spots.

2017 Approximate Attendance

Wednesday, May 31 4,500 people
Thursday, June 1 3,000 people
Friday, June 2 5,000 people
Saturday, June 3 5,500 people
Sunday, June 4 4,500 people

DATE(S) & HOURS OF EVENT:

Wednesday, May 30, 2018

Thursday, May 31, 2018

Friday, June 1, 2018

Saturday, June 2, 2018

Sunday, June 3, 2018

5-10 p.m. Private Pre-Party
2-10 p.m. Open to the public
11 a.m. - 11 p.m. Open to the public
12-9 p.m. Open to the public

BRIEF DESCRIPTION OF EVENT/ACTIVITY: Community fair with rides, food and games.

EVENT ORGANIZER: Birmingham Bloomfield Chamber ADDRESS: 725 S. Adams, Suite 130, Birmingham MI 48009

PHONE: (248) 430-7688





Memorandum

To: Paul O'Meara From: Jay O'Dell

Date: November 29, 2017 Subject: 2018 Village Fair

The Village Fair caused a large influx of parkers to the system in 2017. Due to this and the continued high demand from our normal patrons, we will be implementing the following staffing changes to help alleviate any potential traffic congestion:

- 1. Wednesday, May 31, 2018 Private Pre-Party: Three additional staff will be stationed at the Pierce structure. One additional staff member will be stationed at the Chester structure. These staff will instruct and assist guests when entering the structures. This staff will remain on hand during the event to also assist guests when they are exiting the structures.
- 2. Thursday, June 1 Friday, June 2: Valet assist will be in operation from 10:00 AM to 5:00 PM at the Pierce and Chester Structures. Valet will be prepared to open as the structures fill in order to allow additional vehicles to be parked.

We will also have extra staffing on hand to help with any traffic issues that may arise on the streets surrounding the structures on each of these days.

NOTICE OF PUBLIC HEARING

BIRMINGHAM CITY COMMISSION SPECIAL LAND USE PERMIT & REVISED FINAL SITE PLAN

Meeting Date, Time, Location:	Monday, December 4, 2017 at 7:30 PM Municipal Building, 151 Martin Birmingham, MI					
Location of Request:	33353 Woodward (Former Tuffy Auto Repair)					
Nature of Hearing:	To consider the approval of a Special Land Use Permit & Revised Final Site Plan to allow a dry cleaners to provide covered, drive in service to be offered to patrons in vehicles.					
City Staff Contact:	Jana Ecker 248.530.1841 jecker@bhamgov.org					
Notice Requirements:	Mailed to all property owners and occupants within 300 feet of subject address. Publish November 19, 2017					
Approved minutes may be reviewed at:	City Clerk's Office					

Persons wishing to express their views may do so in person at the hearing or in writing addressed to City Clerk, City of Birmingham, 151 Martin, Birmingham, MI 48009.

Persons with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk's Office at 248.530.1880 (voice) or 248.644.5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.



MEMORANDUM

Planning Division

DATE: November 27, 2017

TO: Joseph A. Valentine, City Manager

FROM: Matthew Baka, Senior Planner

APPROVED: Jana L. Ecker, Planning Director

SUBJECT: Public Hearing for 33353 Woodward Ave – Tide Dry Cleaners

Special Land Use Permit and Final Site Plan

The subject business is proposed to be located at 33353 Woodward Avenue in a new one-story 7,227 sq. ft. commercial/retail building and parking lot that is replacing the former Tuffy Automotive building on the west side of Woodward between Davis and Smith. The applicant is a drive-in service for customers to pick up and/or drop off their garments while remaining in their vehicle. The service of patrons while in their vehicles is considered a drive-in facility and requires a Special Land Use Permit under Article 2, Section 2.31 (B2B – General Business). Article 9, Section 9.02 (Definitions) defines a drive-in as a commercial establishment developed to serve patrons while in the motor vehicle in addition to within a building or structure. The parking area for service to patrons in vehicles will be located on the west elevation along the alley under metal canopy attached to the back of the building outside of the west entrance.

The Planning Board met on September 27th, 2017 and conducted a public hearing to discuss the Final Site Plan and Special Land Use Permit Review for 33353 Woodward. The Planning Board voted unanimously to continue the Final Site Plan and Special Land Use Permit review to the meeting of October 25th, 2017 due to unclear information regarding the service of patrons in their vehicles.

On October 25th, 2017, the Planning Board continued the public hearing to discuss the SLUP request by the applicant. At that time, the Special Land Use Permit and Final Site Plan for the proposal was recommended for approval by the Planning Board with the following conditions;

- 1. The total square footage of signage must be reduced to 108 sq. ft. or less;
- 2. The canopy must be attached to the building.

On November 13, 2017 the City Commission set a public hearing date for December 4th, 2017 to consider approval of the Final Site Plan and Special Land Use Permit to allow service to patrons in their vehicle at 33353 Woodward Avenue – Tide Dry Cleaners. Please find attached the staff report presented to the Planning Board, along with the relevant meeting minutes as well as plans and background information on the Tide operation for your review.

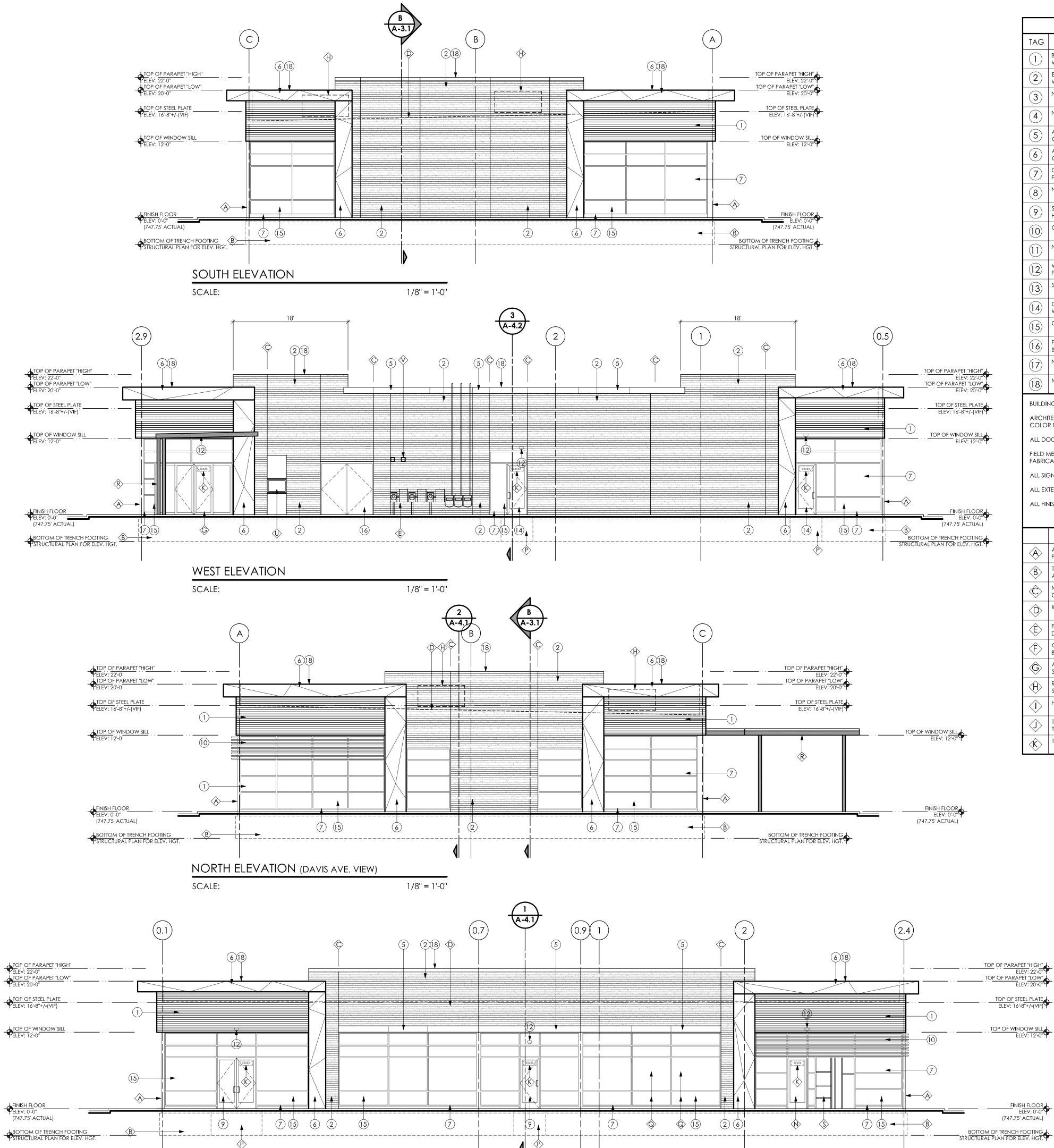
SUGGESTED ACTION:

To approve the Final Site Plan and Special Land Use Permit to allow service to patrons in their vehicles at 33353 Woodward Avenue – Tide Dry Cleaners as recommended by the Planning Board on October 25, 2017.

TIDE DRY CLEANERS 33353 WOODWARD SPECIAL LAND USE PERMIT DRIVE-IN FACILITY 2017

- WHEREAS, Tide Dry Cleaners applied for a Special Land Use Permit to allow the construction of a garment service facility with a drive-in facility to service patrons in their vehicles at 33353 Woodward Avenue on October 25th, 2017, such application having been filed pursuant to Article 7, section 7.34 of Chapter 126, Zoning, of the City Code;
- WHEREAS, The land for which the Special Land Use Permit is sought is located on the west side of Woodward between Davis and Smith;
- WHEREAS, The land is zoned B2B, General Business, which permits a drive-in facility with a Special Land Use Permit;
- WHEREAS, Article 7, section 7.34 of Chapter 126, Zoning requires a Special Land Use Permit to be considered and acted upon by the Birmingham City Commission, after receiving recommendations on the site plan and design from the Planning Board for the proposed Special Land Use;
- WHEREAS, The applicant submitted an application for a Special Land Use Permit and Final Site Plan to operate a drive-in facility at Tide Dry Cleaners;
- WHEREAS, The Planning Board on October 25th, 2017 reviewed the application for the Special Land Use Permit and Final Site Plan and recommended approval with the following conditions:
 - 1. The total square footage of signage must be reduced to 108 sq. ft. or less:
 - 2. The canopy must be attached to the building.
- WHEREAS, The applicant has agreed to comply with all of the conditions for approval recommended by the Planning Board on October 25th, 2017;
- NOW, THEREFORE, BE IT RESOLVED, That the Birmingham City Commission finds the standards set forth in the City Code have been met and the Tide Dry Cleaners application for a Special Land Use Permit and Final Site Plan authorizing the addition of a drive-in facility is hereby approved with the following conditions:
 - 1. The total square footage of signage must be reduced to 108 sq. ft. or less; and
 - 2. The canopy must be attached to the building.
- BE IT FURTHER RESOLVED, That failure to comply with any of the above conditions shall result in termination of the Special Land Use Permit.
- BE IT FURTHER RESOLVED, Except as herein specifically provided, Tide Dry Cleaners and its heirs, successors, and assigns shall be bound by all ordinances of the City of Birmingham in effect at the time of the issuance of this permit, and as they may be subsequently amended. Failure of Tide Dry Cleaners to comply with all of the

	rdinances of the city may result in the Commission revoking this Special Land Use ermit.
foregoing is a true	wn, City Clerk of the City of Birmingham, Michigan, do hereby certify that the le and correct copy of the resolution adopted by the Birmingham City Commission eting held on December 4 th , 2017.
Cherilynn Mynsbe	erge, City Clerk



EAST ELEVATION (WOODWARD AVE. VIEW)

1/8" = 1'-0"

SCALE:

TAG	MATERIAL	MANUFACTURE	COLOR/ MODEL	SIZE	remarks/ notes
1	BOHEMIAN BRICK - EXTERIOR STRUCTURAL WALL W/ ACME SHIELD IWR (WATER REPELLANT)	NATIONAL BLOCK CEMENT PRODUCTS	BRIGHTHILL; STANDARD GROUT	12"D X 4"H X 16"W	
2	BOHEMIAN BRICK - EXTERIOR STRUCTURAL WALL W/ ACME SHIELD IWR (WATER REPELLANT)	NATIONAL BLOCK CEMENT PRODUCTS	WHITE; WHITE GROUT	12"D X 4"H X 16"W	
3	NOT USED				
4	NOT USED				
5	ALUMINUM COMPOSITE PANEL SYSTEM CLIP & CAULK INSTALLATION	OMEGA PANEL PROD. LAMINATORS INC.	BONE WHITE		CONTACT: TOM OLSON (734) 777-6788
6	ALUMINUM COMPOSITE PANEL SYSTEM CLIP & CAULK INSTALLATION	OMEGA PANEL PROD. LAMINATORS INC.	REGAL BRONZE		CONTACT: TOM OLSON (734) 777-6788
7	CLEAR INSULATED GLASS IN ANODIZED ALUMINUM FRAME STOREFRONT SYSTEM	TUBELITE	DARK BRONZE ANODIZED ALUMINUM	SEE SHEET A-8.1 FOR DETAILS	SEE MFG. SPECIFICATIONS FOR DETAILS
8	NOT USED				
9	STOREFRONT TENANT DOOR ENTRY W/ 10" HIGH BOTTOM RAIL	TUBELITE	DARK BRONZE ANODIZED ALUMINUM	SEE SHEET A-8.1 FOR DETAILS	SEE MFG. SPECIFICATIONS FOR DETAILS
10	GEOLAM ARCHITECTURAL ECO-TECHNOLOGY	GEOLAM	ROSEWOOD	4" H. CONT. PLANKS	
11)	NOT USED				
12	WALL MOUNTED COMPACT LED LIGHT SCONCE FIXTURE	LITHONIA LIGHTING SYSTEMS	WST SERIES		SEE MANUFACTURE SPECIFICATIONS FOR DETAILS
13)	SEALANT; AS REQUIRED PER MBC	TREMPCO	COLOR TO MATCH MASONRY/ STOREFRONT		SEE MFG. SPECIFICATIONS FOR DETAILS
14)	GLASS REAR ENTRY/ SERVICE TENANT DOOR W/ 10" HIGH KICK PLATE	TUBELITE	DARK BRONZE ANODIZED ALUMINUM	SEE SHEET A-8.1 FOR DETAILS	SEE MFG. SPECIFICATIONS FOR DETAILS
15)	GLASS	VIRACON OR EQUAL	1" CLEAR INSULATED GLAZING		GLASS TO BE TEMPERED PER MI WHERE NEEDED.
16)	PTD. GALVANIZED HOLLOW INSULATED DOOR & FRAME	STEELCRAFT	PAINTED TO MATCH SPLITFACE		
17)	NOT USED				SEE MFG. SPECIFICATIONS FOR DETAILS ON DRAWING NO. R-7
(18)	METAL COPING (TYP.)	FIRESTONE / UNA-CLAD	COLOR TO MATCH SURFACE BELOW		SEE MFG. SPECIFICATIONS FOR DETAILS - ARCH TO APPROVE

BUILDING ELEVATION NOTES:

ARCHITECT SHALL REVIEW AND APPROVE ALL FINAL EXTERIOR MATERIALS AND COLOR FINISH SELECTIONS PRIOR TO PURCHASE/ FABRICATION. SUBMIT MATERIALS, COLOR FINISHES AND PRODUCT SAMPLES FOR APPROVAL.

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	ELEVATION NOTES:		ELEVATION NOTES:
A	ANODIZED ALUMINUM COLUMN COVER TO MATCH CURTAIN WALL FRAME SYSTEM. SEE FLOOR PLAN FOR ADDITIONAL NOTES	Û	NOT USED
$\langle \hat{B} \rangle$	TRENCH FOOTING'S BELOW GRADE. SEE FOUNDATION PLAN FOR ADDITIONAL NOTES.	₩	NOT USED
	MASONRY WALL CONTROL JOINT. REFER FLOOR PLANS FOR LOCATIONS. COLOR TO MATCH C-BRICK, MASONRY UNIT, STONE, ETC WALL FINISH.	$\langle \hat{\mathbf{x}} \rangle$	AUTOMATIC DOOR & INSTALLATION BY TENANT. OPENING AND SURROUNDING STOREFRONT/ GLAZING BY DEVELOPER.
(D)	ROOF LINE, SLOPED. REFER TO ROOF PLAN FOR ADDITIONAL DETAILS.	\oint 	NOT USED
Ê	ELECTRICAL/ UTILITY CABINET, GAS, & WATER METERS. PROVIDE DESIGN DETAILS TO ARCHITECT AND DEVELOPER.	P	"MASS FROST PROOF" CONCRETE, REFER TO FOUNDATION PLAN FOR ADDITIONAL DETAILS.
(F)	OVERFLOW DOWNSPOUT NOZZLE "G-O-N" 82710 / "ZURN" Z199 8" BRAND W/BIRD SCREEN, NICKEL BRONZE FINISH - REFER TO ELEVATION'S & MEP PLANS.	\hat{Q}	SPANDREL GLASS. COLOR BY LANDLORD.
©	AUTOMATIC DOOR'S AND INSTALLATION BY TENANT. OPENING AND SURROUNDING STOREFRONT/ GLAZING BY DEVELOPER.	⟨R⟩	OMEGA PANEL PROD. LAMINATORS INC. COLOR TO BE ORANGE.
\bigoplus	ROOF TOP HVAC/ EQUIPMENT UNITS BEHIND PARAPET WALL. UNITS TO BE SCREENED PER CITY ORDINANCE.	S	DROP BOX AND KIOSK.
	HOSE BIBB - "ZURN" BRAND, SEE PLUMBING PLAN	\uparrow	TEMPERED GLASS AS REQUIRED PER CODE
\bigcirc	TENANT SIGNAGE LOCATED AT CENTER OF OUTLINE. SIGN CONTRACTOR TO PROVIDE SEPARATE PERMIT TO CITY BEFORE INSTALLATION.	<u></u>	DROP BOX
(Ŕ)	TENANT ADDRESS LOCATED AT CENTER OF OUTLINE (TYP.).	$\langle \hat{\mathbf{v}} \rangle$	VENT LOUVERS FOR BOILER ROOM.



ABRO DESIGN GROUP, INC. 30600 NORTHWESTERN HWY. SUITE 310 FARMINGTON HILLS, MI. 48334

P. 248-254-3834 F. 248-671-2772 WWW.ABRODESIGNGROUP.COM

PROJECT:

WOODWARD COMMONS

- FOUNDATION AND **BUILDING SHELL-**

33353 WOODWARD AVE., BIRMINGHAM, MI 48009

SHEET TITLE:

EXTERIOR BUILDING **ELEVATIONS**

DO NOT SCALE DRAWINGS USE FIGURED DIMENSIONS ONLY

DATE: ISSUE: 01.25.17 SITE PLAN APPROVAL 04.03.17 BID'S & PERMIT 1 05.15.17 REVISION #1 07.17.17 OWNER'S REVISION

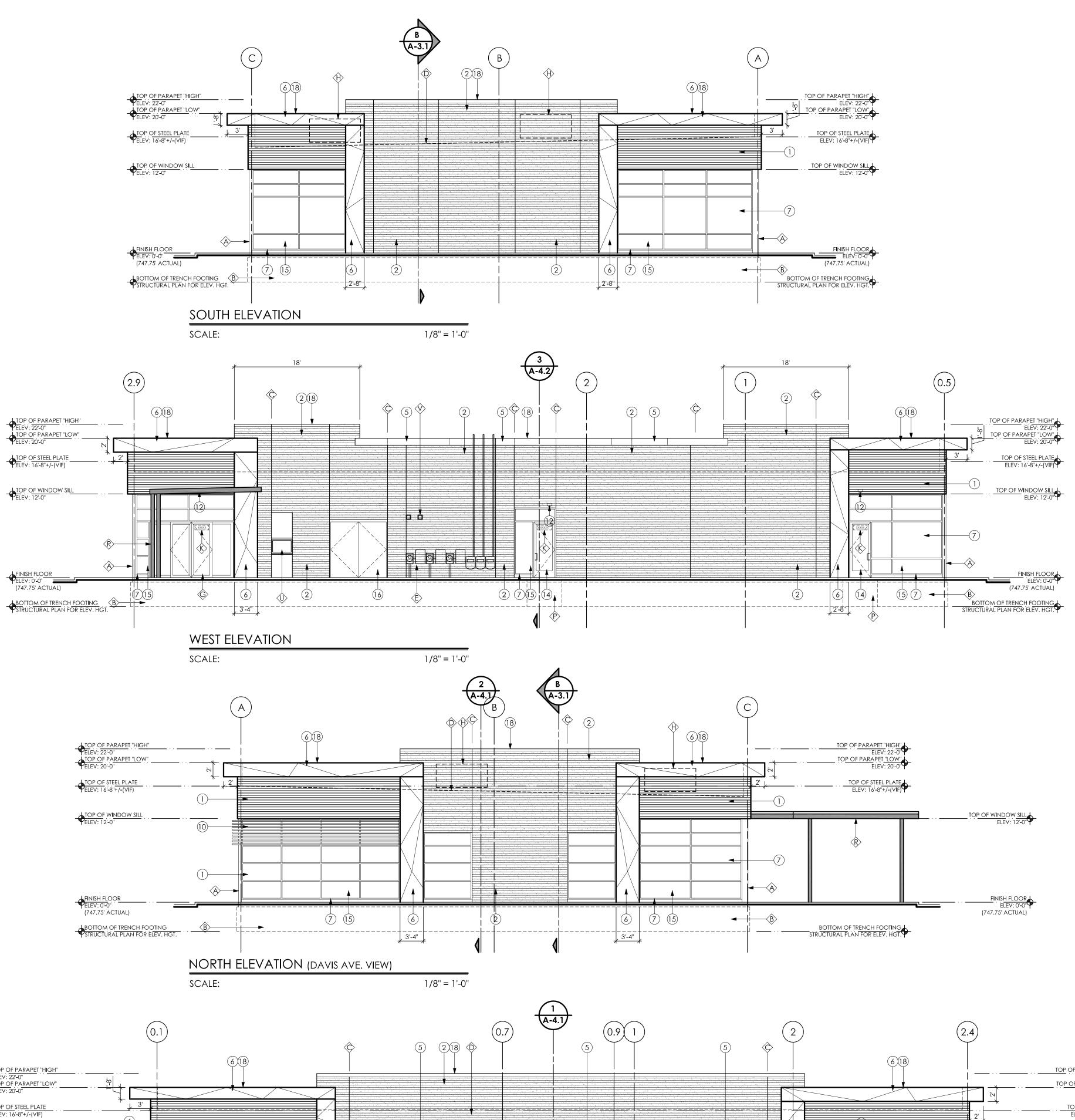
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PROJECT NO:

052516

SHEET NO:

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(747.75' ACTUAL)

BOTTOM OF TRENCH FOOTING
STRUCTURAL PLAN FOR ELEV. HGT.

TAG	MATERIAL	MANUFACTURE	COLOR/ MODEL	SIZE	remarks/ notes
1	BOHEMIAN BRICK - EXTERIOR STRUCTURAL WALL W/ ACME SHIELD IWR (WATER REPELLANT)	NATIONAL BLOCK CEMENT PRODUCTS	BRIGHTHILL; STANDARD GROUT	12"D X 4"H X 16"W	
2	BOHEMIAN BRICK - EXTERIOR STRUCTURAL WALL W/ ACME SHIELD IWR (WATER REPELLANT)	NATIONAL BLOCK CEMENT PRODUCTS	WHITE; WHITE GROUT	12"D X 4"H X 16"W	
3	NOT USED				
4	NOT USED				
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8	NOT USED				
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11)	NOT USED				
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13)	SEALANT; AS REQUIRED PER MBC	TREMPCO	COLOR TO MATCH MASONRY/ STOREFRONT		SEE MFG. SPECIFICATIONS FOR DETAILS
14)	GLASS REAR ENTRY/ SERVICE TENANT DOOR W/ 10" HIGH KICK PLATE	TUBELITE	DARK BRONZE ANODIZED ALUMINUM	SEE SHEET A-8.1 FOR DETAILS	SEE MFG. SPECIFICATIONS FOR DETAILS
15)	GLASS	VIRACON OR EQUAL	1" CLEAR INSULATED GLAZING		GLASS TO BE TEMPERED PER MBC WHERE NEEDED.
16)	PTD. GALVANIZED HOLLOW INSULATED DOOR & FRAME	STEELCRAFT	PAINTED TO MATCH SPLITFACE		
17)	NOT USED				SEE MFG. SPECIFICATIONS FOR DETAILS ON DRAWING NO. R-730
18)	METAL COPING (TYP.)	FIRESTONE / UNA-CLAD	COLOR TO MATCH SURFACE BELOW		SEE MFG. SPECIFICATIONS FOR DETAILS - ARCH TO APPROVE

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	ELEVATION NOTES:		ELEVATION NOTES:
(A)	ANODIZED ALUMINUM COLUMN COVER TO MATCH CURTAIN WALL FRAME SYSTEM. SEE FLOOR PLAN FOR ADDITIONAL NOTES	<u>(</u>)	NOT USED
(B)	TRENCH FOOTING'S BELOW GRADE. SEE FOUNDATION PLAN FOR ADDITIONAL NOTES.	₩	NOT USED
\hat{C}	MASONRY WALL CONTROL JOINT. REFER FLOOR PLANS FOR LOCATIONS. COLOR TO MATCH C-BRICK, MASONRY UNIT, STONE, ETC WALL FINISH.	$\langle \hat{\mathbf{N}} \rangle$	AUTOMATIC DOOR & INSTALLATION BY TENANT. OPENING AND SURROUNDING STOREFRONT/ GLAZING BY DEVELOPER.
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©	AUTOMATIC DOOR'S AND INSTALLATION BY TENANT. OPENING AND SURROUNDING STOREFRONT/ GLAZING BY DEVELOPER.	Ŕ	OMEGA PANEL PROD. LAMINATORS INC. COLOR TO BE ORANGE.
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PROJECT:

WOODWARD COMMONS

- FOUNDATION AND BUILDING SHELL -

33353 WOODWARD AVE., BIRMINGHAM, MI 48009

SHEET TITLE:

EXTERIOR
BUILDING
ELEVATIONS

DO NOT SCALE DRAWINGS
USE FIGURED DIMENSIONS ONLY

 DATE:
 ISSUE:

 01.25.17
 SITE PLAN APPROVAL

 04.03.17
 BID'S & PERMIT

 05.15.17
 REVISION #1

 08.21.17
 OWNER'S REVISION

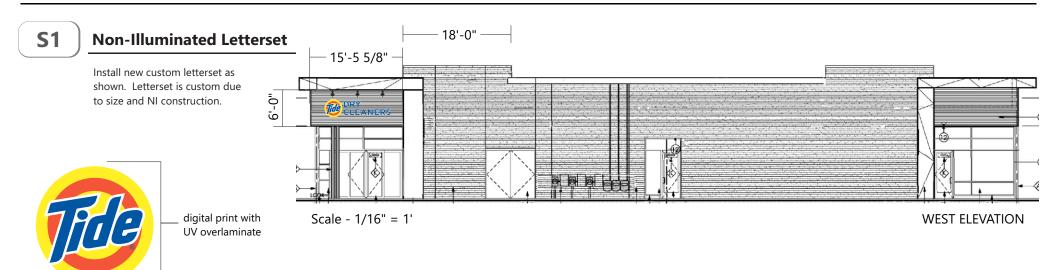
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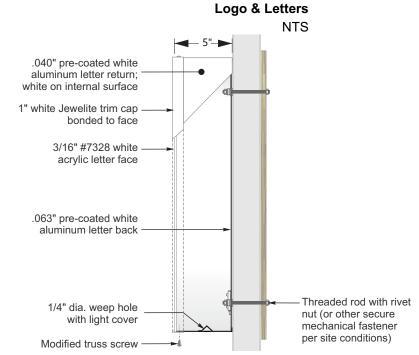
052516

SHEET NO:

A-2.







Sq Ft | 30.98

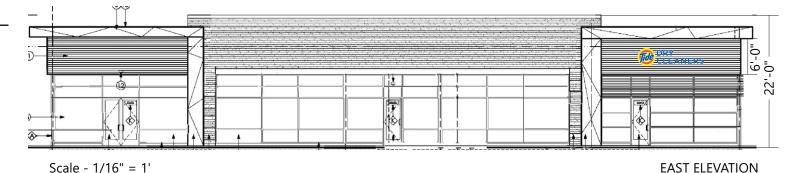
Scale | 1/2"=1'-0"

	Revisions: Revised to non-illuminated / KB / 10.18.17	<u>x</u> <u>x</u>	File Location: Drive/Clients/	STNI CSTI		Date: 9/13/2017		City/State: Birmingham, MI	Drawing #	C54049
prioritysign	Added 3 exterior lights above sign / AS / 11.09.17	<u>x</u> <u>x</u>	AS	▲ CR	EN	Designer: AS	PM: CJ	Address: 33353 Woodward Ave.	Site Name	-



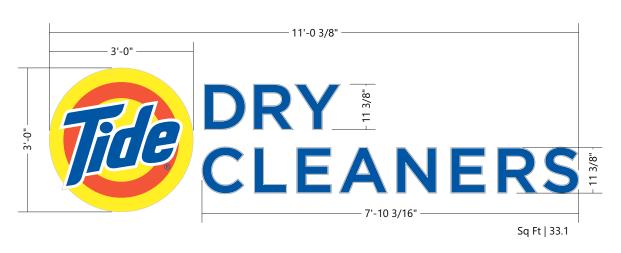
Illuminated Letterset

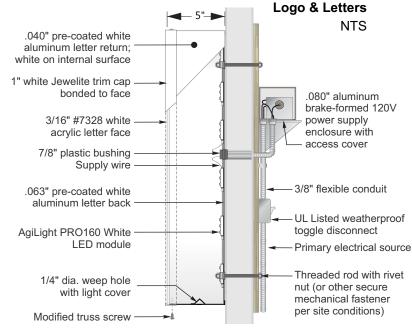
Install new letterset as shown











Scale | 1/2"=1'-0"



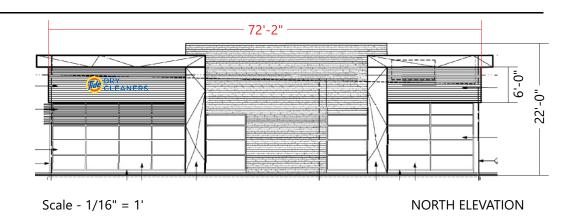
	Revisions:	<u>x</u>	File Location							054040
	X	x	Drive/Clients/	CST	М	Date: 9/13/2017		City/State: Birmingham, MI	Drawing #	C54049
	X	X								
	X	X	AS	A CR	C EN	Designer: AS	PM: CJ	Address: 33353 Woodward Ave.	Site Name	-
I										



Illuminated Letterset

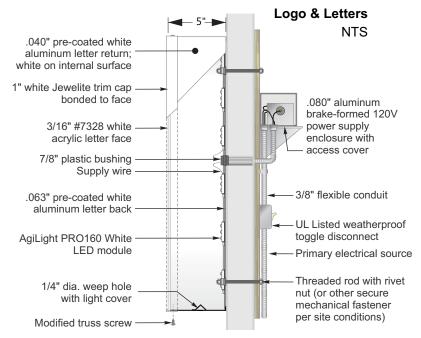
Install new letterset as shown











Sq Ft | 33.1

Scale | 1/2"=1'-0"

4	prioritysign

Revisions:	X
Moved sign to left side of building / AS / 11.09.17	x
х	x
x	x





 Date:
 9/13/2017

 Designer:
 AS
 PM: CJ

City/State: Birmingham, MI

Address: 33353 Woodward Ave.

Drawing #
Site Name

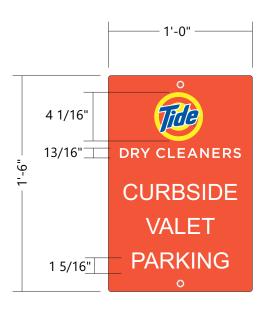
C54049

S4

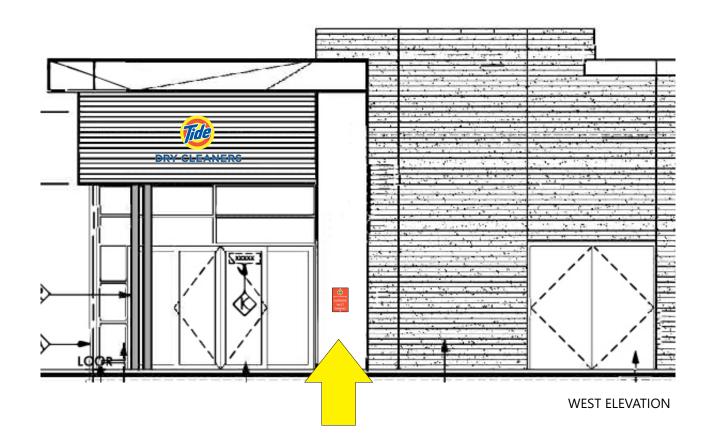
Parking Panel

Install new .080 thick aluminum panel flush to wall as shown. Panel painted to match PMS 7417C Orange. Copy to be white vinyl, logo to be printed.





Scale - 1:8





Revisions:	Υ	File Location:	STND				1	
X	x		CSTM	Date: 8/2/17		City/State: Birmingham, MI	Drawing #	C54049
x	x							
Х	X	AS 🛆 CR	R : Ç EN	Designer: PB PM:	L	Address: 33353 Woodward Ave.	Site Name	-

CITY OF BIRMINGHAM REGULAR MEETING OF THE PLANNING BOARD WEDNESDAY, SEPTEMBER 27, 2017 City Commission Room

151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on September 27, 2017. Chairman Scott Clein convened the meeting at 7:30 p.m.

Present: Chairman Scott Clein; Board Members Robin Boyle, Stuart Jeffares, Bert Koseck,

Janelle Whipple-Boyce; Alternate Board Members Lisa Prasad, Daniel Share; Student Representatives Ariana Afrakhteh (arrived at 7:31 p.m.), Isabella Niskar

(left at 9:25 p.m.)

Absent: Board Members Vice-Chairperson Gillian Lazar; Bryan Williams

Administration: Matthew Baka, Sr. Planner

Nicholas Dupuis, Planning Intern

Carole Salutes, Recording Secretary

09-183-17

SPECIAL LAND USE PERMIT ("SLUP") FINALSITE PLAN REVIEW

1. 33353 Woodward Ave., Tide Dry Cleaners - Request for approval of a SLUP and Revised Final Site Plan and Design Review to allow a new business that provides services to patrons in their vehicles

Mr. Baka explained the subject site is replacing the former Tuffy Automotive building on the west side of Woodward Ave. between Davis and Smith. The Final Site Plan for the new development at 33353 Woodward Ave. was approved by the Planning Board on January 25, 2017. Currently under construction, the one-story 7,227 sq. ft. commercial/retail building and parking lot will be home to Tide Dry Cleaners. Tide Dry Cleaners is designed for a busy lifestyle and will be all about convenience. Therefore, the applicant is seeking a SLUP under Article 2, Section 2.31 (B2B – General Business) for a valet service for customers to pick up and/or drop off their garments. The valet service is considered a drive-in facility and requires a SLUP. The area will be located just outside of the west entrance along the alley and under an awning.

Design Review

The applicant is proposing the addition of one steel canopy covered parking space to the west elevation of the new building (back of building fronted on the alley). This area will be used by customers to pick up or drop off their garments. A customer service representative ("CSR") will

come out to the parked vehicle and collect the form of payment and the garments to be cleaned, or deliver the cleaned clothes. The canopy will cover roughly the two parking spaces closest to the west entrance. Material samples were passed around to board members.

Signage

The linear principal building frontage on the north elevation is 72 ft., permitting 108 sq. ft. of sign area. The proposed name letter signs will measure 33.1 sq. ft. each. The wall sign proposed on the north elevation will measure 45.5 sq. ft. The total proposed signage for the site is 111.7 sq. ft. In accordance with Article 1.0, section 1.04 (B) of the Birmingham Sign Ordinance, Combined Sign Area - For all buildings, including multitenant office or retail buildings, the combined area of all types of signs shall not exceed 1 sq. ft. (1.5 sq. ft. for addresses on Woodward Ave,) for each linear foot of principal building frontage. **The proposal does not meet this requirement.**

The wall sign is proposed to be mounted 11.2 ft. above grade in accordance with Article 1.0, Table B of the Birmingham Sign Ordinance that states wall signs shall not be attached to the outer wall at a height of less than 8 ft. above a public sidewalk and at a height of less than 15 ft. above public alley.

The proposed name letter signs on the east and west elevations will feature the Tide® logo, a yellow and orange "bullseye" with blue letters spelling out "Tide". The words "Dry Cleaners" will be located next to the logo in the same color blue. The wall sign proposed on the north elevation is proposed to be identical to the name letter signs except that it will be mounted to a white background.

The applicant must reduce the amount of signage by 3.6 sq. ft. In addition, the sign on the rear of the building facing the single-family residential to the west is not permitted to be illuminated.

Mr. John Abro of the design firm was present for the tenant applicant. The applicant explained how the operation would work. A customer service desk will be located at each end of the store. As soon as a car parks, the CSR will come out of the building and serve the customer. 24/7 drop-off is available as well as 24/7 pick-up from the kiosk located on the Woodward Ave. side of the building. Rather than blocking the alley when there is a queue for the canopy covered space, customers will be told to pull into a parking space and wait to be served. They are not expecting anyone to block the alley or driveway. It is thought that maybe four cars could show up at any one time.

Ms. Whipple-Boyce pointed out that the kiosk was not shown on the elevation drawings and she did not know how it would comply with glazing requirements. Mr. Abro said they can provide the actual percentage of glazing.

At 7:55 p.m. members of the public were invited to come forward with comments.

Ms. Jana Plata, 1308 Davis, said she knows there would be a back-up on Davis trying to get in and the residents do not want it.

Ms. Jackie Gatz, 1347 Smith, noted there would be a parking issue and that the alley will be much busier. The alley should be kept clear in case of a fire or police emergency.

Mr. Bob Kernen, 1387 Smith, received clarification that no signage is proposed for the south side of the building. The only condition of Final Site Plan Approval was to prevent a left turn onto Davis coming out of the alley.

Mr. Boyle inquired whether it would be possible to have this addition to service on Woodward Ave. rather than on the alley. The applicant said he understands that Tide wants all of their locations to be consistent. If there is no drive-through then they want to have curbside parking with a covered canopy. This location plans delivery service for their customers, and that will cut down on how many people will come to the store. The delivery vehicles will be parked on their property.

Chairman Clein observed that a lot of unanswered questions and new things have come up:

- Eating into the required parking;
- Adding new vehicles for delivery;
- Adding this service where it is further away from residential;
- Explaining the impacts;
- Discussing the number of vehicles and transportation issues.

He needs a full package that clearly delineates all of these matters in a manner that doesn't look like it will impinge upon the single-family residential neighborhood.

Mr. Share received clarification that the Zoning Ordinance classifies the canopy as a structure.

Mr. Scott Barbat, the landlord, responded for Mr. Koseck that this is a three-tenant building. Basically they are asking for a decorative canopy over the parking spot.

Ms. Whipple-Boyce stated the board will need a drawing of what the canopy will look like. Ms. Prasad asked if the kiosk would require special approval. Also she indicated that she likes this concept, as it is different and unique.

Motion by Ms. Whipple-Boyce

Seconded by Mr. Jeffares to postpone the Final Site Plan and SLUP for 33353 Woodward Ave., Tide Dry Cleaners, to October 25, 2017.

Comments on the motion were taken from members of the audience.

Ms. Jackie Gatz spoke again and received clarification from the Chairman that the hearing on October 25 will be specifically about the Tide submittal related to the canopy, the exterior services and their impacts. A dry cleaner is allowed by right in that space but the applicant is asking for things that trigger special reviews.

Motion carried, 7-0.

VOICE VOTE

Yeas: Whipple-Boyce, Jeffares, Boyle, Clein, Koseck, Prasad, Share

Nays: None

Absent: Lazar, Williams



MEMORANDUM

Planning Department

DATE: October 20, 2017

TO: Planning Board

FROM: Matthew Baka, Senior Planner

APPROVED BY: Jana Ecker, Planning Director

SUBJECT: 33353 Woodward Avenue – Tide Dry Cleaners

Executive Summary

The subject site is located at 33353 Woodward Avenue and is replacing the former Tuffy Automotive building on the west side of Woodward between Davis and Smith. Currently under construction, the one-story 7,227 sq. ft. commercial/retail building and parking lot will be home to Tide Dry Cleaners. Tide Dry Cleaners is designed for a busy lifestyle and will be all about convenience. Therefore, the applicant is seeking a Special Land Use Permit for a valet service for customers to pick up and/or drop off their garments. The valet service is considered a drive-in facility and requires a Special Land Use Permit under Article 2, Section 2.31 (B2B – General Business). The area will be located on the west elevation along the alley under an awning just outside of the west entrance.

Article 9, Section 9.02 (Definitions) defines a drive-in as a commercial establishment developed to serve patrons while in the motor vehicle in addition to within a building or structure.

The final site plan for the new development at 33353 Woodward was approved on January 25th, 2017. The relevant minutes are attached for your review. On September 27, 2017 the Planning Board reviewed the SLUP application for the proposed drive-thru facility. At that time the Board postponed the review and requested that the applicant provide additional information on the proposal including reserved curbside pickup spaces that will eat into the required parking, adding new vehicles for delivery that have signage on them and occupy parking spaces, the impacts and intensity of the curbside service, specifically the number of vehicles and circulation issues. The Planning Board also requested revised elevations that depict the 24hr kiosk at the front of the building with calculations indicating the new window glazing calculations, the drop off box and more detailed drawing of the proposed canopies.

The applicant has since provided additional information in an attempt to address the concerns of the Planning Board which include revised elevations, renderings of the canopy

1.0 Land Use and Zoning

- 1.1 <u>Existing Land Use</u> The existing site is currently under construction. Land uses surrounding the site are retail/commercial and residential.
- 1.2 <u>Existing Zoning</u> The property is currently zoned B2-B, General Business. The existing use and surrounding uses appear to conform to the permitted uses of each Zoning District.
- 1.3 <u>Summary of Land Use and Zoning</u> The following chart summarizes existing land use and zoning adjacent to and/or in the vicinity of the subject site.

	North	South	East	West
Existing Land Use	Commercial	Commercial	Commercial	Two-Family Residential
Existing Zoning District	Zoning Business Busi		B2-B, General Business	R4, Two-Family Residential
Downtown Overlay Zoning District	Overlay N/A Zoning		N/A	N/A

2.0 Screening and Landscaping

- 2.1 Screening No changes are proposed.
- 2.2 <u>Landscaping</u> No changes are proposed.

3.0 Parking, Loading, Access, and Circulation

- 3.1 <u>Parking</u> No changes are proposed.
- 3.2 <u>Loading</u> No changes are proposed.
- 3.3 <u>Vehicular Access & Circulation</u> Vehicular access to the building will not be altered.
- 3.4 <u>Pedestrian Access & Circulation</u> No changes are proposed.
- 3.5 <u>Streetscape</u> The applicant is not proposing to alter the existing sidewalk, street trees, or light poles.

4.0 Lighting

No new lighting is proposed at this time.

5.0 Departmental Reports

- 5.1 <u>Engineering Division</u> The Engineering Division has no concerns.
- 5.2 Department of Public Services No concerns were reported from the DPS.
- 5.3 <u>Fire Department</u> No comments were received from the Fire Department.
- 5.4 <u>Police Department</u> The Police Department has no concerns.
- 5.5 <u>Building Division</u> No comments were received from the Building Division.

6.0 Design Review

The applicant is proposing the addition of one covered curbside parking space to the west elevation of the new building (back of building fronted on the alley). As described above, this area will be used by customers to pick up or drop off their garments. A representative will come out to the vehicle and collect the form of payment and the garments to be cleaned, or deliver the cleaned clothes. The canopy will measure 288 sq. ft. in area and will be 12 feet tall. The canopy will cover roughly the 2 parking spaces closest to the west entrance. The canopy will be constructed from a slate grey metal paneling by Laminators Incorporated. The canopy will have a drop ceiling with a white capped aluminum grid by Chicago Metallic[®], and white Performa[™] Aquarock[™] ceiling tiles from CertainTeed Ceilings. Samples of these materials have been submitted by the applicant.

Signage

The linear principle building frontage on the north elevation is 72′, permitting 108 square feet of sign area. The proposed name letter signs will each measure 3′ h x 11′ 0.375″ w or 33.1 square feet each. The Wall sign proposed on the north elevation will measure 3′ 10″ h x 11′ .375″ w or 45.5 sq. ft. The total proposed signage for the site 111.6 square feet for both signs. *In accordance with Article 1.0, section 1.04 (B) of the Birmingham Sign Ordinance, Combined Sign Area - For all buildings, including multi-tenant office or retail buildings, the combined area of all types of signs shall not exceed 1 square foot (1.5 square feet for addresses on Woodward Avenue) for each linear foot of principal building frontage. The proposal does not meet this requirement. The wall sign is proposed to be mounted 11.2′ above grade. <i>In accordance with Article 1.0, Table B of the Birmingham Sign Ordinance - Wall signs shall not be attached to the outer wall at a height of less than 8 feet above a public sidewalk and at a height of less than 15 feet above public alley.* The proposal meets this requirement.

The proposed name letter signs on the east and west elevations will feature the Tide® logo, a yellow and orange "bullseye" with blue letters spelling out "Tide". The words

"Dry Cleaners" will be located next to the logo in the same color blue. The wall sign proposed on the north elevation measures is proposed to be identical to the name letter signs except that it will be mounted to a white background.

As indicated by the attached signage requirement checklist, the applicant must reduce the amount of signage by 3.6 sq. ft. In addition, the sign on the rear of the building facing the single family residential to the west is not permitted to be illuminated.

7.0 Downtown Birmingham 2016 Overlay District

Not Applicable.

8.0 Approval Criteria

In accordance with Article 7, section 7.27 of the Zoning Ordinance, the proposed plans for development must meet the following conditions:

- (1) The location, size and height of the building, walls and fences shall be such that there is adequate landscaped open space so as to provide light, air and access to the persons occupying the structure.
- (2) The location, size and height of the building, walls and fences shall be such that there will be no interference with adequate light, air and access to adjacent lands and buildings.
- (3) The location, size and height of the building, walls and fences shall be such that they will not hinder the reasonable development of adjoining property not diminish the value thereof.
- (4) The site plan, and its relation to streets, driveways and sidewalks, shall be such as to not interfere with or be hazardous to vehicular and pedestrian traffic.
- (5) The proposed development will be compatible with other uses and buildings in the neighborhood and will not be contrary to the spirit and purpose of this chapter.
- (6) The location, shape and size of required landscaped open space is such as to provide adequate open space for the benefit of the inhabitants of the building and the surrounding neighborhood.

9.0 Approval Criteria for Special Land Use Permits

Article 07, section 7.34 of the Zoning Ordinance specifies the procedures and approval criteria for Special Land Use Permits. Use approval, site plan approval, and design review are the responsibilities of the City Commission. This section reads, in part:

Prior to its consideration of a special land use application (SLUP) for an initial permit or an amendment to a permit, the City Commission shall refer the site plan and the design to the Planning Board for its review and recommendation. After receiving the recommendation, the City Commission shall review the site plan and design of the buildings and uses proposed for the site described in the application of amendment.

The City Commission's approval of any special land use application or amendment pursuant to this section shall constitute approval of the site plan and design.

10.0 Suggested Action

Based on a review of the site plans submitted, the Planning Division recommends that the Planning Board recommend APPROVAL to the City Commission of the applicant's request for Final Site Plan and a SLUP for 33353 Woodward Avenue, Tide Dry Cleaners.

11.0 Sample Motion Language

Based on a review of the site plans submitted, the Planning Division recommends that the Planning Board recommend APPROVAL to the City Commission of the applicant's request for Final Site Plan and a SLUP for 33353 Woodward Avenue, Tide Dry Cleaners with the following conditions;

- 1. The total square footage of signage must be reduced to 108 sq. ft. or less;
- 2. The sign on the rear of the building facing west is not permitted to be illuminated.

OR

Motion to recommend DENIAL of the Final Site Plan and SLUP to the City Commission for 33353 Woodward Avenue, Tide Dry Cleaners for the following reasons:

OR Motion to recommend POSTPONEMENT of the	Final Site Plan and SLUP	for 3335
Woodward Avenue, Tide Dry Cleaners, pending red		

CITY OF BIRMINGHAM REGULAR MEETING OF THE PLANNING BOARD WEDNESDAY, OCTOBER 25, 2017 City Commission Room

151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on October 25, 2017. Chairman Scott Clein convened the meeting at 7:30 p.m.

Present: Chairman Scott Clein; Board Members Stuart Jeffares, Bert Koseck, Vice-Chairperson

Gillian Lazar, Janelle Whipple-Boyce, Bryan Williams; Alternate Board Member

Daniel Share; Student Representative Ariana Afrakhteh (left at 8:45 p.m.)

Absent: Board Member Robin Boyle; Alternate Board Member Lisa Prasad; Student

Representative Isabella Niskar

Administration: Matthew Baka, Sr. Planner

Jana Ecker, Planning Director

Carole Salutes, Recording Secretary

10-194-17

UNFINISHED BUSINESS

SPECIAL LAND USE PERMIT ("SLUP") FINALSITE PLAN REVIEW

 33353 Woodward Ave., Tide Dry Cleaners - Request for approval of a SLUP and Revised Final Site Plan and Design Review to allow a new business that provides services to patrons in

their vehicles

Motion by Mr. Williams

Seconded by Mr. Share to receive and file the letter dated October 18, 2017 from Mr. Ken Platt that expresses doubt and disapproval of the proposed drive-thru/exterior use at the Tide Drycleaners.

Motion carried, 7-0.

VOICE VOTE

Yeas: Williams, Share, Clein, Jeffares, Koseck, Lazar, Whipple-Boyce

Nays: None Absent: Boyle Mr. Baka explained a new building is replacing the former Tuffy Automotive building on the west side of Woodward Ave. between Davis and Smith. The Final Site Plan for the new development at 33353 Woodward Ave. was approved by the Planning Board on January 25, 2017. Currently under construction, the one-story, 7,227 sq. ft. commercial/retail building and parking lot will be home to Tide Dry Cleaners. Tide Dry Cleaners is designed for a busy lifestyle and will be all about convenience. Therefore, the applicant is seeking a SLUP under Article 2, Section 2.31 (B2B – General Business) for a valet service for customers to pick up and/or drop off their garments. The valet service is considered a drive-in facility and requires a SLUP. The area will be located just outside of the west entrance along the alley and under a canopy.

On September 27, 2017 the Planning Board reviewed the SLUP application for the proposed drive-thru facility portion. There was a lot of discussion at that meeting, specifically about the effects the drive-thru would have traffic-wise on the neighboring streets and the alley. The board postponed the review and requested that the applicant provide additional information on the proposal.

In an attempt to address the concerns of the Planning Board, the applicant has since presented additional information which includes revised elevations and site plan renderings of the canopy, the 24-hour kiosk at the front of the building, glazing calculations, and detailed information regarding the proposed operation of the curbside pick-up and the delivery service.

Design Review

The applicant is proposing the addition of one steel canopy covered parking space to the west elevation of the new building (back of building fronting the alley). This area will be used by customers to pick up or drop off their garments. A representative will come out to the parked vehicle and collect the form of payment and the garments to be cleaned, or deliver the cleaned clothes. The canopy will cover roughly the two parking spaces closest to the west entrance. Material samples have been submitted by the applicant.

Signage

The linear principal building frontage on the north elevation is 72 ft., permitting 108 sq. ft. of sign area. The proposed name letter signs will measure 33.1 sq. ft. each. The wall sign proposed on the north elevation will measure 45.5 sq. ft. The total proposed signage for the site is 111.7 sq. ft. In accordance with Article 1.0, section 1.04 (B) of the Birmingham Sign Ordinance, Combined Sign Area - For all buildings, including multitenant office or retail buildings, the combined area of all types of signs shall not exceed 1 sq. ft. (1.5 sq. ft. for addresses on Woodward Ave,) for each linear foot of principal building frontage. **The proposal does not meet this requirement.**

The applicant has reduced the total amount of signage to 109.5 sq. ft. by reducing the height of the rear facing sign to 2 ft. 10 13/16 in. **They must reduce the total amount of signage to 108 sq. ft.**

The wall sign is proposed to be mounted 11.2 ft. above grade in accordance with Article 1.0, Table B of the Birmingham Sign Ordinance that states wall signs shall not be attached to the outer wall at a height of less than 8 ft. above a public sidewalk and at a height of less than 15 ft. above a public alley. **The proposal meets this requirement.**

The proposed name letter signs on the east and west elevations will feature the Tide® logo, a yellow and orange "bullseye" with blue letters spelling out "Tide". The words "Dry Cleaners" will be

located next to the logo in the same color blue. The wall sign proposed on the north elevation is proposed to be identical to the name letter signs except that it will be mounted to a white background.

The applicant must reduce the amount of signage by 3.6 sq. ft. The rear facing sign is no longer proposed to be illuminated.

It was discussed that the canopy poles are located in what was previously landscaped area.

Mr. Koseck noticed that canopy is not attached to the building. Mr. Baka explained it is considered an accessory structure.

Responding to Mr. Share, Mr. Baka explained the parking is in excess of what is required.

Ms. Shannon Marklin, one of the real estate managers for Tide Drycleaners, came forward to explain about their operations. She was accompanied by Mr. Encore Patel, the franchisee owner and operator of this site. Ms. Marklin said pole mounted signs that read "Tide" will mark four parking spaces. She explained returning customers will use the same bag each time and it will contain a barcode inside attached to that customer's' account. Any instructions on how the customer wants their clothing finished will be included. Each article of clothing will also have a barcode to ensure that garments are not lost. The process is quick and easy because everything is on file.

Mr. Duane Barbat, the property owner, explained the canopy was not attached to the building because its purpose is to provide coverage over the parked cars. They can extend it to the building if the board prefers. He went on to say that adding the extra convenience of a drive-thru will help the company succeed, but by no means does he think it will make the site crazy with cars waiting to be served. In answer to Mr. Koseck, he stated the vacant space is leased to Complete Nutrition, a vitamin shop, and to Massage Luxe, a massage spa. They tried hard to choose tenants that would not disturb the residential neighborhood,

Ms. Marklin responded to Mr. Jeffares that the company van will be parked at Mr. Patel's house overnight. Mr. Jeffares also thought the canopy should extend 4 ft. and attach to the building.

Mr. Share said putting the van near the alley all day will take away a parking spot. The primary concern from the neighbors last time was traffic being created in the alley. Putting the van in the bigger lot might make more sense and alleviate some neighborhood concerns. Mr. Barbat thought that is a good point and they can definitely do that.

Chairman Clein asked about the turnover in a store like this. He wanted to know how this operation will not impact the neighbors immediately to the west. Ms. Marklin replied that the average car count that they have at one time is two. The most they have seen at peak hours is three to four. Even if there are three or four, there are two different store entrances so they are hoping that will reduce the queuing.

It was discussed that going forward the developer must always come back to the board for a use change if they will be servicing patrons in their vehicles.

Mr. Barbat explained this is a small 1,000 sq. ft. storefront. The additional 2,000 sq. ft. is used as a plant and will service other locations.

There are no comments from the public at this time.

Motion by Ms. Whipple-Boyce

Seconded by Mr. Williams that the Planning Board recommends approval to the City Commission of the applicant's request for Final Site Plan and a SLUP for 33353 Woodward Ave., Tide Dry Cleaners with the following conditions:

- 1. The total square footage of signage must be reduced to 108 sq. ft. or less;
- 2. The canopy must be attached to the building.

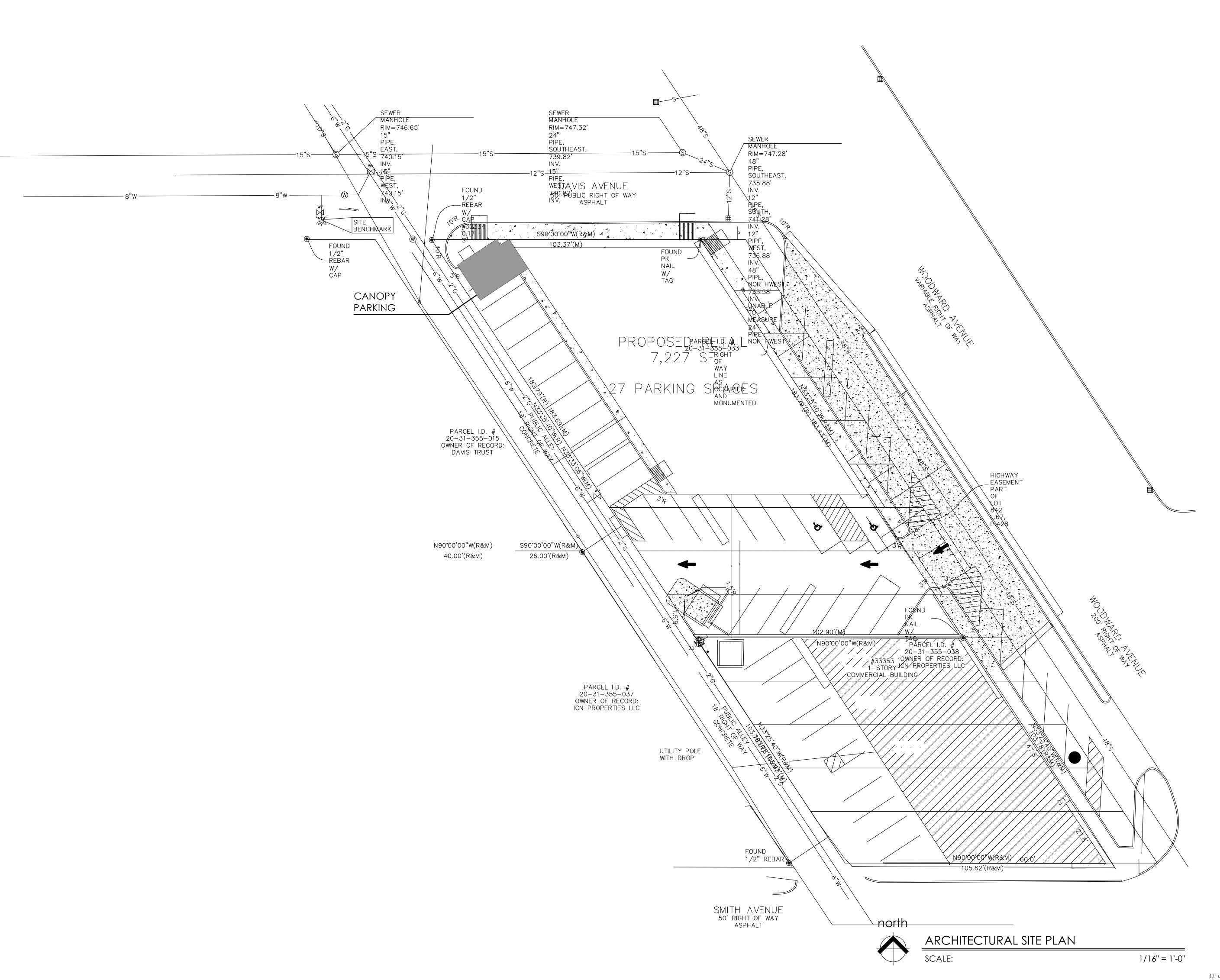
Motion carried, 7-0.

No one from the audience commented on the motion at 8:14 p.m.

VOICE VOTE

Yeas: Whipple-Boyce, Williams, Clein, Jeffares, Koseck, Lazar, Share

Nays: None Absent: Boyle





ABRO DESIGN GROUP, INC. 30600 NORTHWESTERN HWY.
SUITE 310
FARMINGTON HILLS, MI. 48334

P. 248-254-3834 F. 248-671-2772

WWW.ABRODESIGNGROUP.COM

PROJECT:

WOODWARD COMMONS

- FOUNDATION AND BUILDING SHELL -

33353 WOODWARD AVE., BIRMINGHAM, MI 48009

SHEET TITLE:

ARCHITECTURAL SITE PLAN

DO NOT SCALE DRAWINGS USE FIGURED DIMENSIONS ONLY

DATE: ISSUE: 01.25.17 SITE PLAN APPROVAL 04.03.17 BID'S & PERMIT 07.18.17 OWNER'S REVIEW 11.21.17 OWNER'S REVIEW

> THESE PLANS ARE THE EXCLUSIVE PROPERTY OF ABRO DESIGN GROUP, INC. THESE PLANS ARE NOT TO BE MODIFIED, REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER. NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION

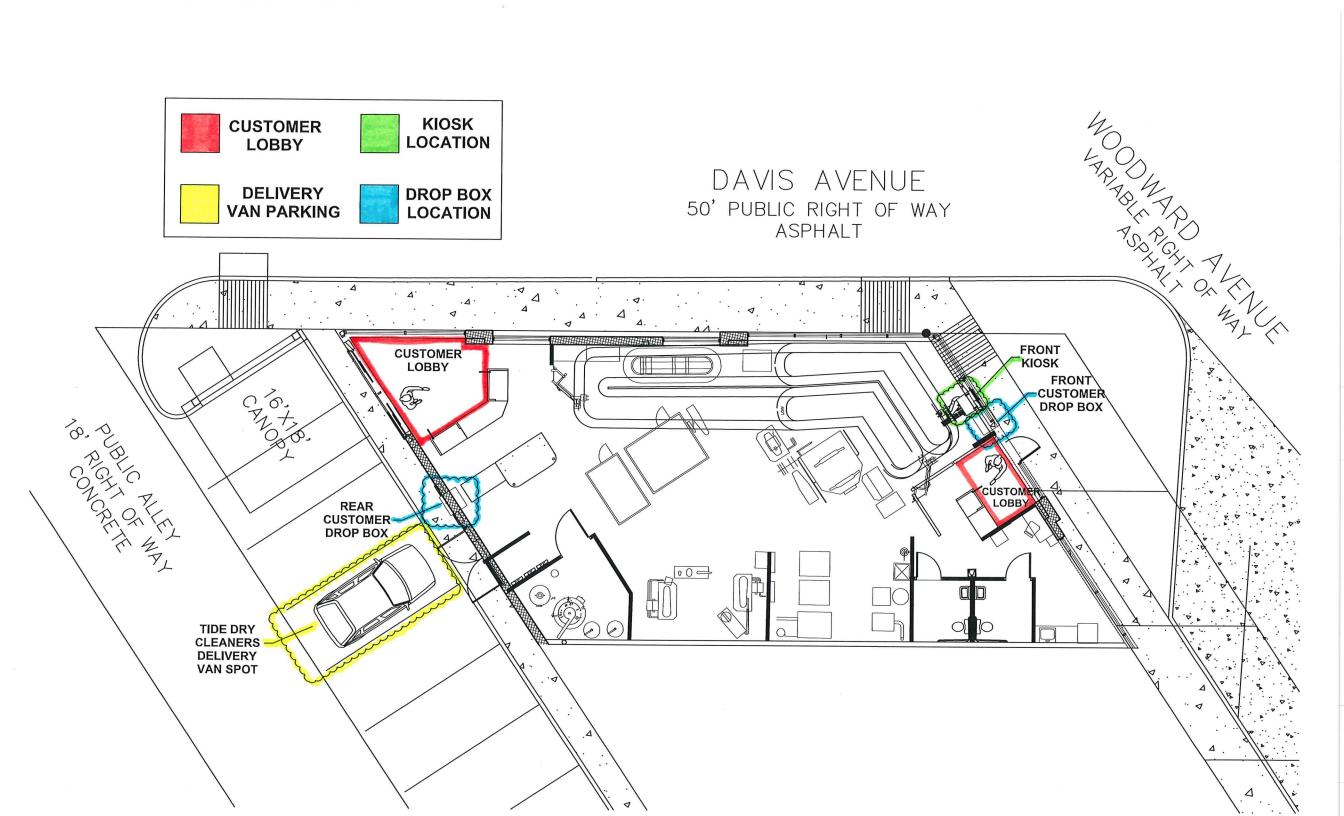
CONSENT OF ABRO DESIGN GROUP, INC.

PROJECT NO:

052516

SHEET NO:

S-100













Tide Dry Cleaners

Curbside Service

Shannon Marklin
314-813-9571
Shannon.Marklin@agiledevelopment.pro

Outline



- Curbside Points of Difference
- CSR Procedure
 - Video of Curbside Service
 - Photos of Covered Canopy
- Location and operation of after-hours kiosk
- Data for Existing Tide Dry Cleaner locations
 - Number of CSRs on shift
 - Location of after-hour kiosk
 - Traffic count on frontage road

Curbside Service Points of Difference



- The curbside service operation has four reserved parking spaces.
 - Instead of a drive thru service like a restaurant, this is a curbside service (there will be a single glass sliding door and a Tide Dry Cleaners associate will come out to greet and service every car). As soon as a customer pulls into one of the reserved parking spaces, they are greeted by a Tide representative and either (1) The Tide associate takes the dirty garments from the customer or (2) the Tide associate delivers the clean garments to the customer & takes payment.
 - The canopy that will project 16' which will cover two of the parking spaces for an added convenience for the customer. However, if the two spaces are occupied, the customer will find the next available parking spot.
- Through the data we have at this point, we are anticipating 60% curbside service and 40% in store service.
 - However, during the initial start up of the store, the majority will be in store services, so customers can get signed up into the TDC system.
 - Peak hours are in the mornings before work and in the afternoons after work.
 - 7-8 AM
 - 5-6 PM
- Anticipated curbside service transaction times:
 - Customers drop off less than 1 minute
 - Customers pick up between 1 3 minutes
 - Birmingham, MI location will have two (2) lobbies, and three (3) Customer Service Reps (CSRs) to help service the customers. All employees are multi-trained to be able to help the CSRs at peak hours
- Store Hours are Mon-Fri 7am 7pm; Sat 8am 5pm; Sun 10am 3pm

CSR Procedure when servicing curbside customers



For "drop off" customers only:

- The CSR greets the guest and is handed the express bag containing the garments. The CSR thanks the guest by name and lets them know when the order will be ready for pick up. The CSR then takes the bag into the store to be detailed. This is the quickest of the valet transactions.
 - Number of trips: One
 - Average transaction time: 30 seconds to 1 minute

For "pick up" customers or "drop off w/ pick up" customers

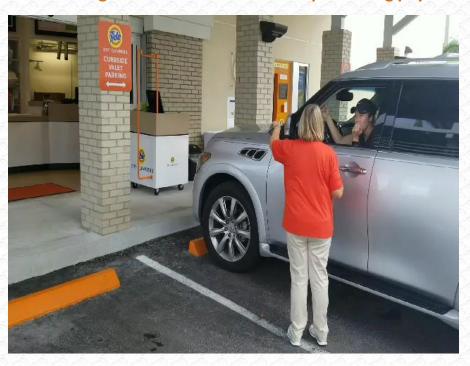
- Guest is greeted by the CSR and they get the name of the guest. The CSR goes back in and accesses the customer in the POS and delivers the clothes to the rail on the conveyor. For guests who are not signed up for express checkout the CSR goes back out while the conveyor is spinning to let the guest know the total and to collect payment. When the payment is processed and the clothes are delivered to rail the CSR takes the garments to the car and gives the change/receipt to the guest.
 - Number of trips for customers with credit card on file: Two
 - Number of trips for customers without credit card on file: Three
 - Average transaction time: 60-90 seconds

The proposed Birmingham location will have two lobbies, therefore will have 3 CSRs on staff at one-time to service the customers. In addition, the rest of the staff are cross-trained to be able to help service customers during peak hours.

CSR Procedure when servicing curbside customers



CSR receiving customer's ticket order & processing payment



CSR delivering order directly to customer's car



Click on images to start video

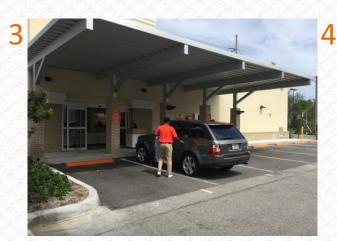
Covered Canopy & Curbside Service



CSR delivering clothes to customer's car











CSR processing payment

Location & Operation of After-Hours kiosk



For "drop off" customers:

- There is a drop box that is separate from the kiosk, that existing customers can use to drop their clothes in after business hours.
- Only existing customers are able to use the drop box because they will need to use the TDC plastic bag with their barcode printed inside in order for the employees to be able to recognize the customer in the system.

For "pick-up" customers:

- The customer will enter a passcode that has been emailed to them to allow the system to recognize the account. A list of all the garments associated with the account will then pop-up on the screen for the customer to review and confirm.
- Once the customer confirms the order, the conveyor will start to rotate and send the garments to the kiosk door.
- The customer completes the payment, and once the garments have arrived at the kiosk, the security door will open for the customer to take their clothes.

Location of after-hours kiosk:

The kiosk can be located at the front or side of the building, depending on the floor plan and location of the conveyor





*The kiosk and drop box are not used during business hours

Sample Store #1



- Plant location
- End-cap in a multi-use development (apts above)
- 4 reserved parking spaces
- 2 CSRs on shift all-day
 - A 3rd production employee is available to assist during peak hours
- Monday (Busiest Day)
 - 7a 5p (50 pick ups, 30 drop offs)
 - 5p 7p (34 pick ups, 14 drop offs)
 - After work (heavy period) translates to about 1 customer served every 2 min.
- After-hours kiosk

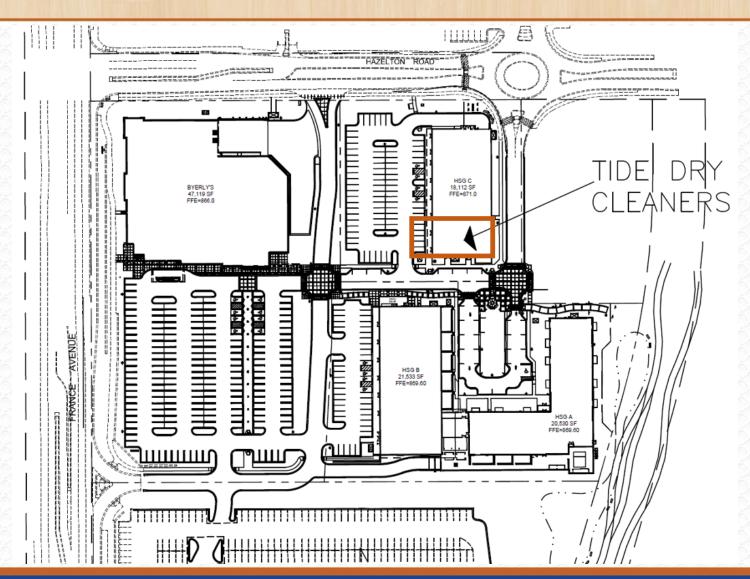
Traffic count: 36,524 cars



After-hours kiosk

Sample Store #1 – Site plan





Sample Store #2



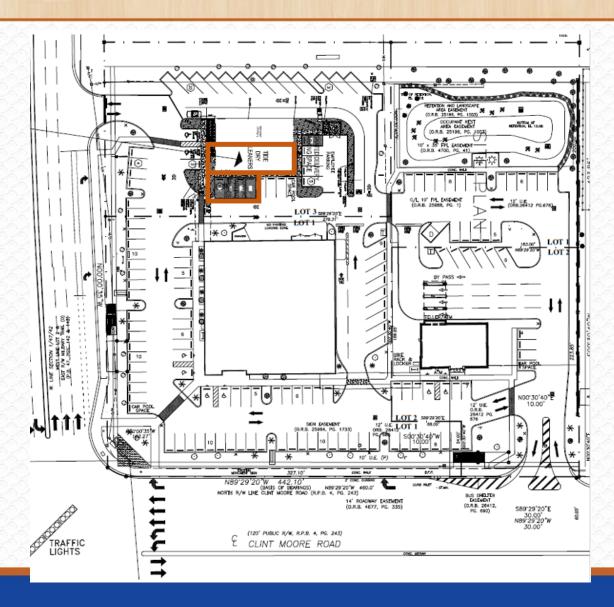
- Drop-plus location (wet laundry on site)
- End-cap of multi-tenant development
- 4 reserved covered parking spaces
- 2 CSRs on shift all-day
- After-hours kiosk under canopy
- Traffic count: 22,302 cars



After-hours kiosk

Sample Store #2 – Site Plan





Sample Store #3



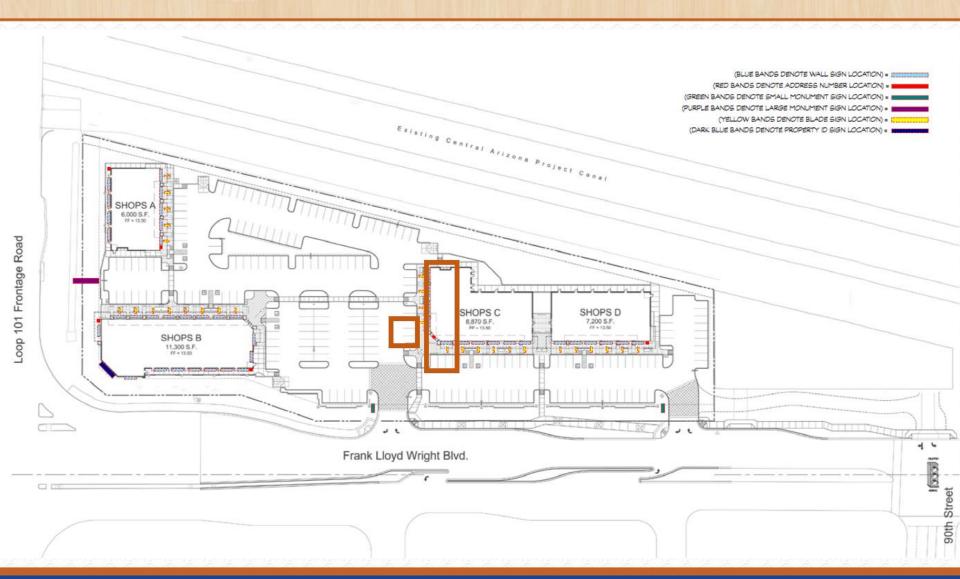
- Plant location
- End-cap multi-tenant building
- 6 reserved parking spaces
- 3 CSRs on shift all-day
 - A 4th production employee is available to assist during peak hours
- ❖ 24/7 Kiosk
- Traffic count: 47,287 cars



After-hours kiosk

Sample Store #3- Site plan





Sample Store #4



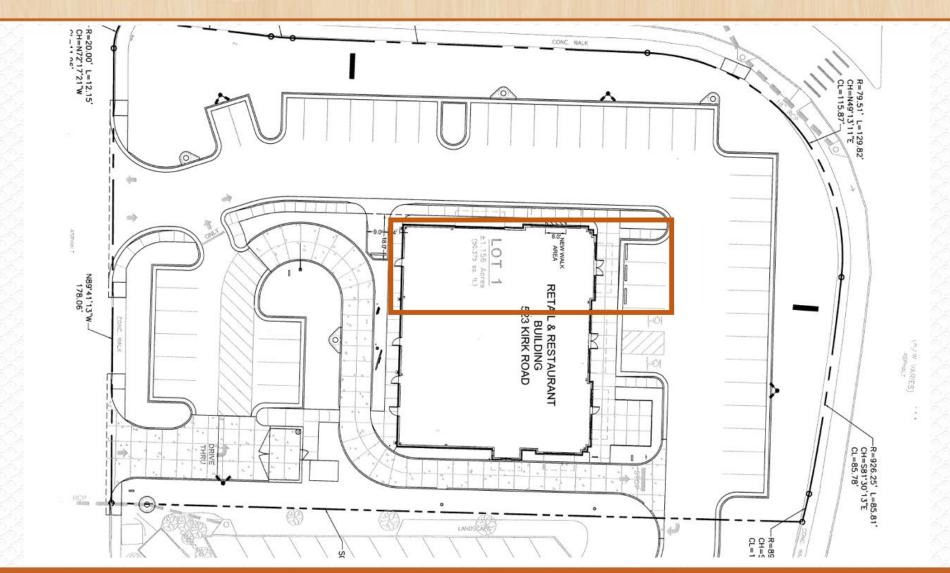
- Drop location
- Two Tenant Building
- 2 reserved parking spaces
- 2 CSRs on shift all-day
 - A 3rd production employee is available to assist during peak hours
- After-hours kiosk located in front of store
- Traffic count: 30,779 cars



After-hours kiosk

Sample Store #4 – Site plan

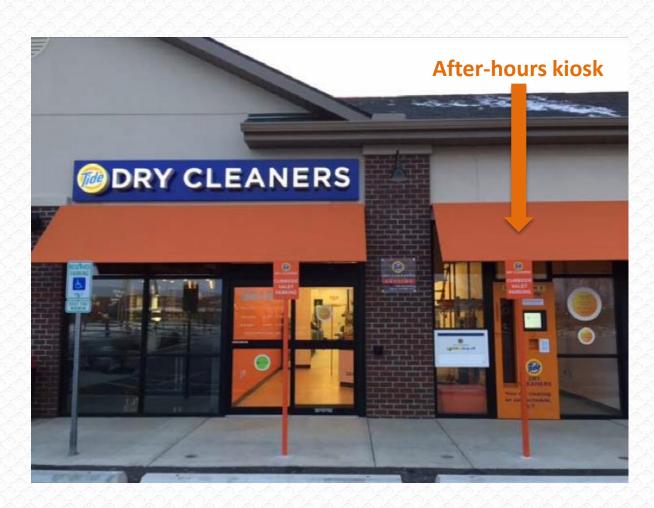




Sample Store #5

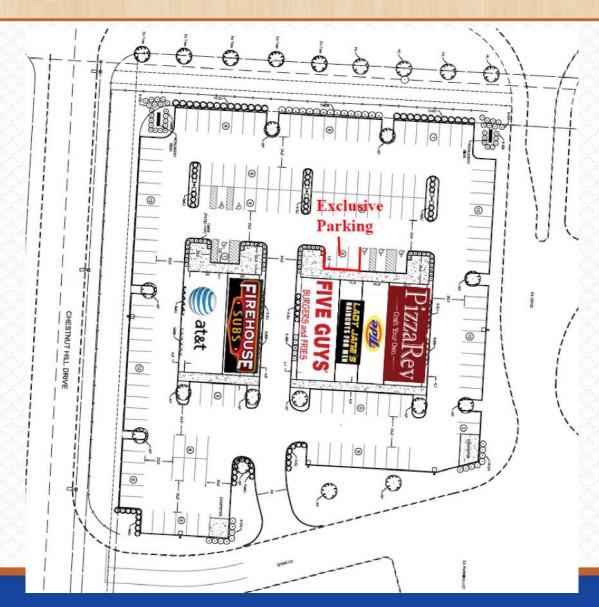


- Drop location
- Inline store of multitenant building
- 3 reserved parking spaces
- 2 CSRs on shift all-day
- After-hours kiosk located in front of store
- Traffic count: 22,302 cars



Sample Store #5 – Site Plan







Tide Dry Cleaners

Delivery Service

Shannon Marklin
314-813-9571
Shannon.Marklin@agiledevelopment.pro

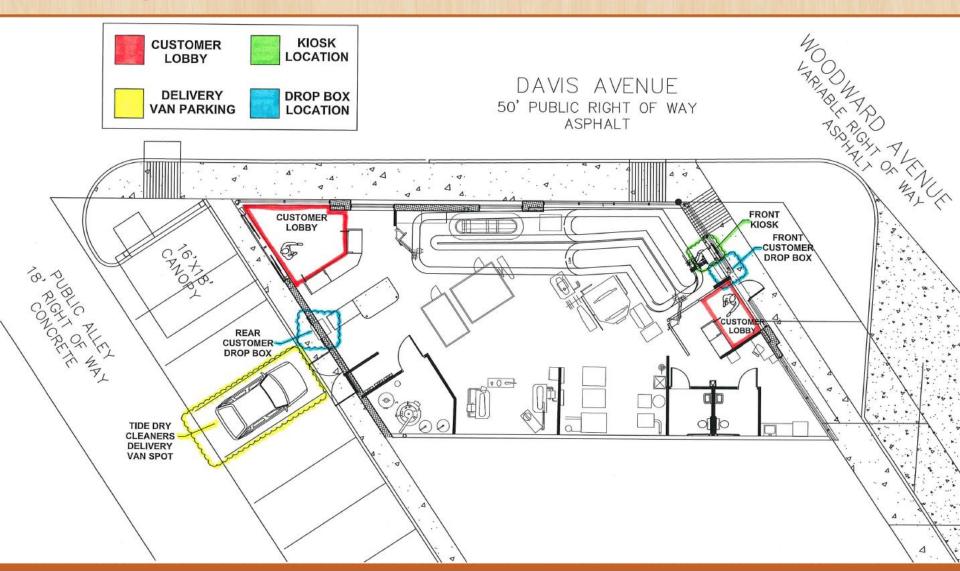
TDC Delivery Service Video





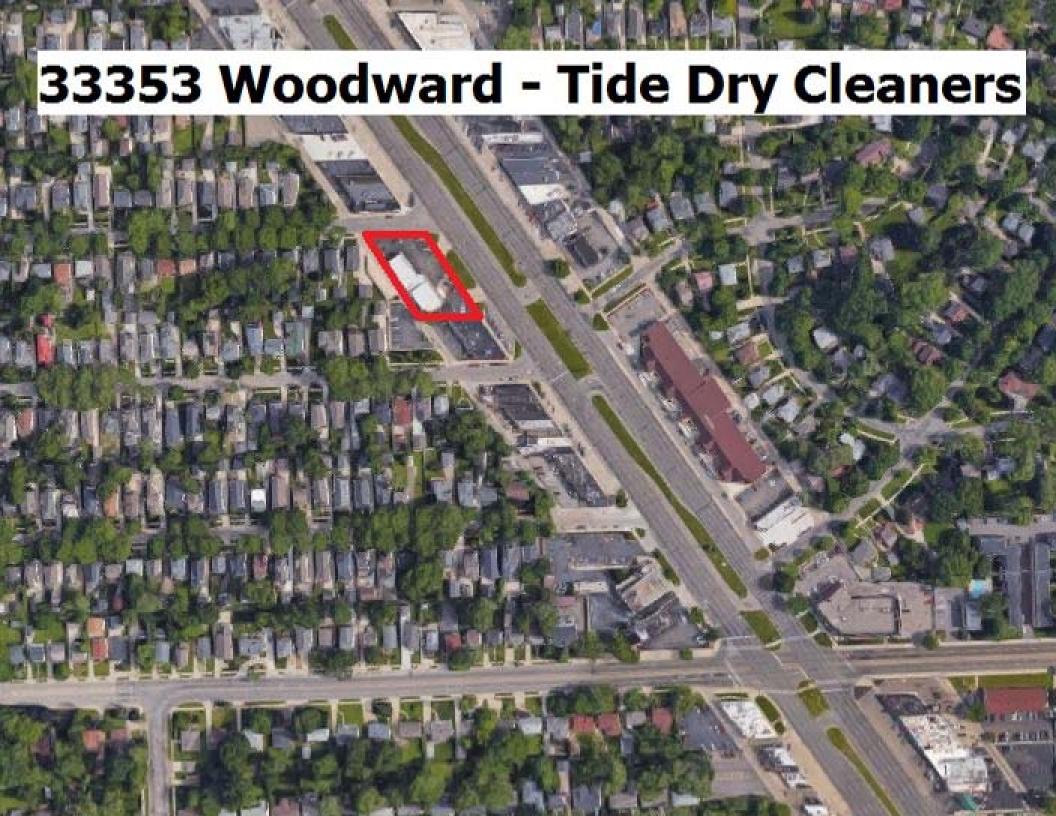
Delivery Van location during business hours













MEMORANDUM

Planning Division

DATE: November 27, 2017

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

SUBJECT: Public Hearing for Final Site Plan & Special Land Use Permit

Amendment for Rojo Restaurant & Sidecar - 250 & 280 E.

Merrill

Under Article 6, section 6.02 (5) of the Zoning Ordinance, all existing establishments with alcoholic beverage sales (on-premises consumption) require the approval of a Special Land Use Permit Amendment upon a change in ownership.

On October 26, 2017, the owners of Rojo and Sidecar restaurants, Rojo Five, LLC, submitted an application for a Final Site Plan and Special Land Use Permit Amendment to allow for an ownership change to sell the existing Rojo and Sidecar restaurants to Sidecar Birmingham, LLC, which is owned solely by Stephen Simon. Please see attached letter outlining the details of the transfer from Ms. Allen dated October 26, 2017. No changes are proposed to the layout, design, name or operation of the existing Rojo or Sidecar restaurants. As there are no changes to the layout or operation of the establishments, the City Attorney has directed that this request for the transfer of ownership proceed directly to the City Commission for review.

Please see attached report from the Police Department outlining the results of their investigation into the new ownership entity. The Police Department investigated the new ownership and have found nothing in the background of the new owner that would give cause to deny the applicant's ownership transfer request from Rojo Five, LLC to Sidecar Birmingham, LLC.

Thus, the City Commission set a public hearing for December 4, 2017 to consider approval of the Final Site Plan and Special Land Use Permit Amendment for Rojo and Sidecar restaurants to allow the transfer of ownership from Rojo Five, LLC to Sidecar Birmingham, LLC.

SUGGESTED ACTION:

To approve the Special Land Use Permit Amendment and Final Site Plan to allow the sale of Rojo and Sidecar restaurants at 250 & 280 E. Merrill from Rojo Five, LLC to Sidecar Birmingham, LLC., subject to execution of a Special Land Use Permit contract between Sidecar Birmingham, LLC and the City of Birmingham;

AND

NOTICE OF PUBLIC HEARING

BIRMINGHAM CITY COMMISSION FINAL SITE PLAN & SPECIAL LAND USE PERMIT AMENDMENT

Meeting Date, Time, Location:	Monday, December 4, 2017 at 7:30 PM Municipal Building, 151 Martin Birmingham, MI		
Location of Request:	250 E. Merrill (Rojo and Sidecar Restaurants)		
Nature of Hearing:	To consider the approval of a Final Site Plan and Special Land Use Permit Amendment to allow for the ownership transfer of Rojo and Sidecar restaurants		
City Staff Contact:	Jana Ecker 248.530.1841 jecker@bhamgov.org		
Notice Requirements:	Mailed to all property owners and occupants within 300 feet of subject address. Publish November 18, 2017		
Approved minutes may be reviewed at:	City Clerk's Office		

Persons wishing to express their views may do so in person at the hearing or in writing addressed to City Clerk, City of Birmingham, 151 Martin, Birmingham, MI 48009.

Persons with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk's Office at 248.530.1880 (voice) or 248.644.5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

To authorize the Chief of Police to sign the MLCC <u>Police Investigation Report</u> (LC-1800) and to approve the liquor license transfer for The Sidecar Birmingham, LLC, that requests a transfer of Class C License issued under MCL 436.1521(A)(1)(B) located at 250-280 E. Merrill, Birmingham, Oakland County, MI 48009;

AND

Furthermore, pursuant to Birmingham City Ordinance, to authorize the City Clerk to complete the <u>Local Approval Notice</u> at the request of The Sidecar Birmingham, LLC approving the liquor license transfer request of The Sidecar Birmingham, LLC for the transfer of a Class C License to be issued under MCL 436.1521 (A)(1)(B) located at 250-280 E. Merrill, Birmingham, Oakland County, MI 48009.

ROJO AND SIDECAR RESTAURANTS 250 & 280 E. MERRILL SPECIAL LAND USE PERMIT AMENDMENT 2017

- WHEREAS, Rojo Five, LLC has filed an application pursuant to Article 7, section 7.34 of Chapter 126, Zoning, of the City Code to sell Rojo and Sidecar restaurants to Sidecar Birmingham, LLC and continue to operate the said restaurants with alcoholic beverage sales for on-premises consumption under Chapter 126, Zoning, of the City Code;
- WHEREAS, The land for which the Special Land Use Permit is sought is located on the south side of E. Merrill between Pierce and S. Old Woodward;
- WHEREAS, The land is zoned B-4 and D-4, and is located within the Downtown Birmingham Overlay District, which permits restaurants with alcoholic beverage sales for onpremises consumption with a Special Land Use Permit;
- WHEREAS, Article 7, section 7.34 of Chapter 126, Zoning requires a Special Land Use Permit to be considered and acted upon by the Birmingham City Commission;
- WHEREAS, No site plan or design changes are proposed to the existing Rojo restaurant at 250 E. Merrill or Sidecar restaurant at 280 E. Merrill;
- WHEREAS, The owner owner of Rojo and Sidecar restaurants, Rojo Five, LLC is now requesting approval of the Birmingham City Commission to allow a transfer in ownership of the existing restaurants to Sidecar Birmingham, LLC;
- WHEREAS, The Birmingham City Commission has reviewed Rojo and Sidecar's Special Land Use Permit Amendment application and the standards for such review as set forth in Article 7, section 7.36 of Chapter 126, Zoning, of the City Code;
- NOW, THEREFORE, BE IT RESOLVED, The Birmingham City Commission finds the standards imposed under the City Code have been met, subject to the conditions below, and that Rojo and Sidecar restaurants' application for a Special Land Use Permit Amendment authorizing a transfer of ownership of an existing establishment with alcoholic beverage sales (on-premises consumption) at 250 & 280 E. Merrill in accordance with Chapter 10, Alcoholic Liquors, is hereby approved;
- BE IT FURTHER RESOLVED, That the City Commission determines that to assure continued compliance with Code standards and to protect public health, safety, and welfare, this Special Land Use Permit is granted subject to the following conditions:
 - 1. Rojo and Sidecar restaurants shall abide by all provisions of the Birmingham City Code;
 - 2. The Special Land Use Permit may be cancelled by the City Commission upon finding that the continued use is not in the public interest; and

- 3. Rojo and Sidecar restaurants enter into a contract with the City outlining the details of the operation of the restaurants.
- BE IT FURTHER RESOLVED, That failure to comply with any of the above conditions shall result in termination of the Special Land Use Permit.
- BE IT FURTHER RESOLVED, Except as herein specifically provided, Rojo and Sidecar restaurants and their heirs, successors, and assigns shall be bound by all ordinances of the City of Birmingham in effect at the time of the issuance of this permit, and as they may be subsequently amended. Failure of Rojo and Sidecar restaurants to comply with all the ordinances of the city may result in the Commission revoking this Special Land Use Permit.
- I, Cherilynn Mynsberge, City Clerk of the City of Birmingham, Michigan, do hereby certify that the foregoing is a true and correct copy of the resolution adopted by the Birmingham City Commission at its regular meeting held on December 4, 2017.

Cherilynn Mynsberge, City Clerk



MEMORANDUM

Police Department

DATE: October 26, 2017

TO: Joseph A. Valentine, City Manager

Jana Ecker, Planning Director

FROM: Mark H. Clemence, Chief of Police

SUBJECT: The Sidecar Birmingham, LLC at 250-280 E. Merrill, Birmingham,

is requesting to transfer ownership of a Class C liquor license with Sunday Sales (AM and PM) Permit, Outdoor Service Area Permit and Additional Bar Permit from Rojo Five, LLC, Business Id. No. 234063 to Sidecar Birmingham, LLC be located at 250-280 E. Merrill, Birmingham, Oakland County, Michigan, issued pursuant to MCL 436.1521(A)(1)(B) from Rojo Five, LLC, to The

Sidecar Birmingham, LLC.

The police department has received a request from the law firm of Adkison, Need, Allen, and Rentrop regarding the transfer of ownership of a Class C liquor license from Rojo Five, LLC, located at 250-280 E. Merrill, Birmingham, Oakland County, MI 48009, which will continue to do business as Rojo Mexican Bistro and Sidecar Slider Bar to Sidecar Birmingham, LLC. The Sidecar Birmingham LLC has paid the initial fee of \$1,500.00 for a business that serves alcoholic beverages for consumption on the premises per section 7.33 of the Birmingham City Code.

The Sidecar Birmingham, LLC will be seeking to continue a Class C liquor license issued under Chapter 10, Alcoholic Liquors, of the Birmingham City Code contingent on the Birmingham City Commission approval to amend the SLUP to be in the name of Sidecar, LLC, rather than Rojo Five, LLC to operate an establishment with a Class C liquor license for 250-280 E. Merrill.

Rojo Five, LLC, is in bankruptcy. The purchase price of \$120,000 for Rojo Mexican Bistro and Sidecar Slider Bar represents rents past due to American Blue Ribbon Holdings, which is Max & Ermas. American Blue Ribbon Holdings is the sub-landlord, under Esshaki's company, Essco of Birmingham, LLC.

There will be one stockholder for the transfer of Rojo Five, LLC to Sidecar Birmingham, LLC. The new sole member is Stephen Simon. Mr. Simon has been employed as the operations manager of the existing Rojo Mexican Bistro since 2009. Mr. Simon is purchasing the business for \$120,000 and will be assuming both of the existing leases. Mr. Simon borrowed the necessary funds from his friend Scott Pelc. Mr. Pelc removed the \$120,000 from his Fidelity Mutual Funds account. Mr. Simon and Mr. Pelc have entered into a civil agreement to repay the funds over 155 months.

Sidecar Birmingham, LLC will continue to operate Rojo Mexican Bistro and Sidecar Slider Bar at 250-280 E. Merrill, Birmingham, MI. Rojo is an upscale traditional Mexican restaurant. Rojo will serve lunch and dinner. The menu will offer appetizers, soup, salads, burritos, fajitas, and

entrees. The Sidecar Slider Bar serves lunch and dinner. The menu offers shared plates, soups, salads, traditional and specialty sliders, and specialty hot dogs. Rojo has interior seating for 166 patrons and the Sidecar Slider Bar has interior seating for 73 patrons. Rojo hours of operation are 7 days a week from 11:00 am to 11:00pm and Sidecar Slider Bar is open 7 days a weeks from 11:00am to 2:00am.

This is a transfer of ownership for the restaurants and Class C liquor license only. There will be no changes to Rojo or Sidecar or their operations.

A current background check was conducted on Stephen Simon and his lender Scott Pelc. The Law Enforcement Information Network (LEIN), the Middle Atlantic-Great Lakes Organized Crime Law Enforcement Network (MAGLOCLEN) and the Court's Law Enforcement Management Information System (CLEMIS) were used to gather possible criminal contacts.

As a result of this investigation, no information was developed or uncovered that would give cause to deny the applicant's request. Mr. Simon has never held a liquor license in the past.

A representative from the law firm of Adkison, Need, Allen, and Rentrop PLLC will be present to answer any questions.

SUGGESTED RESOLUTION:

To authorize the Chief of Police to sign the MLCC <u>Police Investigation Report</u> (LC-1800) and to approve the liquor license transfer for The Sidecar Birmingham, LLC, that requests a transfer of Class C License issued under MCL 436.1521(A)(1)(B) located at 250-280 E. Merrill, Birmingham, Oakland County, MI 48009.

Furthermore, pursuant to Birmingham City Ordinance, to authorize the City Clerk to complete the <u>Local Approval Notice</u> at the request of The Sidecar Birmingham, LLC approving the liquor license transfer request of The Sidecar Birmingham, LLC for the transfer of a Class C License to be issued under MCL 436.1521 (A)(1)(B) located at 250-280 E. Merrill, Birmingham, Oakland County, MI 48009.



ADKISON, NEED, ALLEN, & RENTROP

PHILLIP G. ADKISON KELLY A. ALLEN JESSICA A. HALLMARK GREGORY K. NEED

G. HANS RENTROP

PROFESSIONAL LIMITED LIABILITY COMPANY

39572 Woodward, Suite 222 Bloomfield Hills, Michigan 48304 Telephone (248) 540-7400 Facsimile (248) 540-7401 www.ANAfirm.com OF COUNSEL: KEVIN M. CHUDLER SARAH J. GABIS LINDA S. MAYER

October 26, 2017

Via Electronic Mail

Jana Ecker, Planning Director Joseph Valentine, City Manager City of Birmingham 151 Martin St. Birmingham, MI 48012

Re: Rojo and Sidecar

250 and 280 Merrill Street Request to Amend SLUP

Dear Ms. Ecker and Mr. Valentine:

We represent Sidecar, LLC, the purchaser of the business which now operates as Rojo and Sidecar (the "business") at the above addresses. The liquor license is currently in the name of Rojo Five, LLC.

The purchaser of the business is Sidecar, LLC, which is solely owned by Stephen Simon.

We have filed the required application with the Police Department and have paid the application fee.

There will be no changes whatsoever to the layout, concept, name, or menu for the business. Rojo and Sidecar will continue to operate the business as they have since being approved by the Planning Board and the City Commission.

Please let me know if you require any fee for our request to amend the Special Land Use Permit to be in the name of Sidecar, LLC, rather than Rojo Five, LLC.

As always, thank you for your consideration.

Very truly yours,

Adkison, Need, Allen, & Rentrop, Pllc Kelly A. Allen

/kjf

Cc: Stephen Simon

Chief Mark Clemence



Special Land Use Permit Application Planning Division

Form will not be processed until it is completely filled out.

1. Applicant	Property Owner		
Name: Sidecar Birmingham, LLC	Name: Essco of Birmingham, LLC		
Address: 250-280 Merrill Street	Address: 210 South Old Woodward		
	Birmingham, MI 48009		
Phone Number: (248) 220-4167	Phone Number: (248) 645-5900		
Fax Number:	Fax Number: Email Address: jesshaki@esscodevelopment.com		
Email Address: stevesimon1114@gmail.com	Email Address: jesshaki@esscodevelopment.com		
2. Applicant's Attorney/Contact Person	Project Designer/Developer		
Name: Kelly A. Allen	Name:		
Address: 39572 Woodward, Suite 222	Address:		
Bloomfield Hills, MI 48304			
Phone Number: (248) 540-7400	Phone Number:		
Fax Number: (248) 540-7401	Fax Number:		
Email Address: kallen@anafirm.com	Email Address:		
3. Required Attachments			
Warranty Deed with legal description of property	•Catalog sheets for all proposed lighting, mechanical		
• Required fee (see Fee Schedule for applicable amount)	equipment & outdoor furniture		
• Fifteen (15) folded copies of plans including a certified land	An itemized list of all changes for which approval is		
survey, color elevations showing all materials, site plan,	requested		
landscape plan, photometric plan, and interior plan	Completed Checklist		
Photographs of existing site and buildings	Digital copy of plans		
• Samples of all materials to be used	• One (1) additional set of plans mounted on a foam board,		
	including a color rendering of each elevation		
4. Project Information			
Address/Location of Property: 250-280 Merrill Street	Name of Historic District site is in, if any:		
	Data of LIDC Ammount if annu		
Name of Development:	Date of Application for Preliminary Site Plan:		
Sidwell #:	Date of Preliminary Site Plan Approval:		
Current Use: Restaurant	Date of Application for Final Site Plan:		
Proposed Use: Restaurant	Date of Final Site Plan Approval:		
Area in Acres:	Date of Revised Final Site Plan Approval:		
Current Zoning: B-4/D-4	Date of Final Site Plan Approval:		
Zoning of Adjacent Properties:	Date of DRB approval, if any:		
Is there a current SLUP in effect for this site?: Yes	Date of Last SLUP Amendment: 12/7/15		
Is property located in the floodplain? No	Will proposed project require the division of platted lots? No		
5. Details of the Nature of Work Proposed (Site p	lan & design elements)		
No changes to establishments.			
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~			
	A CONTROL OF THE CONT		

6. Buildings and Structures No changes Use of Buildings: Height of rooftop mechanical equipment: 7. Floor Use and Area (in square feet) No changes **Commercial Structures:** Total basement floor area: Total basement floor area: Number of square feet per upper floor: Office space: Total floor area: ______Floor area ratio (total floor area divided by total land area): _____ Assembly space: Open space: Seating Capacity: Maximum Occupancy Load: Percent of open space: Residential Structures: Rental units or condominiums?: Total number of units: Number of one bedroom units: Size of one bedroom units: Number of two bedroom units: Size of two bedroom units: Size of three bedroom units: Number of three bedroom units: Open space: ______ 8. Required and Proposed Setbacks No changes Proposed front setback: Required front setback: Proposed rear setback: Proposed total side setback: Required rear setback: Side setback: Second side setback: 9. Required and Proposed Parking No changes Required number of parking spaces: Proposed number of parking spaces: Typical angle of parking spaces: Typical width of maneuvering lanes: Typical size of parking spaces: Number of spaces < 180 sq. ft.: Location of parking on the site: Number of handicap spaces: Shared Parking Agreement?: Height of light standards in parking area: Location of off site parking: Number of light standards in parking area: Screenwall material: Height of screenwall: 10. Landscaping No changes Location of landscape areas: Proposed landscape material:

11. Streetscape No changes Description of benches or planters: Sidewalk width: Number of benches: Species of existing street trees: Number of proposed street trees: Species of proposed street trees: Streetscape Plan submitted?: 12. Loading No changes Required number of loading spaces: Proposed number of loading spaces: Typical angle of loading spaces: Typical size of loading spaces: Screenwall material: Height of screenwall: Location of loading spaces on the site: 13. Exterior Trash Receptacles No changes Required number of trash receptacles: Proposed number of trash receptacles: Location of trash receptacles: Size of trash receptacles: Height of screenwall: Screenwall material: 14. Mechanical Equipment None **Utilities & Transformers:** Number of ground mounted transformers: Location of all utilities & easements: Size of transformers (LxWxH): Number of utility easements: Screenwall material: Height of screenwall: Ground Mounted Mechanical Equipment: None Location of all gournd mounted units: Number of ground mounted units: Size of ground mounted units (LxWxH): Height of screenwall: Screenwall material: Rooftop Mechanical Equipment: No changes Number of rooftop units: Location of all ground mounted units: Type of rooftop units: Size of rooftop units (LxWxH): Height of screenwall: Screenwall material: Percentage of rooftop covered by mechanical units: Distance from units to rooftop units to screenwall:

15. Accessory Buildings	None			
Number of accessory buildings: _ Location of accessory buildings:		Size of accessory b Height of accessory	uildin y build	gs:
16. Building Lighting	No changes			
Number of light standards on buil Size of light fixtures (LxWxH): _	ding:	Type of light stand: Height from grade:	ards o	n building:
Maximum wattage per fixture:Light level at each property line:		Proposed wattage per fixture: Number & location of holiday tree lighting receptacles:		
the applicant to advise the Pl approved site plan or Special procedures and guidelines fo	anning Division and / or Bu Land Use Permit. The und r site plan review and Speci	ailding Division of a dersigned further st ial Land Use Permi	ny ad tates (ts in l	•
Signature of Owner: Print Name:	& Cishaki	D	ate:	11/6/17
Signature of Applicant:		D	ate:	11/6/17
Print Name: Stephen Simon				
Signature of Architect:		D	ate:	
Print Name: N/A				
	Office	Use Only		
Application #:	Date Received:		Fee:_	
Date of Approval:	Date of Denial:	<u> </u>	Acce	pted by:

umber of accessory buildings:	Sim of consequent half di	
ocation of accessory buildings:	Size of accessory buildings: Height of accessory buildings:	
R. Building Lighting		
6. Building Lighting No changes		
Tumber of light standards on building:ize of light fixtures (LxWxH):	Type of light standards on building: Height from grade:	
Maximum wattage per fixture:		
he understaned states the above information	is true and correct, and understands that it is the responsibility of	
Blowning Division	and for Railding Division of any additional changes made to an	
the applicant to advise the Planning Division	the made regioned further states that they have reviewed the	
approved site plan or Special Land Use Perm	it. The undersigned further states that they have reviewed the	
with same. The undersigned will be in attent	dance at the Planning Board meeting when this application will be	
discussed.		
discussor.		
	P. Lander	
Signature of Owner:	Date: 11/6/17	
Signature of Owner.		
Print Name: James Esshaki		
Print Name. James Passant		
Signature of Applicant:	Defer 11/6/17	
Signature of Applicant:	Date: 11/6/17	
Signature of Applicant.		
Print Name: Stephen Simon		
	Date:	
a A - Linet:	Date.	
Signature of Architect:		
Print Name: N/A	《大学》,"大学,"一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	
	Office Use Only	
	Received:Fee:	
Application #:Date	Accepted by:	
ryphotos	of Denial:Accepted by	
Date of Approval:	OI Dame.	
Date of Approval.		

CONTRACT FOR TRANSFER OF A LIQUOR LICENSE

This Contract is entered into this	day of	, 2017, by and between
SIDECAR BIRMINGHAM, LLC whose	address is 250 and	280 E. Merrill, Birmingham,
Michigan, 48009 and the CITY OF BIRM	INGHAM, a Michigan	Municipal Corporation, whose
address is 151 Martin Street, Birmingham,	Michigan 48009.	

RECITALS:

WHEREAS, ROJO FIVE, LLC wishes to transfer the ownership of its liquor license to SIDECAR BIRMINGHAM, LLC; and

WHEREAS, local legislative approval is required by the **CITY OF BIRMINGHAM** for the transfer of a Class C liquor license pursuant to MCLA §436.1501 of the Michigan Liquor Control Code of 1998; and

WHEREAS, **SIDECAR BIRMINGHAM**, **LLC** desires to enter into this Contract as an inducement to the **CITY OF BIRMINGHAM** to approve the request of the aforementioned transfer of the liquor license; and,

WHEREAS, the **CITY OF BIRMINGHAM** is relying upon this Contract in giving its approval to the transfer of the on-premises licenses as described herein.

NOW, THEREFORE, the parties agree as follows:

- 1. **ROJO FIVE, LLC** shall be permitted to transfer the ownership of its liquor license to **SIDECAR BIRMINGHAM, LLC**, Birmingham, Michigan. Any transfer of the aforementioned license from **SIDECAR BIRMINGHAM, LLC** to any other owner or location in the CITY OF BIRMINGHAM shall require the approval of the Birmingham City Commission. In addition, any expansion of the building location at 250 and 280 E. Merrill shall also require the approval of the Birmingham City Commission.
- 2. **SIDECAR BIRMINGHAM, LLC** further acknowledges that it must secure a special land use permit as required by the Birmingham City Code. It is further agreed that it shall comply with all provisions of the special land use permit, or any amendments thereto, as a condition of this contract. **SIDECAR BIRMINGHAM, LLC** further acknowledges and agrees that a violation of any provision of the special land use permit is a violation of the terms of the contract entitling the City to exercise any or all of the remedies provided herein.
- 4. **SIDECAR BIRMINGHAM, LLC** further agrees that it shall not apply or seek from the Michigan Liquor Control Commission any permit endorsements to its liquor license whether available in the current Michigan Liquor Control Code or in future Michigan Liquor Control Codes, or amendments thereto, without the prior approval of the Birmingham City Commission.
- 5. **SIDECAR BIRMINGHAM, LLC** further agrees that it shall not seek any change in its license status whether such changes are available now in the current Michigan Liquor

Control Code or in future Michigan Liquor Control Codes, or amendments thereto, without prior approval of the Birmingham City Commission.

- 6. **SIDECAR BIRMINGHAM, LLC** also agrees that it shall adhere to all Federal, State and Local laws currently in effect or as subsequently amended or enacted.
- 7. **SIDECAR BIRMINGHAM, LLC** agrees that its failure to follow any of the provisions herein shall be grounds for the Birmingham City Commission to seek the suspension, revocation or non-renewal of its liquor license. **SIDECAR BIRMINGHAM, LLC** agrees that in addition to the City of Birmingham's right to seek suspension, revocation or non-renewal of its liquor license, it retains any and all rights to enforce this Contract that may be available to it in law or in equity. **SIDECAR BIRMINGHAM, LLC** further agrees that it shall reimburse the City of Birmingham all of its costs and actual attorney fees incurred by the City of Birmingham in seeking the suspension, revocation or non-renewal of its liquor license as well as enforcing such other rights as may be available at law or in equity.
- 8. **SIDECAR BIRMINGHAM, LLC** shall indemnify, defend and hold the City, its elected and appointed officials, employees and others working on behalf of the City of Birmingham, harmless from all claims, suits, actions or loss including all costs, and actual attorney fees whether arising under State or Federal statutes, or under common law for injury or alleged injury to any person or for damages or alleged damages to property or otherwise arising through, on account of, out of this Contract, or in any way associated with **SIDECAR BIRMINGHAM, LLC** operating at 250 and 280 E. Merrill, Birmingham, Michigan.
- 9. If the **CITY OF BIRMINGHAM** elects to have the dispute resolved by compulsory arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan, with each of the parties appointing an arbitrator and the two thus appointing a third. The Oakland County Circuit Court or any Court having jurisdiction may render a judgment upon the award of the arbitrators. In the event that the **CITY OF BIRMINGHAM** elects not to have the matter in dispute arbitrated or fails to make such an election, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court. In the event that the **CITY OF BIRMINGHAM** feels aggrieved, it shall elect the method of resolving its dispute by either demanding that the matter be arbitrated or by filing a suit in the Oakland County Circuit Court.
- 10. This contract shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan.
- 11. If any provision of this contract is declared invalid, illegal or unenforceable, such provision shall be severed from this contract and all other provisions shall remain in full force and effect.
- 12. This contract shall be binding upon and apply and inure to the benefit of the parties hereto and their respective successors or assigns. The covenants, conditions, and the agreements herein contained are hereby declared binding on the **CITY OF BIRMINGHAM** and **SIDECAR BIRMINGHAM**, **LLC**. It is further agreed that there shall be no change, modification, or alteration hereof, except in writing, signed by both of the parties hereto. Neither party shall assign any of the rights under this contract without prior approval, in writing,

of the other. Any attempt at assignment without prior written consent shall be void and of no effect.

13. In the event **SIDECAR BIRMINGHAM**, **LLC** fails to reimburse the City the costs and/or attorney fees as required hereby, or any part thereof, then said amount can be transferred to the tax roll in accordance with Section 1-14 of the Birmingham City Code.

IN WITNESS WHEREOF, the parties hereby have executed this Contract as of the date set forth above.

SIDECAR BIRMINGHAM, LLC
By: Stephen Simon Its: Resident Agent Date: 11/27/17
CITY OF BIRMINGHAM
By:Andrew Harris, Mayor
Date:
By:Cherilynn Mynsberge, Clerk
Date:



CITY OF BIRMINGHAM MICHIGAN

NOTICE OF PUBLIC HEARING DECEMBER 4, 2017 COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS

NOTICE IS HEREBY GIVEN THAT the City of Birmingham's City Commission will hold a public hearing on the use of Community Development Block Grant Funds. The Hearing will be held on Monday, December 4, 2017 at 7:30 p.m., or as soon thereafter as the agenda will permit in the Commission Room at the City's Municipal Building, 151 Martin Street, Birmingham, MI. 48009 for the purpose of hearing public comments on the Community Development Block Grant (CDBG) Program Year 2018 application in the approximate amount of \$32,020 to fund eligible projects. All interested citizens are requested to attend the Hearing. Comments will also be received in writing or in person at the City Clerk's Office, 151 Martin Street, Birmingham, MI 48009 until 5:00 p.m., December 4, 2017.

NOTICE: Individuals requiring accommodations, such as mobility, visual, hearing, interpreter or other assistance, for effective participation in this meeting should contact the City Clerk's Office at (248) 530-1880 (voice), or (248) 644-5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

Las personas que requieren alojamiento, tales como servicios de interpretación, la participación efectiva en esta reunión deben ponerse en contacto con la Oficina del Secretario Municipal al (248) 530-1880 por lo menos el día antes de la reunión pública. (Title VI of the Civil Rights Act of 1964).

J. Cherilynn Mynsberge, City Clerk City Clerk's Office

Publish: At least 10 Days before the

Public Hearing Date of December 4, 2017



MEMORANDUM

Finance Department

DATE: November 22, 2017

TO: Joseph A. Valentine, City Manager

FROM: Mark Gerber, Director of Finance/Treasurer

Kathryn Burrick, Senior Accountant

SUBJECT: 2018 Community Development Block Grant Application

Public Hearing

The purpose of the December 4, 2017 public hearing is to: receive citizen input regarding the 2018 Program Year Community Development Block Grant (CDBG) program; make a determination of eligible project(s) to be pursued; and determine the amount of funds to be allocated to each project.

The CDBG program is a U.S. Department of Housing and Urban Development (HUD) program that provides funds annually to entitlement jurisdictions. CDBG funds housing, public facility and public service activities that benefit low-income households and persons with special needs. Oakland County receives CDBG funds as an "urban county". Participating communities must join with the County to receive CDBG funding. The City of Birmingham has been a participant of the CDBG program for over 27 years.

The City of Birmingham has been given a planning allocation of \$32,020, which is the same as last year's original allocation. Funding requests from NEXT (formerly the Birmingham Area Seniors Coordinating Council (BASCC)) have been received. The following schedule lists the projects with the amount of funding received last year; this year's eligible funding requests and a staff recommendation:

	Original <u>2017</u>	Revised 2017	Requested 2018	Recommended 2018
Public Service Activity:				
Yard Services	\$ 6,306	\$ 6,017	\$ 6,306	\$ 6,306
Senior Services	3,300	3,300	3,300	3,300
Minor Home Repair:				
Rehab of privately owned homes	22,414	37,268	-0-	-0-
Removal of Architectural				
Barriers:				
Tennis Bubble – Retrofit front door				
entrance to comply with ADA				
standards		<u>-0-</u>	22,414	22,414
Total	<u>\$32,020</u>	<u>\$46,585</u>	\$32,020	<u>\$32,020</u>

December 4, 2017 2018 CDBG Application Public Hearing

Under CDBG guidelines communities may only spend a maximum of 30% of their 2018 funding allocation on public service activities. For Birmingham the 30% allocation totals \$9,606, which is the amount requested by NEXT under the public services category. NEXT's request includes \$6,306 for yard services and \$3,300 for senior services to help defray the expenses involved in the overall operations of NEXT's outreach program. It is recommended that funding for senior services and yard services be approved for this grant.

The City in the past has utilized CDBG funds to remove architectural barriers at public facilities to meet Americans with Disabilities Act (ADA) standards. This year it is proposed to continue utilizing a portion of CDBG funds for barrier-free improvements. As such, funding totaling \$22,414 has been recommended to be approved for barrier-free improvements at the City's tennis bubble to provide automated door openers and entrance modifications, if needed, to the front door of the facility.

Federal regulations governing the public hearing require: the public hearing to first be opened to the public for comment; after public comment, the public hearing should then be closed; after the public hearing has been closed, the City Commission may then discuss the application and take action by roll call vote. If a City Commissioner is a board member of NEXT, they should abstain from discussion or voting on this item.

At the close of the public hearing, the eligible projects are required to be identified, along with the approved funding allocations. The mayor should also be authorized to sign the completed application and conflict of interest certification on behalf of the City. The completed application and certification are required to be submitted to Oakland County no later than Friday, December 15, 2017.

SUGGESTED RESOLUTION: To authorize the Finance Director to complete the 2018 Program Year Community Development Block Grant application and conflict of interest certification and to authorize the mayor to sign the application and conflict of interest certification and other documents resulting from this application on behalf of the City and submit them to Oakland County. The project(s) to be included in the application and the respective allocations of Community Development Block Grant Funds are as follows:

	APPROVED
	<u>2018**</u>
 Public Services – Yard Services 	\$ 6,306
2. Public Services – Senior Services	3,300
3. Remove Architectural Barriers –	
Retrofit tennis bubble entrance doors to	
comply with ADA standards	22,414
TOTAL	\$ 32,020

** (TO BE DETERMINED BY THE CITY COMMISSION AT THE DECEMBER 4, 2017 MEETING)

CONFLICT OF INTEREST CERTIFICATION

Code of Federal Regulations Title 24, Volume 3 Revised as of April 1, 2004 CITE: 24CFR570.611

TITLE 24--HOUSING AND URBAN DEVELOPMENT CHAPTER V--OFFICE OF ASSISTANT SECRETARY FOR COMMUNITY PLANNING AND DEVELOPMENT, DEPARTMENT OF HUD

Part 570 Community Development Block Grants Subpart K Other Program Requirements Sec. 570.611 Conflict of interest

- (a) Applicability. (1) In the procurement of supplies, equipment, construction, and services by recipients and by subrecipients, the conflict of interest provisions in 24 CFR 85.36 and 24 CFR 84.42, respectively, shall apply. (2) In all cases not governed by 24 CFR 85.36 and 84.42, the provisions of this section shall apply. Such cases include the acquisition and disposition of real property and the provision of assistance by the recipient or by its subrecipients to individuals, businesses, and other private entities under eligible activities that authorize such assistance (e.g., rehabilitation, preservation, and other improvements of private properties or facilities pursuant to Sec. 570.202; or grants, loans, and other assistance to businesses, individuals, and other private entities pursuant to Sec. 570.203, 570.204, 570.455, or 570.703(i)).
- (b) Conflicts prohibited. The general rule is that no persons described in paragraph (c) of this section who exercise or have exercised any functions or responsibilities with respect to CDBG activities assisted under this part, or who are in a position to participate in a decision making process or gain inside information with regard to such activities, may obtain a financial interest or benefit from a CDBG-assisted activity, or have a financial interest in any contract, subcontract, or agreement with respect to a CDBG-assisted activity, or with respect to the proceeds of the CDBG-assisted activity, either for themselves or those with whom they have business or immediate family ties, during their tenure or for one year thereafter.
- (c) Persons covered. The conflict of interest provisions of paragraph (b) of this section apply to any person who is an employee, agent, consultant, officer, or elected official or appointed official of the recipient, or of any designated public agencies, or of subrecipients that are receiving funds under this part.
- (d) Exceptions. Upon the written request of the recipient, HUD may grant an exception to the provisions of paragraph (b) of this section on a case-by-case basis when it has satisfactorily met the threshold requirements of (d)(1) of this section, taking into account the cumulative effects of paragraph (d)(2) of this section.
- (1) Threshold requirements. HUD will consider an exception only after the recipient has provided the following documentation: (i) A disclosure of the nature of the conflict, accompanied by an assurance that there has been public disclosure of the conflict and a description of how the public disclosure was made; and (ii) An opinion of the recipient's attorney that the interest for which the exception is sought would not violate State or local law.
- (2) Factors to be considered for exceptions. In determining whether to grant a requested exception after the recipient has satisfactorily met the requirements of paragraph (d)(1) of this section, HUD shall conclude that such an exception will serve to further the purposes of the Act and the effective and efficient administration of the recipient's program or project, taking into account the cumulative effect of the following factors, as applicable:(i) Whether the exception would provide a significant cost benefit or an essential degree of expertise to the program or project that would otherwise not be available;(ii) Whether an opportunity was provided for open competitive bidding or negotiation;(iii) Whether the person affected is a member of a group or class of low- or moderate-income persons intended to be the beneficiaries of the assisted activity, and the exception will permit such person to receive generally the same interests or benefits as are being made available or provided to the group or class;(iv) Whether the affected person has withdrawn from his or her functions or responsibilities, or the decision making process with respect to the specific assisted activity in question;(v) Whether the interest or benefit was present before the affected person was in a position as described in paragraph (b) of this section;(vi) Whether undue hardship will result either to the recipient or the person affected when weighed against the public interest served by avoiding the prohibited conflict; and (vii) Any other relevant considerations. By applying for CDBG funds, the Participating Community certifies that they have read the above:

Community Name:		
	City of Birmingham, Michigan	
Name of Highest Elected Official (HEO) and Title:		
	Andrew M. Harris, Mayor	
Signature of HEO or Designee:		
	Signature/Title	_

PY 2018 CDBG APPLICATION – PART 1

(Please complete Part 1 only once per application)

1. Applicant Information				
Community:		City of	f Birmingham	
PY 2018 CDBG P	lanning Allocation:	\$32,02		
Contact Person:		Mark G	Gerber	
Telephone:		(248)5	530-1814	
Best time to conta	ct:	Monda	ay-Friday, 8 am-5 pm	
DUNS #:		07-423	23-9450	
Copy of current Sa	AMS Registration attached:	Yes X	If No, Explain:	
Is community subj	ect to Single Audit?	Yes	No_X	
2. PY 2018 CDB	G Proposed Projects			
Project #1 Nam	ne Code Enforcement All	ocation	on: \$ <u>3,000</u>	
Project # 1	Name: Removal of Architectu Barriers #731619	<u>ıral</u>	Allocation: \$ <u>22,414</u>	
Project # 2	Name: Yard Services #7321	70	Allocation: \$ 6,306	
Project # 3	Name: Senior Services #731	712	Allocation: \$ 3,300	
Project #	Name:		Allocation: \$	
Total # of Projects	:	3		
# of Public Service	e Projects:	2		
Public Service %:		30%		
3. Signature of	Highest Elected Official (or	Design	nee)	
Name of HEO or Designee:		Andre	rew M. Harris	
Title of HEO or Designee:		Mayo	or	
Signature of H	EO or Designee:			
			Signature/Title	

(Please complete Part 1 only once per application)

Main Entrance (exterior doors)





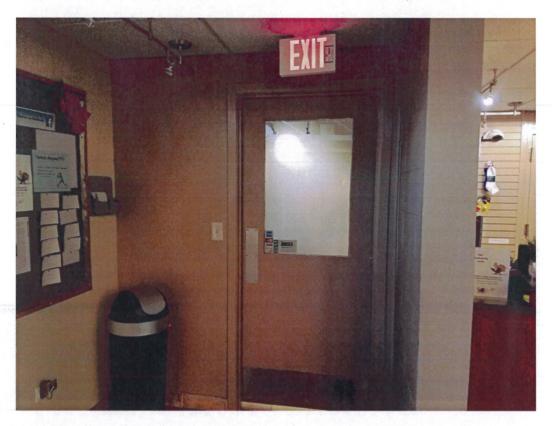
Main Entrance (interior door)



Vestibule between the exterior and interior doors



View of the main entrance interior door from inside the racquet club



View of the main entrance exterior doors from inside the racquet club





MEMORANDUM

City Clerk's Office

DATE: November 20, 2017

TO: Joseph A. Valentine, City Manager

FROM: Cherilynn Mynsberge, City Clerk

SUBJECT: Special Event Request

Kids Helping Kids Walk

Attached is a special event application submitted by the Community House and Variety, The Children's Charity requesting permission to hold Kids Helping Kids Walk. This is planned to offer 1 mile, 2 mile or 3 mile routes on sidewalks in the neighborhood of the The Community House. The event is planned for Sunday, April 29, 2018. Set up is from 7:00 AM to 9:00 AM. The event is scheduled to take place from 9:00 AM to 12:00 PM. Tear down is from 12:00 PM to 1:00 PM.

The application has been circulated to the affected departments and approvals and comments have been noted.

At this time, there are no events approved by the Commission to be held in April. The Ice Show is planned to be held the first week-end in May, with Art Birmingham the week-end of May 11, 12 and 13, 2018. There are no conflicts with the proposed events.

SUGGESTED RESOLUTION:

To approve a request from the Community House and Variety, The Children's Charity to hold the Kids Helping Kids Walk on Sunday, April 29, 2018 on the sidewalks of the Community House neighborhood streets, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

18-00011081

11/20/17

CITY OF BIRMINGHAM APPLICATION FOR SPECIAL EVENT PERMIT PARKS AND PUBLIC SPACES

I. EVENT DETAILS

Incomplete applications will not be accepted.

• Changes in this information must be submitted to the City Clerk, in writing, at least three weeks prior to the event

FEES:	FIRST TIME EVENT: ANNUAL APPLICATION FEE:	\$200.00 \$165.00
(Please prir	nt clearly or type)	
Date of Ap	pplication 10-24-17	901 110 (150) (150) (150) (150) (150) (150) (150) (150)
Name of E	vent Kids Helping Kids Walk	Company to the same of the sam
	escription of Event (attach additional	
This will b	e a fundraiser for both The Comr	nunity House Foundation and Variety, The
Children's House an	Charity. The walk will be on side did will offer 1 mile, 2 mile and 3 m	ewalks in neighborhood of The Community nile route options for walkers.
	0000	b see spent cital a milken a
Location E	Birmingham - sidewalks in To Event April 29, 2018	CH's neighborhood Hours of Event 9 am to 12 noon
Date(s) of	Set-up April 29, 2018	Hours of Set-up 7 am to 9 am
Date(s) or Date(s) of	Tear-down April 29, 2018	Hours of Tear-down 12 noon to 1 pm
Organizatio	on Sponsoring Event The Comi	munity House Foundation
Organizati	on Address 380 S. Bates Stree	et, Birmingham 48009
Organizati Organizati	on Phone 248-644-5832	
Organizatio	tact Person Lori Rondello	
Con	248-594-6403	
Con	tact Phone 248-594-6403 LRondello@comm	nunityhouse com
Con	tact Fmail LRondello@comm	lumitymouse.com

II. <u>EVENT INFORMATION</u>

1.	Organization Type Non-profit
	(city, non-profit, community group, etc.)
2.	Additional Sponsors or Participants (Provide name, address, contact person, status, etc. for all additional organizations sponsoring your event.)
	Children's Programs and Services for Variety and TCH
3.	Is the event a fundraiser? ✓ YES NO List beneficiary The Community House Foundation and Variety
	List expected income \$9,000 Attach information about the beneficiary.
4.	First time event in Birmingham? YES NO If no, describe The walk raise funds for the children's programs and services at The Community House and Variety.
5.	Total number of people expected to attend per day 300
6.	The event will be held on the following City property: (Please list) Street(s)
	Sidewalk(s) Bates, Birmingham Blvd, Chester, Hanna, Lincoln, Maryland, Merrill, Northlawn, Pierce, Shipman, Southlawn, Stanley, Washington
	Park(s) Shain Park pavilion (if available) - check in before walk begins
7.	Will street closures be required? YES NO
8.	What parking arrangements will be necessary to accommodate attendance? on street and parking decks

V	vill staff be provided to assist with safety, security and maintenance? YES NO rescribe The Community House will have staff present at event.
V D	/ill the event require safety personnel (police, fire, paramedics)? YES NO escribe Per consultation with Chief Clemence, safety personnel will be needed in two locations: cross walks at Lincoln/Bates and Lincoln/Pierce
Ιſ	Vill alcoholic beverages be served? YES NO Yes, additional approval by the City Commission is required, as well as the Michigan Liquo ontrol Commission.
V	/ill music be provided? Live Amplification Recorded Loudspeakers Time music will begin Time music will end Location of live band, DJ, loudspeakers, equipment must be shown on the layout map.
V	/ill there be signage in the area of the event? Number of signs/banners Size of signs/banners Submit a photo/drawing of the sign(s). A sign permit is required.
· · · · · · · · · · · · · · · · · · ·	Peddler/vendor permits must be submitted to the Clerk's Office, at least two weeks prior to the event. All food/beverage vendors must have Oakland County Health Department approval. Attach copy of Health Dept approval. There is a \$50.00 application fee for all vendors and peddlers, in addition to the \$10.00 daily fee, per location. A background check must be submitted for each employee
	participating at the event.

LIST OF VENDORS/PEDDLERS (attach additional sheet if necessary)

VENDOR NAME	GOODS TO BE SOLD	WATER HOOK- UP REQUIRED?	ELECTRIC REQUIRED?
TBD			
		2	
	n de la companya de l		

III. EVENT LAYOUT

- Include a map showing the park set up, street closures, and location of each item listed in this section.
- Include a map and written description of run/walk route and the start/finish area
- 1. Will the event require the use of any of the following municipal equipment? (show location of each on map)

EQUIPMENT	QUANTITY	COST	NOTES
Picnic Tables		6 for \$200.00	A request for more than six tables will be evaluated based on availability.
Trash Receptacles	0	\$4.00 each	Trash box placement and removal of trash is the responsibility of the event. Additional cost could occur if DPS is to perform this work.
Dumpsters	0	\$200.00 per day	Includes emptying the dumpster one time per day. The City may determine the need for additional dumpsters based on event requirements.
Utilities (electric)	0 # of vendors requiring utilities	Varies	Charges according to final requirements of event.
Water/Fire Hydrant	0	Contact the Fire Department.	Applicant must supply their own means of disposal for all sanitary waste water. Waste water is NOT allowed to be poured into the street or on the grass.
Audio System	0	\$200.00 per day	Must meet with City representative.
Meter Bags / Traffic Cones / Barricades	# to be determined by the Police Department.		

2. Will the following be constructed or located in the area of the event YES NO (show location of each on map) NOTE: Stakes are not allowed.

TYPE	QUANTITY	SIZE
Tents/Canopies/Awnings (A permit is required for tents over 120 sq ft)		Comment of
Portable Toilets	FROM CO SCHOOL	Ografia sali
Rides	IN ENTRY ONE DE	
Displays		1.61.62.181
Vendors		
Temporary Structure (must attach a photo)	today real	
Other (describe)	ter a gen a gare	25,40 915 291 1

SIGNATURE OF APPLICANT REQUIRED

EVENT NAME	Coalition Walk	
	April 29, 2018	

The Birmingham City Commission shall have sole and complete discretion in deciding whether to issue a permit. Nothing contained in the City Code shall be construed to require the City Commission to issue a permit to an applicant and no applicant shall have any interest or right to receive a permit merely because the applicant has received a permit in the past.

As the authorized agent of the sponsoring organization, I hereby agree that this organization shall abide by all conditions and restrictions specific to this special event as determined by the City administration and will comply with all local, state and federal rules, regulations and laws.

Miri Rondella	10-24-17	
Signature	Date	

IV. SAMPLE LETTER TO NOTIFY ANY AFFECTED PROPERTY/BUSINESS OWNERS

- Organizer must notify all potentially affected residential property and business owners of the date and time this application will be considered by the City Commission. (Sample letter attached to this application.)
- Attach a copy of the proposed letter to this application. The letter will be reviewed and approved by the Clerk's Office. The letter must be distributed at least two weeks prior to the Commission meeting.
- A copy of the letter and the distribution list must be submitted to the Clerk's Office at least two weeks prior to the Commission meeting.
- If street closures are necessary, a map must be included with the letter to the affected property/business owners.



SPECIAL EVENT REQUEST NOTIFICATION LETTER

November 10, 2017

TO: Affected Residential Property or Business Owner

The Birmingham City Code requires that we receive approval from the Birmingham City Commission to hold the following special event. The code further requires that we notify any property owners or business owners that may be affected by the special event of the date and time that the City commission will consider our request so that an opportunity exists for comments prior to this approval.

EVENT INFORMATION

NAME OF EVENT: Kids Helping Kids Walk

LOCATION: Downtown Birmingham – sidewalks in The Community House's neighborhood

(No street closures are requested)

DATE OF EVENT: Sunday, April 29, 2018 HOURS OF EVENT: 9 am to 12 pm

This is a fundraiser for both The Community House Foundation and Variety, The Children's Charity. The walk will be on sidewalks in the neighborhood surrounding The Community House and will offer a one mile, two mile and three mile option for walkers.

DATE OF SET-UP: April 29, 2018 HOURS OF SET-UP: 7 am - 9 am

DATE OF TEAR-DOWN: April 29, 2018 HOURS OF TEAR-DOWN: 12 pm - 1 pm

DATE OF CITY COMMISSION MEETING: Monday, December 4, 2017

The City commission meets in room 205 of the Municipal Building at 151 Martin at 7:30PM. A complete copy of the application to hold this special event is available for your review at the City Clerk's Office (248/530-1880). Log on to www.bhamgov.org/events for a complete list of special events.

EVENT ORGANIZER: The Community House

ADDRESS: 380 S. Bates Street/Birmingham 48009

PHONE: 248-644-5832

FOR QUESTIONS ON DAY OF EVENT, CONTACT:

The Community House – 248-644-5832



HOLD-HARMLESS AGREEMENT

"To the fullest extent permitted by law, The Community House Foundation and any entity or person for whom The Community House Foundation is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Birmingham against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City of Birmingham, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Birmingham, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this activity/event. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of the City of Birmingham, its elected or appointed officials, employees, volunteers or others working on behalf of the City of Birmingham."

SHORNYAK

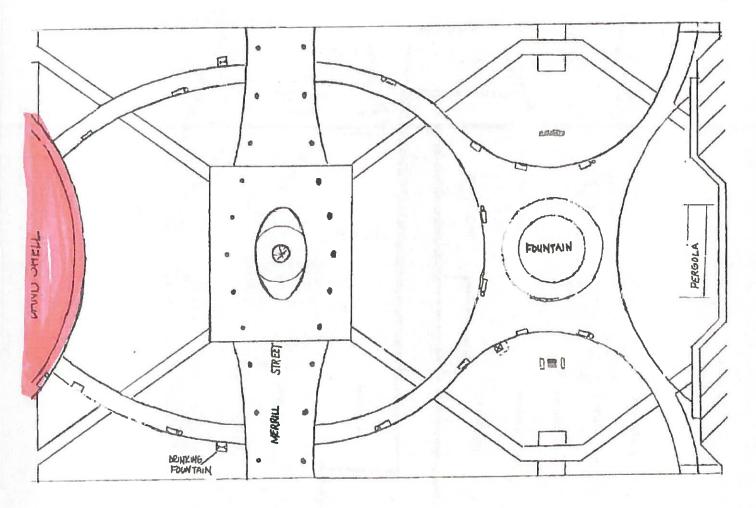
CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 07/31/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

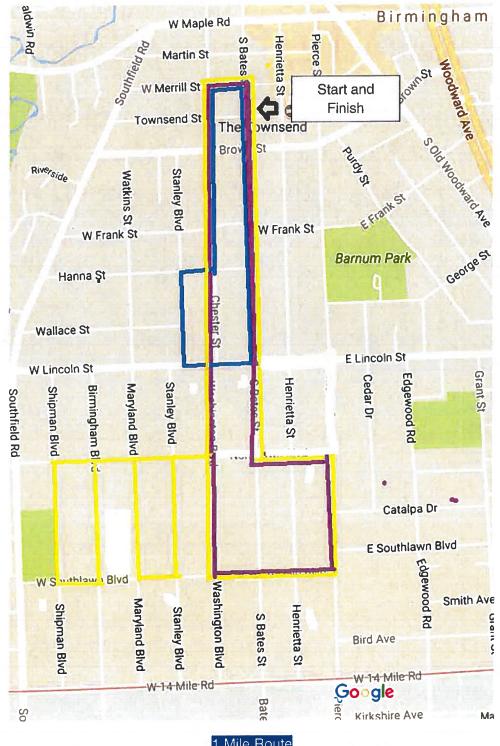
IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed.

lf : thi	SUBROGATION IS WAIVED, subject scertificate does not confer rights to	t to	the	terms and conditions of	the pol	icy, certain p	policies may	require an end	orsement	L As	tatement on
PROD			30111			ा Shari Ho					
Emer	son-Prew				PHONE	, Ext): (248) 2	03-1817		FAX (A/C, No):		
3060(Bing!	D Telegraph Rd, Ste 3110 ham Farms, MI 48025				E-MAJE	<u>, ex): (240) 2</u> _{ee} . shornval	k@epi-ins.c	om	(A/C, No):		
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INSUF	RED				7			l Benefit Ins			41840
	Community House Associati	on o	f Biri	mingham				Company o			31534
	380 S. Bates St.			, ttorigitatio				Company o			10176
	Birmingham, MI 48009				INSURE						
					INSURE	RF:					
COV	ERAGES CER	TIFIC	ATE	E NUMBER:				REVISION NU	MBER:		
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	CLAIMS-MADE X OCCUR			ZDBA637703		05/20/2017	05/20/2018	DAMAGE TO REN PREMISES (Ea or	TED currence)	\$	100,000 10,000
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								PERSONAL & AD	V_INJURY	\$	1,000,000 3,000,000
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	POLICY PRO-							PRODUCTS - CO	MP/OP AGG	\$	3,000,000
В	OTHER: AUTOMOBILE LIABILITY			-				COMBINED SING	LE LIMIT	s	1,000,000
	X ANY AUTO			AWBA637767		05/20/2017	05/20/2018	BODILY INJURY	Per person)	\$	
	OWNED SCHEDULED AUTOS							BODILY INJURY	Per accident)	\$	
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	DED X RETENTIONS 0								Lower	\$	
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N							PER STATUTE	OTH- ER		500.000
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	N/A		W8BA592537		05/20/2017	05/20/2018	E.L. EACH ACCID	ENT	\$	500,000
	(Mandatory In NH) If yes, describe under							E.L. DISEASE - E	A EMPLOYEE	\$	500,000
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			AUTHORIZED REPRESENTATIVE John 181 Rokents								



STREET

The Community House/Coalition Walk Sunday, April 29, 2018 - 9 am to 12 noon



1 Mile Route

2 Mile Route

3 Mile Route

DEPARTMENT APPROVALS

EVENT NAME KIDS HELPING KIDS WALK

LICENSE NUMBER <u>#18-00011081</u>

COMMISSION HEARING DATE: Dec. 4, 2017

DATE OF EVENT: April 29, 2018

NOTE TO STAFF: Please submit approval by Wed., Nov. 8, 2017

DEPARTMENT	APPROVED	COMMENTS	PERMITS REQUIRED (Must be obtained directly from individual departments)	ESTIMATED COSTS (Must be paid two weeks prior to the event. License will not be issued if unpaid.)	ACTUAL COSTS (Event will be invoiced by the Clerk's office after the event)
PLANNING 101-000.000-634.0005 248.530.1855	SC	No comments.	N/A	\$0	
BUILDING 101-000.000.634.0005 248.530.1850	MM	No Building Department Involvement	None	\$0	\$0
FIRE 101-000.000-634.0004 248.530.1900	JMC			\$0	\$0
POLICE 101-000.000.634.0003 248.530.1870	SG	Personnel to assist walkers crossing Brown and Lincoln.		\$500	
PUBLIC SERVICES 101-000.000-634.0002 248.530.1642	Carrie Laird	ADDITIONAL COST COULD OCCUR IF TRASH IS NEEDED TO BE PICKED UP AFTER THE EVENT.		\$100	
ENGINEERING 101-000.000.634.0002 248.530.1839	A.F.	No Comments	None	\$0	\$0

SP+ PARKING	A.F.	Emailed information to SP+ on 11/01/17	-	-	-
INSURANCE 248.530.1807	CA	Approved	None	\$0	\$0
CLERK 101-000.000-614.0000 248.530.1803		Notification letters to be mailed by applicant no later than 11/20/17. Notification addresses on file in the Clerk's Office. Evidence of required insurance must be on file with the Clerk's Office no later than 4/13/18.	Applications for vendors license must be submitted no later than 4/13/18.	\$200 (pd)	
				TOTAL DEPOSIT REQUIRED	ACTUAL COST
				\$600	

FOR CLERK'S OFFICE USE				
Deposit paid				
Actual Cost				
Due/Refund				

Rev. 11/15/17 h:\shared\special events\- general information\approval page.doc



Cherilynn Mynsberge <cmynsberge@bhamgov.org>

Kids Helping Kids Walk

3 messages

Cherilynn Mynsberge <cmynsberge@bhamgov.org>

Thu, Nov 16, 2017 at 9:07 AM

To: lrondello@communityhouse.com Cc: cheryl arft <carft@bhamgov.org>

Lori:

The City Manager has asked me to fill him in on this event. We had a similar walk event last year in a different area of the city during which the participants spilled off the sidewalk into the streets. This caused great concern among the Commission.

I see that you will have police presence for crossing Lincoln/Bates and Lincoln/Pierce, which the Commission will appreciate.

Have you given consideration to having staggered start times for your walkers? That would help spread the participants out, giving them room to remain on the sidewalks and avoid tempting them to walk in the street.

Please reply to both me and Cheryl.

Thank you so much.

J. Cherilynn Mynsberge City Clerk City of Birmingham 248-530-1802

JMcIntosh@communityhouse.com < JMcIntosh@communityhouse.com >

Thu, Nov 16, 2017 at 12:57 PM

To: Cherilynn Mynsberge <cmynsberge@bhamgov.org>

Cc: "LRondello@communityhouse.com" <LRondello@communityhouse.com>, cheryl arft <carft@bhamgov.org>

Hello!

Thank you so much for your dialogue and feedback on our proposed event. We certainly want to make sure our participants are safe so we can definitely plan for staggered start times to make sure the sidewalks are not too full at any one time. We also plan on having a large number of volunteers stationed on each corner to cheer on our walkers, but also to help keep people on the sidewalk and safe.

Just for reference while we are calling this a new event, we actually used to do this walk with the same route under the Children's Charity Coalition about 5 years ago so we can certainly make sure that we take what we learned from the walks back then to help keep everything organized and safe. Please feel free to offer any additional suggestions you might have. We definitely want this to be a positive event for us, the City and its residents.

Thanks so much for your help!

Jackie McIntosh Vice President, Philanthropy The Community House P: (248) 644-5832

C: (248) 875-6217
[Quoted text hidden]

cheryl arft <carft@bhamgov.org>

Thu, Nov 16, 2017 at 1:14 PM

To: Joe Valentine
Jvalentine@bhamgov.org>
, Cherilynn Brown <cmynsberge@bhamgov.org>

Joe,

We received a response from Ms. McIntosh about their plans for the Kids Helping Kids Walk special event in April of next year. I am forwarding it to you.

Let us know if you have any more questions or concerns.

Cheryl Arft Deputy City Clerk City of Birmingham 151 Martin Street Birmingham, MI 48009

248-530-1880 248-530-1080 (fax)

carft@bhamgov.org

[Quoted text hidden]



MEMORANDUM

Engineering, Planning & Police Depts.

DATE: November 22, 2017

TO: Joseph A. Valentine, City Manager

FROM: Jana L. Ecker, Planning Director

Scott Grewe, Operations Commander

Paul T. O'Meara, City Engineer

SUBJECT: Multi-Modal Transportation Consulting Services

Request for Proposals – Consultant Responses

In 2014, the City issued a Request for Proposals (RFP) seeking traffic engineering services, supplemented with knowledge and understanding of designing and advising for multi-modal transportation concepts, particularly in an urban setting. In September 2014, the firm of Fleis and Vandenbrink was selected as the City's traffic consultant, and has acted as a multi-modal transportation consultant to the Multi-Modal Transportation Board ("MMTB") and the City Commission. However, this contract expired.

On July 24, 2017, the City Commission directed staff to issue an RFP to seek qualified consulting firms, and extended the previous contract with Fleis and Vandenbrink for six months (through January 23, 2018) to allow staff time to go through the RFP process. Accordingly, an RFP was issued to solicit multi-modal transportation consulting services to assist the MMTB and the City Commission in reviewing all transportation-related projects. A copy of the RFP that was issued is attached. Responses were due under the RFP by 4:00 p.m. on October 6, 2017.

One response was submitted under the RFP by the deadline. The proposal received was from MKSK, in partnership with Fleis & Vandenbrink. A copy of the complete proposal is attached for your review. The MKSK team proposes a team of urban designers, urban planners, multi-modal transportation specialists, landscape architects and transportation professionals to provide a comprehensive review of all transportation related projects in the City of Birmingham. The MKSK team proposes a 90 day period of startup activities, including training and education for the MMTB, an audit of the Multi-Modal Transportation Plan, an assessment of the MMTB's current process and protocol, and the preparation of an annual work plan for the MMTB along with suggestions for improvements. The MKSK proposal also includes an hourly fee schedule for each of the professionals that are available to assist the City of Birmingham.

On October 19, 2017, the MMTB reviewed the RFP and the response from MKSK, in partnership with Fleis & Vandenbrink. The MMTB voted unanimously to recommend that the City Commission enter into an agreement with the MKSK team to provide professional multi-modal transportation consulting services to the City of Birmingham for a three year term. Please see attached minutes for your review.

Please note that shortly after October 19, 2017, Mr. Labadie left Fleis & Vandenbrink and will no longer be a member of the MKSK team. Julie Kroll will be the project lead from Fleis & Vandenbrink.

SUGGESTED RESOLUTION:

To approve the recommendation of the Multi-Modal Transportation Board and enter into an agreement with the MKSK/Fleis & Vandenbrink team to provide professional multi-modal transportation consulting services to the City of Birmingham for a three year term, to be payable from account #202-449.007-804.0100. Further, to direct the Mayor and City Clerk to sign the agreement on behalf of the City.

CITY OF BIRMINGHAM, MICHIGAN REQUEST FOR PROPOSALS FOR MULTI-MODAL TRANSPORTATION CONSULTING SERVICES

INTRODUCTION

The City of Birmingham has a long history of maintaining and improving its infrastructure as it strives to be a premier community within Metro Detroit. As a part of that effort, in 2011, Birmingham adopted a Complete Streets resolution to improve multi-modal transportation by creating better conditions for walking, biking and transit. In November, 2013, the City accepted a Multi-Modal Transportation Master Plan (MMTP), as created by the Ann Arbor, MI firm of Greenway Collaborative.

As one of the first significant actions suggested in the Master Plan, the City created a Multi-Modal Transportation Board (MMTB). The board held its first meeting in June, 2014. The purpose of this standing committee is to review all transportation and transportation-related infrastructure projects and issues and to provide the following:

- (1) Advise on the implementation of the city's Multi-Modal Transportation Plan to the city commission.
- (2) Review of the Multi-Modal Transportation Plan to assure that it remains current with citywide multi-modal transportation movements and regional transportation plans and initiatives.
- (3) An objective and technical multi-modal evaluation of plans for all road reconstruction and road resurfacing projects, sidewalk and pedestrian crossing projects, intersection or bridge projects, bicycle and transit facility improvement projects.
- (4) An objective and technical evaluation of transportation issues brought to the attention of or identified by the board.
- (5) An objective and technical evaluation of the transportation plan submitted for proposed development or redevelopment, as referred to the board by the planning board.
- (6) An objective and technical multi-modal evaluation of site plans submitted for proposed development or redevelopment, as referred to the board by the planning board.
- (7) An objective and technical multi-modal evaluation of any ordinance amendments related to transportation issues, as referred to the board by the planning board or city commission.
- (8) The application of accepted transportation engineering practices, multimodal transportation planning and complete streets practices and national standards, including those published by the American Association of State Highway and Transportation Officials, in solving and preventing transportation problems.
- (9) Objective and technical recommendations regarding transportation engineering safety issues to the city commission.
- (10) A forum for the voluntary coordination of groups interested in transportation issues.
- (11) A forum to review and decide appeals of administrative decisions made by the Police Department on transportation-related regulatory requests under Article VII of this chapter.

The City of Birmingham is seeking a multi-modal transportation consultant(s) to provide professional consulting services to City staff, the City Commission, the MMTB and any other

boards or committees as required, and to act as the City's Traffic Engineer. The City regularly budgets and constructs several road improvement projects each year. Prior to final design, the MMTB is asked to review the street segments planned for improvement. The consultant will be asked to study various components of particular street segments, and to provide technical expertise and guidance on how various multi-modal improvements can be implemented, and how each change will impact all users of the street. The consultant may be required to prepare written reports, draw plans for transportation projects, conduct traffic modelling, conduct public presentations and assist City staff in all aspects of the review and final approval process.

CONSULTANT SKILLS & EXPERIENCE

The successful multi-modal transportation consultant submitting a proposal under this RFP must be able to demonstrate professional knowledge and experience in the following areas of expertise to assist the City of Birmingham, in order of importance:

1. CONTEXT SENSITIVE PLANNING AND URBAN DESIGN

The consultant must demonstrate experience designing and implementing transportation projects that are responsive to the context of the surrounding environment, through the use of unique design elements to enhance the urban aesthetic or to preserve historic resources/views, extensive stakeholder input to ensure a final design that supports the community's core values and a collaborative, interdisciplinary approach. The consultant's team must include an urban design professional that has the skill-set to conceptualize, design and graphically communicate multiple approaches, strategies and solutions for critical infrastructure projects, to be determined by the City Manager. Preference will be given to consultants with experience designing and implementing innovative solutions that push the envelope of standard practice and look to future changes and technological developments for design guidance.

2. MULTI-MODAL MOBILITY PLANNING

The consultant must have experience in designing public infrastructure projects with multi-modal elements, reviewing and evaluating the impacts of pedestrian, bicycle, vehicle and transit improvements on the level of service of all modes of transportation, and experience implementing multi-modal master plans in other urban areas. Prior experience implementing new and innovative transportation designs is preferred.

3. TRAFFIC ENGINEERING

The successful consultant must have traffic engineering skills and experience evaluating both signalized and non-signalized roadways in urban areas, and the consultant's team must include at least one licensed traffic engineer. The consultant should be able to demonstrate experience in another community acting as the City's Traffic Engineer under the Uniform Traffic Code (as prepared by the Michigan State Police, see Attachment A). The consultant must have experience using traffic simulation computer models to evaluate multi-modal improvements at signal-controlled intersections.

It is expected that the selected multi-modal transportation consultant will assist the City in reviewing and evaluating all transportation infrastructure projects and transportation-related issues with reference to and guidance from the following:

- The Birmingham MMTP;
- The 2010 Highway Capacity Manual;
- The U.S. Department of Transportation's ("USDOT") Manual on Uniform Traffic Control Devices for Streets and Highways;
- The Transportation Research Board's ("TRB") Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis;
- The National Association of City Transportation Officials' ("NACTO") Urban Street Design Guide;
- The Institute of Transportation Engineers' ("ITE") Designing Walkable Urban Thoroughfares: A Context Sensitive Approach;
- The American Association of State Highway and Transportation Officials' ("AASHTO") Guide for the Planning, Design, and Operation of Pedestrian Facilities;
- The Michigan Department of Transportation's ("MDOT") Best Design Practices for Walking and Bicycling in Michigan;
- The MDOT Complete Streets Policy 2012; and
- Any other related traffic, bicycle, pedestrian or transit guidelines used in other urban areas.

The successful multi-modal transportation consultant will be expected to attend all MMTB meetings (monthly), and any City Commission, Planning Board or other City meetings as required, and to conduct presentations and answer questions as needed.

SCHEDULE

The MMTB is currently working with a consulting firm that is operating under a contract that can be terminated with 30 days notice. The MMTB continues to meet and review projects that will be designed and built in 2018. At least one of these projects will require study from the consultant selected under this RFP. It is hoped that once authorized, the selected consultant will be prepared to begin working with the City as soon as practical.

CONTENT AND FORMAT OF PROPOSALS

If you are interested in working with the City on this project, please submit a proposal to the City of Birmingham, including a Statement of Qualifications containing the following information:

DESCRIPTION OF THE TEAM AND TEAM LEADER

The City prefers to select a diverse consulting team that will utilize a collaborative and interdisciplinary approach to reviewing and evaluating transportation projects. As noted above, at least one member of the consulting team must be a licensed engineer, and one member must be an urban planner or urban design professional. In addition, the consultant should select a team leader who will be assigned to oversee and personally assist in all activities that involve the Board. The team leader shall be regularly available to attend Board meetings, currently being held on the first Thursday of each month, at 6:00 P.M. The statement should describe the proposed consultant team composition by indicating how it intends to perform the

work (e.g.: as an independent company, a partnership, a joint venture, or a combination of prime and sub-consultants). The role of each participating entity shall be fully described. The qualifications and experience of each participating entity shall be identified in the Statement of Qualifications, especially as they relate to the particular areas of expertise that they will bring to this project.

QUALIFICATIONS OF TEAM PERSONNEL

The Statement of Qualifications must describe the experience and education of the specifically required team members, the team leader, and all other supporting team members by including summary resumes of key personnel, including experience and education in multi-modal mobility planning, traffic engineering services, context sensitive planning and urban design. The Statement of Qualifications shall outline other jurisdictions that the consultant has worked for, and include descriptions of multi-modal and context sensitive transportation projects that the consultant has been involved with in other urban areas.

OTHER CLIENTS

The City requires a consultant that will have the City of Birmingham as its first priority when assisting the City on issues that involve other municipalities, road agencies or other private interests. The consultant shall provide a statement that clarifies:

- 1. The average percentage of income earned by the consulting firm for the firm's past three fiscal years from the MI Dept. of Transportation.
- 2. The average percentage of income earned by the consulting firm for the firm's past three fiscal years from the Road Commission for Oakland Co.
- 3. The average percentage of income earned by the consulting firm for the firm's past three fiscal years from developers or private firms that are involved in the development of private projects within Oakland Co.

As a part of this disclosure, the consultant shall verify in writing that should they be selected for this position, the consultant shall be prepared to phase out all relationships with developers that are currently active in the development of private properties within the City of Birmingham.

CONSULTANT APPROACH

The Statement of Qualifications shall provide a paragraph that summarizes the philosophy of the consulting firm(s) on the team, and how it/they will approach the various assignments given to it as the Multi-Modal Transportation Consultant assisting in addressing the various technical needs of the MMTB and the City of Birmingham.

CONSULTING FEES

Since there is a very broad scope of services to be provided on this project, compensation for the consultant's work is expected to be based upon the hourly rates, plus reimbursable expenses for travel, copying, etc. The Statement of Qualifications shall include the prospective consultant's proposed hourly rates for all personnel or subconsultants that are expected to work on various assignments, along with rates for typical reimbursable expenses expected in the execution of these duties.

DUE DATE

Prospective CONSULTANTS shall submit seven (7) copies of their Statement of Qualifications containing the information noted above by **4:00 PM** on **October 6, 2017**.

CITY REVIEW AND CONSULTANT SELECTION

It is expected that the full membership of the MMTB will review each Statement of Qualifications based on a pre-determined set of criteria. The Board will then prepare a short list of candidates that will be invited to be interviewed in October. The City will select a consultant based upon the approach to the described tasks, the qualifications of the firm(s), and the experience of the proposed project team. The City may request additional information from prospective consultants in their review of the materials.

A sample agreement for professional consulting services is attached for your reference. The final form of the consulting agreement and price may be negotiated based upon the final scope of the project.

The City reserves the right to reject all Statements of Qualification. The City is not responsible for any costs incurred by prospective consultants in submitting a Statement of Qualifications.

CONTACT INFORMATION

Please direct all responses to this Request for Proposals to the following address:

City of Birmingham P.O. Box 3001 Birmingham, MI 48012

Attn: Paul O'Meara, Jana Ecker, & Scott Grewe

Questions and requests for clarifications on this Request for Proposals should be sent by email to all three of the following contacts:

Paul O'Meara, P.E. Jana Ecker Comm. Scott Grewe

Planning Director jecker@bhamgov.org City Engineer Police Dept.

sgrewe@bhamgov.org pomeara@bhamgov.org

Responses will be in writing, and will be sent to all prospective consultants. No phone calls please.

ATTACHMENTS

Attachment A - Rule 125 and 126 of the Uniform Traffic Code (enumerating the duties of a municipal traffic engineer)

Attachment B - C. 110, Articles II and VII of the City Code (enumerating the duties of the Multi-Modal Transportation Board)

Attachment C - Sample Professional Consulting Agreement

Attachment D - Final approved Multi-Modal Transportation Master Plan for the City of Birmingham

ATTACHMENT A EXCERPT FROM THE MICHIGAN UNIFORM VEHICLE CODE

R28.1125 Rule 125. Traffic engineer.

- (1) The office of traffic engineer is hereby established. The traffic engineer shall be appointed in a manner prescribed by the ordinance making body and shall exercise the powers and duties provided in this code in a manner that is consistent with prevailing traffic engineering and safety practices and that is in the best interest of this governmental unit. If a traffic engineer is not appointed, then the authority of the engineer shall be vested in the chief of police.
- (2) The traffic engineer is responsible for any duties specifically delegated to the local authority by the Act, unless another office is specifically designated by the Act or by this code or is by its nature the more appropriate office.

R28.1126 Rule 126. Duties of traffic engineer.

- (1) The general duties of the traffic engineer are as follows:
 - (a) To plan and determine the installation and proper timing and maintenance of trafficcontrol devices.
 - (b) To conduct engineering analysis of traffic accidents and to devise remedial measures.
 - (c) To conduct engineering investigations of traffic conditions.
 - (d) To plan the operation of traffic on the streets of this governmental unit, including parking areas.
 - (e) To cooperate with other officials of this governmental unit in the development of ways and means to improve traffic conditions.
 - (f) To carry out the additional powers and duties imposed by the act and ordinances of this governmental unit.
 - (g) To otherwise regulate the movement and parking of vehicles within the municipality consistent with the act.
- (2) All duties carried out by the traffic engineer shall be in accordance with standard and accepted engineering practices as found in the Traffic Engineering Handbook, Fifth Edition, which s adopted by reference in these rules. The Handbook may be reviewed at the East Lansing Headquarters of the Michigan State Police, Special Operations Division, Traffic Services Section. The Handbook may be purchased from the Institute of Transportation Engineers, 1099 14th St., N.W., Suite 300 West, Washington DC, 20005-3438, or from the Michigan Dept. of State Police, Special Operations Division, Traffic Services Division, Traffic Services Section, 714 S. Harrison Road, East Lansing, MI 48823, at a cost as of the time of adoption of these rules of \$110 each.

ATTACHMENT B EXCERPT FROM THE BIRMINGHAM CITY CODE

ARTICLE II. - MULTI-MODAL TRANSPORTATION BOARD

• Sec. 110-26. - Composition.

(a)

The multi-modal transportation board shall consist of nonvoting ex officio members and seven members appointed by the city commission. The nonvoting ex officio members shall be appointed by the city manager. They may include the city engineer, city planner, police chief, or their designated representative, or other representatives as the city manager deems appropriate. Insofar as possible, the city commission shall appoint members as follows:

(1)

One pedestrian advocate member;

(2)

One member with a mobility or vision impairment;

(3)

One member with traffic-focused education and/or experience;

(4)

One bicycle advocate member;

(5)

One member with urban planning, architecture or design education and/or experience; and

(6)

Two members at large living in different geographical areas of the city.

At least five board members shall be electors or property owners in the city. The remaining board members may or may not be electors or property owners in the city.

(b)

The city commission may appoint two alternate members to serve as needed on the multi-modal transportation board during their term of appointment. An alternate member may be called on a rotating basis to sit as a regular member of the multi-modal transportation board in the absence of a regular member. An alternate member may also be called to service in the place of a regular member for the purpose of reaching a decision on a case in which the regular member has abstained for reasons of conflict of interest. An alternate member having been appointed shall serve in the case until a final decision has been made. An alternate member shall have the same voting rights as a regular member of the multi-modal transportation board.

(Ord. No. 2138, 2-10-14; Ord. No. 2200, 9-12-16; Ord. No. 2203, 10-10-16)

Sec. 110-27. - Terms of members.

Initial members of the multi-modal transportation board shall serve for the following terms: two members shall be appointed for one-year terms, two members shall be appointed for two-year terms, and three members shall be appointed for three-year terms. Thereafter, all appointments, except to fill vacancies, shall be for a term of three years. All appointments for the purpose of filling vacancies occurring otherwise than by expiration of term of office shall be for the unexpired term.

(Ord. No. 2138, 2-10-14)

• Sec. 110-28. - Compensation.

All members of the multi-modal transportation board shall serve without compensation. (Ord. No. 2138, 2-10-14)

• Sec. 110-29. - Organization.

The multi-modal transportation board shall, from its appointed members, elect a chair who shall be the presiding officer of the board, and a vice-chair who shall serve in the absence of the chair. A secretary, who shall keep and maintain the proceedings of the board, shall be appointed by the board. The secretary need not be a member of the board. The terms of office for such officers shall be one year and until their successors have been elected. The ex officio members of the board may not act as the chair or vice-chair but may serve as secretary.

(Ord. No. 2138, 2-10-14)

Sec. 110-30. - Meetings and quorum.

The multi-modal transportation board shall hold meetings at such time and place as may be established by the board. Special meetings may be called by the secretary at the written request of the chair or any three members of the board on at least two days' notice. A quorum for the transaction of business at the regular and special meetings shall be four appointed members and at least one ex officio member or their designated representative.

(Ord. No. 2138, 2-10-14)

Sec. 110-31. - Scope of authority.

The multi-modal transportation board is a non-administrative board serving solely in an advisory capacity. In that capacity the board may make recommendations to the city commission but may not assume any legislative or administrative authority of the city commission or any department or board established by the city commission except as specifically provided in this chapter. The multi-modal transportation board is not authorized to expend city funds.

(Ord. No. 2138, 2-10-14)

Sec. 110-32. - Purpose and duties.

The purpose of the multi-modal transportation board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the city and to advise the city commission on the implementation of the multi-modal transportation plan, including reviewing project phasing and budgeting. In furtherance of its purpose, the board shall endeavor to provide the following:

- (1)Advice on the implementation of the city's multi-modal transportation plan to the city commission.
- (2)Review of the multi-modal transportation plan to assure that it remains current with citywide multi-modal transportation movements and regional transportation plans and initiatives.
- (3)An objective and technical multi-modal evaluation of plans for all road reconstruction and road resurfacing projects, sidewalk and pedestrian crossing projects, intersection or bridge projects, bicycle and transit facility improvement projects.
- (4)An objective and technical evaluation of transportation issues brought to the attention of or identified by the board.

- (5) An objective and technical evaluation of the transportation plan submitted for proposed development or redevelopment, as referred to the board by the planning board.
- (6) An objective and technical multi-modal evaluation of site plans submitted for proposed development or redevelopment, as referred to the board by the planning board.
- (7) An objective and technical multi-modal evaluation of any ordinance amendments related to transportation issues, as referred to the board by the planning board or city commission.
- (8) The application of accepted transportation engineering practices, multi-modal transportation planning and complete streets practices and national standards, including those published by the American Association of State Highway and Transportation Officials, in solving and preventing transportation problems.
- (9) Objective and technical recommendations regarding transportation engineering safety issues to the city commission.
- (10) A forum for the voluntary coordination of groups interested in transportation issues.
- (11) A forum to review and decide appeals of administrative decisions made by the police department on transportation-related regulatory requests under article VII of this chapter.

(Ord. No. 2138, 2-10-14)

Secs. 110-33—110-55. - Reserved.

• ARTICLE VII. - TRANSPORTATION REGULATORY REQUESTS[4]

• Sec. 110-191. - Purpose.

The purpose of this article is to maintain the effective functioning of the city's transportation system for all users, of all ages and abilities.

(Ord. No. 2139, 2-10-14)

Sec. 110-192. - Review.

Applications for all transportation related regulatory requests, including but not limited to, regulatory signs, signals, markings and devices, and the regulation of commercial and residential parking, shall be submitted to the police department for administrative review.

(Ord. No. 2139, 2-10-14)

• Sec. 110-193. - Application.

Each transportation related regulatory request submitted to the police department under this article shall be on such forms and contain such information as the police department shall determine necessary, including but not limited to an explanation of the request, the reason(s) for the request, and a basic site plan of the conditions of the area in question.

(Ord. No. 2139, 2-10-14)

• Sec. 110-194. - Application fee.

An application fee as established by the city commission shall be payable upon submitting an application for a transportation related request.

(Ord. No. 2139, 2-10-14)

• Sec. 110-195. - Decision on request.

After reviewing the transportation related regulatory request, the police department may approve the request, approve on a trial basis for a limited period of time, or deny the request. (Ord. No. 2139, 2-10-14)

• Sec. 110-196. - Appeal.

Any applicant for administrative review under this article aggrieved by a decision of the police department shall have the right to appeal the decision to the multi-modal transportation board.

(Ord. No. 2139, 2-10-14)

• Secs. 110-197—110-225. - Reserved.

Secs. 110-168—110-190. - Reserved.

ATTACHMENT C SAMPLE CONSULTANT AGREEMENT

CITY OF BIRMINGHAM NOWAK & FRAUS, PLLC ENGINEERING CONSULTANT CONTRACT

THICACDED WENT 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
THIS AGREEMENT, made and entered into this lay of,, by and
between the CITY OF BIRMINGHAM, a Michigan Municipal Corporation located at 151 Martin
Street, Birmingham, Michigan, hereinafter referred to as the CITY, and NOWAKA TRADE
located at 45777 Woodward Assented Pontiac, Michigan 48347 hereinafter referred to a
the CONSULTANT.

WITNESSETH:

WHEREAS, the CITY would like to engage the professional services of the CONSULTANT to perform engineering services, including inspections and surveying, and,

WHEREAS, the CONSULTANT is willing to render such services desired by the CITY for the considerations hereinafter expressed.

NOW, THEREFORE, for and in consideration of the mutual undertakings of the parties hereto, all as hereinafter set forth, it is agreed by and between the parties as follows:

1. The CONSULTANT shall perform engineering services for the CITY, including, but not limited to, investigations, studies and preliminary engineering, design engineering, construction engineering and field layout, perform inspection services and surveys, update CITY'S record keeping as directed, obtain detailed "as built" information in the field and properly transfer this information to the CITY'S electronic mapping/GIS system.

Prior to the final acceptance of a project, the design engineer shall submit as-built plans, in both digital and hardcopy format, to the CITY. As-built plans shall be submitted for all projects involving sanitary sewer, storm sewer, and water main installation or modification. As-builts shall adhere to the CITY of Birmingham CAD/GIS submittal standards found under separate cover.

The CONSULTANT will provide said services only when requested to do so by the City Engineer.

- 2. The CONSULTANT shall perform all work under the direction of the City Engineer or a designated representative.
- 3. The CITY agrees to pay the CONSULTANT for services rendered on the basis of an hourly fee as set forth in Exhibit A which is attached hereto and made a part hereof. The hourly fee may be reviewed and adjusted annually by mutual consent of both parties in writing. The CONSULTANT shall submit billings on a regular basis, but no more than once a month.
- 4. This Agreement shall commence on April 1, 2015, and shall terminate on March 31, 2020. However, notwithstanding the term of the agreement, the City shall have the right to

terminate this Agreement on ten (10) days written notice. In the event of termination, the CONSULTANT shall receive compensation for services to the date the termination takes effect and the City shall be entitled to retain and use the results to the date the termination takes effect and the City shall be entitled to retain and use the results of all information, documents and recommendations prepared by the CONSULTANT through such date.

- 5. If the CONSULTANT fails to perform its obligations hereunder, the CITY may take any and all remedial actions permitted by law.
- 6. The CONSULTANT shall hire personnel of good character and fitness to perform the duties under this Agreement.
- 7. The CONSULTANT agrees that neither it nor its subcontractors will discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight or marital status. The CONSULTANT shall inform the CITY of all claims or suits asserted against it by the CONSULTANT'S employees who work pursuant to this Agreement. The CONSULTANT shall provide the CITY with periodic status reports concerning all such claims or suits, at intervals established by the CITY.
- 8: Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be settled either by commencement of a suit in Oakland County Circuit Court, the 48th District Court or by arbitration. If both parties elect to have the dispute resolved by arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan and administered by the American Arbitration Association with one arbitrator being used, or three arbitrators in the event any party's claim exceeds \$1,000,000. Each party shall bear its own costs and expenses and an equal share of the arbitrator's and administrative fees of arbitration. Such arbitration shall qualify as statutory arbitration pursuant to MCL \$600.5001 et. seq., and the Oakland County Circuit Court or any court having jurisdiction shall render judgment upon the award of the arbitrator made pursuant to this Agreement. The laws of the State of Michigan shall govern this Agreement, and the arbitration shall take place in Oakland County, Michigan. In the event that the parties elect not to have the matter in dispute arbitrated, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court or the 48th District Court.
- 9. To the fullest extent permitted by law, the CONSULTANT and any entity or person for whom the CONSULTANT is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on their behalf against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from the CITY, its elected and appointed officials, employees, volunteers or others working on their behalf, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arise out of the acts, errors or omissions of the CONSULTANT including its employees and agents, in the performance of this Agreement.

Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of its elected or appointed officials, employees, volunteers or others working on behalf of the CITY.

The CITY agrees that the contractors shall be solely responsible for job site safety and all contractors shall be required in the CITY'S contract with such contractors to indemnify the CONSULTANT for any liability incurred by the CONSULTANT as a result of the contractor's negligent acts or omissions. However, such indemnification shall not extend to liability resulting from the negligence of the CONSULTANT.

- 10. The CONSULTANT shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required by this paragraph. All certificates of insurance shall be with insurance carriers licensed and admitted to do business in the State of Michigan. All coverages shall be with insurance carriers acceptable to the City of Birmingham. The CONSULTANT shall maintain during the life of this Agreement the types of insurance coverage and minimum limits as set forth below:
 - A. <u>Workers' Compensation Insurance</u>: CONSULTANT shall procure and maintain during the life of this Agreement, Workers' Compensation Insurance, including Employers Liability Coverage, in accordance with all applicable statutes of the State of Michigan.
 - Commercial General Liability Insurance: CONSULTANT shall procure and maintain during the life of this Agreement, Commercial General Liability Insurance on an "Occurrence Basis" with limits of liability not less than \$1,000,000 per occurrence combined single limit, Personal Injury, Bodily Injury and Property Damage. Coverage shall include the following extensions: (A) Contractual Liability; (B) Products and Completed Operations; (C) Independent Contractors Coverage; (D) Broad Form General Liability Extensions or equivalent; (E) Deletion of all Explosion, Collapse and Underground (XCU) Exclusions, if applicable.
 - C. <u>Motor Vehicle Liability Insurance</u>: CONSULTANT shall procure and maintain during the life of this Agreement Motor Vehicle Liability Insurance, including all applicable no-fault coverages, with limits of liability of not less than \$1,000,000 per occurrence combined single limit Bodily Injury and Property Damage. Coverage shall include all owned vehicles, all non-owned vehicles, and all hired vehicles.
 - D. <u>Additional Insured</u>: The Commercial General Liability and Motor Vehicle Liability, as described above, shall include an endorsement stating the following shall be *Additional Insureds*: The City of Birmingham including all elected and appointed officials, all employees, all boards, commissions and/or authorities and board members. This coverage shall be primary and any other insurance maintained by the additional insureds

- shall be considered to be excess and non-contributing with this insurance required from CONSULTANT under this Section.
- E. <u>Professional Liability Insurance</u>: If Professional Liability Insurance is available, Professional Liability Insurance with limits of not less than \$2,000,000 per claim if CONSULTANT will provide service that are customarily subject to this type of coverage.
- F. <u>Cancellation Notice</u>: Workers' Compensation Insurance, Commercial General Liability Insurance, Professional Liability Insurance and Motor Vehicle Liability Insurance as described above, shall include an endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal shall be sent to: Director of Finance, City of Birmingham, P.O. Box 3001, 151 Martin Street, Birmingham, Michigan 48012.
- G. <u>Proof of Insurance Coverage</u>: CONSULTANT shall provide the CITY at the time the Agreement is returned for execution, Certificates of Insurance and/or policies, acceptable to the City, as listed below.
 - 1) Two (2) copies of Certificate of Insurance for Workers' Compensation Insurance;
 - 2) Two (2) copies of Certificate of Insurance for Commercial General Liability Insurance;
 - 3) Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;
 - 4) Two (2) copies of Certificate of Insurance for Professional Liability Insurance;
- H. <u>Coverage Expiration</u>: If any of the above coverages expire during the term of this Agreement, CONSULTANT shall deliver renewal certificates and/or policies to the City at least (10) days prior to the expiration date.
- 11. If, after the effective date of this Agreement, any official of the CITY, or spouse, child, parent or in-law of such official or employee shall become directly or indirectly interested in this Agreement or the affairs of the CONSULTANT, the CITY shall have the right to terminate this Agreement without further liability to the CONSULTANT if the disqualification has not been removed within thirty (30) days after the CITY has given the CONSULTANT notice of the disqualifying interest. Ownership of less than one percent (1%) of the stock or other equity interest in a corporation or partnership shall not be a disqualifying interest. Employment shall be a disqualifying interest.

- 12. The CONSULTANT and the CITY agree that the CONSULTANT is acting as an independent contractor with respect to the CONSULTANT'S role in providing services to the CITY pursuant to this Agreement, and as such, shall be liable for its own actions and neither the CONSULTANT nor its employees shall be construed as employees of the CITY. Nothing contained in this Agreement shall be construed to imply a joint venture or partnership and neither party, by virtue of this Agreement, shall have any right, power or authority to act or create any obligation, express or implied, on behalf of the other party, except as specifically outlined herein. Neither the CITY nor the CONSULTANT shall be considered or construed to be the agent of the other, nor shall either have the right to bind the other in any manner whatsoever, except as specifically provided in this Agreement, and this Agreement shall not be construed as a contract of agency. The CONSULTANT shall not be considered entitled or eligible to participate in any benefits or privileges given or extended by the CITY, or be deemed an employee of the CITY for purposes of federal or state withholding taxes, FICA taxes, unemployment, workers' compensation or any other employer contributions on behalf of the CITY.
- 13. The CONSULTANT agrees that it will apply for and secure all permits and approvals as may be required from the CITY in accordance with the provisions of applicable laws and ordinances of the CITY, State of Michigan or federal agencies.
- 14. This Agreement shall be binding upon and apply and inure to the benefit of the parties hereto and their respective successors or assigns. The covenants, conditions, and the agreements herein contained are hereby declared binding on the CITY and CONSULTANT. It is further agreed that there shall be no change, modification, or alteration hereof, except in writing, signed by both of the parties hereto. Neither party shall assign any of the rights under this Agreement without prior approval, in writing, of the other. Any attempt at assignment without prior written consent shall be void and of no effect.
- 15. The CITY shall be the owner of all the drawings, specifications or other documents prepared by the CONSULTANT. Any modifications made to the drawings by the CITY shall be clearly marked as such on the modified document. The CITY may not use these documents for any purpose other than pursuant to the activities provided for in this Agreement.
 - 16. Notices shall be given to:
 - a. City of Birmingham
 151 Martin Street
 P.O. Box 3001
 Birmingham, MI 48012-3001
 Attention: Ms. Laura Pierce

With copies to:

Timothy J. Currier, City Attorney Beier Howlett, P.C. 200 E. Long Lake Road, Ste. #110 Bloomfield Hills, MI 48304



- 17. The CONSULTANT acknowledges that in performing services pursuant to this Agreement, certain confidential and/or proprietary information (including, but not limited to, internal organization, methodology, personnel and financial information, etc.) may become involved. The CONSULTANT recognizes that unauthorized exposure of such confidential or proprietary information could irreparably damage the CITY. Therefore, the CONSULTANT agrees to use reasonable care to safeguard the confidential and proprietary information and to prevent the unauthorized use or disclosure thereof. The CONSULTANT shall inform its employees of the confidential or proprietary nature of such information and shall limit access thereto to employees rendering services pursuant to this Agreement. The CONSULTANT further agrees to use such confidential or proprietary information only for the purpose of performing services pursuant to this Agreement.
- 18. This Agreement shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan. The CONSULTANT agrees to perform all services provided for in this Agreement in accordance with and in full compliance with all local, state and federal laws and regulations.
- 19. If any provision of this Agreement is declared invalid, illegal or unenforceable, such provision shall be severed from this Agreement and all other provisions shall remain in full force and effect.

FAIR PROCUREMENT OPPORTUNITY: Procurement for the City of Birmingham will be handled in a manner providing fair opportunity for all businesses. This will be accomplished without abrogation or sacrifice of quality and as determined to be in the best interest of the City of Birmingham.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above written.

CITY OF BIRMINGHAM

Stuart Lee Sherman, Mayor

Laura Pierce, Clerk



Jana Ecker <jecker@bhamgov.org>

Fwd: Multi-Modal Transportation Consulting Services RFP

1 message

Jana Ecker < jecker@bhamgov.org> To: Joe Valentine <Jvalentine@bhamgov.org> Tue, Oct 3, 2017 at 4:07 PM

FYI

----- Forwarded message -----

From: Norm Cox <norm@greenwaycollab.com>

Date: Mon, Oct 2, 2017 at 4:31 PM

Subject: Multi-Modal Transportation Consulting Services RFP

To: Paul O'Meara <Pomeara@bhamgov.org>, Jana Ecker <jecker@bhamgov.org>, sgrewe@bhamgov.org

Hi Jana, Paul and Scott,

We were excited to see the RFP for the Multi-Modal Transportation Consulting Services and had planned to submit a proposal for you consideration. I am sorry to report that we could not find an engineering firm to pursue the project with us. We understand why you are looking for an unbiased engineer but the restrictions seemed too burdensome to the folks we spoke with.

We would love to work with the City again and help out with Multi-Modal Transportation Board. If there is some way that we can be of assistance please let us know.

Thanks,

- Norm

Norman Cox, PLA, ASLA The **Greenway** Collaborative and WalkBike.Info 102 Nickels Arcade, Ann Arbor, MI 48104 734-668-8848, ext. 1 Named Michigan ASLA's Outstanding Firm of the Year, September 2017

Jana L. Ecker

Planning Director City of Birmingham 248-530-1841



Detroit

Columbus

Covington

Greenville

Indianapolis

Lexington

West Lafayette

4219 Woodward Avenue, Suite 305, Detroit, Michigan 48201 | 313.652.1101

462 South Ludlow Alley, Columbus, Ohio 43215 | 614.621.2796

27 West 7th Street, Covington, Kentucky 41011 | 859.957.0957

504 Rhett Street, Suite 204, Greenville, South Carolina 29601 | 614.563.3921

200 South Meridian Avenue, Suite 450, Indianapolis, Indiana 46204 | 317.423.9600

163 East Main Street, Lexington, Kentucky 40507 | 859.280.3222

220 South Street, Suite 201, West Lafayette, Indiana 47906 | 765.250.9209





CITY OF BIRMINGHAM
P.O. BOX 3001
BIRMINGHAM, MI 48012
ATTN: PAUL O'MEARA. JANA ECKER. & SCOTT GREWE

4219 WOODWARD AVE, SUITE 305 DETROIT, MI 48201 313.652.1101

RE: PROPOSAL FOR MULTI-MODAL TRANSPORTATION CONSULTING SERVICES

Dear Selection Team.

In response to your request for proposal, we are pleased to submit our team's qualifications to provide urban design, multi-modal planning, and transportation and traffic engineering services for the City of Birmingham. MKSK has teamed with Fleis & VandenBrink (F&V) to provide a comprehensive team of experts in these fields. Our combined firms have extensive experience to meet the city's needs. We have forged a working relationship, as demonstrated by the projects in this submittal, with the officials, staff and citizenry in Birmingham through years of creative solutions.

I, Brad Strader, will serve as the Team Leader and primary point of contact with the City. In that role, I will attend the monthly Multi-Modal Transportation Board meetings. As a resident of Beverly Hills, I am accessible and very familiar with Birmingham. You may not be as familiar with my innovative transportation work around Michigan and the U.S. so we have included that in this submittal. Additionally, I joined MKSK last year which adds tremendous urban design experts to my transportation planning repertoire.

Joe Nickol of MKSK, our lead urban designer, will play a pivotal role in helping keep the city at the forefront of integrating placemaking with design in the right-of-way. Joe brings national expertise in urban design and has directed design and implementation for dozens of projects ranging from targeted pop-up efforts to strategic investment plans to billion-dollar urban revitalization projects in North America and abroad.

Michael Labadie, PE, Engineering Team Leader, will oversee all transportation and traffic engineering for projects. Mike brings his vast experience with the City of Birmingham, which dates back to 1986 when we started working in the capacity of traffic engineering consultant. Michael has been the traffic engineering consultant for with the City of Birmingham since 1986. Over the course of 30 years, Mike has worked on hundreds of projects throughout the City and it's this history, knowledge and passion for the City of Birmingham that he brings to each project. His role will insure the engineering standards for design and safety are applied on all projects. Mike is available to attend meetings as necessary where engineering assistance may be required.

Thank you for considering MKSK and F&V for this opportunity. Please let me know if you have any additional questions regarding our qualifications, project profiles or other materials.

Respectfully submitted,

MKSK

Brad Strader, AICP, PTP, Senior Associate

bstrader@mkskstudios.com

248.867.8942

FLEIS & VANDENBRINK

Michael Labadie, PE Group Manager



TABLE OF CONTENTS

1.	DESCRIPTION OF THE TEAM AND TEAM LEADER	1
2.	QUALIFICATIONS OF TEAM PERSONNEL	6
3.	OTHER CLIENTS	35
4.	CONSULTANT APPROACH	36
5.	CONSULTANT FEES	38

Office Locations:

Detroit: 313.652.1101

4219 Woodward Avenue, Suite 305, Detroit, MI 48201

Columbus: 614.621.2796

462 South Ludlow Alley, Columbus, OH 43215

Covington: 859.957.0957

27 West 7th Street, Covington, KY 41011

Greenville: 614.621.3921

504 Rhett Street, Greenville, SC 29601

Indianapolis: 317.423.9600

200 S. Meridian, Suite 450, Indianapolis, IN 46255

Louisville: 502.694.1416

607 W. Main Street, Suite 400, Louisville, KY 40202

West Lafayette: 317.280.9600

220 South Street, Suite 201, West Lafayette, IN 47906





INTRODUCTION

MKSK brings Urban Designers, Planners, Multimodal Transportation Specialists, and Landscape Architects together to offer creative planning, design, economic and sustainable solutions through our studios in Ohio, Kentucky, Michigan, South Carolina and Indiana. The MKSK team offers a staff of 90 including 9 AICP Certified and PTP Transportation Planners, 39 Licensed Landscape Architects, 14 LEED accredited professionals, and environmental graphic design/signage and wayfinding specialists.

Our team brings both private practice expertise, as well as a wide range of public planning experience to projects both large and small.

MKSK is a leader in capturing the full value of streets for all users and uses, not just the automobile. Multimodal design that treats streets as true public places is central to our street design philosophy. In addition to moving people, streets can drive economic development and investment. When travel speeds slow down, streets not only become dramatically safer, they realize higher rental rates, better sales per square foot, and experience less vacancy. We look at design alternatives that improve safety for all users, that strike the right balance to meet the sometimes competing interests.

At MKSK, our urban designers, planners, and landscape architects have the unique ability to work together to bring multidisciplinary expertise, high-quality design, and achievable, real-world solutions to all of its planning efforts. This, combined with the firm's focus on high-quality graphic presentations, enhances the ability of the planning studio to effectively communicate and gain consensus on plan concepts, ideas and strategies. Our firms' capability in 3D graphics and renderings further support communication the 'vision'. The end results are thoughtful, meaningful and implementable plans that spur action and provide a framework for transformational change.





Fleis & VandenBrink (F&V) was established in 1993 by two friends and civil engineers – Larry Fleis and Steve Vanden Brink. The firm currently boasts a staff of 200 professionals who carry on the tradition Larry and Steve started of hiring good people, doing good work and having good client relationships.

More than 250 cities, villages, counties and townships have contracted with F&V for roads, bridges, wastewater treatment plants and beautification projects. With municipal services being the cornerstone of the firm, close working relationships and constant communication are essential at all levels with their client communities.

F&V staff have provided the City of Birmingham with as-needed traffic and transportation engineering consulting services since 1986. As a community of approximately 20,000 residents and nearly 300 retailers, Birmingham has focused on providing a walkable community and F&V has provided consulting services for various projects throughout the City to help them realize their vision for the City. F&V has participated in public meetings and provided recommendations to the City based on the results of these analyses, in order to maintain acceptable traffic operations for City residents, businesses, and visitors.

The MKSK/Fleis & VandenBrink team bring the following strengths and experience to the City of Birmingham, the Multi-Modal Transportation Board (MMTB), and the Plan Commission:

Innovators in linking transportation. MKSK is known for creative multi-modal design solutions that support placemaking and downtown vitality. Our team leader, Brad Strader, has been involved in some of Michigan's "firsts" in transportation – first cycle track, first protected bikeway, first roundabouts, first mid-block pedestrian crossings on an M-route, first use of the MKD model and others. Brad led the training for the Michigan Complete Streets Coalition which propelled Michigan to status as the #1 state for Complete Street communities. He is also the transportation advisor to the MEDC's downtown redevelopment task force.



For the past 30 years, Mike Labadie has assisted the City by providing as-needed traffic and transportation engineering consulting services. Most recently, he has provided engineering support for several projects including overseeing the Maple Road 4- to 3-lane conversion and many other projects throughout the Rail District Parking, S. Eton Bike Lanes and Maple Road Mid-Block crossing alternatives.

Transportation success in Michigan's top cities. Brad Strader and MKSK have been involved in transformative multi-modal transportation changes in Ann Arbor, Grand Rapids, Midland, and Traverse City. We are currently finishing up plans to redesign major streets in Lansing and Kalamazoo; and MKSK was just selected as the Prime to lead a nationally renowned transportation team for the City of Detroit Downtown Mobility Plan.

Multi-Disciplinary Approach. Our team includes leaders in the fields of urban design, multi-modal transportation planning, street design, and traffic engineering. Brad Strader (transportation planner) and Joe Nickol (urban design specialist) both speak nationally on integrating transportation design with placemaking.

Mike Labadie (traffic engineer) leads a team of the most dedicated and experienced group of traffic and transportation engineering professionals in SE Michigan. F&V have worked on projects in every type of community in SE Michigan; including urban, suburban, rural and everywhere in between. This experience in other communities allows them to bring new and innovative ideas to help the City of Birmingham develop into the vibrant community it is today and into the future.

Link to Multi-Modal Design Leaders. Transportation design is rapidly evolving. While our local team is well versed in new design principles, we also have deep connections to the nation's thought leaders. MKSK is currently working with some of the nation's top experts in multi-modal design, so if a particular design topic or concept is identified, we can bring in additional resources. For example, for the City of Grand Rapids, we engaged Smart Mobility from Vermont to use new types of multi-modal modeling.

City Advocates with MDOT and others. MKSK has been involved in some of the most innovative transportation projects in Michigan – highly walkable festival streets, protected bikeways, urban roundabouts, and street designs that put pedestrians first. Most of MKSK's transportation work is for cities, not MDOT. MKSK has been tapped to serve as advocates in discussions with MDOT by most of the major cities in Michigan – Detroit, Ann Arbor, Lansing, Kalamazoo, Midland, Grand Rapids and many more.

Experience in Birmingham. We believe past success working for Birmingham is an important asset. Brad Strader has worked with the City of Birmingham on 10 projects which have helped shape the city, notably the Downtown Plan & Code and a number of smaller area studies. He was also involved in the recent MKSK led redesign of Woodward and Maple Road. Mike Labadie has advised the city on traffic engineering since 1986. This knowledge and history with the City is an invaluable resource that is unmatched by any other traffic engineer.

Experience with transportation boards and commissions. Mike Labadie has worked with the City's MMTB since its inception. Brad Strader brings some new insight for the board from his experience working with many boards and commissions, including being selected by the city of Ann Arbor earlier this year to provide monthly training and start-up assistance to its new Transportation Commission.



BRAD STRADER, AICP, PTP, MKSK SENIOR ASSOCIATE, PROJECT TEAM LEADER is recognized by many groups as the state's top innovator in transportation system planning. Brad is also a co-author or editor of national ITE best practice guidebooks on "Planning Urban Street Systems" and the recent edition of the Multi-Modal Trip Generation handbook. He has been tapped as an instructor by the American Planning Association, Institute of Transportation Engineers, MDOT, WisDOT, Transportation Research Board, the Alliance for Innovation, Michigan Economic Development Corporation, Michigan Municipal League, and many others at events around the nation and Canada. Brad has also worked with dozens of boards and commissions including the City of Ann Arbor's new Transportation Commission.

Brad will serve as the Team Leader to the City of Birmingham and serve as the primary point of contact. He will attend the monthly meetings of the MMTB.

JOE NICKOL, AICP, LEED AP, MKSK SENIOR ASSOCIATE, URBAN DESIGNER is an urban design, architecture, and real estate development advisor focused on regenerating cities, towns and neighborhoods. Joe has directed design and implementation for dozens of projects ranging from targeted popup efforts to billion-dollar urban revitalization projects in North America and abroad. He collaborates with multi-disciplinary teams of developers, economists, ecologists, engineers, artists, architects and planners to successfully complete initiatives for public and private clients. His work and observations have been highlighted in Planning Magazine, Better! Cities and Towns, Planetizen, Sustainable Cities Collective, on PBS, at the American Planning Association National Conferences, and at the Congress for New Urbanism.

Joe will be the lead urban designer on the team and provide urban design input early in the design process for transportation projects. He will also help identify potential project priorities where a design change in the public right-of-way could help with placemaking efforts or could complement a new development. Joe will attend occasional MMTB or City Commission meetings, to discuss design options or recommendations. Joe is also available to assist city staff in the review of development proposals for urban design excellence.

LAUREN CARDONI, LEED GA, MKSK URBAN/TRANSPORTATION PLANNER has a history of working on projects of various scales with multi-disciplinary teams to develop solutions unique to each place. She draws from a background in urban design, transportation planning, and landscape architecture to translate conceptual ideas and technical data into compelling and relatable materials. Prior to joining MKSK, Lauren worked in transportation planning on a national level, gaining experience working with communities of all sizes and contexts and helping them to create more sustainable transportation systems. Lauren is a member of the Association of Pedestrian and Bicycle Professionals and is actively involved in Open Streets Columbus.

MICHAEL LABADIE, PE, F&V GROUP MANAGER, ENGINEERING TEAM LEADER is a licensed engineer with nearly 40 years of experience in the field of Transportation Engineering. Mike has served as Transportation Engineering Manager responsible for all traffic engineering and transportation planning work, including planning, design, and implementation of traffic operation improvements for communities and private developments. He has served as the Rural District Transportation Engineer for the Road Commission for Oakland County and Adjunct Faculty in the Construction Engineering Department at Lawrence Technological University. Michael has completed a variety of transportation and parking engineering projects in and for numerous Michigan communities, including the City of Birmingham where he has served as the City's traffic consultant for over 30 years. Mike will be the team leader for all engineering services and will attend the MMTB



monthly meetings, Planning Commission meetings and City Commission meetings, as necessary to address engineering questions.

JULIE KROLL, PE, PTOE, F&V TRAFFIC ENGINEERING PROJECT MANAGER is a professional engineer and professional traffic operations engineer that has been involved in a wide variety traffic and transportation engineering projects for over 17 years, including all aspects transportation planning, operations and design. She has provided the traffic and mobility analyses on hundreds of different Federal, State and local projects. As a Project Manager she is responsible for all aspects of the project scoping, analysis, design and delivery. Julie has a broad range of experience that is essential in evaluating each project and she is able to effectively and concisely communicate this information. Working as part of the F&V traffic engineering consultant team for the City of Birmingham for the past two years, she has provided engineering support performing numerous engineering analyses and designs for the Multi-Modal board to consider and recommend for implementation as part of the on-going effort by the City to implement the Multi-Modal Transportation Master Plan.

BRANDON HAYES, PE, P.ENG., F&V TRAFFIC ENGINEER has over eight years of progressive traffic engineering experience. His expertise lies in the analysis of multi-modal traffic systems and in the designing and planning of traffic, transportation, and parking projects. He has extensive international experience, having lived and worked for most of his career in downtown Toronto. He brings this urban design and multi-modal operations sensibility to every project. His primary focus is in the operations and analysis for project in both private sector and for municipal clients. Brandon has expertise in state-of-the-art analysis programs such as Synchro/SimTraffic 10, HCS7, ARCADY, VISSIM 9, and VISTRO 5.

STEVEN RUSSO, PE, F&V TRAFFIC ENGINEER has six years of experience in conducting traffic engineering and transportation planning studies ranging from traffic operations and safety studies using simulation modeling to preparing conceptual plan drawings. He is also responsible for conducting crash analyses, pedestrian studies, signal warrant studies, road diet studies, signal optimization studies, parking facility studies, sight-distance evaluations, site plan reviews, intersection and roadway improvement strategies to meet traffic demands for all roadway users. He is an expert in the MMUTCD, Michigan Electronic Traffic Control Device Guidelines as well as standards from FHWA, AASHTO, NACTCO, ITE, and other state and local agencies. He has extensive experience using traffic simulation software including Synchro/SimTraffic 10, HCS7, VISTRO 5, Rodel, and AutoCAD

JENNIFER CHEHAB, PE, F&V PROJECT MANAGER, MUNICIPAL ENGINEERING PROJECT MANAGER has over 20 years of municipal experience, specifically in the design and management of municipal utility infrastructure and road projects. She also has experience in the preparation of engineering plans and specification for pathway and non-motorized trail projects. Having worked directly with over 20 municipal clients, including the Cities of Warren, Clawson and Troy, and Chesterfield, Rose and Brandon Townships. She is experienced making presentations to the public, including municipal council and board meetings and public informational meetings.

JUSTIN ROSE, EIT, F&V PROJECT ENGINEER has over 10 years of experience in civil and municipal engineering. He has experience designing and constructing traffic signals, pedestrian signals, bike paths, as well as water main, storm sewer and roadway projects. He was part of the design team for one of the first countywide wireless broadband communication signal systems, eventually connecting over 200 HD CCTV cameras, 700 traffic signals and countless other devices to traffic operations center. He is very familiar with Congestion Mitigation and Air Quality and Highway Safety Improvement Program funding and projects as well traffic signals.

Please see following this section, resumes of our identified team members and their relevant experience in urban design, multi-modal planning, and transportation and traffic engineering.

BRAD STRADER, AICP, PTP

Senior Associate, Role: Project Team Leader



BRAD ADVOCATES LINKING LAND USE WITH MULTI-MODAL TRANSPORTATION AND DESIGN TO CREATE VIBRANT PLACES.

Brad has more than 33 years experience in comprehensive and downtown plans, multi-modal transportation, and development regulations. His experience with transportation and corridor planning, complete streets, land use and parking strategies reaches to communities throughout Michigan, Ohio, Indiana and other states. Brad has been involved in dozens of downtown and district plans, as the project manager or for expertise on transportation, parking, codes and implementation. He is a frequent lecturer on planning and transportation and placemaking topics at state, regional, and national conferences and training webinars and has presented several national seminars on innovative linkages between land use & transportation for ITE and AICP.

PROJECT EXPERIENCE

Old Woodward Avenue/Maple Street Corridor Plan Birmingham, Michigan

Shaping the Avenue

Lansing, Michigan

Downtown Streetscape/Circulation Plan

Midland, Michigan

Auburn Road Corridor Plan

Rochester Hills, Michigan

Auburn Avenue Corridor Plan

Cincinnati, Ohio

Downtown Transportation Plan

Findlay, Ohio

South State Street Design Alternatives

Ann Arbor, Michigan

Southeast RTA Michigan Avenue TOD Corridor Analysis

Detroit to Ann Arbor and Metro Airport, Michigan

Experience Prior to MKSK:

Downtown Plan and Code, Triangle District Plan and

Form- Based Code, Downtown and Triangle District

Parking Structure Analysis and Parking Evaluations, South

Woodward Gateway Plan, Woodward Avenue Complete

Streets and Rapid Transit Plan

Birmingham, Michigan

M-1 Woodward Avenue TOD Plan and Code

Oakland County, Michigan

EDUCATION

Michigan State University,
B.S., with Honors, in Urban Planning, 1983

REGISTRATION

Fellow, Institute of Transportation Engineers (FITE)
ITE Professional Transportation Planner (PTP)
American Institute of Certified Planners

PROFESSIONAL AFFILIATIONS AND TRAINING INSTRUCTOR

American Institute of Certified Planners; Transportation
Research Board (TRB) Access Management Committee and
Travel Demand Management Committee; ITE Transportation
Planning Council Executive Committee Past Chair; ITE
Complete Streets Council; MDOT M2D2 Advisory Committee
and Task Force Instructor; MDOT Access Management
Instructor; WisDOT Access Management Training Program;
MI Complete Streets Coalition Training Program; MEDC
Redevelopment Ready Community Program Instructor;
Advisor to the City of Ann Arbor Transportation Commission



JOSEPH NICKOL, AICP, LEED AP

Senior Associate, Role: Urban Designer/Planner



JOE IS AN URBAN DESIGN, ARCHITECTURE, AND
REAL ESTATE DEVELOPMENT ADVISOR FOCUSED ON
REGENERATING OUR CITIES, TOWNS, AND NEIGHBORHOODS

Joe has directed design and implementation for dozens of projects ranging from targeted popup efforts to billion-dollar urban revitalization projects in North America and abroad. He collaborates with multi-disciplinary teams of developers, economists, ecologists, engineers, artists, architects, and planners to successfully complete initiatives for public and private clients. His work and observations have been highlighted in Planning Magazine, Better! Cities and Towns, Planetizen, Sustainable Cities Collective, on PBS, at the American Planning Association National Conferences, and at the Congress for New Urbanism.

EDUCATION

Bachelor of Architecture, University of Notre Dame, 2005 Rome Studies Program, 2002-2003 South Bend Downtown Design Studio, 2004

CERTIFICATION

American Institute of Certified Planners
LEED Accredited Professional

PROFESSIONAL AFFILIATIONS

American Planning Association
CEOs for Cities
Congress for New Urbanism
Placemaking Leadership Council
Urban Land Institute

PROJECT EXPERIENCE

Highland Park Downtown Strategic Plan

Highland Park, Michigan

RiverWest/Michigan Street Corridor Strategic Plan

Indianapolis, Indiana

Auburn Avenue Corridor Plan

Cincinnati, Ohio

Downtown Riverfront Strategic Development Plan

Troy, Ohio

Walnut Hills Reinvestment Strategy

Cincinnati, Ohio

Montgomery Gateway

Montgomery, Ohio

Experience Prior to MKSK:

Detroit East Riverfront

Detroit, Michigan

Virginia Beach Strategic Growth Area TOD Plans

Virginia Beach, Virginia

Oakley Yard

Cincinnati, Ohio

Johns Creek Town Center

Johns Creek Georgia

Downtown Norfolk Arts & Design District

Norfolk, Virginia



LAUREN CARDONI

Urban Planner / Transportation Planner



LAUREN COMBINES EXPERIENCE IN ADVOCACY AND
OUTREACH WITH A PASSION FOR TRANSFORMING STREETS
INTO GREAT PLACES TO HELP COMMUNITIES BUILD
CONSENSUS AROUND THEIR TRANSPORTATION FUTURES.

Lauren has a history of working on projects of various scales, managing multi-disciplinary teams to develop solutions unique to each place. She draws from a background in urban design, transportation planning, and landscape architecture to translate conceptual ideas and technical data into compelling and relatable materials. Prior to joining MKSK Lauren worked in transportation planning on a national level, gaining experience working with communities of all different sizes and contexts and helping them to create more sustainable transportation systems.

EDUCATION

Georgia Institute of Technology,

Master of City and Regional Planning, 2013

University of Georgia,

Bachelor of Landscape Architecture, 2011

CERTIFICATION

LEED Green Associate

PROFESSIONAL AFFILIATIONS

Association of Pedestrian and Bicycle Professionals

BOARDS, COMMISSIONS & PROFESSIONAL ACTIVITIES

Open Streets Columbus

PROJECT EXPERIENCE

Shaping the Avenue

Lansing, Michigan

I-94/M-43 Planning and Environmental Linkages Study

Kalamazoo, Michigan

Experience Prior to MKSK:

Connect Columbus Multimodal Thoroughfare Plan

Columbus, Ohio

South First Street Complete Street Study

Miami, Florida

Cleveland Public Square Transportation Study,

Ontario Street Redesign

Cleveland, Ohio

Rock Creek East II Livability Study

Washington, D.C.

Detroit I-94 Local Mobility Enhancement Study

Detroit, Michigan

Williams Drive Corridor Transportation Study

Georgetown, Texas

West Falls Church Transportation Study

Falls Church, Virginia

Latham Street Bicycle Boulevard Design

Mountain View, California

Madison in Motion Sustainable Transportation Master Plan

Madison, Wisconsin



Michael has nearly 40 years of experience in the field of Transportation Engineering. Michael has directed many traffic and transportation engineering projects, including intersection operations studies, corridor studies, citywide traffic studies, signal system studies, roadway design projects, development impact studies, environmental impact statements, and traffic safety projects.

Michael has served as Transportation Engineering Manager responsible for all traffic engineering and transportation planning work, including planning, design, and implementation of traffic operation improvements for communities and private developments. Michael has provided professional transportation engineering services for projects such as the Comerica Park and Ford Field master plans, redesign of the Detroit Renaissance Center, conceptual plans for the city casinos, and traffic management for the Michigan International Speedway.

Additionally, he served as Rural District Transportation Engineer for the Road Commission for Oakland County and Adjunct Faculty in the Construction Engineering Department at Lawrence Technological University. Michael has completed a variety of transportation and parking engineering projects in and for numerous Michigan communities, including the City of Detroit, City of Birmingham and Bloomfield Township.

Major Areas of Expertise

- Complex Intersection Capacity and Operations
- Corridor & Downtown Street Planning
- Public Approval Processes
- Large Event Traffic Management
- Shared Parking Studies
- Traffic Impact Studies
- Transportation & Community Connections
- Transportation Engineering & Planning

Project Experience

Birmingham

Michael has been the traffic engineering consultant for with the City of Birmingham since 1986. Over the course of 30 years, Michael has worked on hundreds of projects throughout the City. He is responsible for providing the City with as-needed traffic and transportation engineering consulting services. Responsibilities include collaboration with City Engineering, Planning, and Police staff, direction and review of traffic analyses, communication and presentation of study results and recommendations, and coordination with the Road Commission for Oakland County and MDOT. Project examples include city-wide traffic operations evaluation, corridor traffic signal optimizations, traffic control studies, lane reduction studies, parking evaluations, evaluating pedestrian accommodations, traffic signal warrant analysis, and development impact studies.

Most recently with F&V he has provided engineering support for numerous projects. Several traffic analyses were completed for an area of the City including Old Woodward Avenue, Woodward Avenue, and Maple Road which included traffic signal optimization, roadway reconstruction, and evaluation of proposed development impacts. Participated in public meetings and provided recommendations to the City based on the results of these analyses, in order to maintain acceptable traffic operations for City residents, businesses, and visitors.



MICHAEL LABADIE, PE
TRAFFIC ENGINEERING
GROUP MANAGER

Education

MS Civil Engineering Wayne State University, 1978

BS Civil Engineering Wayne State University, 1975

Registrations

Professional Engineer

- Michigan (No. 26598)
- Indiana (No. 11600237)

Certifications / Trainings

 National Highway Institute FHWA Road Safety Audits

Professional Affiliations

 Institute of Transportation Engineers



Julie has been involved in a wide variety traffic and transportation engineering projects for over 17 years, including all aspects transportation planning, operations and design. She has provided the traffic and mobility analyses on hundreds of different Federal, State and local projects. As a Project Manager she is responsible for all aspects of the project scoping, analysis, design and delivery. Julie has a broad range of experience that is essential in evaluating each project and she is able to effectively and concisely communicate this information.

Major Areas of Expertise

- Congestion Management Studies
- Intersection Design
- Maintaining Traffic Plans/Provisions,
- Transportation Management Plan
- Parking Studies
- Pedestrian Studies
- Travel Time Studies
- Traffic Calming

- Traffic Impact Studies
- Traffic Signal Warrant Analysis
- Transportation Planning
- Safety Studies
- School Studies
- Sign Design/Schematic
- Site Circulation Studies
- Wayfinding Studies



JULIE KROLL, PE, PTOE
TRAFFIC ENGINEERING
PROJECT MANAGER

Project Experience

As the traffic engineering consultant for the City of Birmingham, F&V has provided engineering support performing numerous engineering analyses and designs for the Multi-Modal board to consider and recommend for implementation as part of the on-going effort by the City to implement the Multi-Modal Transportation Plan. A few of the highlights that have been performed over the last two years are summarized below.

Birmingham: Maple Road, 4 to 3 Lane Conversion Before/After Study

Project Manager responsible for before and after study to evaluate the four lane road operations and the three lane roadway operations during the trial periods. This trail was done to determine if the implementation of three-lane cross section would enhance operations for all transportation users including drivers, pedestrians, and bicyclists. Study analyses included modeling of the study network, crash analysis, and calculation of intersection delays, Levels of Service (LOS), and vehicle queues. The results of the study showed a decrease in speeds, improved conditions for pedestrians, reduction in crashes and negligible increases in travel time. The study results were presented to the Multi-Modal Board and the City commission who recommended to maintain the three-lane section. The project was successful and constructed as recommended in summer 2016.

Birmingham: Rail District Parking Study

Project Manager responsible for the evaluation of the existing peak period parking demand within the Rail District and an evaluation of pedestrian improvements at intersections identified by the Ad Hoc Rail District Commission for review. The Ad Hoc Rail District Commission members were tasked with developing a plan to address the current and future parking demands within the district that align with both the planning goals and multi-modal opportunities for the Rail District. This study was performed to assist in the development of this plan and achieving their goals. Recommendations included areas to provide shared parking and pedestrian crossing enhancements at several intersections along the corridor.

Birmingham: S. Eton Bike Lanes

Project Manager responsible for the evaluation of the bike lane alternatives on the S. Eton Street corridor between Maple Road and 14 Mile Road. The study included several options for the Multi-Board consideration. The options were all developed in accordance with on guidance from the *NACTO Urban Bikeway Design Guide*, the *NACTO Urban Street Design Guide* and the recommendations from the City of Birmingham Multi-Modal Transportation Plan, with additional support from the Ad Hoc Rail Committee study.

Birmingham: Design Reviews/Engineering Studies/Plan & Study Review

- Neighborhood Connector Route Plan/Signing
- Lincoln and Pierce Bumpout Evaluation
- Lincoln and Ann Signing and Striping Evaluation
- Maple Road Mid Block Crossing Evaluation
- Southfield and Maple HSIP Application
- Saxon Roundabout Operational Analysis and Design
- Lincoln and Southfield Signal Evaluation

- Chesterfield and Quarton Traffic Analysis
- North Old Woodward Corridor
- Oak Street Traffic Engineering Analysis
- South Eton Street Engineering Review
- Brookside Terrance Engineering Review
- 277 Pierce Engineering Review
- 2010 Cole Engineering Review
- Boutique Hotel Engineering Review

Education

BS Civil/Trans. Engineering Michigan Technological University, 2000

Registrations

Professional Engineer

- Michigan (No. 57356)
- Texas (No.95754)
- Tennessee (No. 111803)
- Indiana (No. 11500467)

Professional Traffic Operations Engineer

PTOE (No. 3675)

Certifications/Training

 2014 / National Highway Institute-Road Safety Audits/Assessments (FHWA-NHI-380069)

Professional Affiliations

- Institute of Transportation Engineers, Member
- WTS International, Member



Brandon has eight years of civil engineering experience, with responsibilities including traffic data analysis, preparation of traffic engineering proposals/technical memorandums/traffic operations studies/transportation assessment reports, collision analyses, and operational analysis of intersections and corridors.

Major Areas of Expertise

- Traffic Impact Studies/Transportation Impact Assessments
- Traffic Operations and Capacity Analyses
- Collision Analyses and Safety Reviews
- Transportation Demand Management Initiatives

Project Experience

Southfield Road & Maple Road HSIP Application, Birmingham Michigan
Project Engineer responsible for evaluating vehicle safety-focused improvement
options for the intersection of Southfield Road and Maple Road in Birmingham,
Michigan. The project analysis resulted in recommendation of an intersection
reconfiguration to provide a T-intersection with the elimination of channelization
causing intersection angle crashes. The crash and injury data was obtained from
the Traffic Improvement Association (TIA) Traffic Crash Analysis Tool (TCAT) and all
crash data were verified by reviewing UD-10 crash reports.

Woodbridge Park TIS, City of Vaughan, Ontario, Canada

TIS for a proposed mixed-use residential and commercial development in the City of Vaughan, ON. One of the purposes of the study was to review Transportation Demand Management (TDM) initiatives, including transit, pedestrian, and cycling facilities, and traffic calming measures. Public transit routes, pedestrian and cycling facility linkages, and traffic calming features were identified and additional measures were proposed, including cycle parking and New Resident Information Packages advising owners/tenants of ongoing area-wide TDM measures.

1771 Markham Road Condo Development, City of Toronto, Ontario, Canada TIS for a proposed condominium development at 1771 Markham Road in the City of Toronto, ON. One of the purposes of the study was to review TDM initiatives. The study reviewed the locations of existing transit stops and considered locations best-suited to convenient access for future residential occupants and commercial/retail patrons. A functional pedestrian walkway network was also recommended to maintain connectivity with the City's Sidewalk Inventory. Area-wide cycling facilities and connectivity were reviewed and traffic calming measures were recommended, including narrowed pavement widths and orthogonal internal driveways.

Paradise Homes TIS, City of Burlington, Ontario, Canada

TIS for a proposed mixed-use residential and commercial development in the City of Burlington, ON. TDM initiatives included the recommendation of new public transit facilities and bus routes, the recommendation of a multi-use pathway adjacent to an east-west arterial roadway, and the recommendation of new bicycle lanes to complete a contiguous section of area-wide cycling facilities

Morningside Traffic Impact Study, Ann Arbor, Michigan

Project Engineer responsible for conducting a Traffic Impact Study (TIS) for the proposed 1140 Broadway Lower Town development. The proposed development includes 616 residential units (545 apartments/71 condominiums) and 4,900 square feet of retail space. The proposed development includes many multi-modal aspects included 661 bike parking spaces and walking to numerous bus-stops and the train station. The study identified the pedestrian, bicycle, and vehicle trip related impacts of the proposed development on the adjacent road network, including six signalized intersections within the SCOOT network and the proposed roundabout at Maiden Lane & Fuller Road.



BRANDON HAYES, PE, P.ENG.
TRAFFIC ENGINEERING
PROJECT ENGINEER

Education

B.A.Sc – Honours Civil Engineering, University of Windsor, 2009

Registrations

Professional Engineer

- Ontario, Canada (No. 100151466)
- Michigan (No.64453)

Steven Russo is a traffic engineer with six years of experience in conducting traffic engineering and transportation planning studies ranging from traffic operations and safety studies using simulation modeling to preparing conceptual plan drawings. He is also responsible for conducting crash analyses, pedestrian studies, signal warrant studies, road diet studies, signal optimization studies, and traffic impact studies using MDOT standards such as the MMUTCD and Electronic Traffic Control Device Guidelines as well as standards from FHWA, AASHTO, ITE, and other state and local agencies. He has extensive experience using traffic simulation software including Synchro and SimTraffic, Rodel, Vissim, Vistro, Highway Capacity Software, and AutoCAD. Steve's other experience includes parking facility studies, design and layouts, sightdistance evaluations, site plan reviews and intersection and roadway improvement strategies to meet traffic demands for all roadway users.

Major Areas of Expertise

- Road Diets
- Complete Streets
- Complex Intersection Capacity and Operations
- Micro Simulation Analyses
- Queuing Analyses
- Signal Optimizations
- Signal Warrant Analysis
- **Shared Parking Studies**
- Synchro, SimTraffic, Rodel,
- Traffic Data Collection
- **Traffic Impact Studies**



Steven is a valuable asset as a transportation engineer and has performed numerous Traffic Studies. A few of his recent projects are shown below.

Oakland & Lawndale Pedestrian Facilities Improvements, Birmingham, MI Traffic Engineer responsible for developing conceptual drawings of pedestrian facilities improvements at the intersection of Oakland Avenue & Lawndale Street in Birmingham. Improvements included the addition and relocation of crosswalks, a new shared use pathway, and traffic control modifications to provide safe, convenient, and comfortable travel for all roadway users.

Maple Road Signal Optimization Study, Birmingham, MI

Traffic Engineer responsible for the creation and evaluation of traffic signal operations along Maple Road between Cranbrook Road and Eton Street in Birmingham. Tasks included field visits to evaluate current operations at traffic signals and collect field data, review of existing timing plans and time/space diagrams, review of turning movement counts, updating pedestrian and clearance intervals, creation of Synchro models for all signals, and recommending timing improvements.

Corridor Study for Old Woodward and Maple Road, Birmingham, MI Traffic Engineer for a study of Old Woodward Avenue between Willits Street and Woodward Avenue and Maple Road between Bates Street and Peabody Street. The study included evaluation of options for the roadway including non-motorized facilities.

Chesterfield & Quarton Traffic Analysis - Birmingham

Project Engineer for a traffic analysis for the proposed construction of a center lane for left turns on Quarton Road at Chesterfield Avenue in Birmingham, Michigan. The study included data collection, modeling of the adjacent road network, analysis of traffic operations, safety and crash analysis, and identification of traffic impacts of the proposed turn lanes. The study results were reviewed, approved, and implemented by the City of Birmingham.

- Maple Road Diet Birmingham
- Seaholm High School Traffic Operations Evaluation Birmingham
- Quarton School Traffic Operations Evaluation Birmingham
- Lincoln & Southfield Signal Optimization Study Birmingham



STEVEN RUSSO, PE TRAFFIC ENGINEERING PROJECT ENGINEER

Education BS Civil Engineering Michigan State University, 2009

Registrations

Professional Engineer

Michigan (No. 64398)

Certifications/Training

- **AASHTO Highway** Safety Manual Workshop
- MDOT Geometric **Design Course**
- AutoCAD Civil 3D **Fundamentals**



Jennifer has over 20 years of municipal experience, specifically in the design and management of municipal utility infrastructure and road projects. She also has experience in the preparation of engineering plans and specification for pathway and non-motorized trail projects

Having worked directly with over 20 municipal clients, including the Cities of Warren, Clawson, and Troy, and Chesterfield, Rose, and Brandon Townships. Jennifer has experience making presentations to the public, including municipal council and board meetings and public informational meetings.

Project Experience

Trails and Pathways - Troy

Project Engineer responsible for preliminary engineering and route selection of 11 miles of pathway throughout the City of Troy. The project consists of on-street bike lanes, sharrows, and bike paths connecting various City of Troy parks, recreational facilities, and municipal facilities to neighborhoods and ultimately to Big Beaver and the Clinton River Trail. Assisting the City with public informational meetings, pursuing TAP Grant Funding and design for this three-phase project.

Conner Creek Greenway - Warren Extension - Warren, Detroit

Project Engineer responsible for design and construction administration of the Conner Creek Greenway project in the Cities of Warren and Detroit. This 2.4 mile project involved creating dedicated bike lanes on Van Dyke from Stephens to Outer Drive and shared bike lanes along Outer Drive from Van Dyke to the Conner Creek Trail. This project also included ADA upgrades to the sidewalks along the route, as well as stamped decorative concrete pedestrian crossings at the 8 Mile Road and Van Dyke intersection. This project was funded with Transportation Alternatives Program grant funds and was a collaborative effort between the Cities of Warren and Detroit, the 8 Mile Boulevard Association and the Detroit Eastside Community Collaborative.

City Park Pedestrian Path - Clawson

Project Engineer responsible for design and construction administration for the construction of a 10 foot wide asphalt path through the 37-acre Clawson City Park. This path connects many park amenities, including baseball fields, football field, concession building, tennis courts, skate park, parking, restroom facilities, picnic shelter, and tot lot. In addition to path construction, the project involved improved drainage of adjacent areas, as well as expansion of the hardscape picnic area around the concession building.

14 Mile Road and Main Street Enhancement Project - Clawson

Project Engineer responsible for assisting the City of Clawson with receiving \$760,000 in Transportation Enhancement (now TAP) grant funds toward a \$1.2 million project. The project included streetscape enhancements throughout the downtown such as decorative street lighting, brick pavers, bump outs for additional on-street parking, bike racks, and new street trees. As an indirect result, several business owners updated their street-facing storefronts, since people are now using the front doors more frequently.

Local Street Reconstruction Projects - Clawson

Project Manager responsible for assisting the City with successfully passing an infrastructure improvement bond which resulted in reconstruction of 7.5 miles of major and local roads., including the following streets:

14 Mile Road Pedestrian Crossings - Clawson

Assisted the City of Clawson DDA with obtaining Transportation Alternatives Program funding for three mid-block pedestrian refuge islands along 14 Mile Road between Washington and Bellevue. Project Engineer for design of Pedestrian Hybrid Beacon and two Rectangular Rapid Flashing Beacons at the proposed mid-block crossing locations



JENNIFER CHEHAB, PE MUNICIPAL ENGINEERING PROJECT MANAGER

Education

Bachelor of Science: Civil Engineering University of Detroit

Registrations

Professional Engineer

Michigan (No. 43220)

Professional Affiliations

- American Public Works Association (APWA)
- South Oakland County Municipal Engineers (SOCME)



Justin has over 10 years of experience in civil and municipal engineering. He has experience designing and constructing traffic signals, pedestrian signals, bike paths, as well as water main, storm sewer and roadway projects. Justin has interacted with both residents and politicians face-to-face to discuss issues concerning projects and programs affecting their community during projects, such as running citywide programs like sidewalk or pavement repairs.

Justin was part of the design team for one of the first countywide wireless broadband communication signal systems, eventually connecting over 200 HD CCTV cameras, 700 traffic signals and countless other devices to traffic operations center.

He is very familiar with Congestion Mitigation and Air Quality (CMAQ) and Highway Safety Improvement Program (HSIP) funding and projects as well as seawalls and traffic signals.

Major Areas of Expertise

- Civil and municipal engineering design
- Asset management and capital improvement planning
- Construction management and administration
- Funding acquisition
- Ground-level traffic signal engineering

Project Experience

Lapeer Road and Allen Road Roundabout - St Clair County

Project Engineer responsible for the design of a proposed roundabout at the intersection of Lapeer Road and Allen Road, replacing the existing standard two-lane intersection. Project work included final grading and storm sewer layout and design.

Neighborhood Connector Bike Routes - Birmingham

Project Engineer responsible for the final field design and layout of nearly 100 bike route signs and sharrows for a new bike route throughout the City of Birmingham, connecting Lincoln, Larchlea/Chesterfield, Oak and Eton, including going through the downtown.

Elza Street Water Main and Pavement Replacement - Warren

Project Engineer responsible for the design, preparation of contract documents, bidding and construction management for the reconstruction of 300' of water main, 1,200' of city street and numerous storm utility improvements in the City of Warren, including ADA ramp and sidewalks.

14 Mile Road Pedestrian Crossings - Clawson

Project Engineer responsible for the design of a Pedestrian Hybrid Beacon (HAWK Signal) and two Rectangular Rapid Flashing Beacons along 14 Mile Road at three proposed mid-block pedestrian crossing locations.

Trails and Pathways – Troy

Project Engineer responsible for the preliminary engineering and route selection of 11 miles of pathway throughout the City of Troy. The project consisted of on-street bike lanes, sharrows, and bike paths connecting various neighborhoods and parks. Upwards of ten proposed paths were developed.

Lakeland Trails Safety Improvements - Stockbridge

Project Engineer responsible for the design of four ADA compliant trail crossings using MDOT Safety Funds. The project included the conversion of four trail crossings from gravel/dirt "goat paths" to fully ADA compliant crossings.



JUSTIN ROSE, EIT
MUNICIPAL ENGINEERING
PROJECT ENGINEER

Education

Bachelor of Science: Civil Engineering, Wayne State University

Certifications/Training

- PACP, MACP and LACP certified: U-813-18746
- MicroStation and AutoCAD
- Synchro and SimTraffic
- GIS and PYTHON
- Confined Space certified
- Two-year CISCO Networking training



MICHIGAN STREET CORRIDOR PLAN

Grand Rapids, Michigan





INNOVATIVE WAYS OF LINKING TRANSPORTATION WITH DEVELOPMENT

Brad Strader led a large team to create a land use and multimodal transportation plan for the Grand Rapids "Medical Mile" around the Michigan Street corridor on the edge of downtown. This area includes a wide range of uses, including a regional hospital, Michigan State and Grand Valley State University campuses, small business districts and a variety of unique neighborhoods. Through an elaborate community engagement process including focus groups, web-based publicity, walk/bike tours, public forums and a "Quality of Life" board game, different land use and transportation alternatives were identified and vetted.

Using Guiding Principles and HUD performance measures, a preferred land use scenario was identified. Then a variety

of transportation improvement packages were modeled at the subarea and intersection level. Traditional modeling was supplemented with the EPA's Mixed-use Development (MXD) program for mode splits. The Plan provides a series of recommendations for land use, new housing types, bike facilities, numerous pedestrian improvements, travel demand management strategies, long and short range transit options, TOD and POD urban design standards, a green infrastructure plan and a range of street network improvements.

Personal Experience of Brad Strader

CLIENT City of Grand Rapids

CONTACT Jay D. Steffen, LLA, Assistant Planning Dir.

PHONE 616.456.4308

M-1 WOODWARD AVENUE TOD PLAN AND CODE

Oakland County, Michigan





CONCEPT PLAN GUIDES FIVE COMMUNITIES ON ADAPTING ALL MODES OF TRANSIT

In anticipation of enhanced bus rapid transit service that is planned along Woodward Avenue in Detroit, Brad Strader assisted a joint effort by five cities to plan a land use redevelopment pattern to complement "premier" transit service into Southern Oakland County. This "pre-planning" document included an audit of comprehensive plans and zoning ordinances to identify changes toward a unified transit vision for the corridor.

Using Brad Strader's experience on both land use and transit planning, transit nodes around potential transit stations were identified. A concept plan to illustrate areas where density should be concentrated, with transition areas to protect the

single-family neighborhoods was created. A model TOD overlay code was prepared with instructions on how each community can adapt it. Finally, Brad Strader contributed his Complete Streets experience to outline ways to transform the right-of-way to be more supportive of transit, walking, and biking.

Demonstration of the commitment to changing land use regulations to be more transit friendly was an important factor in the next step, which led to recommendation for a bus rapid transit system for Woodward Avenue. Our planning team helped lead that evaluation and community engagement process for the Regional Transit Authority.

Personal Experience of Brad Strader

CLIENT Woodward Avenue Action Association (former)

CONTACT Heather Carmona, Executive Director

PHONE 248.867.1346

OLD WOODWARD AVENUE/MAPLE DRIVE CORRIDOR PLAN



Birmingham, Michigan



COMPREHENSIVE CORRIDOR DESIGN GUIDELINES COMPLEMENT RECENT PLANNING & DEVELOPMENT

Old Woodward Avenue and Maple Road are the intersection of "Main and Main Streets" in this vibrant downtown north of Detroit. Set for its first reconstruction in 30 years, city leaders hired MKSK to identify a design concept that would best balance a variety of transportation and economic goals advocated by various groups and the public. Business leaders emphasized the need to retain the amount of convenient on-street parking and a thoughtfully designed streetscape. Planners sought wider sidewalks with more frequent pedestrian crossings and additional space for outdoor cafés. Others advocated better routing for bikes and use of long lasting green infrastructure elements. City engineers stressed the need for smooth traffic operations,

radii for larger commercial vehicles and cost considerations.

Some wanted to retain the traditional streetscape features while others felt it was time for a fresh design.

Due to the timing of funding, a final design concept was required within just a few months in early winter 2016.

Through exploration of a range of alternatives, MKSK crafted a design that strikes a balance between those somewhat competing goals. Not only were the sidewalks widened, but a more linear landscape design increased the walkable sidewalk width by up to 25%. A new palette of trees, curbs, streetlights, and distinct pavement materials will provide a lasting design.

Endorsed by all the various parties, the project is expected to begin construction in 2018.

CLIENT City of Birmingham

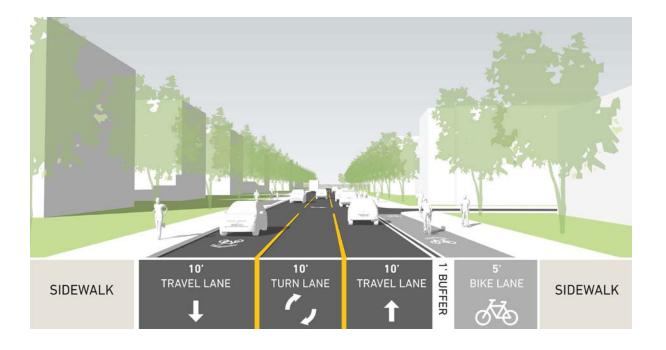
CONTACT Jana Ecker, Planning Director

PHONE 248.538.1800 YEAR 2016 Plan

AUBURN AVENUE CORRIDOR PLAN

Cincinnati, Ohio





COMPLETE STREET STRATEGY TO SUPPORT EXISTING USES AND FUTURE DEVELOPMENT PATTERNS

The Auburn Avenue corridor study assesses how Auburn Avenue can better serve the local neighborhood and safely transport emergency vehicles into and out of the hospital. The corridor connects the redeveloping Over-The-Rhine neighborhood with the University of Cincinnati campus. With the recent Christ Hospital expansion and plans for additional expansion, the MKSK team was tasked with assisting in the future visioning of the corridor to better serve the community and local businesses. The study looked at development patterns, future development sites, and how they can better interact with the right-of-way.

Working with Hospital representatives, City staff, local residents, businesses and community groups the team envisioned the roadway as a community 'spine'—a place for people to interact, socialize and engage with the community. The plan calls for rightsizing the lane widths, adding bike lanes, widening sidewalks and maintaining a left turn lane to assist with emergency vehicle operations.

CLIENT City of Cincinnati

CONTACT Carol Gibbs. Mt. Auburn Comm. Dev. Corp.

EMAIL CSBGibbs@aol.com

MIDLAND DOWNTOWN MULTIMODAL PLAN

Midland, Michigan





STREETSCAPE ENHANCEMENTS IMPROVE CONNECTIVITY BETWEEN DOWNTOWN AND THE RIVERFRONT

MKSK was part of the team to develop a new downtown streetscape plan and circulation plan. Downtown Midland serves as an entertainment and employment hub for the greater Midland Area. The streetscape plan includes many best practices including curbless festival blocks, removal of traffic lights, social public gathering hubs, separated bicycle facilities, and green sustainable infrastructure.

The plan serves as a community connector linking the riverfront, Dow Diamond and Dow headquarters to the downtown. Wider sidewalks allow for better use of the sidewalks for dining and retail sales in the summer and snow storage in winter. The process included an interactive

community engagement process in which the design team was able to fully engage with the community on many levels. It included stakeholder meetings with seniors, schools, advocacy groups and business leaders, design workshops, pop-up sessions, and community surveys.

CLIENT City of Midland

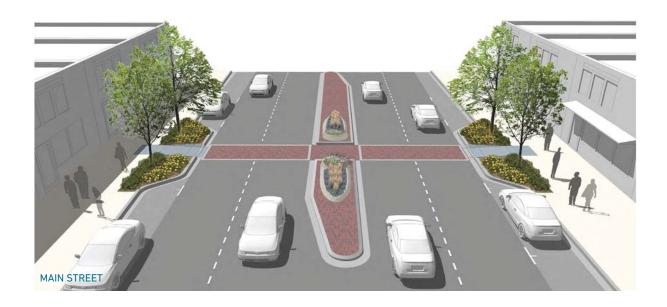
CONTACT Selina Crosby Tisdale, Dir. of Community Affairs

PHONE 989.837.3304

FINDLAY DOWNTOWN STREET AND STREETSCAPE DESIGN



Findlay, Ohio



IMPROVEMENTS TO A THRIVING DOWNTOWN STREETSCAPE

MKSK led the community engagement, transportation, parking, urban design and streetscape process to transform downtown Findlay. Alternative concepts were explored through traffic modeling and community input. In addition to well attended public open houses, a series of events were held with stakeholders including the downtown organization, "young professionals" focus group, economic development advocates, and the downtown's largest employer, Marathon Petroleum. As part of Marathon's commitment to invest in an expanded downtown campus, they helped fund a redesign of the downtown transportation system. This included a redesign of Main Street with mid-block pedestrian crossings, a new streetscape, bikeways and revisions to parking. MKSK staff then assisted the city and economic development group

in obtaining a series of grants from the Ohio Department of Transportation and other sources.

MKSK just completed the landscape enhancements as part of the Engineer led team for the Main Street corridor. The implementation of the streetscape will bring seating and landscape improvements to intersections as well as planted medians and gateway elements to the downtown district.



CLIENT City of Findlay

CONTACT Tim Mayle, Findlay-Hancock Econ. Dev.

PHONE 419.422.3313 x115

YEAR Ongoing

HIGHLAND PARK DOWNTOWN STRATEGIC PLAN

Highland Park, Michigan





REDISCOVERING DEMAND FOR A HISTORIC URBAN CORE THROUGH ACTIVATION & TARGETED INVESTMENTS

Highland Park is a historic community whose boundaries are wholly encompassed by the city of Detroit. An old industrial city once home to the prestigious Ford Motor Company Model T Plant before the company's relocation to the suburbs, Highland Park has been impacted by the nation's manufacturing decline and recession.

As Highland Park emerges from State management, adjusts to the structure in the region's economy, and rebuilds its municipal services, it is focused on demonstrating to its residents and the region that it can be again a community of choice to invest, live, work, play, and learn. The Highland Park, Michigan, Tax Increment Financing Authority (TIFA) engaged MKSK to develop a strategic investment plan that would guide development activities in the city's TIF district over the next 5-10 years.

The plan takes a detailed look at early opportunity, low risk/ high reward projects that bring the community together and prove the development market. Initiatives include tactical infrastructure including bike lanes and programs such as a popup outdoor movie theater and civic square for music, dancing, public art, food and beverage. These early uses become the anchors and amenities for future development. Future development initiatives include installing a critical piece of the regional greenway, mixed income housing, new cultural and retail experiences, and entrepreneurship support for culinary startups. The plan also provides operational guidance to TIFA that will assist them in identifying and recruiting development partners while focusing on equity and inclusion for its residents and businesses.

CLIENT City of Highland Park

CONTACT Yvette Robinson, CED Director

PHONE 313.525.0050

HIGHLAND PARK DOWNTOWN STRATEGIC PLAN



Highland Park, Michigan





CLIENT City of Highland Park

CONTACT Yvette Robinson, CED Director

PHONE 313.525.0050

RIVERWEST GREAT PLACES INVESTMENT STRATEGY



Indianapolis, Indiana



FOCUSING ON GROWTH AND DEMAND OF ECONOMIC DEVELOPMENT AND INVESTMENT FOR SIX NEIGHBORHOODS

As Indianapolis prepares to celebrate its bicentennial in 2020, LISC and its partners are focusing catalytic development and investment efforts over the next five years in six city neighborhoods. MKSK was engaged as the lead of a multi-disciplinary team to build the targeted investment strategy for one of the six neighborhoods, RiverWest, along the White River just west of IUPUI's downtown Indianapolis campus. The strategy will be built upon understanding current market forces, building demand for a full spectrum of new residential supply through public space activation and focused development recruitment, key infrastructure projects directed toward building streets for people and forming partnerships to drive programming, economic

development and ongoing investment. Specific initiatives include brownfield remediation, reconnecting neighborhoods to one another and to the White River through complete streets, experience-based retail, an entrepreneurship center led by IUPUI and infill residential development.

Outcomes:

- 2016 Indiana American Society of Landscape Architects
 (ASLA) Design Award for Planning
- Development of art park in 2016
- New single family starts in 2016
- Entrepreneurship Center launched in 2016

CLIENT IUPUI Near West Collaborative

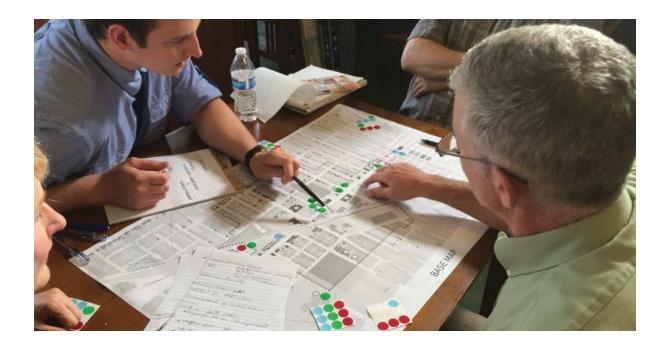
CONTACT Martha Henn, Great Places 2020 Convener

PHONE 317.278.2344

RIVERWEST GREAT PLACES INVESTMENT STRATEGY



Indianapolis, Indiana





CLIENT IUPUI Near West Collaborative

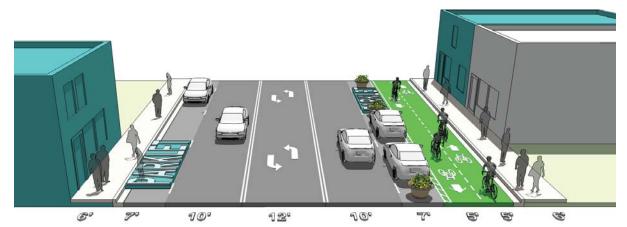
CONTACT Martha Henn, Great Places 2020 Convener

PHONE 317.278.2344

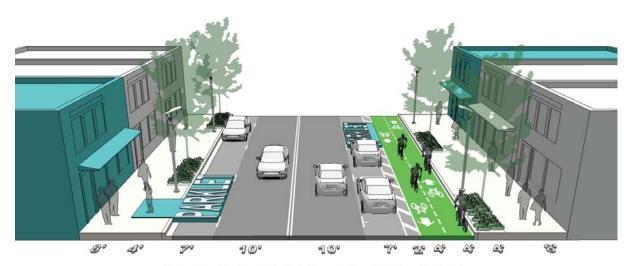
RIVERWEST GREAT PLACES INVESTMENT STRATEGY

MKSK

Indianapolis, Indiana



ARTERIAL STREET MICHIGAN SHORT-TERM



arterial street Michigan Long-Term

CLIENT IUPUI Near West Collaborative

CONTACT Martha Henn, Great Places 2020 Convener

PHONE 317.278.2344

YEAR 2016

RIVERWEST GREAT PLACES INVESTMENT STRATEGY



Indianapolis, Indiana





CLIENT IUPUI Near West Collaborative

CONTACT Martha Henn, Great Places 2020 Convener

PHONE 317.278.2344

YEAR 2016

Road Diet Geometric Improvements

EXPERTISE PROVIDED

Traffic Engineering Traffic Impact Study

PROJECT INFORMATION

Date Completed: 2015

CONTACT

Paul O'Meara, City Engineer P: 248.530.1836





MAPLE ROAD TRAFFIC IMPACT STUDY

CITY OF BIRMINGHAM

F&V evaluated the existing four-lane cross section and lane usage on Maple Road between Cranbrook Road and Southfield Road in Birmingham, Michigan to determine if a "Road Diet" from a four-lane cross section to a three-lane cross section would enhance operations for all transportation users including drivers, pedestrians, and bicyclists. The study included analysis of traffic operations for this road segment and the intersections along Maple Road to determine the feasibility of the proposed modifications.

Study analyses included modeling of the study network, crash analysis, and calculation of intersection delays, Levels of Service (LOS), and vehicle queues. Study analyses indicated that with capacity and geometric improvements at the intersection of Maple Road and Southfield Road the four-lane to three-lane conversion was feasible. The recommendations of the study were reviewed by the City of Birmingham and the City implemented a trial for the three lane conversion conducted from October 2015-March 2016 before accepting the recommendations.

EXPERTISE PROVIDED

Traffic Engineering

PROJECT INFORMATION

Date Completed: 2016 - 2017 Study Fee: \$7,500

CONTACT

Paul O'Meara City Engineer P: 248.530.1836





NORTH OLD WOODWARD CORRIDOR IMPROVEMENTS

CITY OF BIRMINGHAM, MI

This project consists of reconstructing approximately 1,400 feet of Old Woodward Avenue in downtown Birmingham between Willits Street and Brown Street. The intent of this project is to reconstruct the road surface, and upgrade the roadway design to current standards including signals and ADA ramps, provide left turn lanes along Old Woodward Avenue, and construct landscape medians and bulb outs to improve traffic channelization and pedestrian facilities along the corridor.

F&V worked closely with City staff to develop a conceptual plan for the corridor in order to reduce congestion, improve safety, and accommodate vehicles and non-motorized transportation modes. Work included data collection, modeling of the study corridor to evaluate traffic delays and intersection Levels of Service (LOS), evaluation of potential parking revisions along the corridor, recommendations for future roadway geometries, and optimization of corridor traffic signal timings to improve traffic progression between signalized intersections. The concept plan developed is currently being considered by the City.

Manual Traffic Counts Minimize Traffic Conflicts

EXPERTISE PROVIDED

Transportation Engineering Traffic Operations

PROJECT INFORMATION

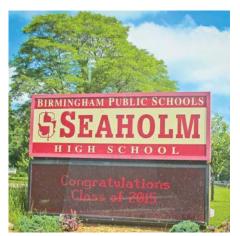
Date Completed: 2015

CONTACT

Stephen King P: 248.203.3983









SEAHOLM HIGH SCHOOL TRAFFIC OPERATIONS

CITY OF BIRMINGHAM, MI

F&V completed an evaluation of school traffic operations for Seaholm High School in the City of Birmingham, Michigan. The study included analysis of current traffic patterns and problems, assessment of methods for handling traffic and parking to improve traffic and pedestrian safety, evaluation to provide adequate parking areas for all functions, and to minimize conflicts between different types of traffic.

The site was reviewed, along with traffic count information, employee, student and bus counts, and other appropriate information, to determine how to safely and efficiently provide for traffic movement within the campus. Proposed designs for roadways and parking areas to accommodate these needs were then designed.

The study included manual traffic counts taken during the arrival and the dismissal times for the school, discussions with the school officials regarding concerns and problem areas, and surveillance of all parking lots and driveway operations to evaluate existing operations. The recommendations of the study are currently being considered by the Birmingham School District.

Multi-Modal Transportation Plan

EXPERTISE PROVIDED

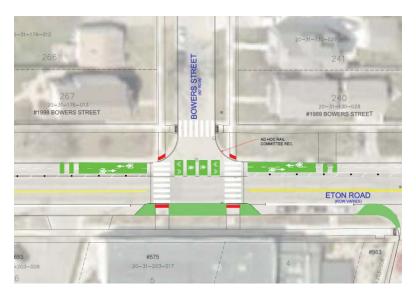
Traffic Engineering Traffic Impact Study

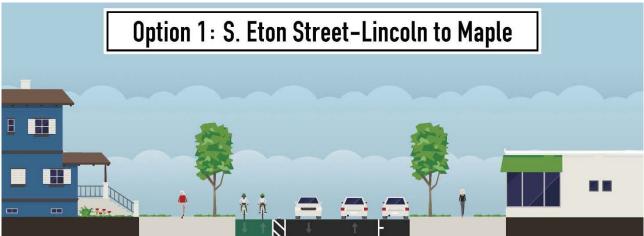
PROJECT INFORMATION

Date Completed: 2015

CONTACT

Paul O'Meara, City Engineer P: 248.530.1836





SOUTH ETON BIKE LANES

CITY OF BIRMINGHAM

F&V provided an evaluation of the bike lane alternatives on the S. Eton Street corridor between Maple Road and 14 Mile Road. The study included several options for the Multi-Board consideration. The options were all developed in accordance with on guidance from the NACTO Urban Bikeway Design Guide, the NACTO Urban Street Design Guide and the recommendations from the City of Birmingham Multi-Modal Transportation Plan, with additional support from the Ad Hoc Rail Committee study.

EXPERTISE PROVIDED

Traffic Engineering Traffic Impact Study

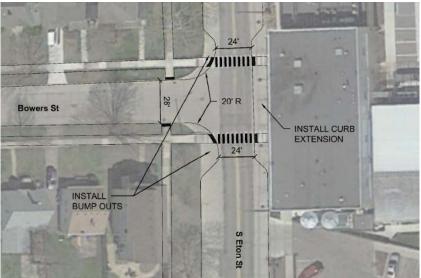
PROJECT INFORMATION

Date Completed: 2015

CONTACT

Jana Ecker, Planning Director P: 248.530.18 41





RAIL DISTRICT PARKING STUDY

CITY OF BIRMINGHAM

F&V provided the evaluation of the existing peak period parking demand within the Rail District and an evaluation of pedestrian improvements at intersections identified by the Ad Hoc Rail District Commission for review. The Ad Hoc Rail District Commission members were tasked with developing a plan to address the current and future parking demands within the district that align with both the planning goals and multi-modal opportunities for the Rail District.

This study was performed to assist in the development of this plan and achieving their goals. Recommendations included areas to provide shared parking and pedestrian crossing enhancements at several intersections along the corridor.



Road Diet Geometric Improvements

EXPERTISE PROVIDED

Traffic Engineering Traffic Impact Study

PROJECT INFORMATION

Date Completed: 2016

CONTACT

Mark Adas City Engineer P: 810.766.7346



FENTON ROAD REHABILITATION

CITY OF FLINT, MI

This MDOT LAP project included 4 to 3 lane Road Diet. F&V performed a crash analysis and safety review for Fenton Road from I-69 bridge to Hemphill Road. This section of Fenton Road was under consideration for a four-to-three lane conversion as part of the 3R project and as part of the review process a crash analysis was performed.

The results of the study showed that a road diet is recommended and it will help to reduce the number of crashes and crash severity.

Road Diet Geometric Improvements

EXPERTISE PROVIDED

Traffic Engineering Traffic Impact Study

PROJECT INFORMATION

Date Completed: 2017 Cost: \$15,000

CONTACT

Joey Richvalsky P: 810.743.1500



SAGINAW STREET ROAD DIET IMPROVEMENTS

CITY OF BURTON, MI

This project was performed for the City of Burton DDA who is looking to revitalize their downtown, generally between Hemphill Road and Maple Street. The current roadway geometry includes a five-lane roadway, with speed limits that vary between 35 mph and 45 mph.

Prior to the construction of I-475, Saginaw Street was a highly traveled roadway and required the five-lane roadway capacity. However, since this roadway is no longer being used as it was originally designed, the DDA is looking to alternative geometrics and Complete Street designs that will provide mobility for all road users. F&V provided an evaluation of the key intersections along the corridor and determined that a three-lane section would provide adequate capacity and operations, in addition to providing bike lanes and on-street parking.

Road Diet Geometric Improvements

EXPERTISE PROVIDED

Traffic Engineering Traffic Impact Study

PROJECT INFORMATION

Date Completed: 2014

CONTACT

David Campbell, Township Planner P: 248.960.7050



MARTIN PARKWAY STUDY

COMMERCE TOWNSHIP, MI

In Commerce Township, F&V performed a study at an undeveloped property that had a large trip making potential and associated traffic impacts on the roadway network. The Township wanted to quantify these impacts and develop a roadway network plan that will adequately accommodate the increased traffic potential.

The study included a review of the development plan for the area, which included the planned uses and associated densities and preliminary site access locations, a traffic analysis of the study area intersections, forecasting of the number of AM and PM peak hour trips that would be generated by the planned development area, assignment of the trips that would be generated by the development to the adjacent road network based on existing traffic patterns, calculation of future (with the proposed development) vehicle delays, LOS, and vehicle queues at the study intersections and the identification of improvements for the study road network that would be required to accommodate the site-generated traffic volumes.

3. OTHER CLIENTS



MKSK and F&V understand the City's desire to have the City of Birmingham as a consultant's first priority.

Below is MKSK's income from work with MDOT, the Road Commission for Oakland County, and Private Development in Oakland County for the past three years. This work is less than 0.05% of the annual income firm-wide.

Agency Avg. % of Income Earned Over Past Three Fiscal Years

MDOT 0.02% Road Commission for Oakland County 0.0%

Developers or Private Firms involved in

private projects within Oakland County 0.00004%

Fleis & VandenBrink

With a staff of 200 individuals and nine offices, F&V are fully prepared to meet the needs of the City. F&V's East Michigan Co-Group Manager Mike Labadie has already been providing services to the City and is extremely familiar with the infrastructure and staff members.

F&V work with MDOT for the past three years averages between 3-4% of the annual income company-wide (nine office locations). F&V have no income from the Road Commission for Oakland County itself for that time period. F&V average income for the past three years for private development projects within Oakland County is 1-2%.

Neither MKSK or F&V have any relationships with developers that are currently active in the development of private properties within the City of Birmingham.

4. CONSULTANT APPROACH



Our approach is to energize the Multi-Modal Transportation Board in a 90-day start-up program. During this period, we will work with city staff, the City Commission and the Board to refine Board protocols. Then we will continue to provide training and leadership so Birmingham is recognized as a leader in urban design.

90 Day Start-Up Activities

- We will work with city staff to prepare and distribute a topical survey to the Multi-Modal Transportation
 Board members to inquire about their general knowledge and level of interest in various ascpects
 of transportation. We have found this to be an effective way to provide training and guidance to
 commissions.
- 2. Introduction best practice summit with the Multi-Modal Transportation Board. Brad and Joe will provide a 45-minute training program to highlight some of the current best practices in multi-modal design. This would include protected bikeways, mini-roundabouts, mid-block pedestrian crossings, curbless "festival streets", curbside management, and policies to incentivize employers to more assertively support mode shifts, to planning for a future that may include autonomous vehicles.
- 3. The summit and our team's audit of the Multi-Modal Transportation Master Plan will help identify project priorities and any refinements to the Plan based on new data, new opportunities and emerging design practices.
- 4. Assess Current Board Processes and Protocol. After a few years, it is time to evaluate the Board's role and how it can most effectively provide input to City Staff, Planning Board, and the City Commission. MKSK recently guided the City of Ann Arbor's Transportation Commission through this process. We would begin with a meeting with city staff for discussion on how the Board can be most helpful in the project identification and design phase. Then we suggest a discussion on the City Commission's expectations at a joint meeting or at a regular City Commission study session. Following those events, we will work with city staff to prepare an annual Work Plan for the Board along with possible changes to its meeting format and procedures. This may include a more formal process for Board members to provide information as liaisons to other groups.

On-Going Procedures

We look to take a more active, leadership role with the Multi-Modal Transportation Board. We may set up a monthly coordination call with the Engineering and Planning departments staff and City administration as applicable, to discuss agenda topics. Organized field trips to project sites in the city or even top projects in the region are one method we have used to get Boards to be more aware and involved. When agendas are light, if of interest to the Board and City staff, we could conduct a meeting that could include some level of minitraining program on applicable topics or interesting case studies. We could also bring in outside speakers from advocacy groups, transportation agencies and experts in particular topics of interest.

We are also big advocates of Complete Streets, but recognize that available right-of-way may require decisions to favor a particular mode on certain streets - some may be more pedestrian focused, others may be designed to prioritize bicyclists. Our team's philosophy is to look at the transportation system as a layered

4. CONSULTANT APPROACH



network. This means a transportation system that provides safe and convenient travel for pedestrians, bicyclists, transit users, automobiles, deliveries and parking.

We also believe the City needs to view the entire right-of-way as public space. Design in the right-of way should not only move people but also must contribute to placemaking and complement the character of that part of the city. And finally, application of those concepts need to be rooted in sound engineering practice.

Fleis & VandenBrink will provide engineering reviews of traffic impact studies and site plans submitted to the City. We will also assist as-needed with providing engineering analyses, including evaluations of safety and operations for projects proposed by the City and presented for consideration by the Multi-Modal Board for consideration. F&V's role will be to take the urban design and transportation planning efforts to the next level with engineering analysis and design features to ensure what is shown in concept can be feasibly designed and constructed.

Development Review Assistance

Our team reviews projects for transportation impacts and urban design excellence for dozens of communities in Michigan but also several other states. We recommend early involvement with developers to help shape their design while still in the concept stage. Our comments will include review of the pedestrian and bicycle accommodations, transit oriented design where applicable, site access, circulation, loading, and parking.

For traffic impact studies, we will direct the developer's professionals to use the newest data and reference manuals. This would include the 10th Edition ITE Trip Generation Manual which includes not only vehicle trip, but also person trips to evaluate how all modes of transportation will impact new developments. We will also consider transportation demand management and internal trip reduction factors as part of each project. We will summarize the anticipated consequences of new developments, and potential ways to improve the transportation results, for the Multi-Modal Transportation Board and other bodies. We are also available as a resource for city staff in discussions with applicants or concerned residents.

PROFESSIONAL FEES



STANDARD HOURLY RATES / ADDITIONAL SERVICES 2017

If the Scope of Work or if the Consultant's service is substantially revised, the amount of total compensation shall be equitably be adjusted. Fees for requested additional services shall be computed at our standard hourly rates below or outlined under a separate proposal. Rates may be adjusted annually.

Senior Principal	\$190	Urban Planner I	\$119
Principal	\$190	Urban Planner II	\$102
Senior Transportation Associate	\$190	Urban Planner III	\$92
Senior Associate	\$155	Urban Planner IV	\$65
Associate	\$140	Graphic Designer I	\$115
Landscape Architect I	\$119	Graphic Designer II	\$100
Landscape Architect II	\$108	Graphic Designer III	\$92
Landscape Architect III	\$102	Graphic Designer IV	\$65
Landscape Architect IV	\$65	Administration	\$65

DIRECT PROJECT EXPENSES 2017 Direct project expenses will be billed in addition to the fee for basic services and include actual out-of-pocket expenditures made in the interest of the Project. All direct project expenses will be invoiced at 1.2 times the actual amount. Direct project expenses include, but are not limited to mileage, film and processing, courier and overnight delivery services, travel, hotel, car rental, etc. and may be adjusted annually. All International air travel, if required, will be by business class.

Requested documents to be printed in-house will be invoiced at the following rates: (excluding those for office use)

B/W Copy 8.5" x 11" – Bond	\$0.15
B/W Copy 11" x 17" – Bond	\$0.30
B/W Copy 18" x 24" – Bond	\$1.00
B/W Copy 24" x 36" – Bond	\$2.00
B/W Copy 30" x 42" – Bond	\$3.00
B/W Copy 36" x 48" – Bond	\$4.00
Color Copy 8.5" x 11"	\$1.00
Color Copy 11" x 17"	\$2.00
Color Plot 18" x 24"	\$15.00
Color Plot 24" x 36"	\$25.00
Color Plot 30" x 42"	\$35.00
Color Plot 36" x 48"	\$45.00
Color Pres. Plot 18" x 24"	\$25.00
Color Pres. Plot 24" x 36"	\$5.00
Color Pres. Plot 30" x 42"	\$70.00
Color Pres. Plot 36" x 48"	\$85.00

RATE SHEET



As projects are identified and selected for funding, we propose to provide appropriate project scopes and budgets using the following rates:

Classification	Rate
Sr. Project Manager, Sr. Planner, Principal-In-Charge	\$162 - \$197
Project Manager, Sr. Engineer, Sr. Architect, Sr. Geologist	\$130 - \$162
Project Engineer, Professional Surveyor, Sr. Landscape Architect, Architect	\$115 - \$141
Engineer, Engineer EIT, Geologist, Landscape Architect, Sr. Technician	\$86 - \$114
Survey Crew Chief, Sr. CAD Technician	\$86 - \$114
Technician, CAD Technician, Survey Technician	\$69 - \$100
Project Assistant, Field Assistant	\$58 - \$86

Rates are typically adjusted annually in April.

Classification	Rate		
Survey & Construction Observation Equipment			
Survey Total Station	\$30 per day		
Leica Global Positioning Sys (GPS)	stem \$300 per day		
Robotic Survey System	\$175 per day		
Troxler (Nuclear Density)	\$60 per day		
Concrete Testing	\$35 per day		
Vehicles			
Trucks (light duty)	\$15 per day + \$0.54 per mile		
Construction Observation / Survey	\$20 per day + \$0.54 per mile		
Trucks (4x4) Construction Observation / Survey	\$25 per day + \$0.62 per mile		
Autos & Vans	\$10 per day + \$0.54 per mile		

We will be happy to provide you with budgets on individual tasks as they arise to assist you with your planning processes. We will utilize a mix of younger and more experienced staff to provide you with the lowest effective billing rate to efficiently and professionally accomplish your projects.

CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION CONSULTANT CONTRACT

THIS AGREEMENT, made and entered into this day of,	2017, by and
between the CITY OF BIRMINGHAM, a Michigan Municipal Corporation located a	ıt 151 Martin
Street, Birmingham, Michigan, hereinafter referred to as the CITY, and	,
located at, hereinafter referred to as the CONSULTANT.	

$\underline{\mathbf{W} \mathbf{I} \mathbf{T} \mathbf{N} \mathbf{E} \mathbf{S} \mathbf{S} \mathbf{E} \mathbf{T} \mathbf{H}}$:

WHEREAS, the CITY would like to engage the professional services of the CONSULTANT to perform engineering services, including inspections and surveying, and,

WHEREAS, the CONSULTANT is willing to render such services desired by the CITY for the considerations hereinafter expressed.

NOW, THEREFORE, for and in consideration of the mutual undertakings of the parties hereto, all as hereinafter set forth, it is agreed by and between the parties as follows:

1. The CONSULTANT shall perform engineering services for the CITY, including, but not limited to, investigations, studies and preliminary engineering, design engineering, construction engineering and field layout, perform inspection services and surveys, update CITY'S record keeping as directed, obtain detailed "as built" information in the field and properly transfer this information to the CITY'S electronic mapping/GIS system.

Prior to the final acceptance of a project, the design engineer shall submit as-built plans, in both digital and hardcopy format, to the CITY. As-built plans shall be submitted for all projects involving sanitary sewer, storm sewer, and water main installation or modification. Asbuilts shall adhere to the CITY of Birmingham CAD/GIS submittal standards found under separate cover.

The CONSULTANT will provide said services only when requested to do so by the City Engineer.

- 2. The CONSULTANT shall perform all work under the direction of the City Engineer or a designated representative.
- 3. The CITY agrees to pay the CONSULTANT for services rendered on the basis of an hourly fee as set forth in Exhibit A which is attached hereto and made a part hereof. The hourly fee may be reviewed and adjusted annually by mutual consent of both parties in writing. The CONSULTANT shall submit billings on a regular basis, but no more than once a month.
- 4. This Agreement shall commence on April 1, 2010, and shall terminate on March 31, 2015. However, notwithstanding the term of the agreement, the City shall have the right to terminate this Agreement on ten (10) days written notice. In the event of termination, the Contractor shall receive compensation for services to the date the termination takes effect and the

City shall be entitled to retain and use the results to the date the termination takes effect and the City shall be entitled to retain and use the results of all information, documents and recommendations prepared by the Contractor through such date.

- 5. If the CONSULTANT fails to perform its obligations hereunder, the CITY may take any and all remedial actions permitted by law.
- 6. The CONSULTANT shall hire personnel of good character and fitness to perform the duties under this Agreement.
- 7. The CONSULTANT agrees that neither it nor its subcontractors will discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight or marital status. The CONSULTANT shall inform the CITY of all claims or suits asserted against it by the CONSULTANT'S employees who work pursuant to this Agreement. The CONSULTANT shall provide the CITY with periodic status reports concerning all such claims or suits, at intervals established by the CITY.
- 8. Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be settled either by commencement of a suit in Oakland County Circuit Court, the 48th District Court or by arbitration. If both parties elect to have the dispute resolved by arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan and administered by the American Arbitration Association with one arbitrator being used, or three arbitrators in the event any party's claim exceeds \$1,000,000. Each party shall bear its own costs and expenses and an equal share of the arbitrator's and administrative fees of arbitration. Such arbitration shall qualify as statutory arbitration pursuant to MCL \$600.5001 et. seq., and the Oakland County Circuit Court or any court having jurisdiction shall render judgment upon the award of the arbitrator made pursuant to this Agreement. The laws of the State of Michigan shall govern this Agreement, and the arbitration shall take place in Oakland County, Michigan. In the event that the parties elect not to have the matter in dispute arbitrated, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court or the 48th District Court.
- 9. To the fullest extent permitted by law, the CONSULTANT and any entity or person for whom the CONSULTANT is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on their behalf against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from the CITY, its elected and appointed officials, employees, volunteers or others working on their behalf, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arise out of the acts, errors or omissions of the CONSULTANT including its employees and agents, in the performance of this Agreement. Such responsibility shall not be construed as liability for damage caused by or resulting from the

sole act or omission of its elected or appointed officials, employees, volunteers or others working on behalf of the CITY.

The CITY agrees that the contractors shall be solely responsible for job site safety and all contractors shall be required in the CITY'S contract with such contractors to indemnify the CONSULTANT for any liability incurred by the CONSULTANT as a result of the contractor's negligent acts or omissions. However, such indemnification shall not extend to liability resulting from the negligence of the CONSULTANT.

- 10. The CONSULTANT shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required by this paragraph. All certificates of insurance shall be with insurance carriers licensed and admitted to do business in the State of Michigan. All coverages shall be with insurance carriers acceptable to the City of Birmingham. The CONSULTANT shall maintain during the life of this Agreement the types of insurance coverage and minimum limits as set forth below:
 - A. <u>Workers' Compensation Insurance</u>: CONSULTANT shall procure and maintain during the life of this Agreement, Workers' Compensation Insurance, including Employers Liability Coverage, in accordance with all applicable statutes of the State of Michigan.
 - B. <u>Commercial General Liability Insurance</u>: CONSULTANT shall procure and maintain during the life of this Agreement, Commercial General Liability Insurance on an "Occurrence Basis" with limits of liability not less than \$1,000,000 per occurrence combined single limit, Personal Injury, Bodily Injury and Property Damage. Coverage shall include the following extensions: (A) Contractual Liability; (B) Products and Completed Operations; (C) Independent Contractors Coverage; (D) Broad Form General Liability Extensions or equivalent; (E) Deletion of all Explosion, Collapse and Underground (XCU) Exclusions, if applicable.
 - C. <u>Motor Vehicle Liability Insurance</u>: CONSULTANT shall procure and maintain during the life of this Agreement Motor Vehicle Liability Insurance, including all applicable no-fault coverages, with limits of liability of not less than \$1,000,000 per occurrence combined single limit Bodily Injury and Property Damage. Coverage shall include all owned vehicles, all non-owned vehicles, and all hired vehicles.
 - D. <u>Additional Insured</u>: The Commercial General Liability and Motor Vehicle Liability, as described above, shall include an endorsement stating the following shall be *Additional Insureds*: The City of Birmingham including all elected and appointed officials, all employees, all boards, commissions and/or authorities and board members. This coverage shall be primary and any other insurance maintained by the additional insureds shall be considered to be excess and non-contributing with this insurance required from CONSULTANT under this Section.

- E. <u>Professional Liability Insurance</u>: If Professional Liability Insurance is available, Professional Liability Insurance with limits of not less than \$2,000,000 per claim if CONSULTANT will provide service that are customarily subject to this type of coverage.
- F. <u>Cancellation Notice</u>: Workers' Compensation Insurance, Commercial General Liability Insurance, Professional Liability Insurance and Motor Vehicle Liability Insurance as described above, shall include an endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal shall be sent to: Director of Finance, City of Birmingham, P.O. Box 3001, 151 Martin Street, Birmingham, Michigan 48012.
- G. <u>Proof of Insurance Coverage</u>: CONSULTANT shall provide the CITY at the time the Agreement is returned for execution, Certificates of Insurance and/or policies, acceptable to the City, as listed below.
 - 1) Two (2) copies of Certificate of Insurance for Workers' Compensation Insurance;
 - 2) Two (2) copies of Certificate of Insurance for Commercial General Liability Insurance;
 - 3) Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;
 - 4) Two (2) copies of Certificate of Insurance for Professional Liability Insurance;
- H. <u>Coverage Expiration</u>: If any of the above coverages expire during the term of this Agreement, CONSULTANT shall deliver renewal certificates and/or policies to the City at least (10) days prior to the expiration date.
- 11. If, after the effective date of this Agreement, any official of the CITY, or spouse, child, parent or in-law of such official or employee shall become directly or indirectly interested in this Agreement or the affairs of the CONSULTANT, the CITY shall have the right to terminate this Agreement without further liability to the CONSULTANT if the disqualification has not been removed within thirty (30) days after the CITY has given the CONSULTANT notice of the disqualifying interest. Ownership of less than one percent (1%) of the stock or other equity interest in a corporation or partnership shall not be a disqualifying interest. Employment shall be a disqualifying interest.
- 12. The CONSULTANT and the CITY agree that the CONSULTANT is acting as an independent contractor with respect to the CONSULTANT'S role in providing services to the CITY pursuant to this Agreement, and as such, shall be liable for its own actions and neither the

CONSULTANT nor its employees shall be construed as employees of the CITY. Nothing contained in this Agreement shall be construed to imply a joint venture or partnership and neither party, by virtue of this Agreement, shall have any right, power or authority to act or create any obligation, express or implied, on behalf of the other party, except as specifically outlined herein. Neither the CITY nor the CONSULTANT shall be considered or construed to be the agent of the other, nor shall either have the right to bind the other in any manner whatsoever, except as specifically provided in this Agreement, and this Agreement shall not be construed as a contract of agency. The CONSULTANT shall not be considered entitled or eligible to participate in any benefits or privileges given or extended by the CITY, or be deemed an employee of the CITY for purposes of federal or state withholding taxes, FICA taxes, unemployment, workers' compensation or any other employer contributions on behalf of the CITY.

- 13. The CONSULTANT agrees that it will apply for and secure all permits and approvals as may be required from the CITY in accordance with the provisions of applicable laws and ordinances of the CITY, State of Michigan or federal agencies.
- 14. This Agreement shall be binding upon and apply and inure to the benefit of the parties hereto and their respective successors or assigns. The covenants, conditions, and the agreements herein contained are hereby declared binding on the CITY and CONSULTANT. It is further agreed that there shall be no change, modification, or alteration hereof, except in writing, signed by both of the parties hereto. Neither party shall assign any of the rights under this Agreement without prior approval, in writing, of the other. Any attempt at assignment without prior written consent shall be void and of no effect.
- 15. The CITY shall be the owner of all the drawings, specifications or other documents prepared by the CONSULTANT. Any modifications made to the drawings by the CITY shall be clearly marked as such on the modified document. The CITY may not use these documents for any purpose other than pursuant to the activities provided for in this Agreement.
 - 16. Notices shall be given to:
 - a. City of Birmingham
 151 Martin Street
 P.O. Box 3001
 Birmingham, MI 48012-3001
 Attention: Ms. Nancy Weiss

With copies to:

Timothy J. Currier, City Attorney Beier Howlett, P.C. 3001 W. Big Beaver Road, Ste. #200 Troy, MI 48084

b.	

- 17. The CONSULTANT acknowledges that in performing services pursuant to this Agreement, certain confidential and/or proprietary information (including, but not limited to, internal organization, methodology, personnel and financial information, etc.) may become involved. The CONSULTANT recognizes that unauthorized exposure of such confidential or proprietary information could irreparably damage the CITY. Therefore, the CONSULTANT agrees to use reasonable care to safeguard the confidential and proprietary information and to prevent the unauthorized use or disclosure thereof. The CONSULTANT shall inform its employees of the confidential or proprietary nature of such information and shall limit access thereto to employees rendering services pursuant to this Agreement. The CONSULTANT further agrees to use such confidential or proprietary information only for the purpose of performing services pursuant to this Agreement.
- 18. This Agreement shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan. The CONSULTANT agrees to perform all services provided for in this Agreement in accordance with and in full compliance with all local, state and federal laws and regulations.
- 19. If any provision of this Agreement is declared invalid, illegal or unenforceable, such provision shall be severed from this Agreement and all other provisions shall remain in full force and effect.

FAIR PROCUREMENT OPPORTUNITY: Procurement for the City of Birmingham will be handled in a manner providing fair opportunity for all businesses. This will be accomplished without abrogation or sacrifice of quality and as determined to be in the best interest of the City of Birmingham.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above written.

APPROVAL (Sec 2-289 City Code)	MKSK Its: By:
Paul T. O'Meara, City Engineer as to Substance	Joseph A. Valentine, City Manager as to Substance
Mark Gerber, Director of Finance as to Financial Obligation	Timothy J. Currier, City Attorney as to Form

Multi-Modal Transportation Board Minutes October 19, 2017

7. MULTI-MODAL TRANSPORTATION CONSULTING SERVICES Review of RFP Responses Submitted

Ms. Ecker advised that on July 24, 2017, the City Commission directed staff to issue an RFP to seek qualified consulting firms, and extended the previous contract with F&V for six months (through January 23, 2018) to allow staff time to go through the RFP process. One of the things the Commission stressed was not to include just traffic engineering, but to also have more of an urban designer/planner perspective on the team as a whole. Accordingly, an RFP was issued to solicit multi-modal transportation consulting services to assist the MMTB, the Planning Board and the City Commission in reviewing all transportation-related projects.

One response was submitted under the RFP by the deadline. The proposal received was from MKSK, in partnership with F&V. The MKSK team proposes a team of urban designers, urban planners, multi-modal transportation specialists, landscape architects and transportation professionals to provide a comprehensive review of all transportation related projects in the City of Birmingham.

The MKSK team proposes a 90-day period of startup activities, including training and education for the MMTB, an audit of the Multi-Modal Transportation Plan, an assessment of the MMTB's current process and protocol, and the preparation of an annual work plan for the MMTB along with suggestions for improvements. The MKSK proposal also includes an hourly fee schedule for each of the professionals that are available to assist the City of Birmingham.

Mr. Brad Strader from MKSK, along with Mike Labadie and Julie Kroll from F&V were present. Mr. Strader indicated the other key person from MKSK is Joe Nickol who is an urban designer. His rate is \$190/hour. Mr. Strader's rate is \$190/hour also. Matt Lesure is a landscape architect whose rate is \$140/hour. Lauren Cardoni, a transportation planner, has a rate of \$102/hour.

Mr. Surnow asked if it is possible to set a cap on the amount to be expended. Ms. Ecker explained that it is hard to set a cap for this type of service which is ongoing consultation rather than a particular project to be brought to completion.

Mr. Strader stated those are their standard public sector rates that have been used all across the Great Lakes district for every project in Michigan. Their private sector rates are higher.

Mr. Labadie noted that he and Mr. Strader have worked on a lot of projects over the years, so it is a good fit. It was discussed that Mr. Strader has worked with the City many times in the past.

Motion by Mr. Surnow

Seconded by Mr. Lawson to recommend that the City Commission enter into an agreement with the MKSK team to provide professional multi-modal transportation consulting services to the City of Birmingham for a three- year term.

Motion carried, 7-0.

VOICE VOTE

Yeas: Surnow, Lawson, Adams, Folberg, Isaksen, Rontal, Schafer

Nays:

Absent: Edwards, Slanga



MEMORANDUM

Finance Department

DATE: November 22, 2017

TO: Joseph A. Valentine, City Manager

FROM: Mark Gerber, Finance Director

SUBJECT: General Investment Policy Revisions

Investment of the City's public funds is restricted by Public Act 20 of 1943, as amended, and further by the City's General Investment Policy approved by the City Commission. The Policy incorporates the provisions of state law, further restricts the types of securities that can be purchased, places additional percentage limits on security types and issuers, and limits maturities. The City's non-discretionary investment advisor, Insight Investment, reviews the parameters set forth in the Policy from time to time and may make recommendations to revise the Policy when it is deemed prudent to do so. The last revision to the policy was in October 2011.

The investment advisor has reviewed the Policy and is recommending several minor changes which would eliminate references to the General Investment Committee which is no longer in existence and revisions to the definitions of investments that the City may purchase. In addition, a change is proposed for Section 7.0 of the Policy and would permit the City's investment advisor to perform the due diligence for the City when compiling a listing of financial institutions that are approved for investment purposes. The revised language would permit the investment advisor to utilize the investment advisor's list of broker/dealers when executing transactions on behalf of the City. This would benefit the City by allowing the investment advisor access to a much larger group of approved broker dealers, resulting in the opportunity of securing higher yielding securities for the City. Several municipalities in Michigan have adopted the Insight Investment certification process and recommended broker/dealer language: Ann Arbor, Auburn Hills, Livonia and townships of Delta and West Bloomfield. I have reviewed these changes and recommend approval of the changes.

Ms. Mary Donovan from Insight Investment will be available to answer any questions the Commission may have.

SUGGESTED RESOLUTION:

To approve the changes to the City's General Investment Policy as outlined by Insight Investment and recommended by Finance Director/Treasurer Gerber.



GENERAL INVESTMENT POLICY

City of Birmingham, Michigan

APT US&C Certified: June 30, 1997 Commission Approved: September 2, 1997 Revised: September 8, 2003 June 13, 2005 Revised: March 5, 2007 Revised APT US&C Certified May 16, 2007 February 11, 2008 Revised: Revised: April 20, 2009 Revised: October 24, 2011 **Proposed Revision:** December, 2017

TABLE OF CONTENTS

1.0	Purpose
2.0	Scope
3.0	Prudence
4.0	Objective
5.0	Delegation of Authority
6.0	Ethics and Conflicts of Interest
7.0	Qualified Institutions
8.0	Suitable Investments
9.0	Collateralization
10.0	Safekeeping
11.0	Diversification
12.0	Maximum Maturities
13.0	Internal Controls
14.0	Performance Standards
15.0	Reporting
16.0	Investment Policy Adoption
	Glossary

1.0 Purpose:

It is the purpose of the City of Birmingham's investment program to invest its public funds in instruments that ensure preservation of principal while maximizing return on investable balances. The investment program must also invest its funds within the parameters outlined in this investment policy while conforming to all state statutes and local ordinances governing the investment of public funds.

2.0 **Scope**:

This investment policy (the policy) applies to all investment activities of the City of Birmingham (the City) except for its employee pension and retiree health-care funds. The funds covered by this policy are accounted for in the City's annual financial report and include the following:

- General Fund
- Special Revenue Funds
- Capital Projects Funds
- Enterprise Funds
- Debt Service Funds
- Baldwin Library Fund
- Principal Shopping District Fund
- Internal Service Funds
- Any new fund created by the governing body, unless specifically exempted by the governing body.

This policy applies to all transactions involving the financial assets and related activity of all of the foregoing funds.

3.0 **Prudence**:

The standard of prudence to be applied by the investment officer shall be the prudent-person rule that states: "Investments shall be made with judgment and care--under circumstances then prevailing--which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived." The prudent-person rule shall be applied in the context of managing the overall portfolio.

Investment officers acting in accordance with written procedures and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported to the chief executive in a timely fashion and appropriate action is taken to control adverse developments.

4.0 **Objective:**

Funds of the City will be invested in accordance with Michigan Public Act 20 of 1943, as amended, and in accordance with the following objectives, procedures and policy.

4.1 **Safety of Capital**: Preservation of principal is the foremost objective of the City. Each investment transaction shall first seek to ensure that capital losses are avoided whether they be from defaults or changes in market value.

- 4.2 **Liquidity**: The City's investment portfolio will remain sufficiently liquid to enable the City to meet all operating requirements that might be reasonably anticipated.
- 4.3 **Return on Investment**: The investment portfolio of the City shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles while preserving and protecting capital.
- 4.4 **Protection of Purchasing Power**: Funds held for water, sewer and capital projects shall be invested so that they can be reasonably expected to produce enough income to help offset inflationary construction cost increases. However, such funds shall never be exposed to risks that would jeopardize the assets capital value or be in conflict with state law.
- 4.5 **Maintain the Public's Trust**: All participants in the investment process shall seek to act responsibly as custodians of the public trust. Investment officials shall recognize that the investment portfolio is subject to public review and evaluation. In addition, the overall investment program shall be designed and managed with a degree of professionalism worthy of the public trust. Investment officials shall also avoid any transaction that might knowingly impair public confidence in the City's ability to govern effectively.

5.0 **Delegation of Authority:**

The Treasurer is designated as investment officer of the City and is responsible for investment decisions and activities. The Treasurer shall develop and maintain written administrative procedures for the operation of the investment program, consistent with the investment policy. Such procedures shall include explicit delegation of authority to persons responsible for investment transactions. No person may engage in investment transactions except as provided under the terms of this policy and the administrative procedures established by the Treasurer. The Treasurer shall also establish a system of controls to regulate the activities of subordinate officials and shall be responsible for all transactions undertaken.

The City may employ such professional services for the performance of non-discretionary investment advisory services to assist the Treasurer, provided that any such advisor shall act and perform its services in accordance with the City's General Investment Policy as it currently exists and as may be amended in the future.

The Treasurer will use the General Investment Committee for advice and counsel in determining which types of investments are most appropriate within the investment policy approved by the City Commission.

6.0 Ethics and Conflicts of Interest:

Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions. Employees and investment officials shall disclose to the Chief Executive Officer any material financial interests in financial institutions that conduct business within this City, and they shall further disclose any large personal financial/investment positions that could be related to the performance of the City's portfolio. Employees and officers shall subordinate their personal investment transactions to those of the City, particularly with regard to the timing of purchases and sales.

7.0 **Qualified Institutions**:

The City shall not deposit or invest its funds in a financial institution that is not eligible to be a depository of funds belonging to the state under a law or rule of this state or the United States. The City shall maintain a listing of financial institutions that are approved for investment purposes. Banks shall provide, at minimum, an annual financial statement. The City shall conduct an annual evaluation of each bank's credit worthiness to determine whether it should be on the "Qualified Institution" list. Securities dealers not affiliated with a bank shall be required to be classified as reporting dealers affiliated with the New York Federal Reserve Bank as primary dealers or be non-primary reporting dealers that have net capital equal to or greater than twice the amount required by the Securities and Exchange Commission's net capital rule.

Per Section 129.96 of Michigan's Act 20 of 1943, before executing an order to purchase or trade the funds of the City, a financial intermediary, broker, or dealer shall be provided with a copy of the City's investment policy and shall do both of the following:

- A. Acknowledge receipt of the investment policy.
- B. Agree to comply with the terms of the investment policy regarding buying or selling of securities.

Alternatively, if the City has engaged the services of a non-discretionary investment advisory firm, the authorized non-discretionary Investment Advisor (Investment Advisor) may utilize the Investment Advisor's list of broker/dealers when executing transactions on behalf of the City. The Investment Advisor's approved list of broker/dealers shall be provided to the City on an annual basis or upon request. In addition, the authorized Investment Advisor shall provide a written receipt of this Investment Policy and agreement to conduct transactions on behalf of the City in accordance with this Investment Policy. The authorized Investment Advisor shall provide such certification on an annual basis or upon any revision to this Investment Policy.

8.0 **Suitable Investments**:

The Treasurer is limited to investments authorized by Public Act 20 of 1943, as amended, and may purchase/sell investments at prevailing market rates in appropriate amounts as specified below. The following are the authorities for investments and limits on security issues, issuers, and maturities.

The Treasurer_, with the help of the General Investment Committee, shall have the option to further restrict investment in selected instruments to conform to then-present market conditions.

Presented below is a summary table of permitted investments. The sections that follow contain the accompanying details of each instrument: authority to purchase, portfolio composition, limits on individual issuers, and maturity limitations.

SUMMARY OF PERMITTED INVESTMENTS

<u>INSTRUMENT</u>	(PERCENT OF PORTFOLIO MIN/MAX	PORTFOLIO) ISSUER <u>MAXIMUM</u>	MATURITY <u>MAXIMUM</u>
U.S. Treasuries	15% min 100% max	N/A	5 years
U.S. Agencies	75% max	25%	5 years
Certificates of Deposit (CD)	20% max	FDIC Limit	5 years
Commercial Paper	20% max	5%	270 days
Bankers Acceptances	20% max	5%	180 days
Repurchase Agreements	20% max	10%	60 Days (Collateral: 10 years for Treasuries, 7 years for and Instrumentalities)
Obligations of this State or its Political Subdivisions	20% max	10%	mon amonamico,
State-Approved Mutual Funds	20% max	10%	N/A
Pooled Funds That Meet State Guidelines	50% max	10%	N/A

Assets acceptable for pledging to secure deposits of public funds are limited to assets authorized for direct investment under section (1) of Public Act 20 of 1943, as amended.

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A. PORTFOLIO MATURITY AND LIMITATION PERCENTAGES

The weighted average final maturity of the portfolio based on market value as a whole may not exceed three years. This calculation excludes the maturities of the underlying securities of a repurchase agreement. Limitation percentages of the portfolio are measured from the date the securities are acquired settle.

B. GOVERNMENT SECURITIES

1. Authority to Purchase

The Treasurer may invest in bonds, securities, and other obligations of the United States. or an agency or instrumentality of the United States. Such securities will include but not be limited to the following:

Direct Obligations:

- U. S. Treasury Bills
- U. S. Treasury Notes
- U. S. Treasury Bonds
- U. S. Treasury STRIPS

2. Portfolio Composition

- At least 15% of the portfolio must be in direct government securities or repurchase agreements through the City's primary banking services provider(s) involving direct government securities.
- b. The portfolio may be composed of 100% direct government obligations including the securities held under overnight repurchase agreements.

3. Maturity Limitations

The maximum length to maturity of any direct investment in government obligations is five (5) years from the date of settlement, except for the underlying securities of repurchase agreements (See G.4 Repurchase Agreements, Limits on Maturities).

C. FEDERAL AGENCIES AND INSTRUMENTALITIES

1. Authority to Purchase

The Treasurer may invest in bonds, securities or obligations of an agency or instrumentality of the United States, except for subordinated debt. Such securities will include, but not be limited to:

Federal Agencies and Instrumentalities:

Federal National Mortgage Association (Fannie Mae or FNMA)
Federal Home Loan Mortgage Corporation (Freddie Mac or FHLMC)
Federal Home Loan Bank (FHLB)
Federal Farm Credit Bank (FFCB)
Government National Mortgage Association (GNMA)

2. Portfolio Composition

No more than 75% of the portfolio may be in Federal Agency and Instrumentality securities or repurchase agreements involving Federal Agency or Instrumentality securities.

3. Limits on Individual Issuers

A maximum of 25% of the portfolio may be invested in any one Federal Agency's or Instrumentality's securities.

4. Maturity Limitations

The maximum stated maturity for an investment in Federal Agency <u>and Instrumentality</u> securities is five (5) years from the date of purchasesettlement.

D. INTEREST BEARING TIME CERTIFICATES OF DEPOSIT

1. Authority to Purchase

The Treasurer may invest in certificates of deposit, savings accounts, deposit accounts, or depository receipts of a financial institution, but only if the financial institution is eligible to be a depository of surplus funds belonging to the state under a law or rule of this state or the United States, or as otherwise authorized by Public Act 20 of 1943, as amended.

2. Portfolio Composition

A maximum of 20% of the portfolio may be invested in Certificates of Deposit.

With the exception of the provision for commercial paper set forth in Section E below and assets invested in pooled funds that meet state guidelines, not more than 5% of gross invested assets shall be invested in any instrument which is not FDIC insured or issued by the United States or an instrumentality of the United States.

3. Limits on Individual Issuers

a. Not to exceed current FDIC limits at the time of purchase.

4. Maturity Limitations

 All other CD investments must not exceed a maximum maturity of 5 years from date of purchasesettlement.

E. COMMERCIAL PAPER

1. Authority to Purchase

The Treasurer may invest in commercial paper with the highest rating (A-1/P-1) by at least two (2) Nationally Recognized Statistical Rating Organizations at the time of purchase.

2. Portfolio Composition

A maximum of 20% of the portfolio may be directly invested in A-1/P-1 Commercial Paper.

3. Limits on Individual Issuers

A maximum of 5% of the portfolio may be invested with any one issuer.

4. Maturity Limitations

The maximum length to maturity for an investment in A-1/P-1 Commercial paper is 270 days from the date of settlement.

F. BANKERS ACCEPTANCES

1. Authority to Purchase

The Treasurer may invest in Bankers Acceptances (BAs) with the highest rating (A-1/P-1) by at least two (2) Nationally Recognized Statistical Rating Organizations at the time of purchase that are issued by United States banks. of United States banks that are inventory based, from institutions whose long-term debt is rated at least "A" or equivalent by Moody's or Standard and Poor's.

2. Portfolio Composition

A maximum of 20% of the portfolio may be directly invested by BAs.

3. Limits on Individual Sellers

The issuing institution may include regional banks; they must, however, have a long-term debt rating of at least "A" or equivalent, as rated by Moody's or Standard and Poor's.

The institutions also must be included in source documentation or documented lists of approved issuers as developed and maintained by the Treasurer or other appropriate designee.

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A maximum of 5% of the portfolio may be invested with any one issuer.

4. Maturity Limitations

a. The original maturity of the security may be 180 days or less.

<u> —</u> b

The maximum length to maturity of any BA investment is 180 days from date of purchasesettlement.

G. REPURCHASE AGREEMENTS

1. Authority to Purchase

The Treasurer may invest in repurchase agreements consisting of bonds, securities, and other obligations of the United States or any agency or instrumentality of the United States.

All firms with whom the City enters into repurchase agreements will have in place and executed a Master Repurchase ("Repo") Agreement with the City. Repurchase agreements

must be signed with the bank or dealer and must contain provisions similar to those outlined in the Public Security Association's model Master Repurchase Agreement.

Such an agreement will address at a minimum the following issues:

- a. Source of policies allowing repurchase agreements such as state law, local ordinance, written policies, and/or unwritten management practices.
- b. The securities underlying the repurchase agreements must be daily valued (marketmarked-to-market) by the custodian that holds the repurchase agreement, as prescribed in the Investment Procedures that shall apply to repurchase and reverse repurchase agreements.
- c. Independent third parties acting as custodians shall hold securities underlying term repurchase agreements separate from their assets, as well as from the seller's assets.
- d. Each party's rights in repurchase agreements and the significant conditions of those rights. Significant conditions should include:
 - (1) Specifications for the delivery and custody of the underlying securities,
 - (2) The rights of the purchaser to liquidate the underlying securities in the event of default by the seller,
 - (3) The required margin of market value of the securities over the cost of the agreements,
 - (4) Specifications for review (repricing) of market value of the underlying securities, as necessary, depending on the term of the repurchase agreement,
 - (5) The purchaser's rights to additional securities or a return of cash if the market value of the underlying securities falls below the required amount,
 - (6) Rights and/or specifications regarding substitution of securities.
 - (7) Remedial action should violation of agreement provisions occur.

2. Portfolio Composition

A maximum of 20% of the portfolio may be directly invested in repurchase agreements (with exception to agreements of five (5) days or less that are directly related to the structuring of the City's debt portfolio and backed by Treasury Bills or Treasury Notes).

3. Limits on Individual Sellers

a. To provide flexibility for short-term cash management needs, the Treasurer shall determine the maximum percentage of the portfolio that may be invested

with the City's primary bank.

- b. A maximum of 10% of the portfolio may be invested with any other institution/dealer under a repurchase agreement.
- c. The institution/dealer must be on the current approved list.

4. Limits on Transaction Maturities

The maximum length to maturity of any repurchase agreement is 60 days from date of purchase.

5. Limits on Maturities of Underlying Securities

The maximum length to maturity for securities underlying these agreements is 10 years.

for U.S. Treasury securities, seven (7) years for Federal Agency securities and seven (7) years for Federal Instrumentality securities.

H. OBLIGATIONS OF THIS STATE OR ITS POLITICAL SUBDIVISIONS

1. Authority to Purchase

The Treasurer may invest in obligations of this state or any of its political subdivisions_-that that, at the time of purchase, are rated at least A- or the equivalent with the highest rating (A1/P1) by at least two (2) Nationally Recognized Statistical Rating Organizations at the time of purchasesettlement.

2. Portfolio Composition

A maximum of 20% of the portfolio may be invested in obligations of this state or its political subdivisions.

3. Limits on Individual Issuers

A maximum of 10% of the portfolio may be invested with any one general obligation of this state or its political subdivisions.

I. MUTUAL FUNDS

Authority to Purchase

The Treasurer may invest in mutual funds registered under the Investment Company Act of 1940, Title I of Chapter 686, 54 Stat. 789, 15 U.S.C. 80a-1 to 80a-3 and 80a-4 to 80a-64, with authority to purchase only investment vehicles that are legal for direct investment by a public corporation. However, a mutual fund is not disqualified as a permissible investment solely by reason of either of the following:

a. The purchase of securities on a when-issued or delayed-delivery basis.

- b. The ability to lend portfolio securities as long as the mutual fund receives collateral at all times equal to at least 100% of the value of the securities loaned.
- c. The limited ability to borrow and pledge a like portion of the portfolio's assets for temporary or emergency purposes.

Investment authorization shall be limited to securities whose intention is to maintain a net asset value of \$1.00 per share.

2. Portfolio Composition

A maximum of 20% of the portfolio may be directly invested in mutual funds.

Limits on Individual Issuers

A maximum of 10% of the portfolio may be deposited in any one mutual fund.

J. POOLED FUNDS THAT MEET STATE GUIDELINES

1. Authority to Purchase

The Treasurer may invest in investment pools that meet state guidelines composed of investment vehicles that are legal for direct investment by local units of government in Michigan, either taxable or tax-exempt. The securities underlying the pooled fund must be rated at least A or better by either Moody's or Standard and Poor's, or be from institutions whose long-term debt rating is A or better.

A thorough investigation of each pool shall be required before investing and on a continual basis after investing. A questionnaire shall be developed to secure responses to a set of due diligence questions.

2. Portfolio Composition

A maximum of 50% of the portfolio may be invested in pooled funds that meet state guidelines.

3. Limits on Individual Issuers

A maximum of 10% of the portfolio may be invested with any one fund.

9.0 Collateralization:

Collateralization will be required on repurchase (and reverse repurchase) agreements. In order to anticipate market changes and provide a level of security for all funds, the collateralization level will be 102% of market value of principal and accrued interest.

Collateral will always be held by an independent third party with whom the entity has a current custodial agreement. A clearly marked evidence of ownership (safekeeping receipt) must be supplied to the entity and retained.

The right of collateral substitution is granted.

10.0 **Safekeeping**:

All securities purchased by the City of Birmingham under this section shall be properly designated as an asset of the City and held in safekeeping by a third-party custodial bank or other third-party custodial institution, chartered by the United States government or the State of Michigan, and no withdrawal of such securities, in whole or in part, shall be made from safekeeping except by the Treasurer as authorized herein, or by an authorized designee.

The City of Birmingham will execute third-party custodial agreement(s) with its bank(s) and depository institution(s). Such agreements will include letters of authority from the City, details as to responsibilities of each party, notification of security purchases, sales delivery, repurchase agreements and wire transfers, safekeeping and transaction costs, procedures in case of wire failure or other unforeseen mishaps, including liability of each party.

All security transactions, including collateral for repurchase agreements, with the exception of certificates of deposits as described below, entered into by the City shall be conducted on a delivery-versus-payment (DVP) basis. Securities will be held by a third-party custodian designated by the Treasurer and evidenced by safekeeping receipts.

Non-collateral, non-negotiable certificates of deposits, as allowed under State of Michigan law, shall be evidenced by a safekeeping receipt from the issuing bank.

11.0 **Diversification**:

It is the policy of the City of Birmingham to diversify its investment portfolios. Assets held in the common cash fund and other investment funds shall be diversified to eliminate the risk of loss resulting from over-concentration of assets in a specific maturity, individual financial institution(s) or a specific class of securities. Diversification strategies shall be determined and revised by the Treasurer from time to time to meet diversification objectives (to reduce overall portfolio risks while attaining market average rates of return).

Investment maturities for operating funds shall be scheduled to coincide with projected cash flow needs, taking into account large routine expenditures (payroll, debt service) as well as considering sizeable blocks of anticipated revenue (taxes, state revenue sharing payments).

Positions in securities having potential default risks shall be limited in size so that in case of default, the portfolio's annual investment income will exceed a loss on a single issuer's securities.

Risks of market price changes shall be controlled through maturity diversification such that aggregate price losses on instruments with maturities exceeding one year shall not be greater than coupon interest and investment income received from the balance of the portfolio.

12.0 Maximum Maturities:

To the extent possible, the City of Birmingham will attempt to match its investments with anticipated cash flow requirements. Up to 20% of gross invested assets can be invested in maximum maturities not to exceed five (5) years. The weighted average final portfolio maturity at market value must not exceed three

years.

13.0 **Internal Controls:**

A system of written internal controls shall be established and reviewed annually by the Director of Finance and the Treasurer. The controls shall be designed to prevent loss of public funds due to fraud, error, misrepresentation, unanticipated market changes or imprudent actions.

14.0 **Performance Standards:**

The investment portfolio will be designed to obtain a market average rate of return during budgetary and economic cycles, taking into account the City's investment risk constraints and cash flow needs.

14.1 Market Yield (Benchmark): The City's investment strategy is passive. Given this strategy, the basis used by the Treasurer to determine whether market yields are being achieved shall be U.S. Treasury Bills maturing in one year and the average of State investment pools, reviewed quarterly.

15.0 **Reporting**:

The Treasurer shall submit a monthly investment report to the Finance Department that provides a listing of all securities, including type of investment, issuer, maturity date, par value, purchase price, yield, and asset mix.

The Treasurer shall provide a written quarterly investment report to the City Commission that summarizes recent market conditions, economic developments and anticipated investment conditions. The report shall also indicate any areas of policy concern and suggested or planned revision(s) of investment strategies. The report shall also include details of the characteristics of the portfolio as well as its performance for that period.

16.0 **Investment Policy Adoption**:

The City of Birmingham's investment policy shall be adopted by resolution of the Birmingham City Commission. The policy shall be reviewed periodically, and at least annually, by the General Investment Committee Treasurer and any modifications made thereto must be approved by the City Commission.

This policy shall become effective the day following adoption by the Birmingham City Commission.

GLOSSARY

ACCRUED INTEREST: The accumulated interest due on a bond as of the last interest payment made by the issuer.

AGENCY: A debt security issued by a federal or federally-sponsored agency. Federal agencies are backed by the full faith and credit of the U.S. Government. Federally-sponsored agencies (FSAs) are backed by each particular agency with a market perception that there is an implicit government guarantee. An example of federal agency is the Government National Mortgage Association (GNMA). An example of a federally-sponsored agency is the Federal National Mortgage Association (FNMA).

AMORTIZATION: The systematic reduction of the amount owed on a debt issue through period payments of principal.

ASKED: The price at which securities are offered.

BANKERS' ACCEPTANCE (BA): A draft or bill or exchange accepted by a bank or trust company. The accepting institution guarantees payment of the bill, as well as the issuer.

BASIS POINT: A unit of measurement used in the valuation of fixed-income securities equal to 1/100 of 1 percent of yield, e.g., "1/4" of 1 percent is equal to 25 basis points.

BID: The price offered for securities.

BROKER: A broker brings buyers and sellers together for a commission paid by the initiator of the transaction or by both sides; he does not position. In the money market, brokers are active in markets in which banks buy and sell money and in inter-dealer markets.

CALLABLE BOND: A bond issue in which all or part of its outstanding principal amount may be redeemed before maturity by the issuer under specified conditions.

COLLATERAL: Securities, evidence of deposit or other property which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public monies.

CALL PRICE: The price at which an issuer may redeem a bond prior to maturity. The price is usually at a slight premium to the bond's original issue price to compensate the holder for loss of income and ownership.

CASH SALE/PURCHASE: A transaction that calls for delivery and payment of securities on the same day that the transaction is initiated.

CERTIFICATE OF DEPOSIT (CD): A time deposit with a specific maturity evidenced by a certificate. Large-denomination CDs are typically negotiable.

COMMERCIAL PAPER: An unsecured short-term promissory note issued by corporations, with maturities ranging from 2 to 270 days.

COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR): The official annual report for the City of Birmingham. It includes combined statements and basic financial statements for each individual fund and account group prepared in conformity with GAAP (Generally Accepted Accounting Principles). It also

includes supporting schedules necessary to demonstrate compliance with finance-related legal and contractual provisions, extensive introductory material, and a detailed statistical section.

CONVEXITY: A measure of a bond's price sensitivity to changing interest rates. A high convexity indicates greater sensitivity of a bond's price to interest rate changes.

COUPON: (a) The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value. (b) A certificate attached to a bond evidencing interest due on a payment date.

CURRENT YIELD (CURRENT RETURN): A yield calculation determined by dividing the annual interest received on a security by the current market price of that security.

DEALER: A dealer, as opposed to a broker, acts as a principal in all transactions, buying and selling for his own account.

DELIVERY VERSUS PAYMENT: There are two methods of delivery of securities: delivery versus payment and delivery versus receipt (also called free). Delivery versus payment is delivery of securities with an exchange of money for the securities. Delivery versus receipt is delivery of securities with an exchange of a signed receipt for the securities.

DEBENTURE: A bond secured only by the general credit of the issuer.

DISCOUNT: The difference between the cost price of a security and its value at maturity when quoted at lower than face value. A security selling below original offering price shortly after sale also is considered to be at a discount.

DISCOUNT SECURITIES: Non-interest bearing money-market instruments that are issued at a discount and redeemed at maturity for full face value, e.g., U.S. Treasury bills.

DIVERSIFICATION: Dividing investment funds among a variety of securities offering independent returns.

DURATION: A measure of the timing of the cash flows, such as the interest payments and the principal repayment, to be received from a given fixed-income security. This calculation is based on three variables: term to maturity, coupon rate, and yield to maturity. The duration of a security is a useful indicator of its price volatility for given changes in interest rates.

FAIR VALUE: The amount at which an investment could be exchanged in a current transaction between willing parties, other than in a forced or liquidation sale.

FEDERAL CREDIT AGENCIES: Agencies of the Federal government set up to supply credit to various classes of institutions and individuals, e.g. savings and loan associations, small business firms, students, farmers, farm cooperatives, and exporters.

FEDERAL DEPOSIT INSURANCE CORPORATION (FDIC): A federal agency that insures bank deposits, currently up to \$100,000 per deposit.

FEDERAL FARM CREDIT BANK (FFCB): Government-sponsored institution that consolidates the financing activities of the Federal Land Banks, the Federal Intermediate Credit Banks, and the Banks for Cooperatives. The Federal Farm Credit System was established by the Farm Credit Act of 1971 to provide credit services to farmers and farm-related enterprises through a network of 12 farm-credit districts.

FEDERAL FUNDS (**FED FUNDS**): Funds placed in Federal Reserve banks by depository institutions in excess of current reserve requirements. These depository institutions may lend fed funds to each other overnight or on a longer basis. They may also transfer funds among each other on a same-day basis through the Federal Reserve banking system. Fed funds are considered to be immediately available funds.

FEDERAL FUNDS RATE: The interest rate charged by one institution lending federal funds to the other. This rate is currently pegged by the Federal Reserve through open-market operations.

FEDERAL HOME LOAN BANK (FHLB): Government sponsored wholesale banks that lend funds and provide correspondent banking services to member commercial banks, thrift institutions, credit unions and insurance companies. The mission of FHLBs is to liquefy the housing-related assets of its members who must purchase stock in their district bank. The Federal Home Loan Banks play a role analogous to that played by the Federal Reserve Banks vis-à-vis member commercial banks.

FEDERAL HOME LOAN MORTGAGE COPORATION (FHLMC OR FREDDIE MAC): Provides flow of funds to lenders by purchasing mortgages ultimately providing homeowners and renters with lower housing costs and better access to home financing.

FEDERAL OPEN MARKET COMMITTEE (FOMC): Consists of seven members of the Federal Reserve Board and five of the twelve Federal Reserve Bank presidents. The president of the New York Federal Reserve Bank is a permanent member while the other presidents serve on a rotating basis. The committee periodically meets to set Federal Reserve guidelines regarding purchases and sales of government securities in the open market as a means of influencing the volume of bank credit and money.

FEDERAL NATIONAL MORTGAGE ASSOCIATION (FNMA): FNMA, like GNMA, was chartered under the Federal National Mortgage Association Act in 1938. FNMA is a federal corporation working under the auspices of the Department of Housing and Urban Development (HUD). It is the largest single provider of residential mortgage funds in the United States. Fannie Mae, as the corporation is called, is a private stockholder-owned corporation. The corporation's purchases include a variety of adjustable mortgages and second loans, in addition to fixed-rate mortgages. FNMA's securities are also highly liquid and are widely accepted. FNMA assumes and guarantees that all security holders will receive timely payment of principal and interest.

FEDERAL RESERVE SYSTEM: The central bank of the United States, created by Congress and consisting of a seven-member Board of Governors in Washington, D.C., 12 regional banks and about 5,700 commercial banks that are members of the system.

FINANCIAL INSTITUTION: A state or nationally-chartered bank or a state or federally-chartered savings and loan association, savings bank, or credit union whose deposits are insured by an agency of the United States government and which maintains a principal office or branch office located in this state under the laws of this state or the United States.

FUNDS: The money of a public corporation, the investment of which is not otherwise subject to a public act of this state or bond authorizing ordinance or resolution of a public corporation that permits investment in fewer than all of the investment options listed in subsection (1) of Public Act 20 of 1943, as amended, or imposes one (1) or more conditions upon an investment in an option listed in subsection (1).

GOVERNMENT NATIONAL MORTGAGE ASSOCIATION (GNMA OR GINNIE MAE): Securities guaranteed by GNMA and issued by mortgage bankers, commercial banks, savings and loan associations

and other institutions. Security holder is protected by full faith and credit of the U.S. Government. Ginnie Mae securities are backed FHA, VA or FMHM mortgages. The term "pass-throughs" is often used to describe Ginnie Maes.

GOVERNING BODY: The legislative body, council, commission, board, or other body having legislative power of a public corporation.

INVESTMENT OFFICER: The Treasurer or other person designated by statute or charter of a public corporation to act as the investment officer. In the absence of a statutory or charter designation, the governing body of a public corporation shall designate the investment officer.

INTEREST RATE (COUPON RATE): The annual rate of interest received by an investor from the issuer of certain types of fixed-income securities.

INTERNAL CONTROLS: An internal-control structure designed to ensure that the assets of the entity are protected from loss, theft, or misuse. The internal-control structure is designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that: 1) the cost of a control should not exceed the benefits likely to be derived, and; 2) the valuation of costs and benefits requires estimates and judgments by management.

INVERTED YIELD CURVE: A chart formation that illustrates long-term securities having lower yields than short-term securities. This configuration usually occurs during periods of high inflation coupled with low levels of confidence in the economy and a restrictive monetary policy.

INVESTMENT POLICY: A concise and clear statement of the objectives and parameters formulated by an investor or investment manager for a portfolio of investment securities.

LIQUIDITY: A liquid asset is one that can be converted easily and rapidly into cash without a substantial loss of value. In the money market, a security is said to be liquid if the spread between bid and asked prices is narrow and reasonable size can be done at those quotes.

LOCAL GOVERNMENT INVESTMENT POOL (LGIP): The aggregate of all funds from political subdivisions that are placed in the custody of the state Treasurer for investment and reinvestment.

MARKET-TO-MARKET: The process whereby the book value or collateral value of a security is adjusted to reflect its current market value.

MARKET RISK: The risk that the value of a security will rise or decline as a result of changes in market conditions.

MARKET VALUE: The price at which a security is trading and could presumably be purchased or sold.

MASTER REPURCHASE AGREEMENT: A written contract covering all future transactions between the parties to repurchase/reverse repurchase agreements that establishes each party's rights in the transactions. A master agreement will often specify, among other things, the right of the buyer/lender to liquidate the underlying securities in the event of default by the seller/borrower.

MATURITY: The date upon which the principal or stated value of an investment becomes due and payable.

MONEY MARKET: The market in which short-term debt instruments (bills, commercial paper, bankers

acceptances, etc.) are issued and traded.

MUTUAL FUND: An investment company that pools money and can invest in a variety of securities, including fixed-income securities and money-market instruments. Mutual funds are regulated by the Investment Company Act of 1940.

NET ASSET VALUE: The market value of one share of an investment company, such as a mutual fund. This figure is calculated by totaling a fund's assets which includes securities, cash, and any accrued earnings, subtracting this from the fund's liabilities and dividing this total by the number of shares outstanding. This is calculated once a day based on the closing price for each security in the fund's portfolio. [(Total assets) – (Liabilities)]/ (Number of shares outstanding)

NOMINAL YIELD: The stated rate of interest that a bond pays its current owner, based on par value of the security. It is also known as the "coupon," "coupon rate," or "interest rate."

OFFER: The price asked by a seller of securities; e.g., when you are buying securities, you ask for an offer. (See "Asked" and "Bid")

OPEN MARKET OPERATIONS: Purchases and sales of government and certain other securities in the open market by the New York Federal Reserve Bank as directed by the FOMC in order to influence the volume of money and credit in the economy. Purchases inject reserves into the bank system and stimulate growth of money and credit; sales have the opposite effect. Open market operations are the Federal Reserve's most important and most flexible monetary policy tool.

PAR: Face value or principal value of a bond, typically \$1,000 per bond.

PORTFOLIO: Collection of securities held by an investor.

POSTIVE YIELD CURVE: A chart formation that illustrates short-term securities having lower yields than long-term securities.

PREMIUM: The amount by which the price paid for a security exceeds the security's par value.

PRIME RATE: A preferred interest rate charged by commercial banks to their most creditworthy customers. Many interest rates are keyed to this rate.

PRINCIPAL: The face value or par value of a debt instrument. Also may refer to the amount of capital invested in a given security.

PROSPECTUS: A legal document that must be provided to any prospective purchases of a new securities offering registered with the SEC. This can include information on the issuer, the issuer's business, the proposed use of proceeds, the experience of the issuer's management, and certain certified financial statements.

PRUDENT PERSON RULE: An investment standard. A fiduciary, such as a trustee, may invest money in a security if it is one which would be bought by a prudent person of discretion and intelligence who is seeking a reasonable income and preservation of capital.

PRIMARY DEALER: A group of government securities dealers that submit daily reports of market activity and positions and monthly financial statements to the Federal Reserve Bank of New York and are subject to

its informal oversight. Primary dealers include Securities and Exchange Commission (SEC) registered securities broker-dealers, banks, and a few unregulated firms.

PUBLIC CORPORATION: A county, City, village, township, port district, drainage district, special assessment district, or metropolitan district of this state, or a board, commission, or another authority or agency created by or under an act of the legislature of this state.

QUALIFIED PUBLIC DEPOSITORIES: A financial institution which does not claim exemption from the payment of any sales or compensating use or ad valorem taxes under the laws of this state, which has segregated for the benefit of the commission eligible collateral having a value of not less than its maximum liability and which has been approved by the Public Deposit Protection Commission to hold public deposits.

RATE OF RETURN: The yield obtainable on a security based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond or the current income return.

REINVESTMENT RISK: The risk that a fixed-income investor will be unable to reinvest income proceeds from a security holding at the same rate of return currently generated by that holding.

REPURCHASE AGREEMENT (RP OR REPO): A holder of securities sells these securities to an investor with an agreement to repurchase them at a fixed price on a fixed date. The security "buyer" in effect lends the "seller" money for the period of the agreement, and the terms of the agreement are structured to compensate him for this. Dealers use RP extensively to finance their positions. Exception: When the Fed is said to be doing RP, it is lending money; that is, increasing bank reserves.

RULE 2A-7 OF THE INVESTMENT COMPANY ACT: Applies to all money market mutual funds and mandates such funds to maintain certain standards, including a 13-month maturity limit and a 90-day average maturity on investments, to help maintain a constant net asset value of one dollar (\$1.00)

SAFEKEEPING: A service to customers rendered by banks for a fee whereby securities and valuables of all types and descriptions are held in the bank's vaults for protection.

SECONDARY MARKET: A market made for the purchase and sale of outstanding issues following the initial distribution.

SEC RULE 15C3-1: See uniform net capital rule.

SECURITIES & EXCHANGE COMMISSION (SEC): Agency created by Congress to protect investors in securities transactions by administering securities legislation.

TOTAL RETURN: The sum of all investment income plus changes in the capital value of the portfolio. For mutual funds, return on an investment is composed of share price appreciation plus any realized dividends or capital gains. This is calculated by taking the following components during a certain time period: (Price Appreciation) + (Dividends paid) + (Capital gains) = Total Return.

U.S. TREASURY BILLS: Non-interest bearing discount securities issued by the U.S. Treasury to finance the national debt. The bills are available in minimum denominations of \$10,000 and increments of \$5,000 thereafter and are issued to mature in three months, six months, or one year.

U.S. TREASURY BONDS: Long-term U.S. Treasury securities similar to Treasury Notes having initial maturities of more than ten years.

U.S. TREASURY NOTES: Intermediate-term, coupon-bearing U.S. Treasury securities having initial maturities of from one to ten years. Interest is generally payable at six-month intervals until maturity. Denominations, after a minimum of \$5,000, are in \$1,000 multiples.

U.S. TREASURY STRIPPED COUPONS OR TREASURY RECEIPTS: Evidence ownership of specific future interest and principal payments on certain U.S. Treasury Notes or Bonds. They are sold at a discount from par; the denominations are governed by the maturity value of the notes and bonds as well as the original issue rate.

U.S. TREASURY STRIPS: Separate Trading of Registered Interest and Principal of Securities. STRIPS are pre-stripped, zero-coupon bonds that are a direct obligation of the U.S. Treasury.

UNIFORM NET CAPITAL RULE: Securities and Exchange Commission requirement that member firms as well as nonmember broker-dealers in securities maintain a maximum ratio of indebtedness to liquid capital of 15 to 1; also called <u>net capital rule</u> and <u>net capital ratio</u>. Indebtedness covers all money owed to a firm, including margin loans and commitments to purchase securities, one reason new public issues are spread among members of underwriting syndicates. Liquid capital includes cash and assets easily converted into cash.

VOLATILITY: A degree of fluctuation in the price and valuation of securities.

"VOLATILITY RISK" RATING: A rating system to clearly indicate the level of volatility and other non-credit risks associated with securities and certain bond funds. The ratings for bond funds range from those that have extremely low sensitivity to changing market conditions and offer the greatest stability of the returns ("aaa" by S&P; "V-1" by Fitch) to those that are highly sensitive with currently identifiable market volatility risk ("ccc-" by S&P, "V-10" by Fitch).

WEIGHTED AVERAGE MATURITY (WAM): The average maturity of all the securities that comprise a portfolio. According to SEC rule 2a-7, the WAM for SEC registered money market mutual funds may not exceed 90 days and no one security may have a maturity that exceeds 397 days.

YIELD: The rate of annual income return on an investment, expressed as a percentage. Income yield is obtained by dividing the current dollar income by the current market price for the security. Net yield or yield to maturity is the current income yield minus any premium above par or plus any discount from par in purchase price, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

YIELD-TO-MATURITY: The rate of return yielded by a debt security held to maturity when both interest payments and the investor's potential capital gain or loss are included in the calculation of return.

ZERO-COUPON SECURITIES: Securities that are issued at a discount and make no periodic interest payments. The rate of return consists of a gradual accretion of the principal of the security and is payable at par upon maturity.



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: November 22, 2017

TO: Joseph A. Valentine, City Manager

FROM: Jana Ecker, Planning Director

Scott Grewe, Police Commander Paul T. O'Meara, City Engineer

SUBJECT: S. Eton Rd. – Maple Rd. to 14 Mile Rd.

Multi-Modal Transportation Board Recommendations

In 2016, the City Commission appointed an Ad Hoc Rail District Committee to study the Rail District with respect to parking and traffic issues. A final report was received by the Commission in December of last year. Since several of the committee's recommendations had to do with the commercial section of S. Eton Rd., the Multi-Modal Transportation Board (MMTB) first focused on the segment from Maple Rd. to Lincoln Ave. The following summarizes the recommendations that the Board endorsed in August of this year:

Maple Rd. to Yosemite Blvd.:

- 1. Relocate the west side curb for the entire block from its current location to a point three feet closer to the center of the road, thereby allowing the west side sidewalk to be rebuilt at 8 feet wide.
- 2. Install a pedestrian island at the Maple Rd. intersection, south leg.
- 3. Install an enhanced, larger sidewalk ramp area at the southeast corner of Maple Rd.
- 4. Install sharrows in both directions on the existing travel lanes.

Yosemite Blvd. to Villa Ave.:

- 1. Relocate the curbs on both sides of the street to create a two-lane street with 15 foot travel lanes. Parking would be removed from both sides of the street.
- 2. Install a 4 ft. wide parkway between the sidewalks and the new curb, and install new street trees.
- 3. Install 6.5 to 8 ft. wide sidewalks on both sides of the street.
- 4. Install sharrows in both directions on the existing travel lanes.

Villa Ave. to Lincoln Ave.:

- 1. Remove parking on the west side of the street, replaced with an 8.5 ft. wide bidirectional bike lane and a 1.5 ft. buffer with raised markers.
- 2. Installation of a 3 ft. wide painted buffer between the northbound travel lane and the parking lane (on the east side of the street).

3. Curbed bumpouts at marked pedestrian crosswalks on the east side of the street, at the intersections of Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.

The above recommendations were presented to the MMTB at their meeting of August 14, 2017. With the grand opening of the nearby Whole Foods grocery store (2100 E. Maple Rd.) planned for the coming October, the City Commission primarily focused on the improvements suggested for the north block of S. Eton Rd. at Maple Rd. Feedback from the public prior to the meeting encouraged the Commission to request a field visit to the intersection. The proposed island area was marked off with cones and temporary paint, and the Commission was able to see the space needed for large WB-50 trucks to make turns both in and out of this commercial area. After discussing it in detail at the meeting, no action was taken. It was decided to take additional vehicle, truck, and pedestrian traffic counts of the intersection once the Whole Foods store has been open for several months, and is operating with an established routine.

Since then, the Board has studied the section of S. Eton Rd. from Lincoln Ave. to 14 Mile Rd. After reviewing 12 different cross-sections designed to provide improved facilities for both pedestrians and bicyclists, as well as reduced traffic speeds, a preferred cross-section was advertised by postcard and posted on the City's website. The preferred option proposed bumpouts at each intersection, as well as an 8 ft. wide bi-directional bike lane on the west side parkway, using the large green space that exists in the public right-of-way.

A public hearing was held at the MMTB's regular meeting of November 2, 2017. After reviewing input from the public, the Board passed the following recommendation for the segment between Lincoln Ave. and 14 Mile Rd.:

- 1. Maintain the existing curb to curb road width of 28 ft.
- 2. Install an 8 ft. wide on-street parking lane on the west side of the street, separated from traffic with a solid line, and recommend that 24-hour parking be permitted;
- 3. Shift the center line of S. Eton Rd. to the east to create two 10 ft. wide travel lanes for vehicles:
- 4. Install an 8 ft. wide bi-directional bike lane 2 ft. from the back of curb on the west side of S. Eton Rd.:
- 5. Maintain a 2 ft. wide landscaped buffer between the on-street parking lane and the bike lane;
- 6. Install curb bumpouts and crosswalks at the intersections of S. Eton Rd. and Bradford Rd., Sheffield Rd., Humphrey Ave., Melton Rd., and Lincoln Ave. as noted on the attached plan;
- 7. Install new ADA ramps at all street crossings from Lincoln Ave. to 14 Mile Road; and
- 8. Install green marked bicycle crossings on the western leg of the intersections of S. Eton Rd. and Bradford Rd., Sheffield Rd., Humphrey Ave., Melton Rd., and Lincoln Ave., as noted on the attached plan.
- 9. The City and not the residents assumes responsibility for the maintenance of the 8 ft. bike lane; and
- 10. The center line will be striped.

PRESENTATION

Responding to previous comments, staff has directed our traffic consultant F&V to make improvements to plan presentation so that the context of the existing surrounding environment can be displayed and considered. In response, aerial photography has been used as the background for the entire S. Eton Rd. corridor, and is now attached for your review and consideration. The following notes are offered for your information as items that have come up in the discussion, and how they helped influence the final decisions made by the MMTB. The items are arranged from north to south, and refer to the conceptual plans attached to this package.

- 1. The conceptual plans present the pedestrian island and other improvements in the area of Maple Rd. The island shown on the plan is the version designed to accommodate the WB-50 truck turns that occur at this intersection. The island also features the ability to be driven over if needed for trucks larger than WB-50. Since the Commission has asked for further study of this intersection, the recommendation below does not include the pedestrian island. The other sidewalk improvements in the immediate area, which can stand on their own, are included.
- 2. The recommendations proposed for the block between Yosemite Blvd. and Villa Ave. were discussed at length, and arrived at as a means to transition from the narrow right-of-way condition to the north, to the improved bike facility envisioned to the south. The width of the street was selected to discourage on-street parking, but still provide extra space for bicyclists to feel comfortable sharing the road with motorists. The relocation of curbs, introduction of a parkway, and improved sidewalks represent direct benefits to the adjacent businesses, and therefore qualify as a potential special assessment. The section below reviewing costs explores this topic in more detail.
- 3. The recommendation to remove the southbound parking lane was based on multiple issues that currently exist, such as poor sight distance for those wishing to enter S. Eton Rd. from either local streets or private driveways, the overall opportunity for visitors to park in private lots (as studied in the Ad Hoc Rail District Subcommittee Report), and the ongoing desire to keep speeds and traffic volumes down. The following components are a part of the final proposed plan:
 - a. The bi-directional bike path provides a safer option for bicyclists wishing to use this corridor, but wish to avoid having to share the road with vehicles. Because northbound bikes would be traveling on the opposite side of the street where they would normally be expected, green pavement markings and white bike symbols has been recommended by F&V at each intersection with the bike path to alert motorists to watch for bikes crossing. It is also recommended that a "WATCH FOR BIKES" sign be added to each STOP sign, with opposing arrows to show that the intersecting bike path is bi-directional.
 - b. A 1.5 ft. wide buffer area is proposed between the bike path and southbound traffic. The buffer would include raised cycle lane separators as shown on the attached photos. The buffers are designed to help make bikes feel separated from traffic, but also provide a system that can be maintained into the future. In reviewing this design with our Dept. of Public Services, this design will create maintenance challenges. The area would be too small for leaf pickup, therefore, residents along

- this route would be required to dump all leaves from their property on the other street that they are adjacent to (these properties are all located on a corner). In addition, during heavy snows, this area would have to be used to throw snow from the vehicular way. Once the heavy snows melt and freeze, it would be very difficult to clear this lane, forcing temporary closure of the bike path until the snow melts.
- c. Northbound bikes using the new bi-directional bike path will need to cross S. Eton Rd. at Villa Ave. to proceed northbound on the shared roadway. The diagonal path at the southwest corner of Villa Ave. is recommended, together with signage, to encourage bicyclists to get off of their bikes and walk them across both Villa Ave. and S. Eton Rd., so that they will then be able to resume riding northbound on S. Eton Rd.
- d. We have received comments that southbound motorists at Lincoln Ave. do not like that the road is wide enough to encourage right turns on to Lincoln Ave. to be performed to the right of the through lane. The new bi-directional bike path would remove this space from the street, and require all motorists, including those turning right, to use the one through lane to recognize the four-way STOP sign, and then proceed to make their turn at the appropriate time.
- 4. When the MMTB passed the recommendation for the segment north of Lincoln Ave. last August, it specified that bumpouts would be installed at the five locations where it was felt that crosswalk activity would be the highest. Since then, due to the continued support for bumpouts in general, staff directed F&V to prepare the aerial concept plan with bumpouts at all intersections to see how they would work. The concept plan therefore has displayed bumpouts at the additional intersections of Palmer Ct. and Webster Ave. These locations have been added to the suggested resolution below.
- 5. When the MMTB passed the recommendation for the segment north of Lincoln Ave. last August, it had not discussed the option of providing green pavement markings to help alert motorists to the bi-directional bike lane, particularly when approaching S. Eton Rd. on a local street from the west. The newer aerial concept plan features these improvements as recommended by F&V, which are an important safety feature. They have been added to the suggested resolution below.
- 6. The MMTB studied current parking demand along the S. Eton Rd. corridor south of Lincoln Ave. Parking is legal for southbound traffic only. Since S. Eton Rd. is considered a through street, parking is not legal at night from 2 AM to 6 AM. Parking surveys conducted for this study confirmed that parking demand is rather low, both in the evenings when it is legal, and late at night when it is not. Residents from the area opined that parking is not comfortable on this street, as some have seen their cars damaged by other vehicles when parked in this area. Currently, most of this segment has no pavement markings. By adding a double yellow centerline at 10 ft. off the east curb, and a marked parking area, the street will feel narrower, and encourage slower travel speeds. Removal of the ban on overnight parking is a part of the recommendation, to encourage residents to use the marked parking area.
- 7. The bike path in the parkway south of Lincoln Ave. would have to intercept many private driveways along this segment. Since the City would be liable for maintenance and safety along this path, it would be constructed the same as a City sidewalk. Joints

would cut through each driveway, to control the pavement quality and slope at each such location. The plans and cost estimate assume that each driveway approach will be completely removed and replaced from the current City sidewalk, through the bike path, and to the existing curb on the street, as a part of the project.

- 8. The Dept. of Public Services has indicated that leaf pickup and snow clearing can be accommodated in the segment south of Lincoln Ave. It is noted both by DPS and Engineering that growing grass in the narrow two foot strip between the path and the existing street will be difficult for homeowners.
- 9. At 14 Mile Rd., the bike path is intended to direct bicyclists into Royal Oak, on to Cooper St., which is also designated as a bike route currently. To help transition southbound bikes back on to the road, a "bike box" is proposed, which is a marked area on the southbound lane in front of the stop bar, to encourage bikes to sit in this area while the traffic signal is red, giving them priority to cross the street when the signal turns green. Northbound bicyclists would be encouraged to dismount, walking across 14 Mile Rd. and S. Eton Rd. at the crosswalks, and then use the bi-directional path accordingly.

PROPOSED CONSTRUCTION SEQUENCE & COSTS

The estimated cost of this proposal can be tabulated as follows:

Segment	Pedestrian	Bicycle
	Improvements	Improvements
Maple to Yosemite (not including pedestrian island)	\$49,600	\$400
Yosemite to Villa	\$164,600	\$14,600
Villa to Lincoln	\$467,500	\$158,900
South of Lincoln to 14 Mile	\$554,200	\$275,900
TOTAL Maple to Lincoln	\$681,700	\$173,900
TOTAL South of Lincoln to 14 Mile	\$554,200	\$275,900
TOTAL Maple to 14 Mile	\$1,235,900	\$449,800

PROJECT GRAND TOTAL = \$1,685,700

In order to assist in paying for this work, it is recommended that the City apply for federal funding through the Transportation Alternatives Program (TAP). The City was recently successful in obtaining such funding for its proposal to build a crosswalk at the intersection of Woodward Ave. and Oak St. The next deadline to apply for funding is March, 2018. The City would be notified if they were successful for a grant in July, 2018. The City could then budget for its share of the project for fiscal year 2019/2020, and build the project as soon as late summer, 2019. The grant would pay for 80% of the construction costs. The City would be responsible for the remaining 20% match, as well as 100% of engineering and design costs. Using the numbers above, it is estimated that the City's share for the entire project would be \$499,000.

While applicants are encouraged to apply for funding, it is not clear at this time what our chances are for being successful. If the grant is not awarded, other than the special

assessment between Yosemite Blvd. and Villa Ave. detailed below, the only funding source for this project would be the Major Streets Fund. Currently, the Major Street Fund requires a contribution from the General Fund to pay for annual expenses, therefore, it is anticipated that the General Fund would be the main source of funding for this project. Should the Commission agree with parts or all of the recommendations, it is possible that the work may have to be phased over a time period in order to budget for these costs. With this in mind, it is suggested that the Commission provide direction as to which parts of the recommendations should be highest priority for construction, should phasing be required.

SPECIAL ASSESSMENT DISTRICT - YOSEMITE BLVD. TO VILLA AVE.

As referenced in the City Code, the installation of new sidewalks is an expense that is billable to the adjacent property owners. Further, following current policy in commercial areas, when sidewalks are removed and replaced in a manner that it renews and upgrades the frontage of a commercial property, the City has assessed the adjacent owners 75% of all costs relative to this construction. Since the recommendations on the north half of the above block would involve removing and replacing an improved sidewalk, as well as relocating the curb and gutter to allow the introduction of a new landscaped parkway with street trees, the recommended improvements can be considered a direct benefit to the two abutting property owners. The total cost of the work that could be assessed is estilmated at \$138,000. Since the total footage of proposed improvement on the block is approximately 300 ft., the estimated cost of the special assessment at a 75% share would be \$345 per foot. The cost to each of the two properties would translate to \$51,750 each, which could be paid over a 10 year period if desired.

The property owners on this block have not been notified about the potential for a special assessment. Should the City Commission wish to postpone construction pending the acquisition of a TAP grant, it is unclear at this time when construction would occur. Once a firm construction schedule has been established, staff can proceed with the notification process, and then recommend that a public hearing before the City Commission be scheduled to consider necessity at that time.

A suggested resolution for the entire S. Eton Rd. corridor, other than the Maple Rd. pedestrian island, is provided below:

SUGGESTED RESOLUTION:

To approve the recommendations of the Multi-Modal Transportation Board for S. Eton Rd. from Maple Rd. to 14 Mile Rd. for pedestrian and bicycle improvements throughout the corridor, as outlined below:

A. Maple Rd. to Yosemite Blvd.:

- 1. Relocate the west side curb for the entire block from its current location to a point three feet closer to the center of the road, thereby allowing the west side sidewalk to be rebuilt at 8 feet wide.
- 2. Install an enhanced, larger sidewalk ramp area at the southeast corner of Maple Rd.
- 3. Install sharrows in both directions on the existing travel lanes.

AND

B. <u>Yosemite Blvd. to Villa Ave.:</u>

- 1. Relocate the curbs on both sides of the street to create a two-lane street with 15 foot travel lanes. Parking shall be removed from both sides of the street.
- 2. Install a 4 ft. wide parkway between the sidewalks and the new curb, and install new street trees, at a spacing of 40 ft. each.
- 3. Install 6.5 to 8 ft. wide sidewalks on both sides of the street.
- 4. Install sharrows in both directions on the existing travel lanes.

AND

C. Villa Ave. to Lincoln Ave.:

- 1. Remove parking on the west side of the street, to be replaced with an 8.5 ft. wide bidirectional bike lane and a 1.5 ft. buffer with raised markers.
- 2. Install a 3 ft. wide painted buffer between the northbound travel lane and the parking lane (on the east side of the street).
- 3. Install curbed bumpouts at marked pedestrian crosswalks on the east side of the street, at the intersections of Villa Ave., Hazel St., Palmer Ct., Bowers St., Holland Ave., Webster Ave., Cole Ave., and Lincoln Ave.
- 4. Install green marked bicycle crossings on the western leg of the intersections of Villa Ave., Hazel St., Bowers St., Haynes St., Holland Ave., Webster Ave., Cole Ave., and Lincoln Ave.

AND

D. South of Lincoln Ave. to 14 Mile Rd.:

- 1. Install an 8 ft. wide on-street parking lane on the west side of the street, separated from traffic with a solid line, with 24-hour parking permitted;
- 2. Install a double yellow centerline for S. Eton Rd. to create two 10 ft. wide travel lanes (on the east side of the street) for vehicles;
- 3. Install an 8 ft. wide bi-directional bike lane 2 ft. from the back of curb on the west side of S. Eton Rd.;
- 4. Maintain a 2 ft. wide landscaped buffer between the on-street parking lane and the bike lane.
- 5. Install curb bumpouts and crosswalks at the intersections of Melton Rd., Humphrey Ave., Sheffield Rd., and Bradford Rd., as noted on the attached plan;
- 6. Install green marked bicycle crossings on the western leg of the intersections of Lincoln Ave., Melton Rd., Humphrey Ave., Sheffield Rd., and Bradford Rd., as noted on the attached plan.
- 7. The City shall assume responsibility for the maintenance of the 8 ft. bike lane.

AND

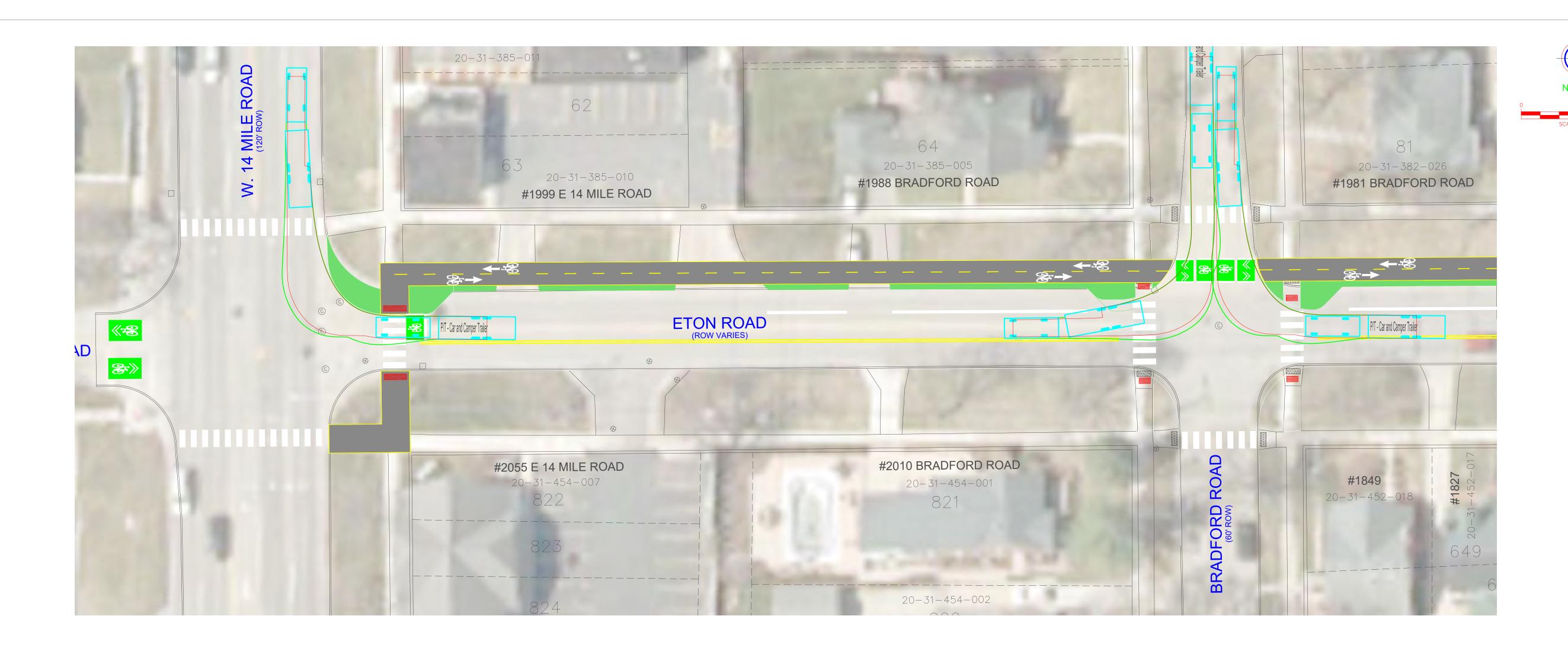
Further, to direct staff to apply for federal funding for these improvements through the Transportation Alternatives Program administered by the Michigan Dept. of Transportation, and report back to the Commission when status of the grant for the 2018 application has been determined. Should the Commission decide later to phase the improvements over time, the ______ section of the project should receive first priority.

AND

To proceed with a traffic study of the Maple Rd. intersection in the spring of 2018, with truck turning movements quantified, for further review by the Multi-Modal Transportation Board, and a final recommendation to the City Commission.

DESIGN TEAM: CHECK BY: DRAWING INFORMATION: 823801 Option 1 Plans 112817 rayl

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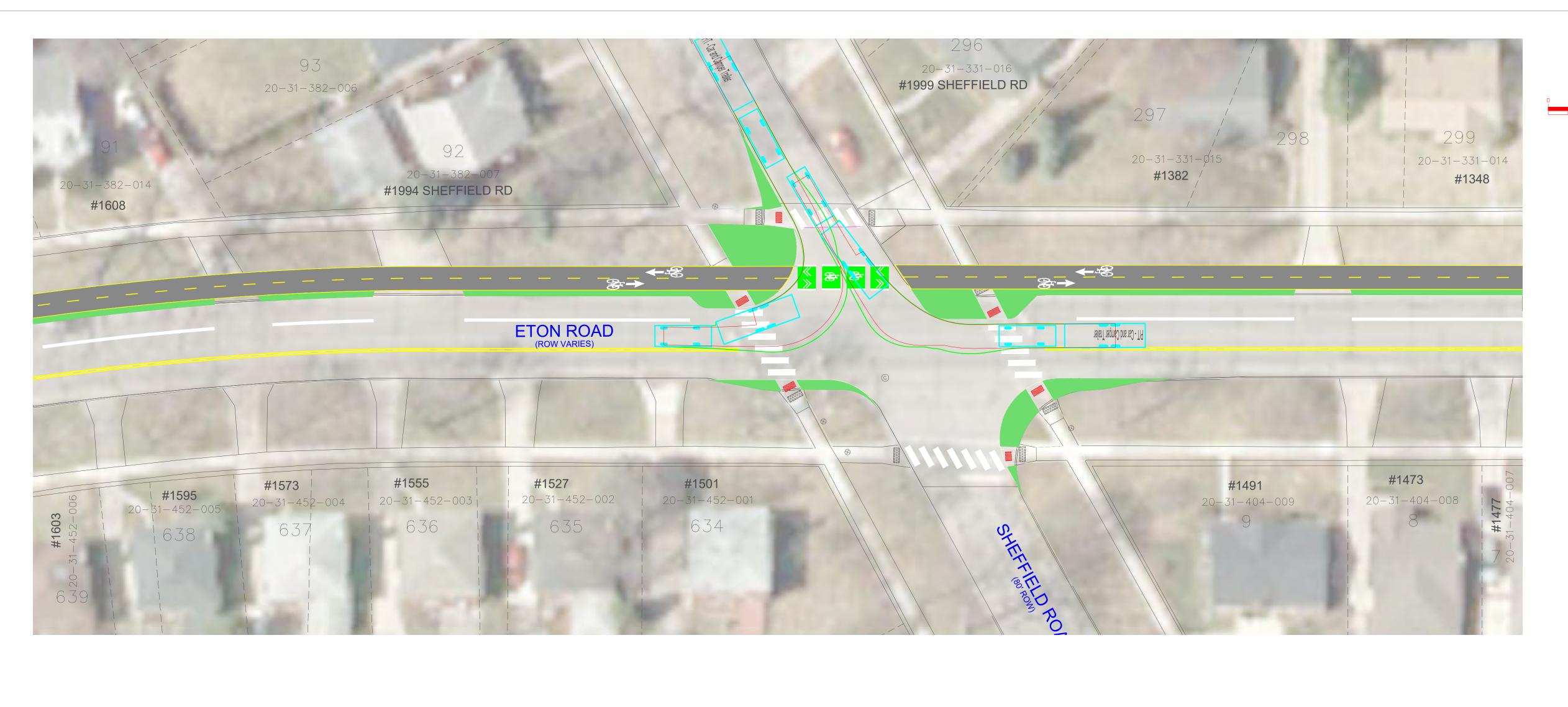


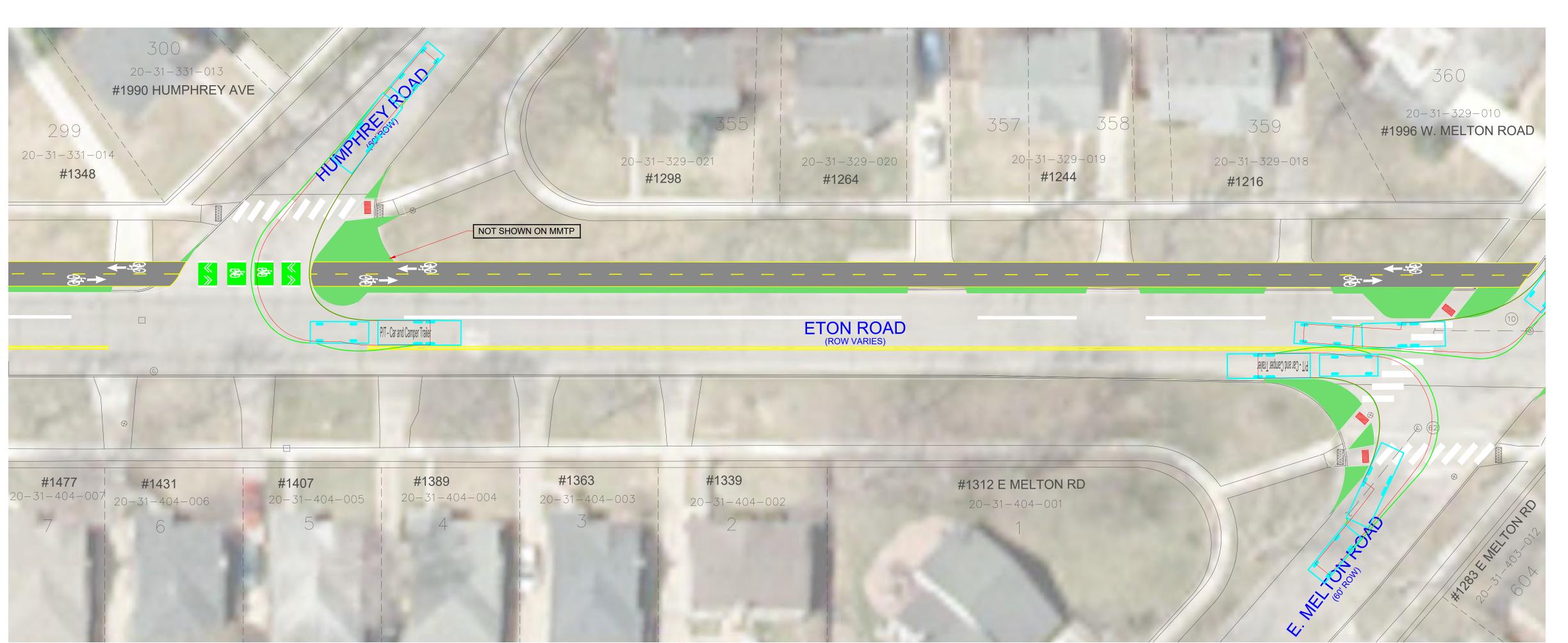


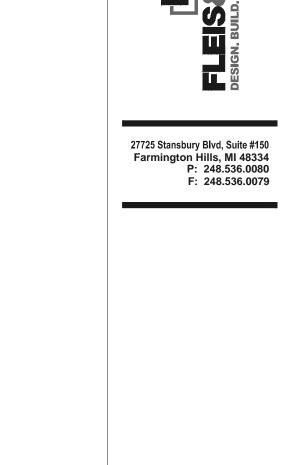
DESIGN TEAM: CHECK BY:

DRAWING INFORMATION: 823801 Option 1 Plans 110117 rayl

ETON







CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
E ROAD TO 14 MILE ROAD
BIKE PATH - OPTION B-2 **ETON ROAD**

> DESIGN TEAM: XXX, XXX CHECK BY:

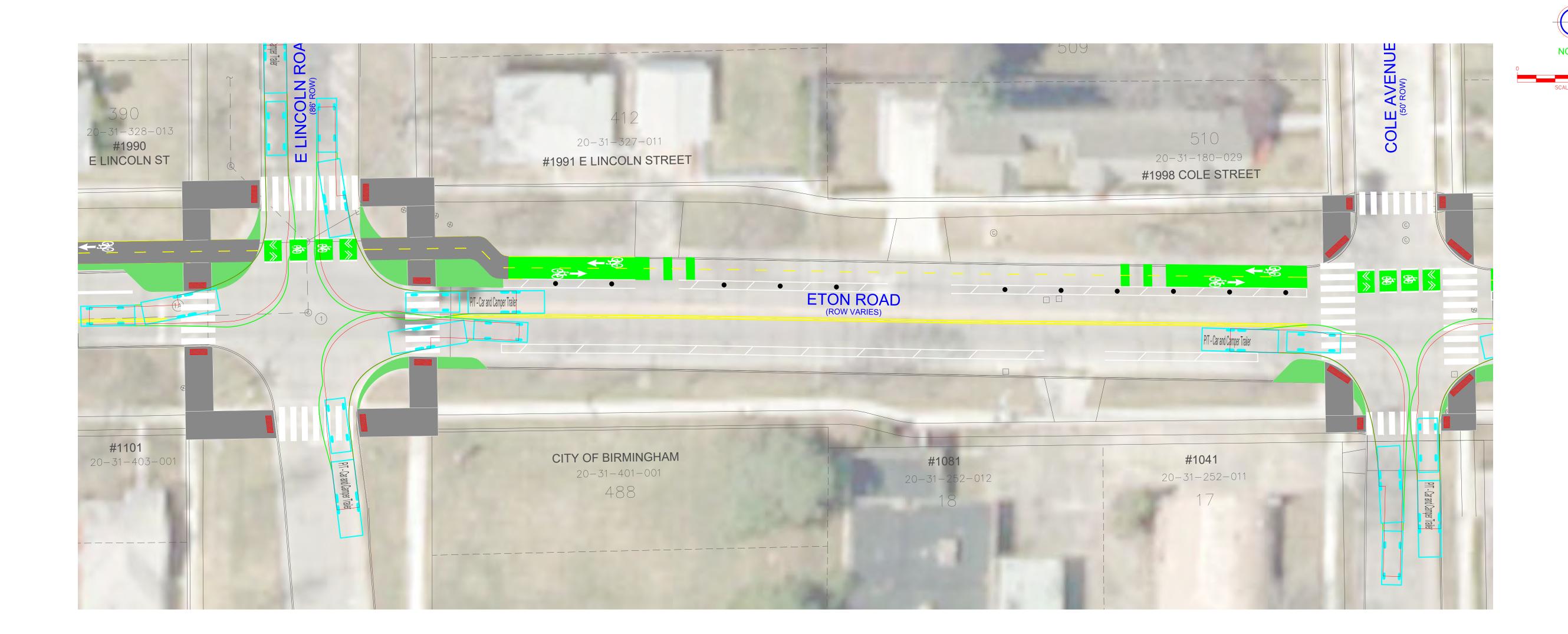
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CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
E ROAD TO 14 MILE ROAD
BIKE PATH - OPTION 1

ETON ROAD

DESIGN TEAM: XXX, XXX CHECK BY:



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

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
E ROAD TO 14 MILE ROAD
BIKE PATH - OPTION 1

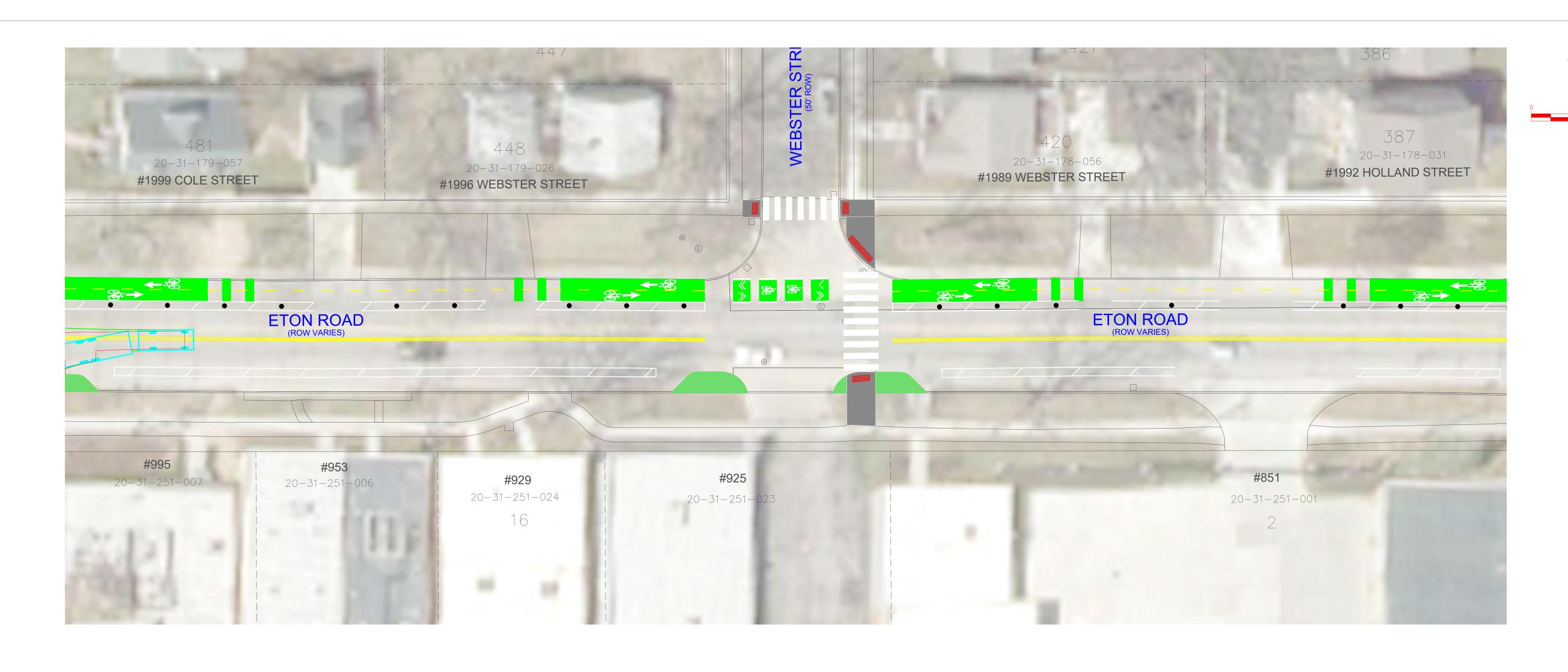
OAKLAR ON ROAD - MAPLE ROAD T

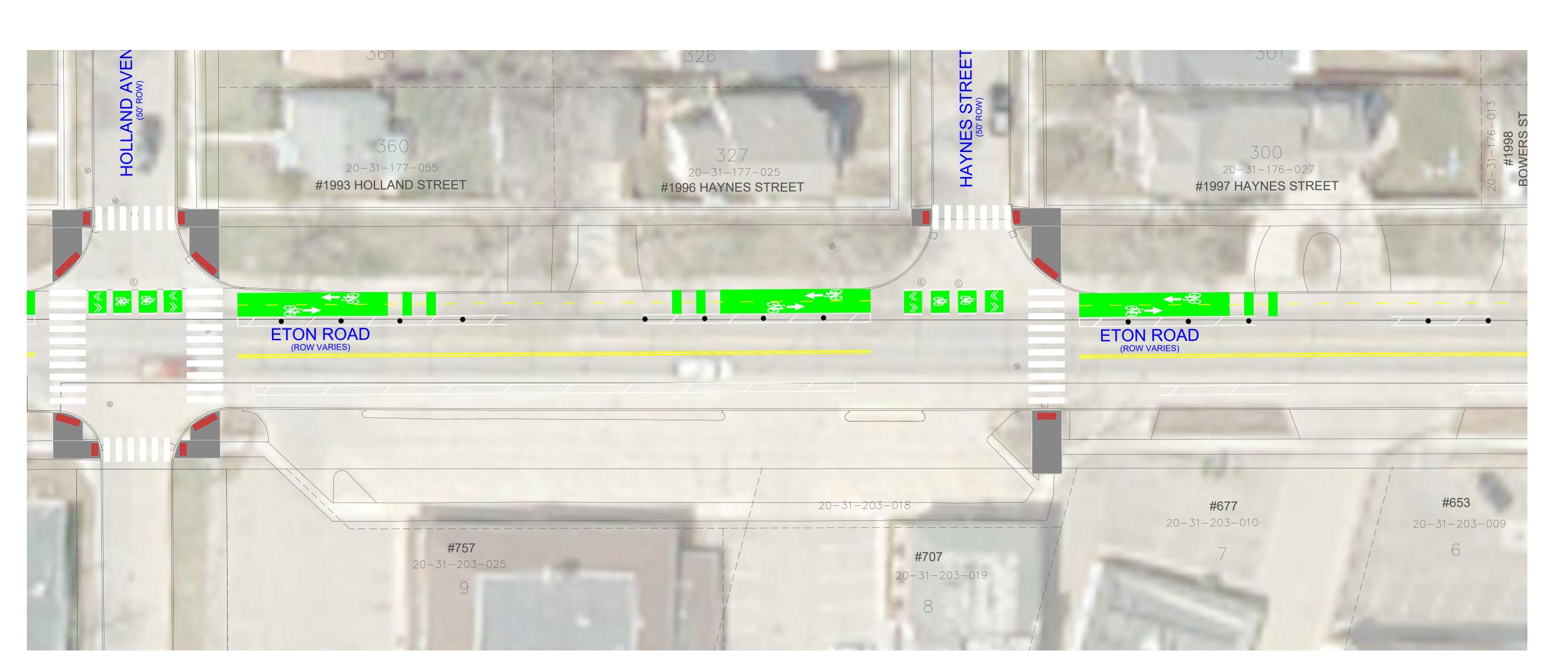
DESIGN TEAM:
XXX, XXX
CHECK BY:

DRAWING INFORMATION:
823801 Option 1 Plans
112817 rayl

F&V PROJECT NO. **823801**

2

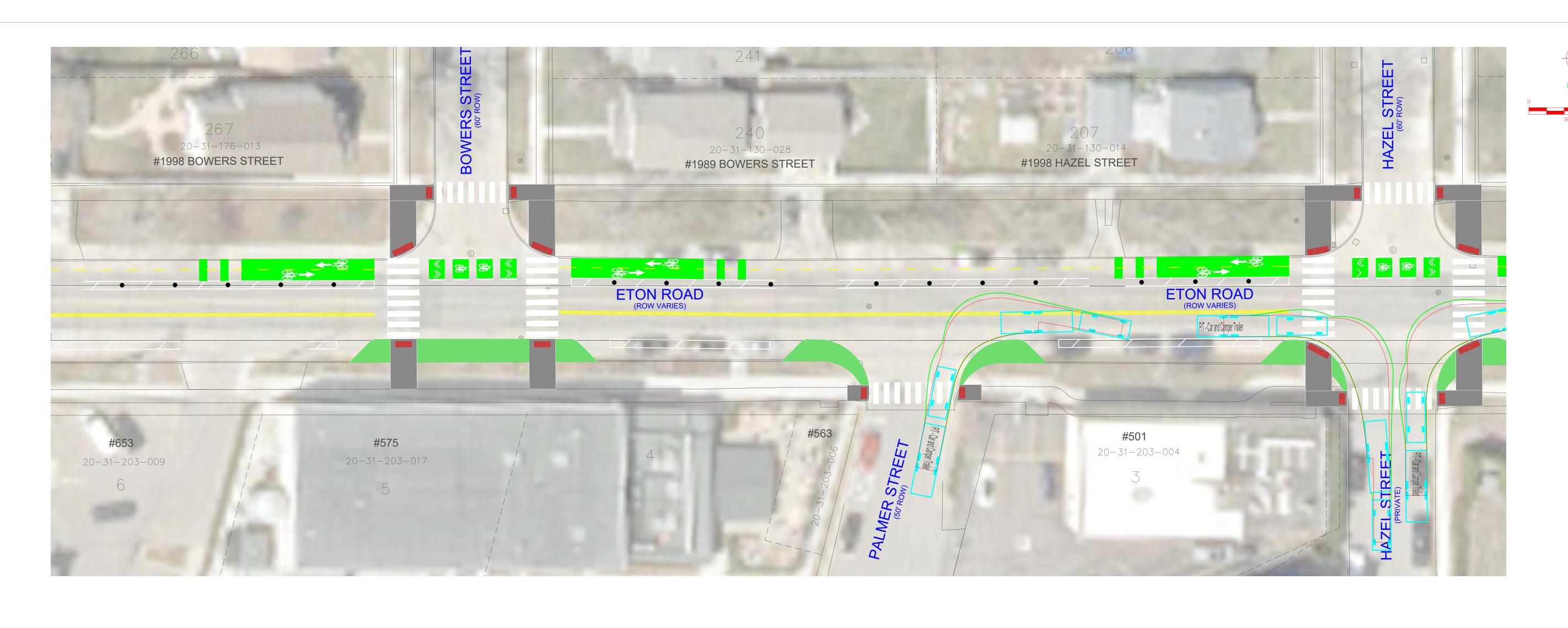


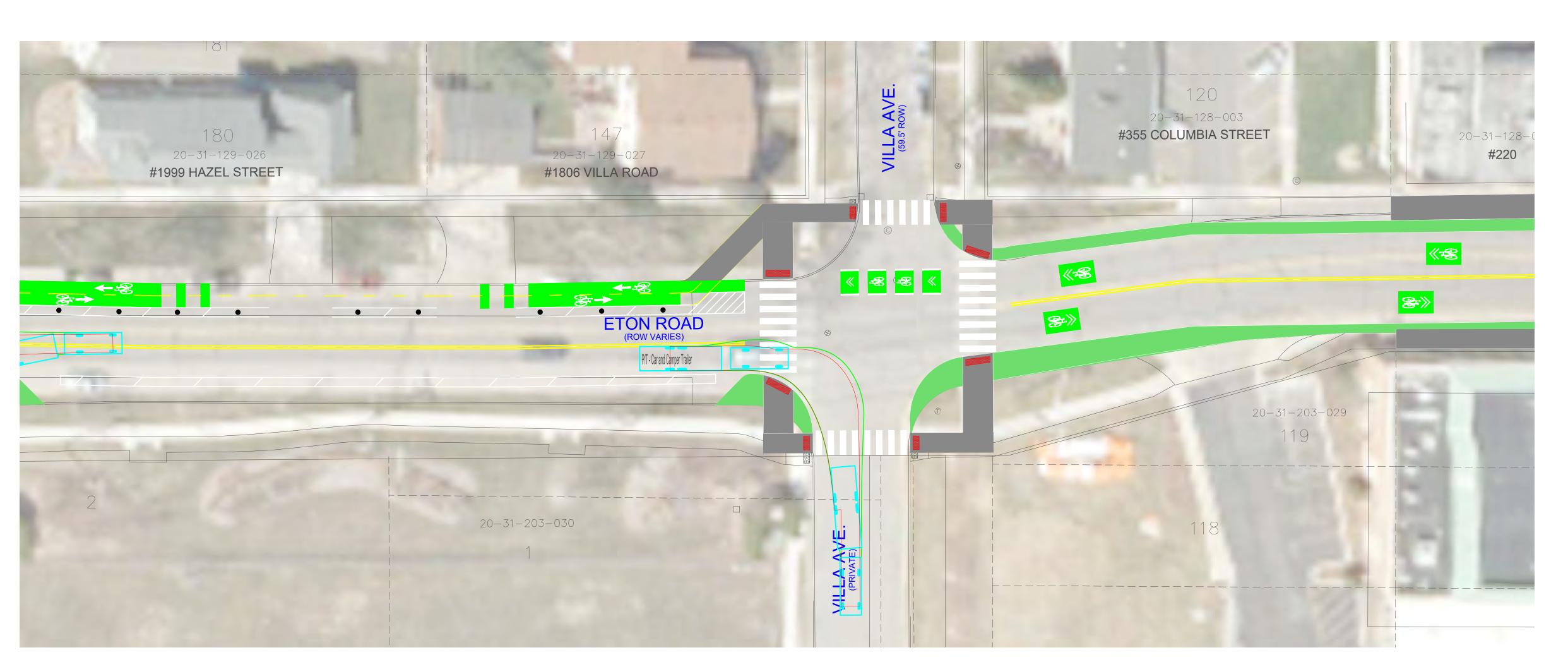


DESIGN TEAM: XXX, XXX CHECK BY:

F&V PROJECT NO. **823801**

3





COSEMITE BLVD. (80' ROW)

CAUTION!!
4" GAS MAIN

EX 48" COMB

EX 12" WATER MAIN EX 18" STU

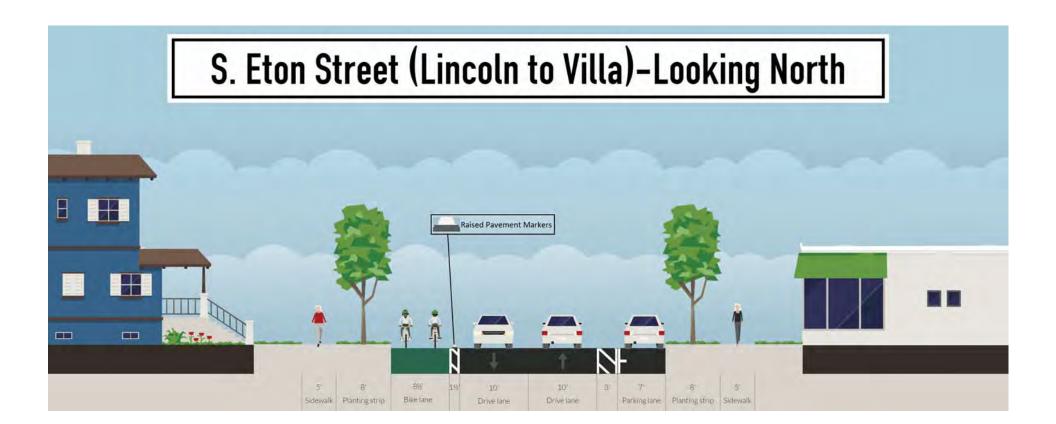
CONC WALK

CAUTION!!
4" GAS MAIN

ETON ROAD (ROW VARIES)

BRICK WALL STM EX 12" CS EX 12" CS EX 12" STM STM





S. Eton Street (Villa to Yosemite) -Looking North





ZICLA®





Robust and innovative separator with reflective strips that give great visibility. Rounded form.

100% Recycled Plastic Recycled PVC. Electrical cable sheathing, hoses, synthetic textiles.

Characteristics

High shock absorption.

Due to flexibility of the material and absence of sharp edges.

High mechanical strength.

Due to structure and design of the material, featuring a 3-point pavement anchor system.

High visibility day and night.

Due to retroreflective microspheres.

High resistance to weathering.

Due to the material used.

Made in.

UE.

1st year of production.

2008

Design registration.

Ohim

000974142-0001

Ohim

002463877-0001/2/

Turk Patent Institusu 2014 08314

The United States Copyright Tx 7-918-855

United States Design Patent Us D741, 7395

Inapi Chile

Awards.

2009 Design for Recycling



Best Recycled Product 2011.



Eco-label.

DGC



CO, saving.

Compared to virgin material.

Zebra 5.

3.5 kg CO₂ eq per unit **Zebra 9.**

5.7 kg CO₂ eq per unit **Zebra 13.**

17 kg CO, eq per unit

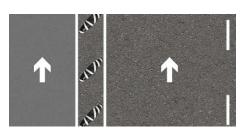
Carbon footprint.

0.51 kg CO₂ eq per kg

Design.

Curro Claret

Positioning options





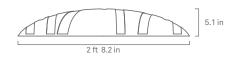


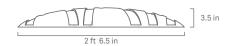
Oblique Parallel

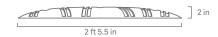
Zebra 13

Zebra 9

Zebra 5

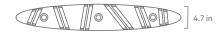












Weight	19 lb
Length	2 ft 8.2 in
Height	5.1 in
Width	8.25 in
Colour	Black

Weight	11 lb
Length	2 ft 6.5 in
Height	3.5 in
Width	6.5 in
Colour	Black

Weight	5 lb
Length	2 ft 5.5 in
Height	2 in
Width	4.7 in
Colour	Black

Spacing between elements

Recommended spacing

Maximum spacing allowed

4.3 ft

8.6 ft

Spacing of over 8.6 feet between the separators poses a great risk for both cyclists and other road users.

Testing

Properties	Unit		
Hardness	ShA	DIN 53505	85
Tensile strength	MPa	UNE EN ISO 527-2527-2	12
Elongation at break	%	UNE EN ISO 527-2527-2	130
Tear resistance	kN/m		36
Taber abrasion loss	mg/1,000 cycles	UNE 135203	109
Lightfastness		UNE 4892-3	Excellent
Resistance to acids			Excellent
Resistance to bases			Excellent
Reaction to fire		Euroclass	B _{FL} -s1
Density	g/cm ³	UNE EN ISO 1183-1A	1.29
Crush resistance	kN		200





MEMORANDUM

Planning & Engineering Department

DATE: January 27, 2017

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

Brooks Cowan, Planning Intern

SUBJECT: Intersection Improvements at Maple Rd. & S. Eton Rd.

On January 9, 2017, the City Commission reviewed and endorsed the final recommendations of the Ad Hoc Rail District Committee. The final report, as presented to the Commission, is attached, as well as the minutes from that meeting. Today's report focuses on the recommendation to install pedestrian improvements for the intersection of Maple Rd. and S. Eton Rd.

In the spring of 2016, the committee conducted a walking audit of the area and deemed this intersection unsafe for people who wish to cross the street. The committee found it difficult to traverse the 88 foot wide intersection within the allotted crossing time. It was determined that actions should be taken to shorten the walkable distance between the east and west part of the intersection, possibly installing a refuge island in the middle, and improving the pavement markings to increase driver awareness of pedestrian crossing areas.

A concept drawing has been provided by Fleis and Vandenbrink that encourages pedestrian friendly changes for the intersection. A splitter island is proposed between the right turn and left turn lanes on northbound Eton. This is meant to provide refuge for pedestrians who cannot cross the 88 ft wide intersection within the allotted signal time. Stop bars for the left and right turn lanes on northbound Eton would be relocated closer to Maple, adjacent to the splitter island. Widening the sidewalks on both sides from 5' to 8' is also proposed at this intersection. Doing so effectively reduces the crosswalk distance at Eton, provides more space and safety for sidewalk users, and narrows the adjacent driving lanes which may reduce travel speeds. Additional continental striping to increase driver awareness of the pedestrian crossing is proposed as well. Please see attached image below for designs. An engineering analysis of each follows.



The south leg of this intersection (S. Eton Rd.) was reconstructed in 2009. A part of the engineering plan sheet for this project is attached to this report, for reference.

PEDESTRIAN SPLITTER ISLAND

Construction of the splitter island is feasible at this time, provided funds are budgeted. The existing concrete could be sawcut and removed, and new concrete curbs and sidewalk could be installed. The excess space south of the island could be landscaped with perennial plantings to be maintained by the Dept. of Public Services. Only plantings that can handle the difficult conditions would be recommended (salt in winter, lack of water in summer). Other traffic islands are now being maintained by City staff in a similar manner.

The cost of this improvement is estimated at \$10,000.

WIDENED SIDEWALK, WEST SIDE

As shown on the attached 2009 construction plan, there is no additional right-of-way on the southwest corner of this intersection. The Multi-Modal Master Plan suggests a widened 8 ft. wide sidewalk (up from the present 5 ft.). There is no room to do this in the direction away from the road without first purchasing right-of-way, and constructing a retaining wall to hold back the existing hill. This may prove to be a difficult venture. A second alternative, as suggested by the report, is to narrow the southbound lane of S. Eton Rd. by three feet, reconstructing the curb. This would provide new space for a widened sidewalk for this area. To maintain positive drainage, the majority of the existing sidewalk would have to be removed as well. It is important to consider that this is the only designated truck route into the Rail District commercial area. Since the splitter island would already be narrowing the intersection, and making left turns from Maple Rd. to S. Eton Rd. will be more difficult, it is recommended that the island be installed first. Actual conditions can then be monitored to see if the road narrowing on the west side is an appropriate future measure.

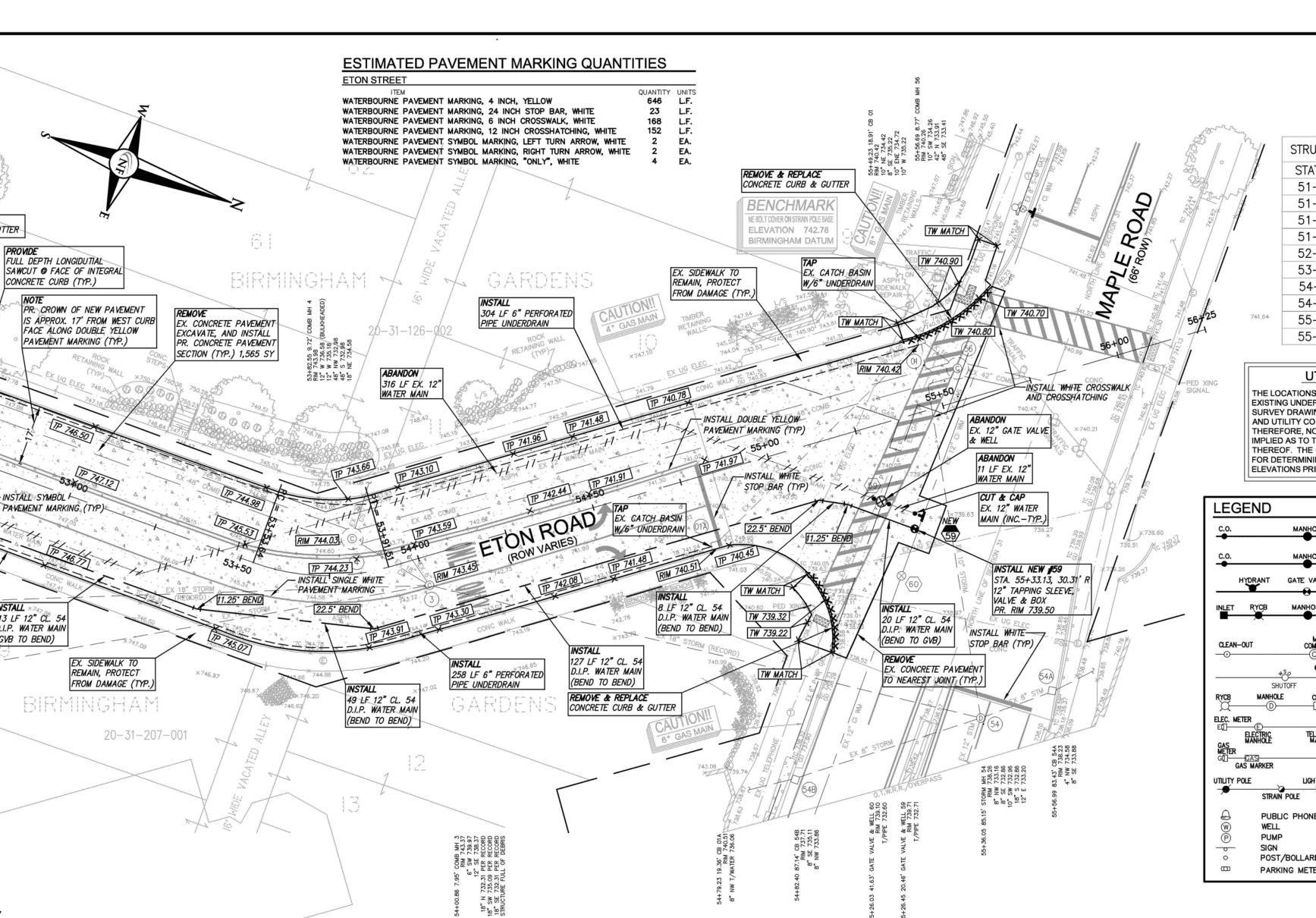
WIDENED SIDEWALK, EAST SIDE

The Ad Hoc Rail District plan suggested widening the existing sidewalk on Maple Rd. from the Eton Rd. ramp to the railroad bridge. However, right-of-way is again a problem. A widened sidewalk could be installed in the arc area of the walk directly south of the SE corner handicap ramp. Adding sidewalk here would not require removal of any existing concrete, and would be a simple improvement valued at about \$1,000.

As a first step toward improving pedestrian conditions at this intersection, it is recommended that \$11,000 be added to the 2017-18 fiscal year budget, within the Sidewalk Fund, to pay for the installation of a landscaped splitter island and widened sidewalk at the southeast corner of the intersection of Maple Rd. and S. Eton Rd.

SUGGESTED RECOMMENDATION

To recommend to the City Commission that \$11,000 be budgeted within the Sidewalk Fund for pedestrian crossing improvements at the intersection of Maple Rd. and S. Eton Rd. Funding would allow the installation of a landscaped splitter island and widened sidewalk at the southeast corner of the intersection.





2000 E Maple Rd

Maple Rd. & S. Eton Rd. Looking South

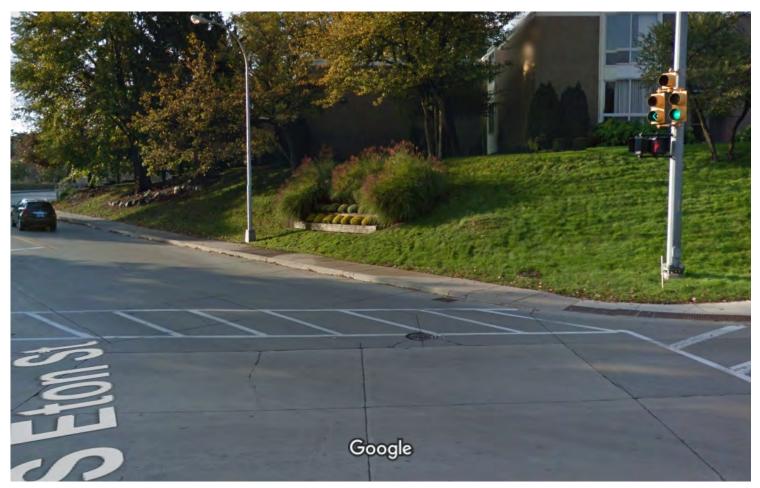
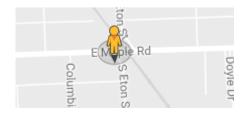


Image capture: Oct 2016 © 2017 Google

Birmingham, Michigan Street View - Oct 2016





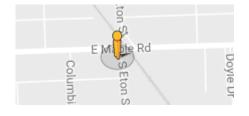
139 S Eton St

Maple Rd. and S. Eton Rd., Looking NE



Image capture: Aug 2015 © 2017 Google

Birmingham, Michigan Street View - Aug 2015



Mr. Manda agreed that it is design criteria and priorities and the process involves putting those in order and evaluating. If having a medium to large size trucks in the downtown is not a desirable criteria, that will have an impact on the intersections, curves and details.

Mayor Nickita commented that we are very close. There are some subtleties to the midblock crossings. He confirmed with Mr. Manda that the width of the crossing on Maple is 10 feet. It may be too close to Old Woodward. He said that is another priority criteria issue. Surely, parking is a priority, but also designing a pedestrian crossing in the most appropriate way is a very important priority. He thinks we have to minimize the parking loss by doing it at the via and not at the Social crossing. We can explore options on how to address a couple of medians in the way we discussed achieving the goals.

Mayor Pro Tem Harris recognized we are on a tight timeline, and wondered if an additional iteration will affect the timeline.

City Manager Valentine said we are very tight on the timeline, and as we move forward, that will push things back. It would be an additional two weeks before the next meeting. Mr. Manda said that is enough time to revise and bring back. Mayor Nickita said it is very important to do this as well as we can.

Mayor Nickita clarified the items discussed which include diminishing the width of midblock crosswalks to maximize parking wherever that is possible, and some of the options for the medians in two locations. The only other median we did not discuss is the alley located by Pierce. He suggested designing something there that would be similar to the other median designs, perhaps smaller and with a rolling curb. Mr. Manda said that is a very narrow alley. Mayor Nickita suggested that we might consider recommending a traffic pattern question on whether that is done one way or the other. He suggested looking at the use at that alley to determine if there is another option.

01-03-17 FINAL REPORT OF THE AD HOC RAIL DISTRICT REVIEW COMMITTEE

City Planner Ecker provided background and history of the Ad Hoc Rail District Review Committee established by the City Commission on January 11, 2016, to study existing and future conditions and to develop a recommended plan to address parking, planning and multimodal issues in the Rail District and along S. Eton Road ("the Rail Plan").

Over the past eight months, the Ad Hoc Rail District Review Committee has worked to identify issues in the Rail District and along S. Eton, and to develop a plan with recommendations to address parking, planning and multi-modal issues in the Rail District, as directed by the City Commission. The Ad Hoc Rail District Review Committee requested funds to hire a consultant to review some of the intersection design concepts discussed by the Committee, and to conduct an analysis of parking in the study area. Based on the Committee's direction, the findings outlined in the consultant's report, and the input of the public, a draft of the Ad Hoc Rail District Report requested by the City Commission has been prepared. On December 5, 2016, the Ad Hoc Rail District Review Committee held their final meeting to review and approve their final report. After much discussion, the Ad Hoc Rail District Review Committee voted to recommend approval of the final report to the City Commission, with minor changes. All of the requested changes have been made.

Ms. Ecker introduced Sean Campbell, Assistant Planner and Brooks Cowen, Planning Intern who provided assistance with the GIS analysis of parking and intersection design.

Ms. Ecker explained the goals and objectives of the committee which included:

Goals:

To create an attractive and desirable streetscape that creates a walkable environment that is compatible with the adjacent residential neighborhoods.

To design the public right-of-way for the safety, comfort, convenience, and enjoyment for all modes of transportation throughout the corridor.

To facilitate vehicular traffic and parking without sacrificing the corridor's cycling and pedestrian experience.

To minimize the impacts of traffic on the existing residential neighborhoods.

To recommend updates to the Rail District zoning regulations as needed to meet goals.

Objectives:

To use creative planning to promote a high quality, cohesive right-of-way that is compatible with the existing uses in the corridor.

To implement "traffic calming" techniques, where appropriate, to reduce speeds and discourage cut-through traffic on residential streets.

To enhance pedestrian connectivity through the addition of crosswalks, sidewalks, and curb extensions.

To improve accommodations for bicycle infrastructure on Eton Road.

To create a balance between multimodal accessibility and parking provisions.

Ms. Ecker said the concerns were apparent during the tour. Key areas identified were S. Eton and Maple. Discussion included widening the sidewalk on the west side of the street for a bigger safety zone for pedestrians. Widening the sidewalk on the east side of S. Eton was also suggested to create a bigger plaza area there as well. They also discussed adding a splitter island to give a pedestrian island in the middle for people walking across. Several intersections up and down S. Eton were also looked at and the need for additional bump outs, and better striping. The intersection at S. Eton and Bowers was felt to be an important area with a great deal of activity. Bump outs and using different accent material in that area to create a plaza feel which would remind vehicles to slow down in the area.

Ms. Ecker noted a parking inventory and study were conducted. The study revealed there are 2,480 parking spaces in the district as a whole. There are 941 on-street parking spaces, 1539 parking spaces on individual private properties. The north end of the district has more a need for parking at different times. The south end is busier during the working day, but it clears out at 5:00 PM.

It was noted that the entire west side of S. Eton was never at full capacity. The highest use was around Griffin Claw with 28 out 60 spaces that were full on a Friday night.

Ms. Ecker discussed future build-outs and how they reached some of the conclusions. She explained that the issue became clear because they have to self-park, maximum build-out will not be done, and the biggest issue is that there is no shared parking in the area. That keeps the development down to roughly 26-30% of what could be done under the ordinance. Many of the parcels in the focus area do not have enough space to provide required parking for

four stories of retail and residential uses unless they build an underground parking facility. Based on recent development trends in the area, this is unlikely to occur and thus, buildout rates will likely remain in the 20-30% range of maximum build-out, requiring less than 1,070 additional parking spaces in the study area. It is important to note that based on the current standards, all of these additional parking spaces must be provided by individual property owners and/or developers. Thus, the City need only focus on encouraging an efficient use of private parking facilities, and ensuring good right-of-way design to accommodate additional vehicle traffic and balance the needs of non-motorized users. The provision of additional public parking is not warranted now, nor in the near future.

The recommendations of the committee include:

Construct bump-out curbs throughout the study area;

Install a splitter island at the crosswalk at S. Eton and Maple, widen the sidewalk on the west side of S. Eton, restripe S. Eton to realign lanes, and add enhanced crosswalk markings;

Add sharrows and buffers to S. Eton from Yosemite to 14 Mile. Maintain sharrows and accommodate parking south of Lincoln where possible.

Encourage shared parking in the district by providing the zoning incentives for properties and/or businesses that record a shared parking agreement. Incentives could include parking reductions, setback reductions, height bonuses, landscape credits, or similar offers;

Install gateway signage at the north and south ends of the study area and install wayfinding signage throughout the Rail District to direct people to destinations and parking.

Mayor Nickita commended the committee on the depth and problem solving that was undertaken.

Commissioner Bordman said the study was so thorough. She was very impressed that the committee was able to figure out the real parking needs.

Mayor Pro Tem Harris questioned what incentives there might be for shared parking. Ms. Ecker said perhaps landscaping requirements could be relaxed, but we would ask the Planning Board to study that in more detail.

Commissioner DeWeese noted there might be an economic incentive.

Commissioner Hoff asked about the southeast corner of S. Eton and Maple intersection and if the property is city property. She also asked if the Whole Foods operation was studied by the committee. Commissioner Hoff expressed concern that traffic on S. Eton will be increased. The committee's concern was with the speed of the traffic.

Mayor Pro Tem Harris asked why the committee did not recommend a dedicated bike lane. Ms. Ecker said there were a couple of issues including the bump out incompatibility as well as the pavement material issue.

Commissioner DeWeese noted that we can accept the report and use it for a general guideline. City Manager Valentine confirmed that any recommendation will be brought back to the Commission for consideration.

Mayor Nickita asked if this addressed the edge condition that has been an issue and do we need to include something in the Zoning Ordinance. Ms. Ecker said it was not discussed in

detail. She said currently there is a regulation in the ordinance that does not allow parking in the first twenty feet of depth.

Mayor Nickita said this helps bring attention to a very under-utilized area of the city, and land owners do not realize that they are sitting on potential redevelopment value if they work together at shared parking for example.

MOTION: Motion by Sherman, seconded by Bordman:

To accept the final report of the Ad Hoc Rail District Review Committee, and forward same to the Multi-Modal Transportation Board for their consideration in finalizing the design of the S. Eton corridor, and to the Planning Board, and direct the Planning Board to add Recommendations 4 (Encourage Shared Parking) and 5 (Add Wayfinding Signage) from the final report to their Action List for further study, and to develop a way to implement the shared parking, and to correct the crosswalk marking within the final report as discussed.

Larry Bertollini expressed concern about the recommended options, and focusing on both sides of Maple and S. Eton, and visibility concerns.

Mayor Nickita suggested going forward to study with and without parking on both sides, and how it may affect speed. We know people tend to speed up when parking is removed on one side.

VOTE: Yeas, 7

Nays, None Absent, None

01-04-17 MONTHLY PARKING PERMIT RATE INCREASES

City Engineer O'Meara explained that monthly permit rates at the structures have been adjusted on several occasions over the years, usually to reflect the difference in demand at the various parking structures. Recently, increases at all five structures were implemented in the summer of 2014, and again in 2015. As demand for parking spaces grew, increases were considered justified not only because of high demand, but also to help build a savings account in the parking system fund for potential upcoming construction.

In April of this year, staff reviewed the rates with the Advisory Parking Committee (APC), and recommended a package of increases that would primarily impact both the monthly and daily rates in the parking structures. Raising the lower priced meters so that all meters were \$1 per hour was also suggested. Other changes were included as well, designed to reduce demand in the parking structures, and to encourage employees to consider the City's off-site parking options. The APC was not inclined to recommend any changes at that meeting.

Staff refined the package based on APC input, and also provided options on how to charge the daily rate. At the May meeting, the APC approved a recommendation that included several items, with the two significant changes impacting the monthly and daily rates in the structures.

The suggested increase for most of the lower cost parking meters was not agreed to. At the June 6, 2016 Commission meeting, the recommendations of the APC were discussed. Most of the package was approved that evening including the daily rate at the structures. The monthly rate structure was not changed at that time, and the City Commission asked at the time to consider being more aggressive.

10 December 12, 2016

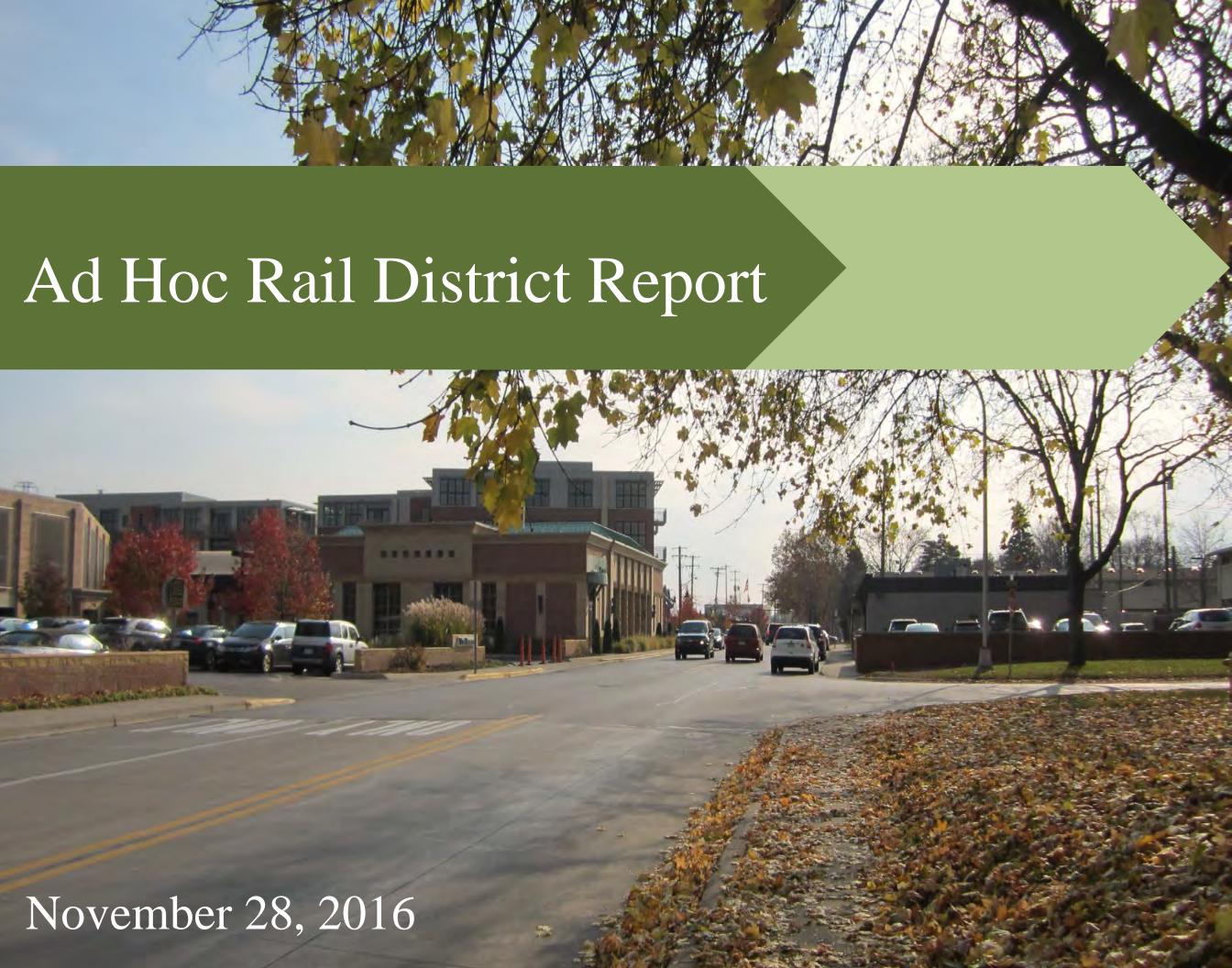


Table of Contents

Executive Summary	. 3
Ad Hoc Rail District Committee	4
Goals and Objectives	4
Study Area	5
Review of Existing Plans	6
Zoning Analysis	8
Preliminary Assessment	9
Conceptual Improvements	14
Existing Parking	.17
Build-out Analysis	. 20
Recommendations	28



Executive Summary

The Ad Hoc Rail District Committee was tasked with conducting research and analysis regarding parking, street design initiatives, and non-motorized safety to develop a plan with recommendations for the future of the Rail District along S. Eton. The Committee conducted a walking survey to assess the existing conditions of the Rail District. During this exercise, crosswalks issues, poor driver visibility at street corners, inconsistent sidewalks, and lack of bicycle facilities were noted. Based on the Committee's observations, several intersection and streetscape improvements were reviewed, a parking study was completed to review current parking demand, and a buildout analysis was conducted to calculate future parking needs. The Ad Hoc Rail District Committee's resulting findings include recommendations for intersection improvements to calm traffic and improve pedestrian comfort, exploring shared parking opportunities to more efficiently use off-street parking lots, and adding bicycle facilities to better accommodate bicyclists.



Newingham Dental - Completed 2014



District Lofts Phase 2 – Completed 2016



IrgonGate - Completed in 2016



Formation of the Committee

On January 11, 2016, the City Commission unanimously passed a resolution to establish the Ad Hoc Rail District Committee. The Committee was tasked with developing a plan to address the current and future parking demands, along with planning goals and multi-modal opportunities for the district in accordance with the following:

- a) Review the Eton Road Corridor Plan, Multi-Modal Transportation Plan, and previous findings of the Rail District Committee in order to identify and recommend how to best incorporate these elements into an integrated approach for this district.
- b) Calculate the long-term parking demands for both the north and south ends of the Rail District, while considering on-street and off-street parking, shared parking arrangements, use requirements and other zoning regulations which impact parking.
- c) Review planning and multi-modal objectives for the Rail District with the findings from the long-term parking calculations and develop recommendations to integrate planning and multi-modal elements with parking solutions. Recommendations should consider:
 - i. Considerations for on-street and off-street parking
 - ii. Road design initiatives
 - iii. Multi-modal uses
 - iv. Neighborhood input
 - v. Existing plans and findings
- d) Compile the committee's findings and recommendations into a single report to be presented to the City Commission by the end of the committee's term (December 31, 2016).

Goals and Objectives of Committee

The following goals and objectives were established by the Ad Hoc Rail District Committee to guide their discussions and recommendations for the future:

Goals

- i. Create an attractive and desirable streetscape that creates a walkable environment that is compatible with the adjacent residential neighborhoods.
- ii. Design the public right-of-way for the safety, comfort, convenience, and enjoyment for all modes of transportation throughout the corridor.
- iii. Facilitate vehicular traffic and parking without sacrificing the corridor's cycling and pedestrian experience.
- iv. Minimize the impacts of traffic on the existing residential neighborhoods.
- v. Recommend updates to the Rail District zoning regulations as needed to meet goals.

Objectives

- i. Use creative planning to promote a high quality, cohesive right-of-way that is compatible with the existing uses in the corridor.
- ii. Implement "traffic calming" techniques, where appropriate, to reduce speeds and discourage cut-through traffic on residential streets.
- iii. Enhance pedestrian connectivity through the addition of crosswalks, sidewalks, and curb extensions.
- iv. Improve accommodations for bicycle infrastructure on Eton Road.
- v. Create a balance between multimodal accessibility and parking provisions.



Rail District Study Area





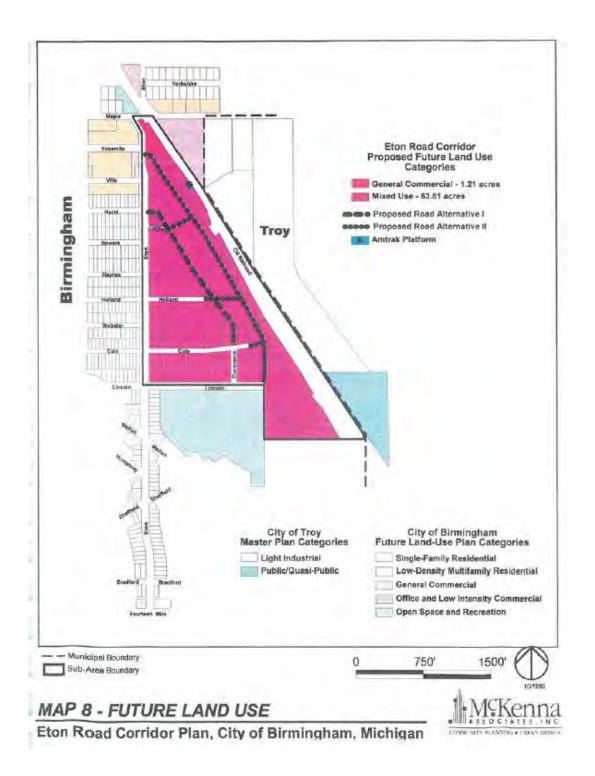
Eton Road Corridor Plan (1999)

Vision Statement: "The Eton Road Corridor will be a mixed use corridor with a range of commercial, service, light industrial and residential uses that serve the needs of the residents of Birmingham. Creative site planning will be encouraged to promote high quality, cohesive development that is compatible with the existing uses in the corridor and adjacent single-family residential neighborhoods."

Much of the success that can be observed in the District today is owed to the recommendations contained in the Eton Road Corridor Plan (ERCP). Many of the recommendations have been implemented including the eastward extension of Villa and Hazel into the northern end of the District, the creation of the MX zoning classification, associated development regulations, and the addition of streetscape requirements.

However, many recommendations contained in the ERCP have not been fully implemented that specifically impact the circulation of vehicular, pedestrian, and bicycle traffic. These recommendations are as follows:

- A series of curb extensions and "chokers" at select intersections to create better visibility for pedestrians and to encourage lower speeds for motorists;
- To accommodate at least one protected bike lane, given that S. Eton is an important link in a regional bike system; and
- To discourage front parking and to place commercial and residential buildings closer to the road.





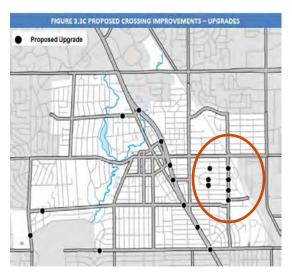
Multimodal Transportation Plan (2013)

Vision Statement: "The City of Birmingham seeks to build upon its brand as a walkable community. The purpose of this plan is to provide a document that the Community may reference when contemplating future actions regarding infrastructure, policies and programs. It is envisioned that this plan will guide improvements designed to give people additional transportation choices, thereby enhancing the quality of life in the City of Birmingham."

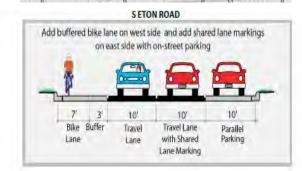
Less than 3 years since its adoption, implementation of the Multimodal Transportation Plan ("MMTP") is already well underway. Many areas identified in the plan that have not yet been retrofitted are at least at the forefront of multimodal discussion in the city. The Eton Road Corridor has proven to be one of those areas.

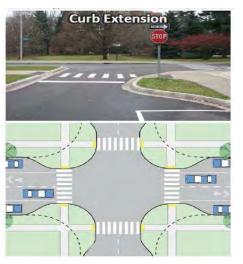
As demonstrated in the MMTP, there is an expressed community desire for a transportation network that adequately responds to the needs of various users and trip types. In order to achieve this vision for the Rail District, the MMTP recommends the following physical improvements:

- Completing sidewalks along Cole St.;
- Installing curb extensions on S. Eton Rd. at Yosemite, Villa, Bowers, Holland, and Cole;
- Improving crossing areas at Villa, Bowers, Holland and Cole; and
- Striping bike lanes on S. Eton via parking consolidation: shared lane markings from E. Maple to Villa; buffered bike lane and shared lane markings from Villa to E. Lincoln.















Zoning Analysis

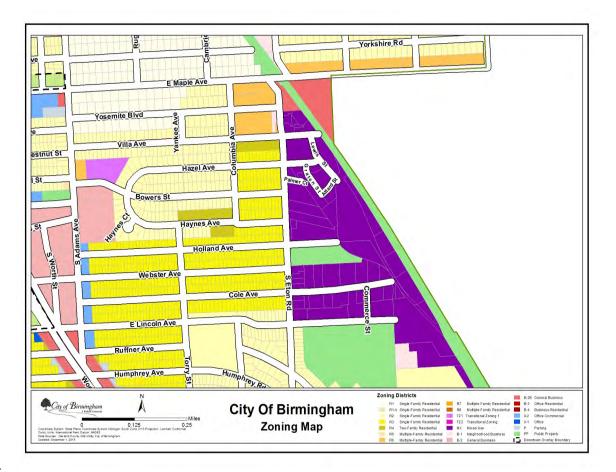
The majority of the S. Eton Corridor was zoned MX Mixed-Use, in accordance with the recommendation of the ERCP. The MX District was established with the intent to:

- a) Encourage and direct development within the boundaries of the Eton Road Mixed-Use District and implement the Eton Road Corridor Plan;
- b) Encourage residential and nonresidential uses that are compatible in scale within adjacent resident neighborhoods;
- c) Encourage the retention, improvement, and expansions of existing uses that help define the Eton Road Corridor;
- d) Allow mixed use developments including residential uses within the Eton Road Corridor; and
- e) Minimize the adverse effects of nonresidential traffic on the adjacent residential neighborhood.

With zero foot minimum front and side yard setback requirements, no required open space, and buildings permitted up to 4 stories in height, the MX District encourages a midrise, integrated urban form throughout the Corridor. However, a majority of the buildings in the district have not been developed to the new standards set forth in the current Zoning Ordinance. Many properties still contain single-use, one-story buildings that do not maximize their potential space.

The buildings that have been recently constructed are emblematic of the District's goal of creating appealing mixed-use buildings that complement the adjacent residential neighborhoods. The District Lofts, for example, demonstrate the potential of the District development standards with its well-fenestrated façades that abut the front and side lot lines, ground floor retail space and residential upper floors, and its sufficient parking facilities.

A fundamental goal of the Rail District is to "minimize the adverse effects of nonresidential traffic on the adjacent neighborhood," but the current road design does little to provide a buffer between the MX and residential zones. Traffic, parking, and safety issues still persist to this day. Actions are recommended for Eton Rd that ease the transition from the residential neighborhood to the mixed use zone and provide safe access to the area's amenities for all modes of transportation.





Safety/Amenities

Preliminary Assessment: Public Perception and Identification of Issues

Committee members reviewed and analyzed existing conditions in the Rail District. Discussion branched off into five main topics: Rail District Design and Development, Pedestrian Safety/Amenities, Parking, Traffic, and Bicycles. The committee's comments have been summarized into bullet points below.

Rail District Design & Developmen

- The committee members are pleased with new developments in the district. The development standards for the new buildings have created an overall appealing look.
- Parking in front of the older buildings is not favorable in the context of creating a more pedestrianized corridor.
- The Committee raised the point about how the Rail District ends at Lincoln. Members discussed extending the project area towards 14 Mile as the stretch south of Eton serves as a vital connection.
- The width of S. Eton is viewed as problematic, as it encourages cars to exceed the speed limit. Bump-out curbs are needed on S. Eton at necessary intersections between E. Maple and Sheffield as a way to narrow down the road, slow traffic, and make it easier to cross the street. This would create safer access to the parks, pool, and other amenities.
- The Committee proposed reviewing zoning uses and standards for the rail district. The recent improvements to W. Maple are also something the Committee wants to keep in mind as a good example when making recommendations for the Rail District.

Pedestrian

- The Committee is displeased with the lack of pedestrian safety in the Rail District. Committee members emphasized the importance of safe and adequate pedestrian crossing throughout the District, especially along S. Eton Rd. The idea is to have a complete network of sidewalks and crossings that encourage people to walk through the District.
- The intersection at S. Eton and Maple is not amenable to pedestrians, especially when they are attempting to get from S. Eton to N. Eton.
- The intersection at S. Eton and Cole, especially on the commercial side, is not safe from a pedestrian or vehicle standpoint.

Parking

- · Parking was raised as a priority. The committee would like to see an evaluation of parking demand with respect to supply, and how to resolve the issue via structures, surface lots, and on-street locations.
- Parking along S. Eton, especially the southbound (west) side, was identified as a key focus of the committee. It was also mentioned that on street parking may not need to extend to 14 Mile.
- On-street parking spaces on S. Eton are seen as a problem as they inhibit the visibility of drivers and pedestrians and make it difficult for residents to back out of their driveways. Visibility should be considered in future parking studies.

- Excessive speed heading southbound on S. Eton especially from 14 Mile to Lincoln –was identified as an issue to be addressed moving forward.
- The Committee is concerned with the cut-through traffic that occurs on S. Eton
- The new Whole Foods is expected to increase the amount of traffic through the corridor, so the City should consider street designs that regulate speed and traffic, while ensuring a safe pedestrian experience.

Bicycles

- · More emphasis should be placed on non-motorized transportation in the study area. More specifically, S. Eton should be designed to be safer for bicyclists.
- The bike route transition from N. Eton to S. Eton should be improved; however, a continuous bike lane may not be a feasible means by which to do this.
- The committee would like the southwest corner of E. Maple and S. Eton to be widened in order to improve bicycle and pedestrian safety and to ease traffic flowing in and out.

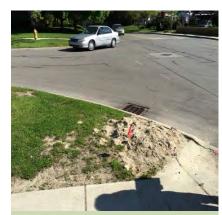
Preliminary Assessment: Walking Survey

Committee members conducted a walking survey and inventory of the S. Eton Corridor. Findings are outlined below and on the pages that follow.



First stop - under the bridge at S. Eton/Maple Rd.

- Viaduct has a "bunker" feel
- Not a good corner to cross
- Widening the sidewalk would help calm traffic
- Bump-out/plaza at corner would be effective, but difficult
- A pedestrian island would help at this intersection



Second stop - Yosemite/S. Eton

- Drivers are not fully aware of pedestrians around this stretch of S. Eton
- A crosswalk is needed here
- Bump-out curbs may be necessary
- A bike lane could start around here
- The street begins to narrow down closer to beauty shop
- Bump-out and bike lane might contradict each other



Third stop - Villa/S. Eton

- Possible bump-out curbs here
- Visibility is very obstructed at this corner



Fourth stop - Hazel/S. Eton

- A crosswalk is needed at the Whistle Stop
- A crosswalk would help slow traffic
- S. Eton improvements must be consistent



Fifth stop - Bowers/S. Eton

- This is area is a destination and should receive a large crossing with different treatment, such as a plaza in the center
- This stop does not warrant a stop sign, but controls should be built to calm traffic speed
- People who come to eat at Griffin Claw don't know where to park





Preliminary Assessment: Walking Survey (Continued)



Sixth stop – Haynes/S. Eton

 It was noted that parking could occur along the dividing island at Bolyard Lumber



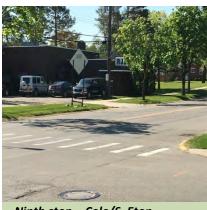
Seventh stop - Holland/S. Eton

 A double crosswalk exists here but it is not a natural crossing spot



Eighth stop – Webster/S. Eton

- Curbs are terrible here
- Bump-out curbs are suggested for this location
- Yellow no parking lines may be too long next to driveways



Ninth stop - Cole/S. Eton

- Bump-outs are recommended on the four corners
- Many interesting shops to the east



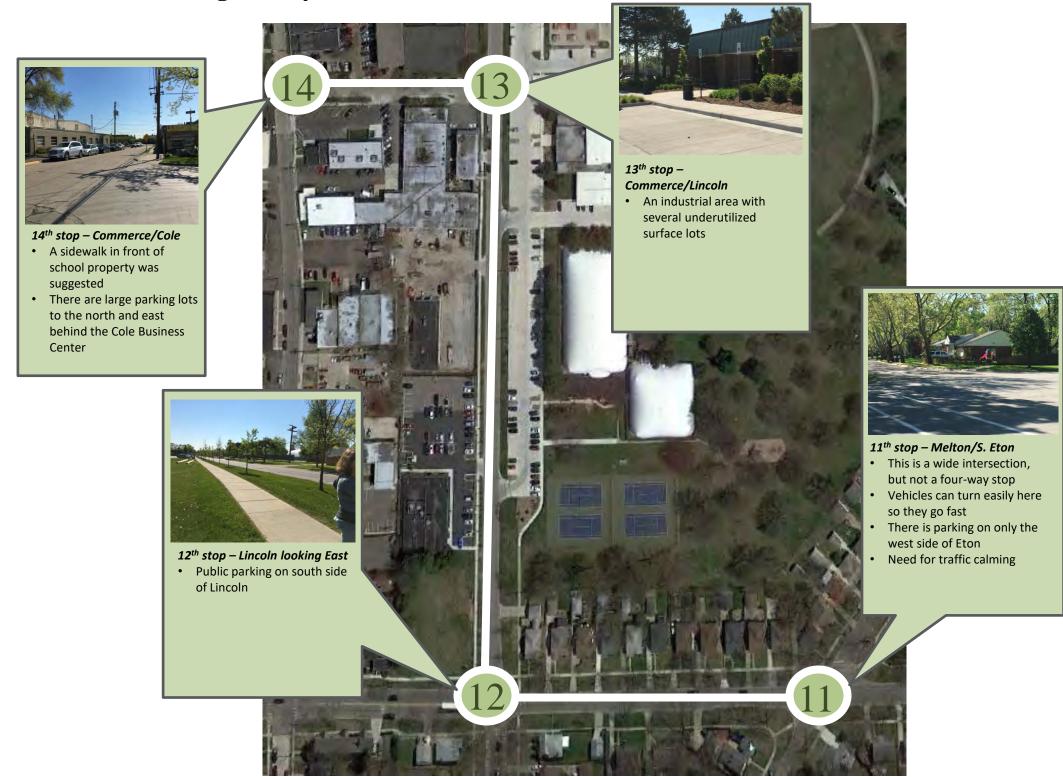
Tenth stop – Lincoln/S. Eton

- This is a prominent corner
- There should be something that demarcates commercial from residential
- Well defined crosswalks here
- Future streetscape improvements should be considered



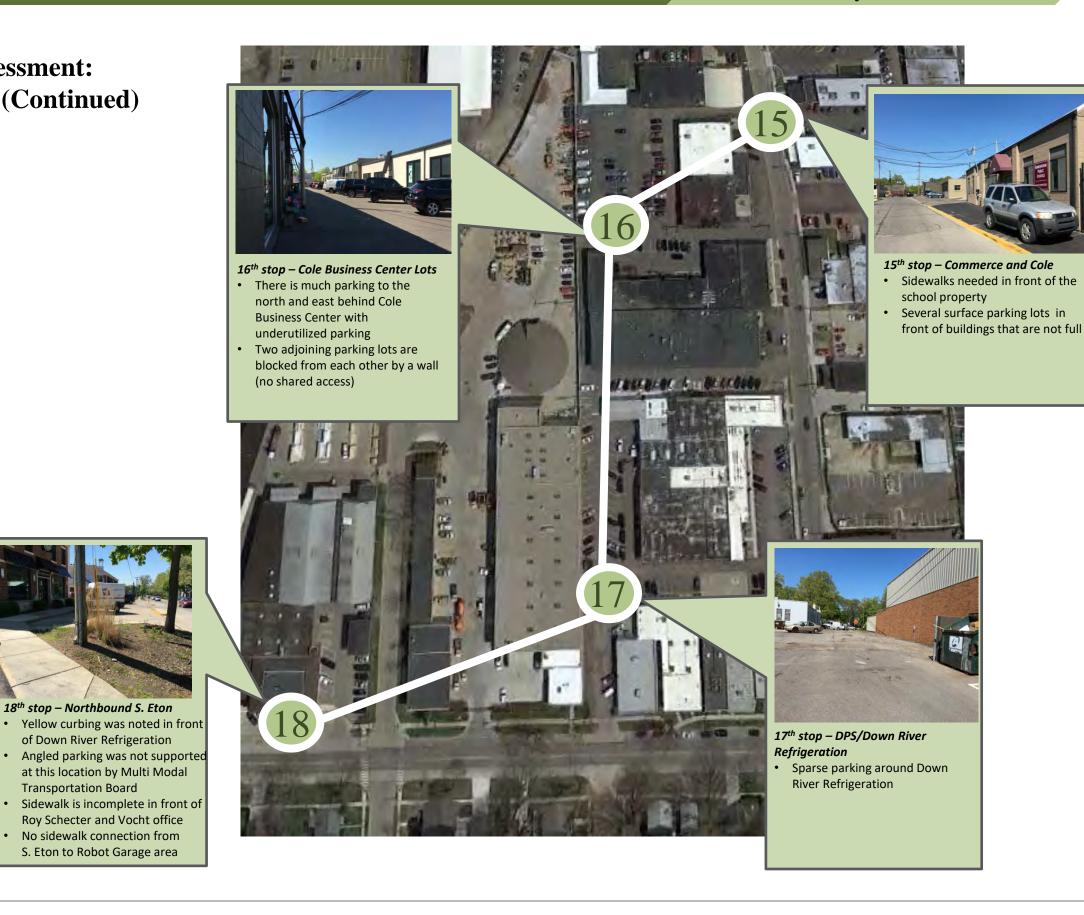


Preliminary Assesment: Walking Survey (Continued)





Preliminary Assessment: Walking Survey (Continued)





of Down River Refrigeration

Transportation Board

Concepts Considered Within Study Area

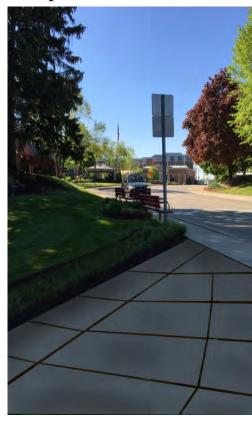
Based on the issues identified in the preliminary assessment of the study area and a review of the ERCP and MMTP, the Committee considered numerous improvements for the right of way at specific locations.

S. Eton and Maple Intersection

Existing



Proposed



Existing



Proposed



Design Concept 2

Another option at this location could be to create a bump-out to give motorists better visibility of pedestrians attempting to cross and to shorten the length of road crossings for pedestrians.

Design Concept 1

At the southeast corner of S. Eton and Maple, there is a lot of activity but very little room to work with to make any drastic changes. As suggested during the walking tour, the pavement at this corner could be extended into the grass area to provide a more comfortable pedestrian space.



Design Concept 3

The Committee discussed constructing a pork chopshaped pedestrian island as an alternative to a bumpout. A pedestrian refuge could effectively channel drivers to slow down and gives pedestrians the ability to wait on it instead of having to rush across the street during a short traffic light interval.

The committee recommended hiring a consultant to evaluate traffic calming measures and pedestrian improvements at this complex intersection.

S. Eton and Yosemite Intersection

Bump-out curbs were considered for the intersection of S. Eton and Yosemite and could be coupled with striped crosswalks for additional safety. Having a bump-out at this intersection would help demarcate between the commercial area and residential area.

Additional bump out curbs and crosswalk improvements were also suggested along S. Eton at Villa Road, Hazel St, Webster St., and Cole St.

Existing



Proposed



Existing



Proposed





S. Eton and Bowers Intersection

Committee members recognized this area as being of significant importance as it marks the approximate center of the Rail District. Brick pavers could be used to accent the intersection with color to remind people that it is a place for both pedestrians and cars. As shown in the suggested rendering, the concept is coupled with curb bump outs, benches, and on-street bike racks, as well as pedestrian crosswalk improvements to create a plaza condition.

The committee recommended hiring a consultant to study possible improvements to this intersection.

S. Eton Corridor (Maple to Lincoln)

Following the recommendation of the MMTP, the Committee discussed the option of adding bicycle facilities to S. Eton by adding sharrows for northbound bicycle traffic, eliminating parking on the west side (also recommended by the MMTP), and giving southbound traffic a 10 foot protected bike lane that includes a 3 foot buffer zone.

Existing



Proposed



Existing



Proposed





Parking Inventory and Study

A Parking inventory was completed in the study area for a better understanding of when and where parking spaces are being utilized. A map of total spaces was created for private lots and on street parking. The results are illustrated in Figure 1, and show an existing parking count of 2,480 spaces in the study area and surrounding neighborhood.

A parking study was also completed to determine parking utilization in the study area. Parking counts were conducted by city staff at 4, 5, and 6pm on Friday September 23rd and Wednesday September 30th, and the data was then analyzed.

The consulting firm Fleis and Vandenbrink was contracted to create a report for the count studies and provide summary tables showing available spaces, occupied spaces, and percent occupancy rate for the north and south zones of the study area. An analysis and conclusion based upon the findings was then made for off street and on street parking situations in each of the zones.

Count data was then entered into a map for each day and time of the study. The maps on the following pages indicate the total counts for each hour of on street and off street parking spaces, and color code the percent occupancy rate in classes for 0, 1-33%, 34-66%, and 67-100%. These maps are shown side by side to visually illustrate the intensities of parking in the district, and how the parking occupancy rates change from 4-6pm in the study area.

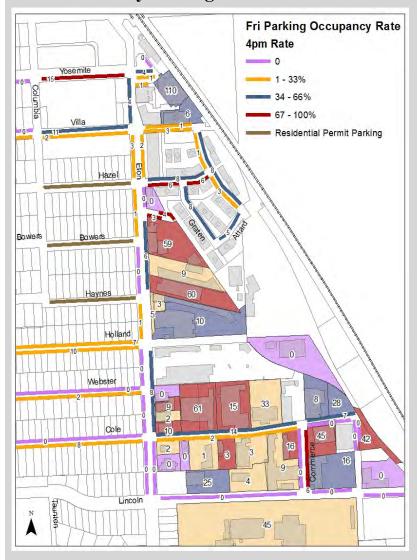
Figure 1





Existing Parking

Friday Parking Count: 4:00 PM



S. Eton Rd

- 9 out of 60 spaces on the west side are used
- 16 out of 63 spaces on the east side are used

Off Street Parking

- Parking lots off of Cole Street at or near capacity
- Griffin Claw already above 66% capacity

Residential Parking

- Yosemite and Villa experience overflow throughout the evening.
- Villa stays between 33-66% occupancy rate throughout the Friday study.

Friday Parking Count: 5:00 PM



S. Eton Rd

- 16 out of 60 spaces on the west side are used
- 21 out of 63 spaces on the east side are used

Off Street Parking

- The lots off of Cole Street begin to clear out
- Two of the parcels above 66% are auto repair shops with outdoor vehicle storage.

Friday Parking Count: 6:00 PM



S. Eton Rd

- 26 out of 60 spaces on the west side are used
- 30 out of 63 spaces on the east side are used *the highest occupancy throughout the study
- 0 spaces on west side, south of Holland are used the entire evening

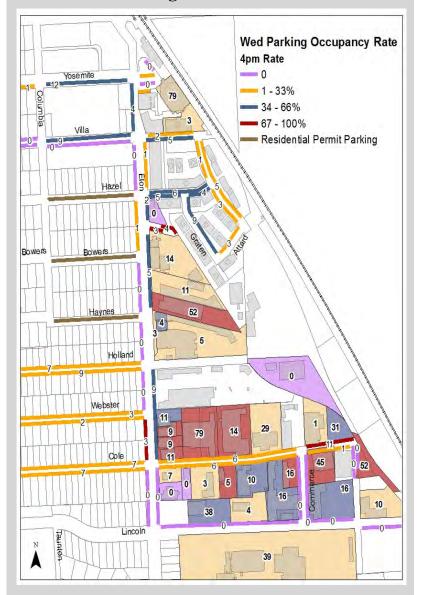
Off Street Parking

- Griffin Claw parking lot reaches capacity.
- Only 2 of 11 spaces are used in Whistle Stop.
- 0 spaces are used outside of Bolyard Lumber.
- Robot Garage/Watch Hill lot never exceeds 66%.



Existing Parking

Wed. Parking Count: 4:00 PM



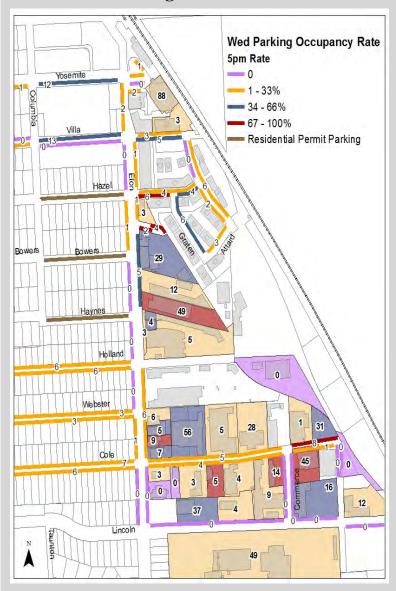
S. Eton

- 7 out of 60 spaces on the west side are used
- 17 out of 63 spaces on the east side are used

Off Street Parking

- Cole Street's highest occupancy rate for off street lots occurs on weekday during regular business hours.

Wed. Parking Count: 5:00 PM



S. Eton

- 4 out of 60 spaces on the west side are used
- 13 out of 63 spaces on the east side are used *lowest occupancy in the study

Off Street Parking

- The majority of Cole Street parking lots clear out after 5 pm.

Wed. Parking Count: 6:00 PM



S. Eton

- 8 out of 60 spaces on the west side are used
- 9 out of 63 spaces on the east side are used
 *lowest occupancy in the study

Off Street Parking

- Griffin Claw's peak parking hours increase during the evening while the rest of the parcels show a decrease in use.
- Shared Parking agreements work best when adjacent or nearby parcels have different peak parking times.



Existing Parking Analysis

For the section north of Holland Road, the parking study by Fleis and Vandenbrink concluded:

- 1) Off street and on-street parking demand is high and the existing spill over parking is impacting Yosemite Boulevard and Villa Road.
- 2) The parking garage beside Big Rock and The Reserve is underutilized.
- 3) Griffin Claw had the most utilized parking lot in north zone.
- 4) The least occupied lots were Whistle Stop and Bolyard Lumber.
 - a) Together these two parcels contain 39 parking spaces, which could be an opportunity for shared parking agreement during nights and weekends.
- 5) During the peak hour there were no available spaces on Northbound Eton between Haynes and Palmer, or southbound Eton between Holland and Bowers.

For the section south of Holland Road, the parking study by Fleis and Vandenbrink concluded:

- 1) The highest parking demand in this area occurs during weekday daytime hours.
- 2) Many off street parking lots along Cole Street were near capacity at 4pm, then relatively vacant after 5pm.
 - a) This may be an opportunity for shared parking agreements to relieve some parking demand in the north zone.
- 3) On street parking is not significantly impacted by the commercial properties.
- 4) The residential neighborhood to the west is not significantly impacted by spillover parking from the Rail District.

The parcel in front of Bolyard Lumber between the street and the building contains 15 parking spaces and is considered public right of way. Based upon the data from the study, these spaces are underutilized. On Friday September 23rd at 6pm, 0 spaces in front of Bolyard Lumber were used, while the east and west side of S. Eton were at or near capacity north of Holland. Better signage could be used to inform drivers and direct them into these spaces to alleviate parking congestion elsewhere.

The parking lots adjacent to Griffin Claw are also considered underutilized at evening hours. During peak parking time, Whistle Stop on the north side utilized 2 of the 11 spaces at 6pm, while 27 out of 44 spaces were utilized in the Robot Garage/Watch Hill parking lot at 6pm. Both of these parking lots have signs indicating parking is for their business only. Whistle Stop, Robot Garage, and Watch Hill have different peak parking hours with Griffin Claw which could be an opportunity for a shared parking agreement.

The on street parking south of Holland is considered underutilized as well. Zero cars parked on the west side of S. Eton between Holland and Lincoln on Friday, while the Wednesday count maxed out at 3 cars. The east side of S. Eton between Holland and Lincoln also had low parking rates. This side had a number of counts with a value of 0, and its maximum occupancy rate never reached above 66%.

Findings

The parking study shows that there is an abundance of parking throughout the study area. However, much of the parking is privately owned for a single use. Parking demand is high for restaurant uses in the evenings and weekends while the office uses have daytime peak parking periods. Shared parking arrangements throughout the study area should be encouraged to maximize the efficiency of existing parking in commercial areas and to eliminate spillover parking into residential areas.

The data from the parking study also supports the Multimodal Transportation Plan's recommendation to eliminate parking on the west side of Eton and use the space for a bike lane. The count data suggests that the study area has enough spaces to accommodate for the loss of parking on the west side of Eton. The highest count for this section was 26 on Friday, September 23rd at 6pm. If these spaces were removed, drivers could still find space in front of Bolyard Lumber and S.Eton between Holland and Lincoln. Available spaces could increase if adjacent businesses entered into shared parking agreements and removed 'business parking only' signs as well, as noted above.



Build-out Analysis

A build-out analysis was conducted to determine the future parking needs of the Rail District. This study involved examining the current state of development in the Rail District and demonstrating which buildings were likely to be redeveloped to their maximum size per the MX (Mixed-Use) zoning district provisions. Recently developed buildings and businesses not likely to change within the next 20 years were highlighted in blue, while properties with the potential for redevelopment were highlighted in red. See Figure 2.

The ratio of developable parcel space vs actual building space was calculated for the properties highlighted in blue. This value is used as the Percent of Maximum Build-Out percentage. This build out rate was then used as a projection for the focus area highlighted in red. The assumption is that future buildings in the focus area will occupy a similar value of their total parcel space as those recently developed in blue.

The projected build-out square footage for the focus area was then used to calculate the additional number of parking spaces that would be required based on probable square footage and land uses.

A build-out analysis is predicated on many underlying assumptions. Presupposing the realistic and sometimes even most extreme conditions can generate a fairly accurate assessment of the issue at hand and help to envision future scenarios. The following assumptions were applied in the Rail District build-out analysis:

- All parcels in the focus area were assumed to be developed as four story, mixed use buildings, the maximum number allowed in the MX zone.
- All first floor uses were assumed to be retail/office, requiring one parking spot per 300 sq ft.
- Floors two, three, and four were assumed to be residential, requiring one parking space per 1000 sq ft of floor area.
- Percentage of Maximum Build Out = (Building Floor Area * Number of Stories) / (Parcel Area * 4 Stories)

Figure 2: Identifying Parcels with Potential for Redevelopment





Build-out Analysis

Existing Condition:

Figure 3 is a rendering of the Rail District's current build out. It also includes buildings approved for construction in the near future. The blue represents buildings that are unlikely to change within the next 20 years. Note that the northern section has a higher density of recent developments that occupy a larger portion of their parcel space than the older buildings in red. The restaurants and mixed-use structures in blue are clustered together with a combination of parking uses including a three story parking deck highlighted in pink, underground parking, on street parking, and private garages.

The red area indicates buildings that have not recently been redeveloped or undergone significant renovation and still fit the previous zoning category. They are predominantly one story industrial buildings with large surface parking lots. These sites have been identified as a focus area for potential re-development in the build out analysis.

Future Buildout:

The transparent orange space pictured in Figure 4 indicates the maximum build out space for properties likely to redevelop in the Rail District. The MX zone allows up to 4 stories, and the orange is meant to help visualize the difference between the current build out in red, and what is now possible within the MX zone. The percentage of current built out space vs maximum build out is included in Tables 1 and 2 as the Current Percent of Maximum Build Out value on the far right column.

Figure 3

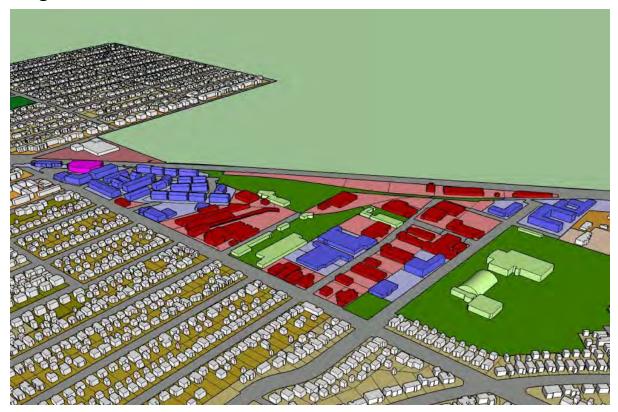
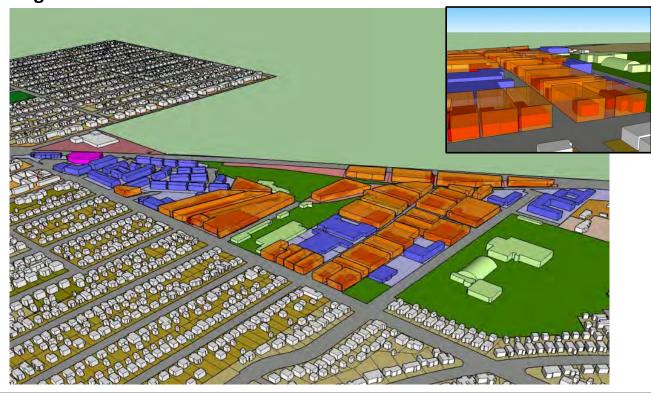


Figure 4





Existing Build-out Analysis

Based on development patterns over the past 15-20 years, it is rare for a landowner to use 100% of their developable space (highlighted in orange on Table 1). This is due to development standards such as side and rear setback requirements, access to parking and drop off space, required parking spaces, and right of way improvements. Table 1 compares the maximum build out values for different building uses, based on actual development that has occurred.

The addresses listed in Table 1 are properties not expected to significantly change within the next 20 years. They contain a mix of single story restaurants like Griffin Claw and The Reserve, single story industrial buildings converted into commercial uses such as the Cole Street multi-business spaces (as shown in white on Table 1), and multi-story, mixed used buildings including District Lofts and Crosswinds (as shown in blue on table 1). The build-out rates of properties not expected to significantly change within the next 20 years range from 6% to 62%, with an average of 26%.

Griffin Claw has a build out value of only 8% because it is a large parcel with 70% of its surface area dedicated to parking. The other 30% is occupied by a one story brewery and restaurant space. Because Griffin Claw is a restaurant, it also has a higher parking requirement than retail, office, and residential uses. Parcels with large surface lot parking areas and single story uses score lower percentage values in the maximum build out analysis.

The addresses highlighted in red on Table 2 correspond with the parcels shown in red on Figure 3, and those properties that have been identified as the focus area likely for redevelopment.

Table 1: Recent Development

Business	Address	Parcel Sq. Ft.	1st Floor Building Sq. Ft.	# of Stories	% Building on Parcel	Total Building Sq. Ft	Max Build Out Space	Current % of Max Build Out
Assumptions					Footprint/ Parcel	Footprint * # of Stories	Parcel Area *4 Stories	Current Build Sq. Ft/ Max Build
Big Rock	245 S ETON ST	28,237	9,151	1	32%	9,151	112,948	8%
The Reserve	325 S ETON ST	13,404	9,305	1	69%	9,305	53,616	17%
Griffin Claw	575 S ETON ST	66,333	20,248	1	31%	20,248	265,332	8%
Cole St. Multi- Business	2211 COLE ST	62,872	36,800	1	59%	36,800	251,488	15%
Cole St. Multi- Business	2121 COLE ST	66,700	33,502	1	50%	33,502	266,800	13%
(Combined w/ 2121)	2099 COLE ST	-	-	-	-		-	-
Armstrong White	2125 E LINCOLN ST	38,454	9,739	1	25%	9,739	153,816	6%
Dentist & Doctor Office	2425 E LINCOLN ST	42,970	12,363	1	29%	12,363	171,880	7%
Sheridan Retirement	2400 E LINCOLN ST (W SIDE)	164,428	30,664	4	19%	149,322	657,712	23%
Sheridan Retirement	2400 E LINCOLN ST (E SIDE)	(Combined)	26,666	1	-	(East +West)	-	-
CrossWinds (16 Buildings)	GRATEN, LEWIS, & HAZEL ST	253,702	97,184	4	38%	388,736	1,014,808	38%
Future Mixed Use	2000 VILLA ST	12,837	8,004	4	62%	32,016	51,348	62%
District Lofts	375 S ETON ST	20,180	10,391	4	51%	41,564	80,720	51%
District Lofts	2051 VILLA RD # 101	27,316	12,171	4	45%	48,685	109,264	45%
Irongate	401 S ETON ST	31,045	15,000	2.5	48%	37,500	124,180	30%
Future Mixed Use	2159 E LINCOLN ST	35,226	16,577	4	47%	66,310	140,904	47%
Total		863,704	347,766	-	40%	895,241	3,454,816	26%



Build-out Analysis
Table 2: Focus Area with Potential for Redevelopment

	Darcel Sa Footage	1st Floor Building	% Building on	Est. Total Building	Est Mary Build Out	Current % of Max	
Parcel Address	Parcel Sq. Footage	Sq. Footage	Parcel	Sq. Footage	Est. Max Build Out	Build Out	
Assumptions		Duilding Floor Area	Floor Area /	Building Floor Area	Parcel Area	Total Build Sq. Ft. /	
Assumptions		Building Floor Area	Parcel	* # of Stories	* 4 Stories	Max Build	
501 S ETON	11,331	3,959	35%	3,959	45,326	9%	
653 S ETON	54,444	24,705	45%	24,705	217,776	11%	
677 S ETON	55,569	22,184	40%	22,184	222,275	10%	
707 S ETON	7,335	2,602	35%	5,205	29,338	18%	
953 S ETON	10,080	5,003	50%	5,003	40,320	12%	
995 S ETON	11,200	4,263	38%	4,263	44,800	10%	
925 S ETON	14,016	3,901	28%	3,901	56,062	7%	
929 S ETON	11,104	7,146	64%	7,146	44,416	16%	
757 S ETON	111,124	49,332	44%	55,640	444,496	13%	
1041 S ETON	11,677	1,771	15%	1,771	46,706	4%	
1081 S ETON	14,992	6,036	40%	6,036	59,968	10%	
2203 HOLLAND	38,614	10,945	28%	10,945	154,456	7%	
2200 HOLLAND	89,215	19,404	22%	19,404	356,860	5%	
2275 COLE	55,729	14,241	26%	14,241	222,917	6%	
2333 COLE	36,071	20,381	57%	20,381	144,285	14%	
2330 COLE	36,451	13,057	36%	13,057	145,805	9%	
2499 COLE	47,389	4,052	9%	4,052	189,554	2%	
2388 COLE	33,531	Parking Lot	-	-	-	-	
2182 COLE	20,754	2,816	14%	2,816	83,017	3%	
2254 COLE	36,634	13,011	36%	13,011	146,536	9%	
2300 COLE	17,196	5,682	33%	5,682	68,784	8%	
2010 COLE	34,468	7,190	21%	7,190	137,871	5%	
2006 COLE	10,877	3,185	29%	3,185	43,507	7%	
2388 COLE	22,202	16,429	74%	16,429	88,807	19%	
2400 COLE	62,645	19,461	31%	19,461	250,580	8%	
2450 COLE	23,422	9,192	39%	9,192	93,687	10%	
2295 E LINCOLN	53,994	33,402	62%	33,402	215,978	15%	
2125 E LINCOLN	38,470	9,739	25%	9,739	153,879	6%	
2335 E LINCOLN	61,009	15,992	26%	15,992	244,035	7%	
Vacant	65,025	Vacant	-	-	-	-	
Vacant	43,240	Vacant	-	-	-	-	
Total	1,139,807	349,080	31%	357,991	3,992,042	9%	



Determining Future Build-out

Figure 5 illustrates the range of current build out within the study area. the light blue and dark blue columns represent buildings that are assumed to remain the same within the next 20 years. The light blue represents existing single use buildings. These buildings have lower values because most are one story in height, and do not maximize their square footage. The Sheridan Retirement home will be four stories, but has a large surface parking area throughout its parcel. Irongate ranges from two to three stories in height, and uses garage parking to maximize its space.

The dark blue columns in Figure 5 represent mixed-use buildings that are approved to be four stories in height, and they average a 49% build out rate. These buildings score higher values because they maximize their height and square footage, and contain enclosed parking with building area above.

The focus area's current build out rate ranges from 3% to 19% with an average of 9%, which is highlighted in the red column in Figure 5. All of the buildings in the focus area are one story with large surface parking lots. For future projections, it is important to determine how the Rail District would change if the buildings in the focus area were transformed from a 9% average build out to anywhere between 30-50%, similar to recent development projects in the study area.

70% 62% 60% 51% 50% 40% 30% 23% 20% 10% The Reserve ment poneate shirtings of Sheridan Retirement property of Buildings of Sheridan Retirement of Sheridan Armstrong white Office
Dentist & Doctor Office 0% Current Focus Area Average Cole St. Multi-Business colest. Multi-Business Future Mixed Use District Lofts District Lotts

Figure 5: Percent of Maximum Build Out

City of Birmingham

Future Build-out Analysis

Table 3 illustrates the parking necessary for projected build-outs in the focus area. The three scenarios increase the focus area from its current 9% build-out to 30%, 40%, and 50% build out rates. These three values were selected by the committee based on recent development trends in the area with regards to size and mix of office/retail, restaurant, and residential uses.

Required parking spaces were then calculated from the floor area values at 30%, 40%, and 50% of maximum build out values. The first floor of the hypothetical build outs were assumed to be retail/office, requiring 1 space per 300 sq. ft, and floors 2-4 were assumed to be residential, requiring 1 parking space per 1000 sq ft. The total values are shown at the bottom of Table 3. The difference between these values and the existing number of parking spaces was then calculated to illustrate how many additional parking spaces would be required if the focus area developed at a 30%, 40%, and 50% build out rate (see Table 4).

Table 3: Parking Projection

Parcel Address	Current Parcel Sq. Footage	Est. Max Build Out	Parking Requirement	Parking Requirement	Max Build Out Parking Requirement	Required Parking	Required Parking	Required Parking
Assumptions		Parcel Area *4 Stories	Retail: 1st Floor 1 per 300 sq. ft.	Residential: Floors 2-4 1 per 1000 sq. ft.	100% Build Out	50% Build Out	40% Build Out	30% Build Out
501 S ETON	11,331	45,326	38	34	72	36	29	22
653 S ETON	54,444	217,776	181	163	345	172	138	103
677 S ETON	55,569	222,275	185	167	352	176	141	106
707 S ETON	7,335	29,338	24	22	46	23	19	14
(Off Site)	65,025	-	-	-	-	-	-	-
757 S ETON	111,124	444,496	370	333	704	352	282	211
2203 HOLLAND	38,614	154,456	129	116	245	122	98	73
2200 HOLLAND	89,215	356,860	297	268	565	283	226	170
953 S ETON	10,080	40,320	34	30	64	32	26	19
995 S ETON	11,200	44,800	37	34	71	35	28	21
2275 COLE	55,729	222,917	186	167	353	176	141	106
2333 COLE	36,071	144,285	120	108	228	114	91	69
2330 COLE	36,451	145,805	122	109	231	115	92	69
925 S ETON	14,016	56,062	47	42	89	44	36	27
929 S ETON	11,104	44,416	37	33	70	35	28	21
2499 COLE	47,389	189,554	158	142	300	150	120	90
(Off Site)	43,240	-	-	-	-	-	-	-
2388 COLE	33,531	-	-	-	-	-	-	-
2182 COLE	20,754	83,017	69	62	131	66	53	39
2254 COLE	36,634	146,536	122	110	232	116	93	70
2300 COLE	17,196	68,784	57	52	109	54	44	33
2010 COLE	34,468	137,871	115	103	218	109	87	65
1041 S ETON	11,677	46,706	39	35	74	37	30	22
1081 S ETON	14,992	59,968	50	45	95	47	38	28
2006 COLE	10,877	43,507	36	33	69	34	28	21
2295 E LINCOLN	53,994	215,978	180	162	342	171	137	103
2125 E LINCOLN	38,470	153,879	128	115	244	122	97	73
2335 E LINCOLN	61,009	244,035	203	183	386	193	155	116
2388 COLE	22,202	88,807	74	67	141	70	56	42
2400 COLE	62,645	250,580	209	188	397	198	159	119
2450 COLE	23,422	93,687	78	70	148	74	59	45
Total	1,139,807	3,992,042	3,327	2,994	6,321	3,160	2,528	1,896

*Not Probable

*Not Probable



Parking Requirement for Future Build-out

Projecting future development is a complicated task. In this analysis, trends from recent developments in the Rail District are extrapolated into the focus area, and then basic assumptions are used to calculate how many extra parking spaces would be required. Although it is an inexact science, having a general idea of future parking needs is an important task. Doing so helps predict how many additional cars could be traveling through the district and how much parking is needed in the future. This can have an impact on traffic signals, road speeds, safety precautions, parking counts, and road design.

Detailed analysis of recent development trends show an average build-out of 26% within the study area. Based on these findings, the potential build out rates of 30%, 40%, and 50% were used, assuming that future developments will try to maximize available space and build four stories. The Ad Hoc Rail District Committee recommended reliance on the 30% build out rate for the buildout analysis to allow for a combination of mixed use, four story buildings which average around 50%, and single story office and restaurant uses which average around 10%, consistent with recent development trends.

There are currently 826 parking spaces in the parking lots within the focus area. Table 4 illustrates additional parking needed based on the build out projections, which range from an additional 1,070 parking spaces if the focus area is built out to 30%, 1702 spaces at 40%, and 2,334 spaces if the focus area is built out to 50% buildout.

If future development trends towards buildings with less of an upfront cost than 4 stories and underground parking, the additional parking spaces required would drop substantially. Also, the 1,070 additional parking spaces at 30% build out projection is based on an assumption that every parcel identified in red in Figure 3 and Table 2 is redeveloped. We have seen a large amount of repurposing in the Rail District, especially on Cole Street, and if future land owners choose repurposing of current buildings over redevelopment, the projected parking spaces would see a substantial drop as well.

Many of the parcels in the focus area do not have enough space to provide required parking for 4 stories of retail and residential uses unless they build an underground parking facility. Based on recent development trends in the area, this is unlikely to occur and thus, buildout rates will likely remain in the 20-30% range of maximum build-out, requiring less than 1,070 additional parking spaces in the study area. It is important to note that based on the current standards, all of these additional parking spaces must be provided by individual property owners and/or developers. Thus, the City need only focus on encouraging an efficient use of private parking facilities, and ensuring good right-of-way design to accommodate additional vehicle traffic and balance the needs of non-motorized users. The provision of additional public parking is not warranted now, nor in the near future.

Table 4: Future Parking Needs

Focus Area Build Out Rate	Projected Parking Spaces	Projected Additional Spaces
Current	826	-
100%	6,321	5,495
50%	3,160	2,334
40%	2,528	1,702
30%	1,896	1,070

Figure 6





Recommendations

The following recommendations are offered by the Ad Hoc Rail District Committee.

Recommendation 1: Improve Pedestrian Crossings

Issues: Some crosswalks and intersections along S. Eton Road are dangerous due to the lack of visibility they create for pedestrians attempting to cross the street. Traffic is heavy and often exceeds the posted speed limit.

Recommendation: Construct bump-out curbs throughout the study area.

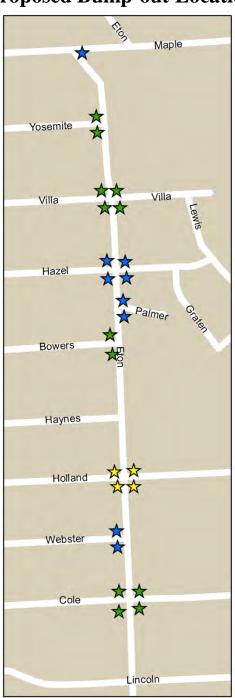
A bump-out curb is a traffic calming method in which a sidewalk is extended to reduce the crossing distance at intersection. In doing so, sight distance and sight lines for pedestrians are improved, vehicles are encouraged to slow down, and parked cars are prevented from obstructing crosswalk areas.

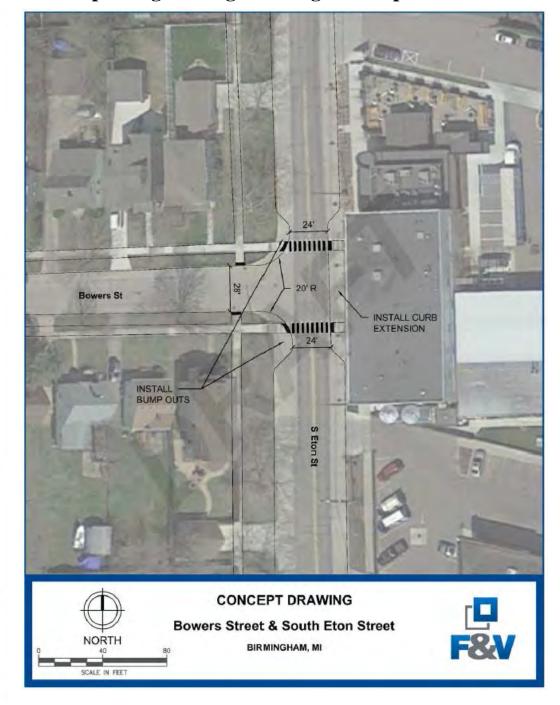
The map to the right illustrates the locations for each of the recommended bump-out curbs along S. Eton. Bump-out curbs recommended by the Committee, which are denoted by a blue star, are located along S. Eton at E. Maple, Palmer, and Webster. Green stars indicate bump-out curbs recommended explicitly by the MMTP and are located at Yosemite, Villa, and Cole. Lastly, bump-out curbs recommended by both the Committee and MMTP have been proposed for the intersection at Holland and S Eton and are denoted by a yellow star.

Please also note the sample engineering drawing of proposed improved pedestrian crossings at Bowers and S. Eton. As demonstrated, the installation of two bump-out curbs and a curb extension at this intersection could provide a safer, more visible pedestrian crossing point without obstructing right and left turn accessibility for vehicles. The Committee further recommends the use of brick pavers or other materials to create a plaza feel at this intersection. Benches, planters, and bicycle parking are also recommended.

Proposed Bump-out Locations

Sample Engineering Drawing of Bump-out Curbs







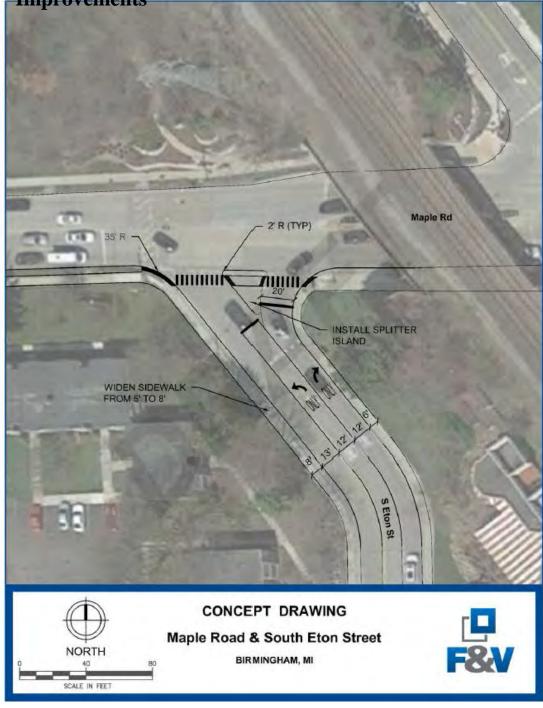
Recommendation 2: Intersection Improvements at Maple & S. Eton

Issues: The intersection of E. Maple and S. Eton does not provide a safe pedestrian experience. With a crossing distance of 88 feet, pedestrians are expected to traverse a very wide street in a short amount of time. This intersection, especially at the southwest corner, exhibits visual barriers that make it difficult for vehicles turning right to detect a crossing pedestrian.

Recommendations: Install a splitter island at the crosswalk at S. Eton and Maple, widen the sidewalk on the west side of S. Eton, restripe S. Eton to realign lanes, and add enhanced crosswalk markings.

Elevated splitter islands are installed on roads with low visibility and high vehicle speeds as a way to call attention to an approaching intersection and to urge drivers to slow down. The splitter island also provides pedestrians with refuge for crossing traffic and provides greater detectability of the pedestrians by motorists.

Sample Engineering Drawing of Proposed Improvements





Recommendation 3: Accommodate Bicycling on S. Eton

Issues: There are a significant number of bicyclists who traverse along S. Eton Road. The current road conditions in the Rail District are not favorable to those travelling by bike because no demarcation exists between the parking lanes and the driving lanes. Suggestions have been made to organize the street in order to make conditions safer for cyclists.

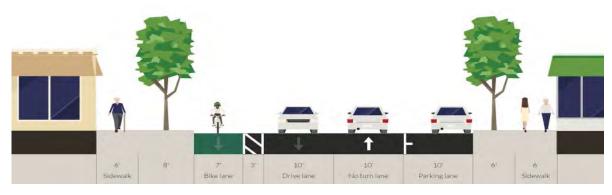


As shown in the picture above, a bicyclist rides through a narrow stretch of S. Eton where cars are parked on both sides. Bicyclists in the Corridor currently share lanes with vehicle traffic.

Recommendations: Add a bike lane or sharrows and buffers to S. Eton from Yosemite to 14 Mile. See illustrations to the right for design options.

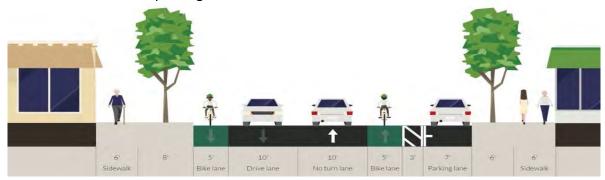
Bike lanes are designated areas on a road that run alongside the flow of vehicle traffic. While it is common to channel on-street bicyclists using a single line to divide the street lane, there are other popular types of lanes that offer more protection and take up less space on the road. One type is a buffered lane that provides additional separation between the road and designated lane. Another type is a shared lane or "sharrow", which can comfortably accommodate bikes on street without a designated lane.

Recommendations:



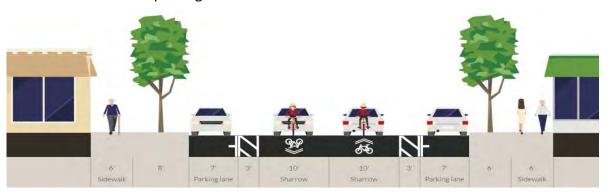
Design Option 1: Multi-Modal Transportation Plan

- Add 7' Southbound Bike Lane 3' Buffer 2x10' Driving Lanes 10' Parking Space
- Remove on-street parking on west side of S. Eton



Design Option 2: Northbound & Southbound Bike Lanes

- Add 5' Southbound Bike Lane 2x10' Driving Lanes 5' Northbound Bike Lane, 3' Buffer –
 7' Parking Space
- Remove on-street parking on west side of S. Eton



Design Option 3: Sharrows and Buffers

• Mark 7' Parking Space – 3' Buffer – 2x10' Driving Lane – 3' Buffer – 7' Parking Space



Recommendation 4: Encourage Shared Parking

Issue: Many properties are dominated by excessively large parking lots that are not being efficiently used. Vast parking lots in the district are vacated after peak business hours and remain empty throughout the evening because of restricted access, while other lots overflow around restaurants in the evenings.



Empty parking lots can be found throughout the study area.

Shared parking is a land use strategy that efficiently uses parking capacity by allowing adjacent and/or compatible land uses to share spaces, instead of providing separate spaces for separate uses. Often, a shared parking agreement is put in place between two or more property owners and the jurisdiction to ensure parking spaces on a site are made available for other uses at different times throughout the day.

Recommendation: Encourage shared parking in the district by providing the zoning incentives for properties and/or businesses that record a shared parking agreement. Incentives could include parking reductions, setback reductions, height bonuses, landscape credits, or similar offers.

Amend the shared parking provisions to simplify the calculations to determine required parking based on industry standards and eliminate the need to hire a consultant to prepare shared parking studies. See table to the right for an example of a shared parking calculation from Victoria Transport Policy Institute.

Sample Shared Parking Occupancy Rates Table

This table defines the percent of the basic minimum needed during each time period for shared parking. (M-F = Monday to Friday)

Uses	M-F	M-F	M-F	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	8am-5pm	6pm-12am	12am-6am	8am-5pm	6pm-12am	12am-6am
Residential	60%	100%	100%	80%	100%	100%
Office/ Warehouse /Industrial	100%	20%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Movie Theater	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	50%
Conference/Convent ion	100%	100%	5%	100%	100%	5%
Institutional (non- church)	100%	20%	5%	10%	10%	5%
Institutional (church)	10%	5%	5%	100%	50%	5%

Courtesy of Victoria Transport Policy Institute

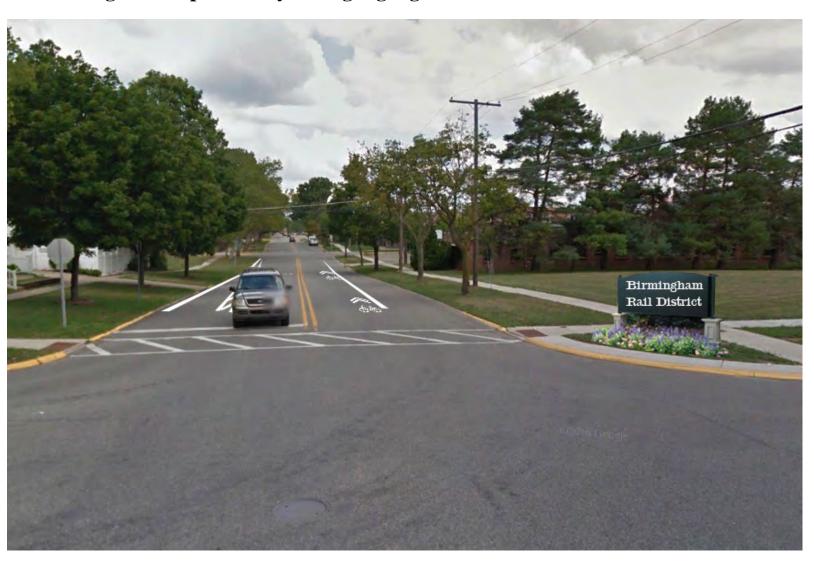
Recommendation 5: Add Wayfinding Signage

Issue: Currently, the Eton Rail District lacks any uniform signage to help navigate drivers, pedestrians, and bicyclists to their desired destination. Long dead-end streets such as Cole St. and Holland St. where many businesses are located do not have any signage along S. Eton, the main thoroughfare of the Rail District.

Recommendation: Install gateway signage at the north and south ends of the study area and install wayfinding signage throughout the Rail District to direct people to destinations and parking.

Wayfinding and signage are tools that provide information relating to direction, distance, and location. Signs have an important role in the public right of way and can enhance an area's sense of place.

Design Concept for Wayfinding Signage at S. Eton and Lincoln Entrance





CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, FEBRUARY 2, 2016 City Commission Room 151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, February 2, 2016.

In the absence of both the Chairperson and Vice-Chairperson, it was agreed that Ms. Slanga would take over the chair.

Chairperson Johanna Slanga convened the meeting at 6:34 p.m.

1. ROLL CALL

Present: Board Members Lara Edwards, Amy Folberg, Daniel Rontal,

Johanna Slanga, Michael Surnow

Absent: Chairperson Vionna Adams; Vice-Chairperson Andy Lawson

Administration: Lauren Chapman, Asst. City Planner

Jana Ecker, Planning Director

Scott Grewe, Operations Commander

Paul O'Meara, City Engineer

Carole Salutes, Recording Secretary

Also Present: Mike Labadie from Fleis & Vandenbrink

("F&V"), Transportation Engineering Consultants.

2. INTRODUCTIONS

Lauren Chapman, Asst. Planner for the City, was introduced.

3. **REVIEW AGENDA** (no change)

4. APPROVAL OF MINUTES, MEETING OF DECEMBER 1, 2016

Motion by Mr. Surnow Seconded by Mr. Rontal to approve the Minutes of December 1, 2016 as presented.

Multi-Modal Transportation Board Proceedings February 2, 2017 Page 2

Motion carried, 5-0.

VOICE VOTE

Yeas: Surnow, Rontal, Edwards, Folberg, Slanga

Nays: None

Absent: Adams, Lawson

5. SAXON DR. AND LATHAM RD. Crosswalk Installation

Mr. O'Meara recalled that in 2015, the Police Dept. was approached with complaints about traffic volumes and speeds on Saxon Rd., located in the southwest corner of Birmingham. Residents expressed concerns with the amount of traffic as well as the speeds that occur in that area. It is a wide right-of-way, and the street acts as an extension of Fourteen Mile Rd. so it tends to lend itself to speeds faster than the 25 mph speed limit.

Saxon Dr. is a border street, with Beverly Hills sharing jurisdiction of this road. Working with representatives from both sides of the street, the City of Birmingham took the lead in discussing the various options with the interested residents. By the middle of 2015, various issues and ideas were explored, and it was decided that the residents would petition the City for a complete road reconstruction. Over 50% of the owners on both sides endorsed the idea, and after receiving an information booklet a neighborhood meeting was held in the summer of 2016. After the meeting, enough residents changed their minds, and decided to no longer support the project. Cost was a major factor.

Currently, there is no sidewalk connection for pedestrians to cross Saxon Dr., other than at Southfield Rd. The intersection is noted in the Master Plan as a location within Phase 3. It is provided as a suggested improvement, as Latham Rd. is listed as part of a Phase 3 neighborhood connector route. Not only would the improvement help improve the crossing for pedestrians, the pavement markings should help encourage more responsible speeds on Saxon Dr. from motorists passing through the area.

The Beverly Hills Village Board has already signed an agreement approving this project, and their commitment to 50% of the cost, based on the cost estimate of about \$21,000.. Staff recommends making some storm sewer changes where needed and adding painted crosswalks that would encourage drivers to watch for pedestrians and potentially slow down.

If the Multi-Modal Board endorses this project, it will be forwarded to the City Commission for final approval of the funds. The Engineering Dept. will then add it Multi-Modal Transportation Board Proceedings February 2, 2017 Page 3

to the 2017 Concrete Sidewalk program contract documents, and oversee the construction of this improvement during the 2017 construction season.

Dr.. Rontal did not necessarily think the crosswalk lines would slow cars down. Mr. O'Meara said the residents originally asked for a stop sign but it wasn't warranted by traffic volume. If residents aren't able to help pay for more substantial improvements, this is what can be recommended.. A crosswalk is an attempt to show that cars should slow down for pedestrians at this intersection. Ms. Edwards suggested adding two white lines and a middle yellow dotted line in order to get cars into a more narrow space on Saxon. However, it was noted that at 22 ft. the road is already narrow, and additionally residents have often said a line down the middle would make the road feel like a major street.

Mr. O'Meara indicated that the residents felt a crosswalk would help to calm traffic. He noted the Master Plan calls for a crossing improvement at that intersection.

Board members were in agreement that installing crosswalks would not slow the traffic and alleviate the residents' concerns. Mr. Labadie did not think painting the road would help too much. As an inexpensive solution he suggested adding a couple of flashing speed limit signs. Commander Grewe said one sign could be budgeted for this stretch of road, but only for westbound traffic.

Consensus was to go back to Beverly Hills and the residents and offer at least a speed sign for the westbound traffic and see if that helps. Perhaps Beverly Hills would be willing to split the cost of a speed sign for eastbound traffic. Staff was encouraged to discuss the speed sign, paint markings, etc., with both Beverly Hills and the residents.

6. MAPLE RD. AND S. ETON RD. Crosswalk Improvements

Ms. Ecker offered background. The Ad Hoc Rail District Committee was set up by the City Commission to look at a number of issues in the Rail District. They spent a year studying what is going on in that area. Tonight the board will specifically focus on the intersection of Maple Rd. and Eton Rd. The recommendations provide a way to shorten the entire width to cross Eton Rd.. A splitter island in the middle between the right and left turn lanes is suggested along with enhanced crosswalk markings, expanding the sidewalk, and changing the lane configuration. Board members agreed they don't want to encourage people to stand on the splitter island in the middle of Eton Rd.. Ms. Ecker thought that the island calms traffic, and she doesn't imagine too many pedestrians will stand on it because they can get across because of all of the

Multi-Modal Transportation Board Proceedings February 2, 2017 Page 4

green time on Maple Rd. She likes the idea of dotted lines to direct cars coming off of westbound Maple Rd. and going south on Eton Rd.

Commander Grewe said for westbound traffic stopped on the east side of the intersection he would suggest moving the stop line further west so when a vehicle makes a left turn to go south on Eton Rd. the radius isn't so sharp. Mr. Labadie noted the stop bar needs to be located so that drivers can see the signal. Chairperson Slanga cautioned that signage should be placed far enough back so people will know which lane to be in to make their turn.

Board members recommended that Mr. Labadie should study this further to ensure large trucks can make a nice clean turn; look at adding dotted lines to show the left track turning radius coming from westbound Maple Rd. south on Eton Rd.; also study moving the westbound Maple Rd. stop bar location and possibly extending the median at that same location. Additionally, study how to accommodate bikes through that intersection. The recommendation from the Ad Hoc Rail District Study Committee was to widen the sidewalks from 5 ft. to 8 ft. on the whole block of Eton Rd. going south. The board was in agreement.

7. MAPLE RD. AND SOUTHFIELD RD. Crosswalk Improvements

Mr. O'Meara recounted some safety issues that have occurred over the years at this intersection. In 2015 safety issues at the Maple Rd. & Southfield Rd. intersection were studied by the City's traffic consulting firm, Fleis & Vandenbrink ("F&V"). Lane configuration changes to Maple Rd. were approved, and subsequently put into place in October as a trial, and later approved for permanent status in June, 2016. During the studies, it became clear that the crash patterns at this intersection are such that safety could be improved if the intersection was relocated further west, allowing for the creation of a 90° intersection.

In 2016, it was determined that the relocation of this intersection may qualify for federal funding. Further, it was decided that since Maple Rd. is planned for reconstruction further east (in downtown), if safety funding was awarded, it would be an appropriate time to address both areas within the same construction project. The City directed F&V to apply for federal funding for this potential safety improvement. The application is currently pending, and should be announced in May of 2017.

In December, Commissioner DeWeese expressed concerns about the crosswalk that appear similar to those that have been raised in the past. The speed of northbound right turning vehicles continues to be an issue. The matter was referred to F&V in preparation for a review by the MMTB. Since a major change will require significant spending, and since a federal funding application is currently pending, F&V suggested a change in



MEMORANDUM

Engineering Dept.

DATE: February 24, 2017

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Maple Rd. & S. Eton Rd. Improvements

As you know, the Ad Hoc Rail District Committee finished its work, and submitted a report of recommendations to the City Commission in December, 2016. The attached report dated January 27, 2017, summarizing suggested improvements at the Maple Rd. was reviewed by the Multi-Modal Transportation Board at its meeting of February 2, 2017. At that time, the following comments were raised:

- 1. There was concern that the island may not permit left turns from Maple Rd. on to southbound S. Eton Rd. Various ways to correct that were discussed, such as moving the westbound Maple Rd. stop bar west, or extending the island at the center pillar of the railroad bridge.
- 2. Provide a cost estimate for narrowing the street to allow for a wider sidewalk on the west side of the block.
- 3. Consider again how bikes may be accommodated in this area.

Staff worked with F&V to consider these items, and offers the following responses:

- 1. F&V considered truck turns in this area when it designed the island several months ago. The attached drawing depicts the turning radius for a 50 ft. semi-truck trailer to make the left turn from Maple Rd. on to southbound S. Eton Rd. The island allows for the turning movement. Also shown on this drawing is how right turns are also accommodated for these large trucks from S. Eton Rd. on to eastbound Maple Rd. No adjustments are needed to the island design. The other ideas that were expressed, such as moving the westbound stop bar, or extending the island at the center pillar, are not recommended.
- 2. In order to widen west side sidewalk from Maple Rd. to Yosemite Blvd., three feet of S. Eton Rd. must be removed, a new curb section must be installed, and then a new eight foot wide sidewalk can be installed in place of the existing five foot wide sidewalk. The total cost for this portion of the work is estimated at \$53,000. The total cost of the three improvement areas now being considered are:

Splitter island	\$20,000
Landscaping at island	\$ 1,000
Widened handicap ramp area at SE corner	\$ 1,000
Widened sidewalk and ramps on W side	\$53,000
TOTAL	\$75,000

3. Both N. Eton Rd. & S. Eton Rd. have been part of a marked bike route for decades. It is also part of the new Neighborhood Connector route that has been approved by the City Commission, and is planned to be installed this spring. The Maple Rd. intersection, and the two blocks of Eton Rd. north and south of the intersection have always been a poor segment in the route for bicyclists. The railroad bridge conflict at this intersection is significant, and remains a multi-million dollar problem that will not be easy to fix. Further, when Eton Rd. was impacted by the railroad in 1930, a small 50 ft. right-of-way was left for these short diagonal sections, to make room for the railroad.

In order to process the large traffic demand on S. Eton Rd. at the Maple Rd. intersection, a minimum of three lanes must be provided, with two northbound storage lanes to queue while waiting to enter Maple Rd. in both directions. Once three lanes are provided, as well as sidewalks on both sides, there is no extra right-of-way left. (That is why the sidewalks are constructed immediately behind the curb on both sides of the street.)

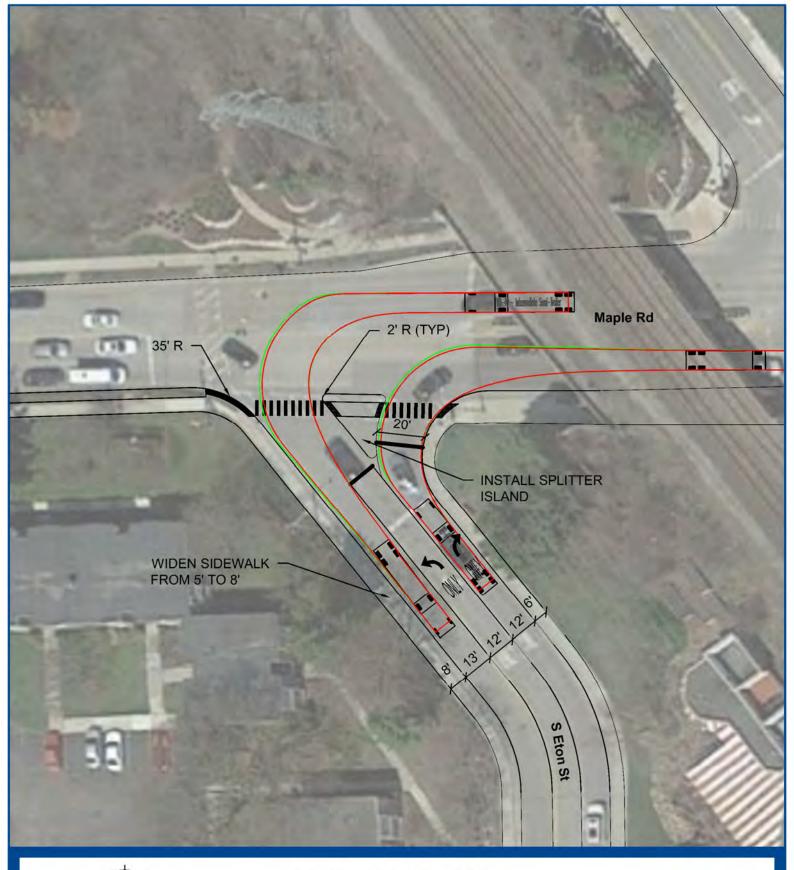
The only extra space available on the street is currently in the southbound lane, which is now being suggested for removal, to widen the west side sidewalk. While this proposal improves the pedestrian environment, it will compromise the bicyclist experience. The MMTB may wish to consider if the \$53,000 suggested improvement on the west side of S. Eton Rd. is wise when it is in fact leaving no extra space for southbound bicyclists on this Neighborhood Connector Route.

No funding is currently being provided in the current or upcoming budget for these improvements. A suggested recommendation at this time can then be moved forward to the City Commission in time for them to consider an adjustment to the recommended fiscal year 2017-18 budget:

SUGGESTED RECOMMENDATION:

To recommend to the City Commission that the City prioritize the Ad Hoc Rail District Committee's recommendations for changes to S. Eton Rd. from Maple Rd. to Yosemite Blvd. including:

- 1. Landscaped splitter island to improve the S. Eton Rd. south side crosswalk at Maple Rd.
- 2. Enlarged handicap ramp area at the southeast corner of the intersection.
- 3. Relocation of the west side curb and gutter section to allow for a widened eight foot sidewalk on the entire length from Maple Rd. to Yosemite Blvd.





CONCEPT DRAWING Maple Road & South Eton Street

BIRMINGHAM, MI



CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, MARCH 2, 2017 City Commission Room

City Commission Room 151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, March 2, 2017.

Chairperson Vionna Adams convened the meeting at 6:04 p.m.

1. ROLL CALL

Present: Chairperson Vionna Adams; Board Members Lara Edwards, Amy

Folberg, Johanna Slanga

Absent: Board Members Vice-Chairperson Andy Lawson, Daniel Rontal,

Michael Surnow

Administration: Lauren Chapman, Asst. City Planner

Jana Ecker, Planning Director

Scott Grewe, Operations Commander

Paul O'Meara, City Engineer

Carole Salutes, Recording Secretary

Also Present: Mike Labadie from Fleis & Vandenbrink

("F&V"), Transportation Engineering Consultants.

- **2. INTRODUCTIONS** (none)
- 3. **REVIEW AGENDA** (no change)

4. APPROVAL OF MINUTES, MEETING OF FEBRUARY 2, 2017

Motion by Ms. Slanga Seconded by Ms. Folberg to approve the Minutes of February 2, 2017 as presented.

Motion carried, 4-0.

VOICE VOTE

Yeas: Slanga, Folberg, Adams, Edwards

Navs: None

Absent: Lawson, Rontal, Surnow

5. SAXON RD. IMPROVEMENTS Norfolk Dr. to Southfield Rd.

Mr. O'Meara recalled that at the February Multi-Modal Transportation Board ("MMTB") meeting, the City presented a proposal to install a marked, improved crosswalk at the intersection of Saxon Dr. and Latham Dr./Norchester Rd. This is in the Multi-Modal Master Plan as a suggested improvement for the area. Also, the residents on Saxon are unhappy because there are too many cars and too much speeding.

Last month, staff presented a \$21,000 improvement that both Birmingham and Beverly Hills could pay for out of their general funds. Beverly Hills has already gone on record to say that they will contribute. The ditches would be filled in, storm sewer issues would be re-worked, and concrete sidewalks could be extended across the four corners of the intersection. Pavement markingswould be installed on both sides to identify the crossing.

Last month, when the idea was reviewed by the MMTB, the following questions and concerns were raised:

- 1. Board members were not convinced that the crosswalk improvement would make much difference in addressing the issue of traffic speeds and volumes.
- 2. Board members felt that other ideas had more merit:
 - Flashing speed indicator signs for both directions if suitable locations can be found.
 - Pavement markings, consisting of a skip or double yellow down the middle, and white edge lines throughout the corridor. However, Mr. Labadie, the Police, and some of the residents do not endorse that suggestion.
 - Installation of a "25" pavement marking legend for westbound traffic, west of Southfield Rd., as weather permits. Mr. O'Meara indicated that idea can be pursued.

Staff initiated conversations with the two neighborhood representatives for Saxon Rd. relative to these ideas. Ms. Susan Randall on the Birmingham side and Mr. Pete Webster on the Beverly Hills side were present to provide their input.

Mr. Pete Webster, 32906 Balmoral, said he is in close communication with the vast majority of the residents from Southfield to the Birmingham Country Club and beyond. They are well aware of the problem and aware of the need to address a number of different issues. Anything that can be done would be helpful, whether it is the flashing speed indicator; a crosswalk to help pedestrians integrate into the pedestrian network; or a raised sidewalk on the east side of the crossing.

Multi-Modal Transportation Board Proceedings March 2, 2017 Page 3

Ms. Slanga observed that putting stripes on the road at the crosswalk doesn't solve the speeding problems or shorten the crossing. Mr. Webster said independent of that, the markings are extremely valuable because they demarcate where people should cross plus they remind drivers where people do cross. He suggested installing a traffic island in the roadway just west of Southfield to calm traffic entering the residential area. It may be beneficial to put in speed humps.

Ms. Susan Randall, 1220 Saxon, said an average of 5,500 cars a day go down their street at speeds up to 60 or 70 mph. She was in favor of the recommendations for a painted crosswalk and to make it slightly raised so that it is a hump, not a bump. She does not like the idea of a flashing light but is in favor of the "25" to be painted east of Southfield. With respect to installing an island, the residents do not want to do a U-turn out of their driveway by turning west to go east. She doesn't know if they will agree to that.

Mr. Tom Randall, 1220 Saxon, was not impressed with the flashing lights. They only work when police are present.

Mr. O'Meara said a little island isn't a bad idea from a cost standpoint, but there is a driveway issue. The idea of a raised crosswalk has not been studied. Mr. Labadie advised that with an island there would not be enough room on either side to make a U-turn.

Ms. Chris Arbor, 18837 Saxon, suggested trying removable speed bumps for a while to see if they work. Mr. O'Meara voiced the concern that this is an unimproved road with gravel shoulders and people that are irritated by the bump would just drive around it. Residents would not want that problem in front of their house.

Mr. Labadie said the speed humps are an effective way to control speed. However, right after going over the hump, people will increase their speed, similar to unwarranted STOP signs. He would like to see current speed and volume data before a decision is made on some of these ideas. He thought the sidewalk and the crosswalk are great ideas and they should be moved forward.

Motion by Ms. Edwards

Seconded by Ms. Folberg to recommend to the City Commission the approval of the following improvements for Saxon Dr. The installation of crosswalks on the east and west sides of the Latham Dr./Norchester Rd. intersection, in accordance with the Multi-Modal Master Plan. including pavement markings, to be funded 50% by the City of Birmingham, and 50% by the Village of Beverly Hills.

Multi-Modal Transportation Board Proceedings March 2, 2017 Page 4

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Folberg, Adams, Slanga

Nays: None

Absent: Lawson, Rontal, Surnow

Commander Grewe said the Police Dept. has a black box that is a speed monitor/counter and goes on a tree so no one knows what it is and they don't react differently when they see it on the road. It will capture both sides of the road. It can be installed as soon as possible.

Mr. Steve Still, 1190 Saxon, hoped there would be a "Stop for Pedestrians" sign in the crosswalk.

6. MAPLE RD. AND S. ETON RD. Crosswalk Improvements

Mr. O'Meara noted that the Ad Hoc Rail District Committee finished its work, and submitted a report of recommendations to the City Commission in December 2016. The report dated January 27, 2017, summarizing suggested improvements at Maple Rd. and S. Eton Rd. was reviewed by the MMTB at its meeting of February 2, 2017. At that time, the primary concern was whether the proposed new island was sized appropriately to allow large trucks to make a left turn from Maple Rd. onto southbound Eton Rd. It has been demonstrated that the island leaves sufficient room for a large truck to make the turn.

Ms. Ecker said at the last meeting the board had several concerns that staff has now investigated:

- It works to increase the sidewalk width from 5 ft. to 8 ft. Landscaping can be added to the splitter island at the south end.
- It is not recommended to move the westbound Maple Rd. stop bar west.
- Turn lane hash marks are not needed and they would soon be worn off.
- . Paint the curbs around the new island with something reflective that makes them stand out.

Motion by Ms. Folberg

Seconded by Ms. Edwards to recommend to the City Commission that the City prioritize the Ad Hoc Rail District Committee's recommendations for changes to S. Eton Rd. from Maple Rd. to Yosemite Blvd. including:

- 1. Landscaped splitter island to improve the S. Eton Rd. south side crosswalk at Maple Rd.
- 2. Enlarged handicap ramp area at the southeast corner of the intersection.

Multi-Modal Transportation Board Proceedings March 2, 2017 Page 5

3. Relocation of the west side curb and gutter section to allow for a widened 8 ft. sidewalk on the entire length from Maple Rd. to Yosemite Blvd.

Motion carried, 4-0.

VOICE VOTE

Yeas: Folberg, Edwards, Adams, Slanga

Nays: None

Absent: Lawson, Rontal, Surnow

7. POPPLETON AVE. PAVING Knox Ave. to Maple Rd.

Mr. O'Meara recalled the MMTB discussed the above planned City project at its meeting of December 1, 2016. A recommendation to approve the three-lane cross-section presented at that time was passed. It was noted that this segment is identified as part of a future Neighborhood Connector Route, but that due to the lack of right-of-way, the City will be unable to make improvements to the road that would allow for an improved environment for bicyclistsThe MMTB recommended that further study be given to this issue before this Connector Route is finalized in the future.

During further study of this block, it was noted that this is the only available route for trucks to enter and exit the loading dock for the adjacent Kroger store. Due to the narrow right-of-way, the existing pavement at the Maple Rd. and Poppleton Ave. intersection was not constructed to accommodate these large trucks. Due to heavy traffic volumes and the narrow street, trucks have to routinely drive over the curb to exit Poppleton Ave.

Staff's suggested street design shows the new road to be about 18 in. wider, and a standard 25 ft. radius at both corners is recommended (the current radii, particularly on the NW corner, are smaller, and are not recommended on a truck route). To summarize, a minor expansion of the road, particularly to the west, will better accommodate the multiple trucks that need to use this intersection daily, while extending the length of the crosswalk for those crossing Maple Rd. on the west side of the intersection by about 5 ft. Doing so will remove the current ongoing maintenance issue that is present at the northwest corner of this intersection.

To ensure that this is appropriate, F&V will study the traffic signal timing to make sure that there is sufficient green time to allow pedestrians to safely cross Maple Rd. with this new condition.



MEMORANDUM

Engineering Dept.

DATE: April 5, 2017

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: S. Eton Rd. – Villa Ave. to Lincoln Ave.

Proposed Cross-Section

As you know, the City Commission appointed several residents to a temporary study group known as the Ad Hoc Rail District Committee early in 2016. The group was charged with studying parking and zoning issues within the Rail District. Lara Edwards acted as the Multi-Modal Transportation Board (MMTB) representative. Overseen by the Planning Dept., their final report was prepared late last year, and reviewed by the City Commission at their meeting of January 9, 2017.

The MMTB first focused on the suggested crosswalk island construction at the S. Eton Rd. and Maple Rd. intersection. A recommendation has been prepared, and will be considered for final approval by the City Commission at their meeting of April 13, 2017. If approved, the Engineering Dept. is set to complete this work during the summer of 2017, in time for the opening of the nearby Whole Foods grocery store located just east of this location.

The next significant recommendation from the Ad Hoc Committee for the MMTB to consider is the cross-section on the bulk of the road, from Villa Ave. to Lincoln Ave. As shown on Page 30 of the final committee report, three different cross-sections for this section of S. Eton Rd. were considered:

Design Option 1: Removing on-street parking on the west (residential) side of the street in

favor of a 7 ft. wide bike lane and 3 ft. wide buffer area.

Design Option 2: Removing on-street parking on the west (residential) side of the street,

narrowing the remaining drive lanes and parking lane to allow room for

southbound and northbound bike lanes.

Design Option 3: Narrow the existing parking lanes on both sides to provide a buffer

between parked cars and the travel lanes, and add sharrows to the travel

lanes.

Although the vote was not unanimous, the Ad Hoc Rail District Committee voted in favor of Option 3. Details relative to the decision-making process will be available at the meeting. The cross-section, if changed, will have a significant impact on the S. Eton Rd. corridor. There are strong feelings from stakeholders in the area that would be interested in having input on the final decision. It is suggested that the MMTB discuss the issue to better understand the issues at stake, as well as how the Ad Hoc Committee came to their conclusion. It is then suggested that a public hearing be scheduled for the next regular MMTB meeting, inviting interested parties along the corridor to submit their input or attend the next meeting, so that a final MMTB

recommendation can be prepared for the City Commission. A suggested recommendation is provided below:

SUGGESTED RECOMMENDATION:

To accept the Ad Hoc Rail District Committee's recommendation to add buffer lanes and sharrows on S. Eton Rd. from Villa Ave. to Lincoln Ave.

CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, APRIL 13, 2017 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 13, 2017.

Vice Chairman Andy Lawson convened the meeting at 5:35 p.m.

1. ROLL CALL

Present: Vice-Chairman Andy Lawson; Board Members Lara Edwards.

Daniel Rontal, Johanna Slanga, Michael Surnow; Alternate

Member Katie Schaefer

Absent: Chairperson Vionna Adams; Board Member Amy Folberg

Administration: Lauren Chapman, Asst. City Planner

Jana Ecker, Planning Director

Austin Fletcher, Asst. City Engineer Scott Grewe, Operations Commander

Paul O'Meara, City Engineer

Carole Salutes, Recording Secretary

Also Present: Mike Labadie from Fleis & Vandenbrink

("F&V"), Transportation Engineering Consultants.

2. INTRODUCTIONS

The new alternate, Katie Schaefer, introduced herself and board members welcomed her and introduced themselves.

- 3. **REVIEW AGENDA** (no change)
- 4. APPROVAL OF MINUTES, MEETING OF MARCH 2, 2017

Motion by Ms. Slanga Seconded by Ms. Edwards to approve the Minutes of March 2, 2017 as presented.

Motion carried, 6-0.

Multi-Modal Transportation Board Proceedings April 13, 2017 Page 2

VOICE VOTE

Yeas: Slanga, Edwards, Lawson, Rontal, Schaefer, Surnow

Nays: None

Absent: Adams, Folberg

5. S. ETON RD. CROSS-SECTION

Ms. Ecker recalled the Ad Hoc Rail District Committee met during 2016. The group was charged with studying parking and zoning issues within the Rail District. Their final report was reviewed by the City Commission at their meeting of January 9, 2017. One recommendation from their report was to accommodate bicycling on S. Eton Rd. in some way. The committee voted to use sharrows and buffers and did not wish to remove parking on either side of the street. However, a parking study has revealed there is clearly no shortage of parking in the area. The Ad Hoc Committee's preferred option was to reconfigure S. Eton Rd. on each side so there is a 7 ft. parking lane, a 3 ft. buffer zone, and a10 ft. driving lane with a sparrow. It was then noted that 46 spaces would be lost if parking was removed on the west side.

Ms. Edwards, who was a member of the Ad Hoc Committee, said their thought was if there is parking on both sides there can be bumpouts at the intersections. That would slow traffic and make crossing much safer for pedestrians and vehicles. Mr. Surnow observed that every time you mix bikes and cars on a high traffic street you are really asking for danger. He saw no reason not to eliminate parking on the west side of the street and create a protected bike lane.

Mr. O'Meara reminded the board that this one-half mile was approved by the City Commission as part of the Neighborhood Connector Route around the entire city.

After further discussion, board members concluded that S. Eton Rd. needs a protected bike lane that allows bi-directional traffic; and therefore they were not in agreement with the Ad Hoc Committee's preferred option that would put bikers in the road alongside cars.

The group wanted to know for next time the width that is needed for a bidirectional bike lane; how it is linked to other bike routes, north and south and within the community; and how bumpouts and a bike lane can be accommodated.

This topic was opened to the public at 6:25 p.m.

Mr. Dan Isaacson said he lives north of Maple Rd. and east of Adams. He suspected if there was a high quality, safe bike lane on S. Eton Rd. his family

Multi-Modal Transportation Board Proceedings April 13, 2017 Page 3

would use it. He received confirmation that traffic islands are not workable along there because of the road width.

Mr. Labadie did not think demand would ever be so great that a bi-directional bike lane would be a bad idea. Ms. Slanga added it would provide some sort of structure to the west (residential) side of S. Eton Rd. Mr. Labadie said the bike lane would be safe, but vehicle speeds may not reduce as they would if there was parking on both sides. He liked Design Option 1 which is removing on-street parking on the west side of the street in favor of a 7 ft. wide bike lane and a 3 ft. wide buffer area.

Mr. Jerry Yaldoo, 1997 Haynes, spoke in favor of the dedicated bike lane and removing the parking. He does not feel comfortable backing out of his driveway with a parked car there.

6. W. MAPLE RD. CROSSING AT ROUGE RIVER

Ms. Chapman recalled the Planning Dept. was asked to look into options to connect the Quarton Lake Trail (north of Maple Rd.) and the Linden Park Trail (south of Maple Rd.) across W. Maple Rd. Such a connection would increase access and safety for trail users. The Multi-Modal Transportation Plan ("MMTP") was adopted by the City in 2013. It is a response to the growing demand for alternative forms of travel and the need to improve the safety of those who choose to walk, bicycle, or take transit. The Plan recommends enhanced pedestrian crossings on W. Maple Rd.

Installing a pedestrian bridge, boardwalk, or tunnel would eliminate pedestrian and vehicular conflict by allowing pedestrians to cross independent of the traffic on the street. A mid-block crossing island has also been proposed.

Once across W. Maple Rd., there is no connection from the public sidewalk to the trail south of W. Maple Rd. near the river. At their March 7th meeting, the Parks and Recreation Board voted to pursue a trail connection south of Maple Rd. from the sidewalk to the proposed location of trail connection bridge at lower Baldwin; opting for the western connection. The board also voted to support an at-grade pedestrian crossing on W. Maple Rd. just west of Baldwin Rd.

An at-grade crossing island on W. Maple Rd. at Baldwin Rd. with rectangular rapid flash beacons was recommended in the Multi Modal Transportation Master Plan ("MMTP") and could be constructed to allow safe pedestrian crossings for trail users between the Quarton and Linden trails. This is the only spot that a pedestrian crossing really works. The only issue with the island is there would need to be talks with the resident at the corner of Hawthorne and Maple Rd. to relocate his driveway so that it would not be obstructed by the island.



MEMORANDUM

Engineering Dept.

DATE: April 4, 2017

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: S. Eton Rd. at Maple Rd.

Proposed Crosswalk Improvements

At the meeting of December 12, 2016, the City Commission reviewed the findings of the Ad Hoc Rail District Committee. The report was endorsed, and several boards were asked to research various recommendations further for action.

For the Multi-Modal Transportation Board (MMTB), it was determined that the proposed crosswalk improvements at the S. Eton Rd. and Maple Rd. intersection should be the first priority, given the planned opening of a new Whole Foods grocery store to the east of this intersection, and the potential increase in pedestrian traffic that this new commercial activity will bring.

F&V, the City's traffic consultant, had prepared a conceptual drawing (to scale) of the various parts of the proposed improvement. Using that drawing as a basis for discussion, the MMTB reviewed the proposal at their meetings of February 2 and March 2, 2017. At the March 2, 2017 meeting, the following recommendation was passed:

To recommend to the City Commission that the City prioritize the Ad Hoc Rail District Committee's recommendations for changes to S. Eton Rd. from Maple Rd. to Yosemite Blvd. including:

- 1. Landscaped splitter island to improve the S. Eton Rd. south side crosswalk at Maple Rd.
- 2. Enlarged handicap ramp area at the southeast corner of the intersection.
- 3. Relocation of the west side curb and gutter section to allow for a widened eight foot sidewalk on the entire length from Maple Rd. to Yosemite Blvd.

If the Commission agrees to this construction, staff would like to complete the work in the most efficient means possible. F&V has prepared a more detailed plan of the improvements (attached), to allow this work to be included in the larger 2017 Concrete Sidewalk Program bidding documents. As referenced in the MMTB recommendation, the work is composed primarily of three parts:

1. <u>Splitter island</u> – Given the current size of the intersection, a splitter island as shown can successfully be installed splitting the left and right turn lanes, while not changing the traffic patterns of the intersection. Existing concrete can be removed, replaced with new curb and gutter, and approximately 18 feet of new sidewalk that will act as a refuge area for pedestrians crossing Eton Rd. The triangular area south of the sidewalk

- could be landscaped with perennials, under the direction of the City's landscape maintenance staff. The total construction cost of this work is estimated at \$21,000.
- 2. <u>Enlarged handicap ramp area at the SE corner</u> The dashed line on the plan represents the existing property lines. At the southeast corner, additional public land is available to allow for a wider, more ample waiting area at the handicap ramp. An oval shaped piece of concrete is proposed here to enhance the existing sidewalk on this corner, at a cost of \$1,000.
- 3. West side curb relocation As a part of the discussion with the Ad Hoc Rail District Committee, there was discussion about the existing sidewalks being installed immediately behind the curb, in close proximity to traffic. This was done due to the limited right-of-way available on this block. Since most of the neighborhood would use the west side sidewalk, and since the existing southbound lane is wider than normal, it was recommended that the west side curb and gutter section could be removed and replaced with a new curb three feet further east, for the entire block, as shown. Moving the curb would allow the existing five foot wide sidewalk to then be replaced with an eight foot wide sidewalk, providing extra space for pedestrians in this area. This work is estimated at \$53,000.

The MMTB endorsed all three parts of the proposal. There was detailed discussion about two elements of the design:

- 1. Given that the road would be narrowed, there was uncertainty about how trucks turning from westbound Maple Rd. on to S. Eton Rd. would be able to maneuver in this area. After further review and discussion, F&V was able to clarify that the design provides the proper amount of space to make this turn, and once accustomed to the change, traffic should be able to manage fine.
- 2. There was concern that some pedestrians may feel uncomfortable if they are "trapped" on the splitter island due to the traffic signals changing. F&V noted that the green time provided for Maple Rd. is substantial, and that pedestrians will have ample time to make this crossing fully from one side of the street to the other.

No funding was authorized for this work. If the Commission authorizes the concept, funding for the current fiscal year budget will have to be authorized as a part of the contract award for the 2017 Concrete Sidewalk Replacement Program. A suggested resolution is provided below:

SUGGESTED RESOLUTION:

To authorize the sidewalk and crosswalk improvements at the Maple Rd. & S. Eton Rd. intersection, as recommended by the Multi-Modal Transportation Board, and to direct staff to include this work as a part of the 2017 Concrete Sidewalk Replacement Program, Contract #2-17(SW).

Mayor Nickita and all five of the Commissioners who were present liked the idea of the event but did not support closing Willits Street due to the concerns expressed by Chief Connaughton. Commissioners also cited concerns with traffic flow due to the Old Woodward closures.

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Hoff: To deny a request from Darakjian Jewelers to hold High Octane on Willits Street between N. Bates St. and N. Old Woodward Ave. on June 25, July 16, August 20, September 17, and October 8, 2017 based on objections to the closing of Willits Street from the Fire Department, Police Department, and Engineering.

VOTE: Yeas, 6 Nays, None

Absent, 1 (DeWeese)

04-99-17 SIDEWALK AND CROSSWALK IMPROVEMENTS AT MAPLE AND S. ETON INTERSECTION.

City Engineer O'Meara explained both the Ad Hoc Rail District Review Committee and the Multi-Modal Transportation Board have reviewed the proposal and, in conjunction with Fleis & Vandenbrink (F&V), the City's traffic consultant, recommend improvements consisting of three primary parts:

- 1. <u>Splitter island</u>. Given the current size of the intersection, a splitter island as shown can successfully be installed splitting the left and right turn lanes, while not changing the traffic patterns of the intersection. Existing concrete can be removed, replaced with new curb and gutter, and approximately 18 feet of new sidewalk that will act as a refuge area for pedestrians crossing Eton Rd. The triangular area south of the sidewalk could be landscaped with perennials, under the direction of the City's landscape maintenance staff. The total construction cost of this work is estimated at \$21,000.
- 2. <u>Enlarged handicap ramp area at the southeast corner</u>. At the southeast corner, additional public land is available to allow for a wider, more ample waiting area at the handicap ramp. An oval shaped piece of concrete is proposed here to enhance the existing sidewalk on this corner, at a cost of \$1,000.
- 3. West side curb relocation. As a part of the discussion with the Ad Hoc Rail District Committee, there was discussion about the existing sidewalks being installed immediately behind the curb, in close proximity to traffic. This was done due to the limited right-of-way available on this block. Since most of the neighborhood would use the west side sidewalk, and since the existing southbound lane is wider than normal, it was recommended that the west side curb and gutter section could be removed and replaced with a new curb three feet further east, for the entire block, as shown. Moving the curb would allow the existing five foot wide sidewalk to then be replaced with an eight foot wide sidewalk, providing extra space for pedestrians in this area. This work is estimated at \$53,000.

The entire package is estimated to be about \$75,000.00.

City Engineer O'Meara stated staff would like to include the sidewalk and crosswalk improvements in the 2017 Concrete Sidewalk Program, if the Commission approves the proposal.

In response to questions from Commissioner Hoff, City Engineer O'Meara and City Planner Ecker confirmed:

- The sidewalk on Eton would be 8' wide.
- The sidewalk on Maple would be 5' wide with a grass buffer between the sidewalk and the road.
- There would be no grass bumper on the Eton side, just as it exists currently, because the right-of-way is too narrow.
- The design contains no bump outs. The island will be curbed, and the whole west side of the block will be removed and replaced closer into the road so the southbound driving lane would be narrower.
- The City's traffic engineering consultant, F&V, provided the design plans which do show the following turns could be made: turning onto Maple, turning from Maple onto Eton, turning westbound from Maple, and making a left onto Eaton.

Mayor Nickita asked for details about the process that took the plan from a conceptual idea to the design specifications as presented.

City Engineer O'Meara confirmed he was not involved in development of the design drawing and that the Multi-Modal Transportation Board considered the same drawing that is before the Commission.

City Planner Ecker noted:

- The Ad Hoc Rail District Committee was tasked to look at several issues on the South Eton corridor, which they did in 2016.
- The biggest complaints about the corridor were that it is not pedestrian friendly, the road is too wide, cars are going every which way, pedestrians not protected, and vehicular speed is too fast.
- The Committee discussed three alternatives and chose the proposal being considered by the Commission as the best alternative.
- The Committee received approval from the Commission to hire F&V to review the plan to determine its practicality.
- The Committee came up with conceptual idea, and F&V detailed the specifics.

Mayor Nickita commented he agrees with some aspects of the conceptual idea such as diminishing the amount of exposed crosswalk and providing a mid-crossing island for pedestrians. He was very concerned, however, with other aspects. He explained:

- The intersection is currently challenging and unsafe for pedestrians,
- When Whole Foods opens pedestrian and non-motorized traffic is going to increase.
- The acute angle for southbound turns from westbound Maple is fundamentally problematic.
- The white stop bar is almost always ignored by motorists, and at this intersection it is located 30' from the crosswalk. Cars are going to ignore the stop bar and encroach into the crosswalk, resulting in cars turning left from Maple either clipping the car in the crosswalk or having to slow down to maneuver around the car. Trucks trying to make the turn may require the car in the crosswalk to back up.

Mayor Nickita concluded the design does not take into account the way people will actually use the intersection, which creates a difficult situation with the threat of crashes and congestion. He commented he does not feel the logistics have been explored thoroughly enough to resolve the

issues in a manner that would be best for the intersection, best for the users, and that will actually be used in the way it is designed to be used.

Commissioner Bordman noted she had similar concerns with vehicular encroachment into the crosswalks. She also questioned the plan's lack of consideration for bicyclists.

City Planner Ecker responded that the Multi-Modal Transportation Board met at 5:30 today and discussed, among other items, the cross section for South Eton. The Ad Hoc Rail District Review Committee Report did not recommend a specific bike lane. The Committee recommended parking, three foot buffer zones for the opening of car doors, and two 10' lanes for sharrows. The Multi-Modal Board is now leaning toward a multi-directional bike lane. City Planner Ecker relayed the thought that perhaps the Maple and S. Eton intersection improvements should be postponed to consider the impacts of including a bi-directional bike lane in the plan.

Commissioner Sherman suggested sending this back with the comments that have been made for further review.

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Boutros: To refer the proposal for sidewalk and crosswalk improvements at the Maple Road and S. Eton Road intersection back to Multi-Modal Transportation Board for further study based on the City Commission's comments and to consider the idea of including a multi-directional bike lane.

City Manager Valentine commented changes may impact the timing of construction. He explained the intersection improvements, being mostly concrete work, would be included in the sidewalk project which is being completed this year. Changes may delay the project.

Mayor Nickita wanted to know if there is a way to get the project done this year.

City Engineer O'Meara confirmed that the sidewalk program has already been put out to bid and consideration of awarding the bid is planned to be on the Commission's April 24, 2017 agenda. He suggested the costs of the proposed intersection improvements remain in the contract with the understanding that the concept may change. Any changes to the intersection improvement plan could be made in time for construction to still happen between now and August.

City Manager Valentine noted changing the scope of the intersection project may change the cost, but pointed out price can't be known at this point. He felt the City could proceed as suggested by City Engineer O'Meara with the idea that the intersection the project may need to be eliminated from the contract at some point. He clarified any decisions as to the addition of bike lanes or modifications to the sidewalks are yet to be determined.

Commissioner Hoff wondered if there were incremental improvements that could be made while waiting for revised plans and commencement of construction. City Engineer O'Meara commented that any incremental steps would be temporary and therefore not cost effective. He felt there is time for the Multi-Modal Board to reconsider the project in light of the Commission's comments and still keep in sync with the time frame of the Whole Foods opening.

In response to a question from Mayor Pro Tem Harris, City Engineer O'Meara confirmed the bidders for the 2017 sidewalk program are aware of the intersection project because it is included in the bid document.

Commissioner Boutros emphasized the importance of completing the intersection improvements this year. City Engineer O'Meara confirmed changes in the intersection project could be addressed as change orders to the contract.

Resident Benjamin Stahelin agreed with the need to widen the sidewalk, believed the white stop bar will be ignored, felt spending \$75,000 on the project as presented would be a waste of money, and felt the safest and most cost effective solution would be to install stop signs at each intersection

VOTE: Yeas, 6

Nays, None

Absent, 1 (DeWeese)

04-100-17 ORDINANCE AMENDING PART II OF CHAPTER 74, OFFENSES AGAINST PROPERTY.

Police Commander Grewe confirmed the reason to amend the ordinance is to address identity theft and fraud. He noted the amendments mirror state law.

Commissioner Bordman explained that due to recent personal experience with her credit card being used fraudulently, this issue is close to her heart. She asked why "debit card" is not specifically listed as one of the instruments. She noted the omission of "debit card" is inconsistent with other language. Attorney Currier responded the way the state law reads "any instrument" would include debit card. Commissioner Bordman felt "debit card" ought to be mentioned since "credit card" is specifically mentioned.

Commissioner Hoff asked why the fine is limited to "not more than \$500". Attorney Currier explained the City is limited by the City Charter as to the amount of fines for misdemeanors. Commissioner Hoff was concerned that the fine was too limited for larger thefts. Attorney Currier explained that restitution is not precluded.

In response to a question from Mayor Pro Tem Harris, Attorney Currier explained the City is authorized to charge civil infractions and misdemeanors through local ordinance.

MOTION: Motion by Sherman, seconded by Boutros:

To amend Part II of the City Code, Chapter 74, Offenses, Article IV, Offenses against Property to include the following eight new ordinances and authorizing the Mayor and the City Clerk to sign the ordinance amendments on behalf of the City:

- 1. Section 74-101: Illegal Use of State Personal Identification Card and Section 74-101(A) Penalty for Violation of Section 74-101; and
- 2. Section 74-102: Definitions; and
- 3. Section 74-103: Stealing, Taking Title, or Removing Financial Transaction Device; Possession of Fraudulent or Altered Financial Transaction Device and Section 74-103(A) Penalty for Violation of Section 74-103; and
- 4. Section 74-104: Use of Revoked or Cancelled Financial Transaction Device with Intent to Defraud and Section 74-104(A) Penalty for Violation of Section 74-104; and
- 5. Section 74-105: Sales to or Services Performed for Violator and Section 74-105(A) Penalty for Violation of Section 74-105; and



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: April 28, 2017

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

Jana Ecker, Planning Director

Scott Grewe, Operations Commander

SUBJECT: S. Eton Rd. – Maple Rd. to Lincoln Ave.

Multi-Modal Improvements

At the March and April meetings, the Multi-Modal Transportation Board (MMTB) discussed the recommendations of the Ad Hoc Rail District Committee. A recommendation was also passed on to the City Commission focused on changes at Maple Rd.

Maple Rd. to Yosemite Blvd.

The MMTB sent a recommended plan of improvements to the far north block of S. Eton Rd. to the City Commission, which was reviewed at their meeting of April 13, 2017. Minutes of that meeting are attached. The Commission expressed concern relative to certain design elements, and encouraged the Board to consider a larger bumpout at the southwest corner of the Maple Rd. intersection.

Other concerns expressed by the Commission included:

- The acute turn for vehicles from eastbound Maple Rd. to S. Eton Rd. is problematic.
- The white stop bars may be ignored, causing problems for both motorists and pedestrians.
- The Board should consider the inclusion of a multi-directional bike lane.

F&V prepared the attached memo and conceptual plan that considers this option. Highlights of the memo include:

- 1. The City can reduce the length of the S. Eton Rd. pedestrian crossing using either plan included in the memo. The most significant benefit of the original recommendation with the refuge island includes a shorter crosswalk length with an intermediate break. While there was concern expressed about the proposed locations of the stop bars, the design actually allows the stop bars to be closer to the intersection than they are currently.
- 2. The design without the refuge island keeps the intersection more open. The design reduces the angle for turning traffic from westbound Maple Rd. on to S. Eton Rd. However, it makes the angle for eastbound traffic on to S. Eton more extreme. As a result, the stop bar must be left in its current position, further back from the

intersection. The resulting crosswalk length is approximately five feet longer than that with the island design, and there is no refuge.

As has been discussed previously by the Board, all agree that the design does not provide any enhancement for bike traffic. However, the narrow right-of-way in this area, plus the clear need for three lanes of traffic at this intersection, requires that bikes be encouraged through the intersection with the use of sharrows. The only way to provide space for a separate bike lane facility would be to purchase right-of-way, construct a retaining wall on the west side and make significant changes to the existing road. It is presumed that the City is not in a position to make such an investment at this time.

The Board is asked to consider the benefits and drawbacks of both designs, and provide a new recommendation to the Commission.

SUGGESTED RECOMMENDATION:

After further review, the Multi-Modal Transportation Board recommends that the City Commission authorize improvements to S. Eton Rd. from Maple Rd. to Yosemite Blvd. that include:

- 1. _____ to improve the south leg crosswalk at the Maple Rd. intersection.
- 2. An enlarged sidewalk ramp area at the southeast corner.
- 3. Relocation of the west side curb from Maple Rd. to Yosemite Blvd., and the construction of an eight foot wide sidewalk on the west side of the block.

Further, while the Board acknowledges that improved bike features would be beneficial, existing right-of-way and traffic demands do not allow improvements other than sharrows and bike route signs (as a part of the previously approved Neighborhood Connector Route) at this time.

Yosemite Blvd to Lincoln Ave. Bike Lane Proposal

The MMTB first discussed the Ad Hoc Rail District's recommendation for the typical cross-section at its regular April meeting. The majority of the Board chose not to affirm the Ad Hoc committee recommendation of installing pedestrian bumpouts at several intersections, keeping parking legal on both sides of the street, and adding sharrows for bike traffic in both directions. Due to the continued desire to reduce sight distance issues on the west side of the street, the Board asked staff to explore the feasibility of a two-directional bike lane on the west edge of the road, using the existing southbound parking lane area. F&V has prepared the attached plan accordingly. The following features are noted:

1. The block between Yosemite Blvd. and Villa Rd. is different from the others in that there are commercial uses on both sides of the street. Parking is legal on the southbound side, and is an important feature for the adjacent businesses. Parking is not legal on the northbound side, but the northbound lane is wider as a result. It is recommended that southbound bikes continue sharing the road with traffic, similar to the block to the north. For northbound bikes, a buffered bike lane can be provided as a good transition

- from the section to the south (discussed below) to the shared traffic mode required to the north.
- 2. The remaining section from Villa Rd. to Lincoln Ave. would all be treated similarly. Parking would be removed for southbound traffic, providing a 10 ft. wide area for a marked, two-directional bike facility. While unique in this area, such facilities have been implemented elsewhere with success. The following features are noted:
 - Signs and sidewalk/crosswalk changes would be required at Villa Rd. to allow northbound bikes to transition from the west side of the road back to the east side of the road. A diagonal section of concrete would be constructed southwest of the intersection to encourage bikes to use the west and north leg marked crosswalks to cross both streets. When using these facilties, bike riders are required to dismount and walk their bikes. There are not any officially endorsed signs in Michigan for this purpose. Examples of suggested signs for this purpose appear in the pictures below. They would be added at the beginning of the diagonal concrete section as bicyclists leave the road. Input from the Board as to which sign is preferable is requested. Wide 10 ft. ramps and marked crosswalks are proposed on the west and north legs of the intersection to encourage joint use between bikes and pedestrians. Northbound bikes would then begin using the buffered single direction bike lane as they proceed north of the intersection.



- The unique bike lane feature may come as a surprise to unsuspecting motorists wishing to enter S. Eton Rd. from the various intersecting streets. As noted on the plan, a new unique sign is recommended, added to each stop sign currently posted along the district, warning motorists to look both ways for bikes before proceeding.
- At Lincoln Ave., sign and sidewalk/crosswalk changes are required, similar to Villa Rd. The north, west, and south legs of the intersection would be widened to 10 ft. each, and signs would encourage northbound Eton Rd. bikes, as well as eastbound Lincoln Ave. bikes using the Connector Route to dismount and use the crosswalks to get in the correct location for use of the bi-directional bike lane.
- As was noted previously, the Ad Hoc Committee recommended bumpouts at several intersections. If the bi-directional bike lane is provided, bumpouts would only be built on the east sides of the selected intersections, in order to safely accommodate bike traffic.

Implementation

The timing of the above features are on different tracks. The changes in the area of Maple Rd. have not been budgeted, but are considered a priority in order to provide improvements to this area in conjunction with the planned opening of the adjacent Whole Foods grocery store. In

order to fast-track this work, funding was included in the recently awarded 2017 Concrete Sidewalk Program. It is hoped that a final design can be endorsed by the Commission in time to allow construction in either July or August of this year.

The proposed bike lane facility represents a significant change to the corridor that will impact both the commercial and residential property owners in the area. It is suggested that a public hearing wherein all owners within 300 ft. of the corridor be invited to the next MMTB meeting to provide input before a final recommendation is prepared. You may recall in the summer of 2016, the Board recommended Phase I of a Neighborhood Connector Route that provided a bike loop around Birmingham. We attempted to implement this work late last year, but failed to get any bidders to this small contract. It has been rebid as part of a larger construction contract, and should now be implemented this summer. The design approved last summer included simple sharrows for this leg of S. Eton Rd. We plan to delay the connector route work in this area until a final design is approved by the Commission, with the hope that the pavement markings and sidewalk changes can still be implemented during the 2017 construction season. The more extensive bumpout work at several intersections involves more work that will have to be budgeted in a future budget cycle.

Given the above time parameters, it is hoped that the Board can arrive at a final recommendation in June, and then prepare a final complete recommendation involving both elements for the Commission to consider thereafter. A resolution setting a public hearing is provided below.

SUGGESTED RESOLUTION:

To set a public hearing regarding the S. Eton Rd. corridor bi-directional bike lane proposal for the regular Multi-Modal Transportation Board meeting of June 1, 2017, at 6 PM.



April 13, 2017

VIA EMAIL

Mr. Paul O'Meara City Engineer City of Birmingham 151 Martin Street Birmingham, MI 48012

RE: Maple Road & S. Eton Crosswalk

Dear Mr. O'Meara,

The purpose of this letter is to provide an overview of the proposed S.Eton Road approach at Maple Road and compare to an alternate intersection design. This evaluation provides a summary of the differences from the proposed design and the alternate design. The figures associate with the proposed design and the alternate are attached.

Proposed Intersection Design (Splitter Island)

As part of the study F&V performed for the Ad Hoc Rail District Commission the addition of pedestrian islands on South Eton was evaluated. The existing pedestrian crossing on the south leg of the intersection is approximately 88 feet due to the skew of the intersection. According to the AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities a pedestrian refuge should be considered when crossing distance exceeds 60 feet. The proposed raised splitter island, as shown in the attached figure would give the pedestrian a refuge for crossing traffic and provide greater detectability of the pedestrians by motorists. In addition, the splitter island has been designed to accommodate the right-turn movement of trucks and the stop-lines have been located accordingly as shown on the figure. The key findings with this design are summarized below:

- Stop-lines are moved closer to the intersection, providing an additional queuing at the intersection for two vehicles (one in each lane).
- The total crosswalk distance is 59-feet, with a 23-foot pedestrian refuge.

Alternate Intersection Design (Bump-out)

The alternate intersection design considered realigning the approach, with reduced radius on the west approach, from the existing 34-feet to 25-feet; thus, reducing the crossing distance without the construction of a splitter island. This alternative design was evaluated to determine the impact on the stop-line location and pedestrian crossing distance. The key findings with this design are summarized below:

- Stop-lines remain unchanged from the existing condition.
- The total crosswalk distance is 65-feet.
- Significant drainage modification would be required to accommodate the bump-out on the approach.

Stop Line Location

The following guidance regarding stop lines is provided in the MMUTCD Section 3B.16:

- Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.
- Stop lines should be 12 to 24 inches wide and should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections.
- Stop lines should be located no less than 40 feet and no more than 180 feet from the signal heads. Where the nearest signal head is located between 150 feet and 180 feet beyond the stop line, engineering judgment of the conditions shall be used to determine if the provision for a supplemental near-side signal face would be beneficial.

The existing stop-line location provides a distance of 110 feet from the stop-line to the signal head and the proposed design is 85 feet from the stop-line to the signal head.

Conclusions

- The results of the analysis show the proposed design with pedestrian splitter island provides less conflicting crossing distance overall, by providing a pedestrian refuge.
- The proposed design will move the stop-lines *closer* to the intersection than the existing condition, providing additional queueing at this intersection for two vehicles.
- Both the existing and proposed stop-lines provide acceptable placement.

If you have any questions, please feel free to contact us.

Sincerely,

FLEIS & VANDENBRINK

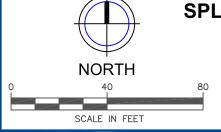
Michael J. Labadie, PE

Group Manager

Attached: Figures 1-3





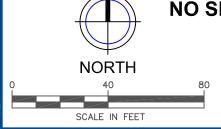


SPLITTER ISLAND CONCEPT DRAWING Maple Road & South Eton Street

BIRMINGHAM, MI







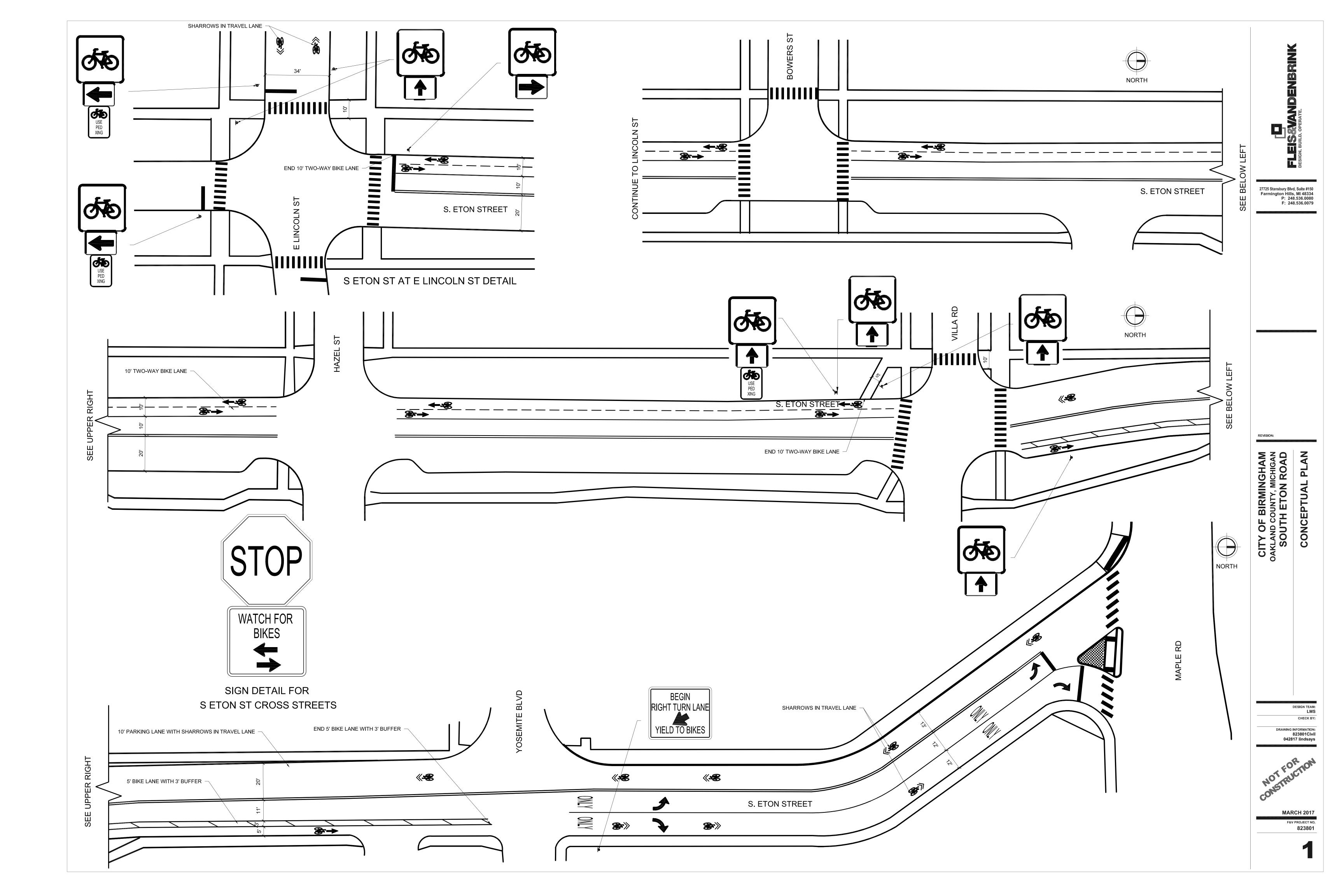
NO SPLITTER ISLAND CONCEPT DRAWING Maple Road & South Eton Street

BIRMINGHAM, MI



S. Eton Street (northbound)







Jana Ecker < jecker@bhamgov.org>

RE: Eton Road Traffic

1 message

Applebaum, Joel D. <JApplebaum@clarkhill.com>

Thu, Apr 13, 2017 at 11:09 AM

To: Jami Statham <jami.statham@gmail.com>, "jecker@bhamgov.org" <jecker@bhamgov.org>

I would like to join in Jami's email below and the concern about traffic. It is apparent that motorists are either unaware of or willing to cavalierly disregard the law about yielding to pedestrians in crosswalks; a problem made more urgent given that motorists generally exceed the 25 mile an hour speed limit on Eton and, of course, on Adams. Jami's concerns apply equally, if not more so, to the situation on Adams, which is now being used as a Woodward service drive.

Joel D. Applebaum CLARK HILL PLC 248.988.5883 (direct) | 248.988.2503 (fax) | 248.417.3958 (cell)

----Original Message-----

From: Jami Statham [mailto:jami.statham@gmail.com]

Sent: Thursday, April 13, 2017 10:35 AM

To: jecker@bhamgov.org Cc: Applebaum, Joel D. Subject: Eton Road Traffic

Hi Jana,

I would like to share my concern regarding traffic on Eton. I live on Holland near Eton. While we really enjoy having so many places we can get to from our home on foot, such as Griffin Claw, the Robot Garage, and the park, crossing Eton has become treacherous. I discussed this issue with neighbors and our city manager a few months ago and our city manager stated that improvements are being explored. In the mean time, it was agreed that the crosswalk reminder signs placed in the center of the road in downtown Birmingham would also be placed on Eton. We are still waiting on those signs. Without them, crossing Eton often involves a difficult game of chicken with on coming traffic or requires a walk blocks out of the way to Lincoln (itself a busy intersection).

I have a three year old and I'm becoming increasingly concerned over the safety of crossing in our neighborhood. Your attention to this issue is much appreciated. Further, if could let us know when we can expect to see the crosswalk reminders on Eton, I would appreciate it.

Best regards,

Jami

Jami A. Statham (313) 613-2822

LEGAL NOTICE: This e-mail, along with any attachment(s), is considered confidential and may be legally privileged. If you have received it in error, please notify us immediately by reply e-mail and then delete this message from your system. Please do not copy it or use it for any purposes, or disclose its contents to any other person. Thank you for your cooperation.



Jana Ecker < jecker@bhamgov.org>

South Eton Corridor, meeting tonight

1 message

Andrew Haig <amhaig@yahoo.com>

Thu, Apr 13, 2017 at 1:07 PM

Reply-To: Andrew Haig <amhaig@yahoo.com>
To: "jecker@bhamgov.org" <jecker@bhamgov.org>
Co: "jvalentine@bhamgov.org" <jvalentine@bhamgov.org>

Dear Ms Ecker, my name is Andrew Haig & I live in the Torry sub.

I understand that there is a meeting tonight about the South Eton Corridor & it's expansion, plans, update etc. Unfortunately I am not able to attend it at the posted time for several personal reasons, however I would like to let you know of several of my thoughts on this general issue that appears to be growing in it's contentious nature in our part of the city.

Traffic volume on S. Eton:

Very high, too high for the type of street.

I have met with Mr Valentine & seen some proposals for traffic calming, however I do feel, and I expressed this to him at the time, that they are insufficient in scope & ability to calm traffic volume

Traffic speeds on S. Eton

Also too high, I am not sure that the calming measures proposed will slow anyone down sufficiently. I actively avoid walking with my young family along Eton due to volume & speeds as I do not feel that it is safe enough for me to have toddlers walking with me or my wife.

S. Eton road vehicle rating (not sure if this is expressed correctly)

Due to the existing & the new businesses in the Rail district, we are seeing more & more large Semi trucks on the road. As I understand it, the road between Lincoln & 14 mile is not rated for large semi trucks. Realistically, the entire street is not rated for them & their impact. The road will need to be fully de rated once the traffic calming is in place as there will be insufficient space for them. I know that several residents are frequently inconvenienced by tractor trailer units parking in front of their driveways already, and this is with the wider road up by the Irongate, Griffin Claw, Auto Europe part of the street. Once the road is narrower, then these trucks will literally stop in the middle of the road & create a significant hazard & traffic congestion issue - which will push vehicles to now use the side streets as 'rat runs' to get around them.

Side streets leading to & from S. Eton, parallel to Lincoln

Mr Valentine & the Birmingham Police department kindly shared data showing traffic volume & speed data measurements from all of these roads. There are certain streets such as Cole that show shockingly high volumes today, due to the build up of businesses on the east side of S. Eton, with many residents expressing alarm at the speed & volume of traffic passing through these previously quiet neighborhoods. TO my point above about potential street obstruction by large trucks, this will only get worse and cause significant additional levels of resentment & public dissatisfaction. Any study of the S. Eton corridor should expand to include the entire Torry sub & surrounding area to evaluate the impact this will have, or it will simply be an 'ignoring of the problem' that will potentially need something very unfortunate to happen one day before it gets attention. Let's try to avoid this unfortunate possibility before it happens as it is a lot easier to plan ahead rather than to correct issues.

Lincoln Yard Bistro:

Multiple issues that have never been addressed in any forum I am aware of, or with the residents surrounding the location.

I understand, appreciate & welcome the development of the city, let's be very clear on that, however:

Traffic: There are 3 routes to get to Lincoln Yard: North from 14 mile, South from Maple, East on Lincoln.

None of which are suitable for higher volumes of late night or evening "happy hour" traffic volumes & also the potential for impaired or distracted drivers in the middle of residential neighborhoods.

Having been nearly hit by an SUV while crossing the crosswalk in front of Our Shepherd in well lit conditions, I feel that it is not responsible of the city to have granted this location.

Street lighting & marking is insufficient for this type of traffic

Noise. As I have understood it, the bistro will have rooftop seating. A question - has a noise study been conducted in the subdivision to understand the noise transfer levels that will radiate from a rooftop level? I highly doubt this.

If we take the average decibel level of a rooftop restaurant, at the correct height above the ground & radiate it at the time of day at which the restaurant will be in operation, I would like to see dB readings taken in a radial pattern at different distances from this location to understand just how much greater than the current ambient noise levels we will have to suffer, especially on the nice summer evenings & nights when most residents are going to bed with their windows open. This is brought up here as I feel it is part & parcel of the overall development of the area, which is directly linked to the development of the corridor and it is a factor that has been ignored completely. There are insufficient large, mature evergreen type trees in place that would help disperse the noise level all year round. To add them would change the development plan and the nature of the landscape - not taken into account for the environmental aspect.

I realise that this is a lot to digest, however these are some of the primary thoughts I have in mind when I think about the Eton corridor & it's development, as I feel that there has been far too little total community impact & consultation taken into account & we are being conscripted into things we do not all fully know about, understand or agree with.

What does it take for this to be fully re-investigated and a resident approved poll taken of all residents within a reasonable radius of the development corridor?

Please let's do it right before it is too late & the City receives no end of issues from highly irate residents, who I suspect, collectively, have far more time, resources & expertise available to them through their own personal networks that I suspect anyone reaslises. How about we all work together to USE these resources before they get turned into a counterproductive force?

I look forward to having more involvement if possible and also to additional discussions with the City and residents on this matter as I feel it is important to all of us who have invested so much of our lives & personal finances into this highly desirable city, to further improve our little corner of the world.

Yours.

Andrew Haig.

CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, MAY 4, 2017

City Commission Room 151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, May 4, 2017.

Vice Chairman Andy Lawson convened the meeting at 6 p.m.

1. ROLL CALL

Present: Vice Chairman Andy Lawson; Board Members Lara Edwards, Amy

Folberg, Daniel Rontal, Michael Surnow; Alternate Member Katie

Schaefer

Absent: Chairperson Vionna Adams; Board Member Johanna Slanga

Administration: Jana Ecker, Planning Director

Scott Grewe, Operations Commander

Paul O'Meara, City Engineer

Carole Salutes, Recording Secretary

Also Present: Julie Kroll and Mike Labadie from Fleis & Vandenbrink

("F&V"), Transportation Engineering Consultants

2. INTRODUCTIONS

3. **REVIEW AGENDA** (no change)

4. APPROVAL OF MINUTES, MEETING OF APRIL 13, 2017

Motion by Mr. Rontal Seconded by Mr Surnow to approve the Minutes of April 13, 2017 as presented.

Motion carried, 6-0.

VOICE VOTE

Yeas: Rontal, Surnow, Edwards, Folberg, Lawson, Schaefer

Navs: None

Absent: Adams, Slanga

5. LAWNDALE AVE. RECONSTRUCTION

Mr. O'Meara recalled that last month the board discussed a parking restriction on the block of Lawndale Ave. north of Oakland Blvd. This discussion pertains to the block south of Oakland Blvd., which operates as a one-way street (northbound only), and is currently signed for No Parking. Funds were budgeted for spot concrete patching. Upon close review this past month, it appeared that most of the street should be replaced and staff concluded that a change in width may be appropriate.

In the 1970's, the crossover at Oakland Blvd. was closed, making it more difficult to use Oakland Blvd. from downtown and traffic demand on Lawndale Ave. likely was cut by over 50%. Currently it is only a benefit to residential traffic headed to the immediate neighborhood. With the reduced traffic demand, the one-way traffic configuration, and no parking, the 24 ft. width seemsexcessive.

Presently, large trucks sit on Lawndale Ave. adjacent to the Holiday Inn Express to unload packages. When this occurs, there needs to be enough width to drive past the truck to enter the neighborhood. With that in mind, a 20 ft. width pavement would be sufficient.

A review of the Multi-Modal Master Plan confirmed that there is a proposal to add a sidewalk along the south side of Oakland Blvd. between Lawndale and Woodward Ave. and relocate the crosswalk. The existing handicap ramps at the corner of Oakland Blvd. will be updated to meet current standards as a part of this project. In terms of adding landscaping in the median, it was discussed that street trees could be added along Lawndale that would be tall enough to see underneath. A permit from MDOT will be needed to complete a portion of the landscaping.

Given that the purpose for this street has changed over the years, and since other modes of traffic such as bikes would have a difficult time accessing this street from Woodward Ave., staff sees this as a good opportunity to reduce the amount of pavement and to save some money.

Motion by Mr Rontal

Seconded by Ms. Folberg to recommend to the City Commission the approval of the plan for a 20 ft. wide road on Lawndale Ave. between Oakland Ave. and Woodward Ave., and to encourage staff to work with MDOT to improve the Woodward Ave. crosswalk in conjunction with their project, and also explore the possibility of landscaping with trees on the eastern side of the triangular island.

Ms. Folberg thought that Parks and Recreation should be informed of this change.

At 6:15 there were no comments from the public.

Motion carried, 6-0.

VOICE VOTE

Yeas: Rontal, Folberg, Edwards, Lawson, Schaefer, Surnow

Nays: None

Absent: Adams, Slanga

6. S. ETON RD. - MAPLE RD. TO LINCOLN AVE.

Ms. Ecker recalled that at the March and April meetings, the MMTB discussed the recommendations of the Ad Hoc Rail District Committee. A recommendation was also passed on to the City Commission focused on changes to the intersection of S. Eton and Maple Rd.

Maple Rd. to Yosemite Blvd.

The Commission expressed concern relative to certain design elements, and encouraged the board to consider a larger bumpout at the southwest corner of the Maple Rd. intersection.

Other concerns expressed by the Commission included:

- The acute turn for vehicles from eastbound Maple Rd. to S. Eton Rd. is problematic.
- The white stop bars may be ignored, causing problems for both motorists andpedestrians.
- The Board should consider the inclusion of a multi-directional bike lane.

Ms. Julie Kroll indicated as far as the stop bar location F&V looked at a couple of options. The first option was the addition of a splitter island. By proposing the splitter island they were able to move the stop bars closer to the intersection than they currently are. That adds two more spaces for vehicle queuing and also improves sight distance for the intersection.

The other option they looked at was a bumpout. That increased the crosswalk distance and reduced queuing space for vehicles, compared to the splitter island proposal. It was noted that it is not possible to do both the splitter island and the bumpout.

Ms. Ecker thought the splitter island is the best way to go. More people will be legally stopping where they are supposed to. The intersection is not perfect because it is at an odd angle.

Mr. O'Meara recalled that board members agreed previously that the design does not provide any enhancement for bike traffic because of the narrow right-of-way in this area, plus the clear need for three lanes of traffic at this intersection.

Moving south of Villa Ave., Ms. Kroll demonstrated how a bi-directional bike lane on the west side of S. Eton Rd. would work along with some additional signage. Board members expressed some concerns about the ingress/egress of a biker and discussed a protected bike lane along with the possibility of walking bikes across S. Eton Rd. at the Yosemite or Villa intersection in order to continue north in the bike lane.

Everyone liked the bi-directional bike lane except it would have to cut off at the most needed point where the road narrows.. The bike lane should go all the way north to Maple Rd. on the west side where people can walk across Maple Rd. in the crosswalk and then continue on N. Eton Rd. where there are bike lanes on each side.

The board wanted staff to go back and look at the option, regardless of how much it costs, of keeping the bi-directional bike lane all the way up to Maple Rd. The Board would like to see what is involved in acquiring land, installing a retaining wall, how much it would cost, and then coming back. This would be Plan A to take to the public and then send to the Commission.

Discussion continued regarding <u>Plan B</u> if land acquisition is not possible. Plan B is as shown from Lincoln to Villa, with a bi-directional bike lane on the west side of the street, currently as shown 5 ft. in each direction. Bumpouts on the east side of the street could be installed at several of the intersections with enhanced crossings. From Villa to Yosemite, add enhanced sharrows with a green background, eliminate the on-street parking for the businesses on the west side, and all the way down to Lincoln.

After much discussion, the Board favored the elimination of the northbound bike lane, adding 3 ft. to the sidewalks on either side (8 ft. sidewalks), and a 4 ft. landscaped grass area with street trees on the east and west sides from Villa to Yosemite. From Yosemite to Maple Rd. the proposal would stay as before with an 8' wide expanded sidewalk on the west side of S. Eton.

Commander Grewe suggested that maybe the alternative in that area is to encourage bikers to get on the sidewalk and walk their bikes.

Board members went on to explore various buffers that would protect the bike lanes. It was concluded that the center line in the bi-directional bike lanes could be eliminated. If that doesn't work, a centerline can always be added later. Low profile barriers were preferred within 1.5 ft., such as turtle bumps, oblong low bumps, and linear barriers.

It was suggested that a public hearing wherein all owners within 300 ft. of the corridor be invited to the next MMTB meeting to provide input before a final recommendation is made. It is planned to delay the connector route work in this area until a final design is approved by the Commission, with the hope that the pavement markings and sidewalk changes can still be implemented during the 2017 construction. The more extensive bumpout work at several intersections involves more work that will have to be budgeted in a future budget cycle.

Motion by Dr. Rontal

Seconded by Ms. Folberg to set a public hearing regarding the S. Eton Rd. corridor bi-directional bike land proposal as amended this evening for the regular Multi-Modal Transportation Board meeting of June 1, 2017 at 6 p.m.

Modifications made tonight are from Villa to Yosemite to add enhanced sharrows, eliminate parking on the west side, and eliminate the northbound bike lane on the east side as shown on the plans and make both sidewalks on the east and west side an additional 3 ft. wide (8 ft.) plus a 4 ft. green boulevard with street trees up to Yosemite. Then from Yosemite to Maple Rd., continue with the plans as shown which are enhanced sharrows and a widened sidewalk to 8 ft. on the west side of the street. The bi-directional bike lane will be 8.5 ft. plus 1.5 ft. for a buffer of some sort, whether it be turtle bumps, oblong low, or linear barriers.

No one from the public wished to discuss the motion at 8:10 p.m.

Motion carried, 6-0.

VOICE VOTE

Yeas: Rontal, Folberg, Edwards, Lawson, Schaefer, Surnow

Nays: None

Absent: Adams, Slanga

The Vice-Chairman asked board members to travel this route on their bikes before the public meeting next month.

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



MEMORANDUM

Engineering Dept.

DATE: May 25, 2017

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: S. Eton Rd. – Maple Rd. to Lincoln Ave.

Multi-Modal Improvements

As you know, the Multi-Modal Master Plan, finalized in 2014, proposed changes to the above half-mile collector street that also serves as the westerly boundary of the Rail District. In March, 2016, the City Commission approved the installation of a Neighborhood Connector Route that would provide a marked, signed route for bicyclists circling around the City. The signing and pavement markings are now incorporated in a larger project that has been awarded, and implementation is set for this summer. For this segment, this initial plan called for leaving the road operating as it is, but adding sharrows through this half mile corridor.

Soon after, amid continued requests for changes from the community, the City Commission appointed the Ad Hoc Rail District Committee to study parking demand and multi-modal issues in this area. Their final report was submitted to the City Commission in December, 2016.

Early this year, the Multi-Modal Transportation Board (MMTB) focused on potential improvements to the Maple Rd. & S. Eton Rd. intersection. In April, the City Commission reviewed a recommended design that featured the installation of a "splitter island" between the two northbound Eton Rd. lanes, providing a refuge for pedestrians crossing Eton Rd. at Maple Rd. The proposal also recommended the relocation of the west side curb for the block between Maple Rd. and Yosemite Blvd., which allows the widening of the west side sidewalk for the entire block. The Commission had reservations about the intersection design, and directed the matter back to the MMTB for further discussion.

At the May, 2017 meeting, staff presented a new concept for S. Eton Rd. from Yosemite Blvd. to Lincoln Ave., generally proposing a two-lane bike lane along the west side of the road, resulting in the removal of parking on this section. The Board generally endorsed the plan, but made several suggestions for the block north of Villa Ave. Those changes were incorporated in a revised plan, which is attached. A public hearing to present these ideas to the community was scheduled for the June 1, 2017 meeting. Hundreds of postcards were sent to all owners and tenants within 300 ft. of the S. Eton Rd. corridor, inviting them to submit comments or attend the hearing. The following summarizes the current plan:

MAPLE RD. TO YOSEMITE BLVD.

As requested, the MMTB again studied the design for Multi-Modal improvements on this block. The alternate design for installing a bumpout on the southwest corner was considered. However, since it resulted in a longer crossing for pedestrians, it was rejected in favor of the

splitter island design. Discussion was also held about the lack of a bike lane opportunity in this area. The Board determined that due to the lack of right-of-way, and the need for three vehicular lanes, the installation of sharrows is all that can realistically be envisioned at this time.

The Board also discussed the issue of the location of the stop bars relative to the proposed island. It was noted that the new stop bar locations are actually closer to the intersection than the current ones. The consultant is recommending large hatched pavement markings in front of the left lane stop bar, to help discouraging drivers from occupying this area. Since it is not clear to what extent this problem will exist, it is recommended that these markings be placed after construction, if needed.

The Board continues to support the relocation of the west side curb in order to widen the west side sidewalk for the entire block.

YOSEMITE BLVD. TO VILLA AVE.

The plan presented by staff at the last meeting had proposed maintaining parking on the west side, and installing a buffered bike lane for northbound traffic. The board made several suggestions, which have been incorporated on the new attached plan and cross-section. Features of the new plan include:

- Removal and replacement of the sidewalks so that they would be a consistent 8 ft. wide.
- Relocation of the curb and gutter section on both sides of the street to accommodate both the wider sidewalks, as well as a 4 ft. wide green space with City trees.
- Removal of the public parking on the west side of the street (consistent with the proposal further south).
- Installation of enhanced sharrows for both directions.

Now that this block has been laid out using actual measurements, it is noted that the southbound lane will remain wider than the southbound lane, as it is currently. We do not recommend using this extra space for some form of marked bike lane, as it is important that northbound bikes cross Eton at Villa Ave., where sight distance is better. If a marked bike lane was provided for just southbound bikes on this block, it may encourage northbound bikes to use this area as well, which is not recommended.

VILLA AVE. TO LINCOLN AVE.

The plan has been refined in this area with the following features:

- The centerline pavement marking has been removed from the two-way bike lane.
- The bike lane has been narrowed to 8.5 ft., to allow for a 1.5 ft. wide buffer area that will be supplemented with some form of raised markers. If this proposal moves forward to construction, staff will investigate various options to determine which one will work best.
- Though not called out on the plan, the public hearing notice identified the following locations for suggested bumpouts on the west side of the street, in accordance with the Ad Hoc Rail District Committee recommendation:
 - Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.

The design otherwise remains the same. Should the Board wish to proceed with this design, a suggested recommendation follows.

SUGGESTED RECOMMENDATION:

To recommend that the City Commission approve and budget for the following Multi-Modal improvements to S. Eton Rd. from Maple Rd. to Lincoln Ave.:

1. Maple Rd. to Yosemite Blvd.

- a. Installation of a splitter island at the Maple Rd. pedestrian crosswalk, located between the two northbound lanes of S. Eton Rd.
- b. Relocation of the west side curb and gutter to accommodate an 8 ft. wide sidewalk along the entire block.
- c. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd.
- d. Installation of sharrows on green painted squares for both directions.

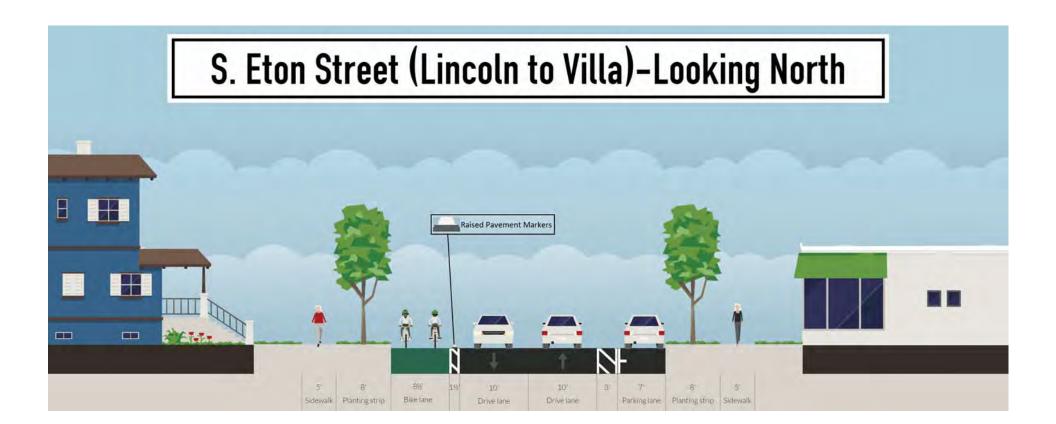
2. Yosemite Blvd. to Villa Ave.

- a. Removal of the existing parking on the west side of the street.
- b. Relocation of the curb and gutter on both sides of the street to accommodate 8 ft. wide sidewalks and 4 ft. wide green spaces with new City trees.
- c. Installation of sharrows on green painted squares for both directions.

3. Villa Ave. to Lincoln Ave.

- a. Removal of the existing parking on the west side of the street, replaced with an 8.5 ft. wide bi-directional bike lane and a 1.5 ft. buffer with raised markers.
- b. Sidewalk improvements as needed at Villa Ave. and Lincoln Ave. to facilitate the bi-directional bike lane.
- c. Installation of a 3 ft. wide buffer between the northbound travel lane and 7 ft. parking lane.
- d. Curbed bumpouts at marked pedestrian crosswalks on the west side of the street, at the intersections of Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.

S. Eton Street (Villa to Yosemite)-Looking North 12% Storefront-Private ROW Sidewalk Sharrow Sharrow Sidewalk



CITY OF BIRMINGHAM S. ETON RD. – MAPLE RD. TO LINCOLN AVE.

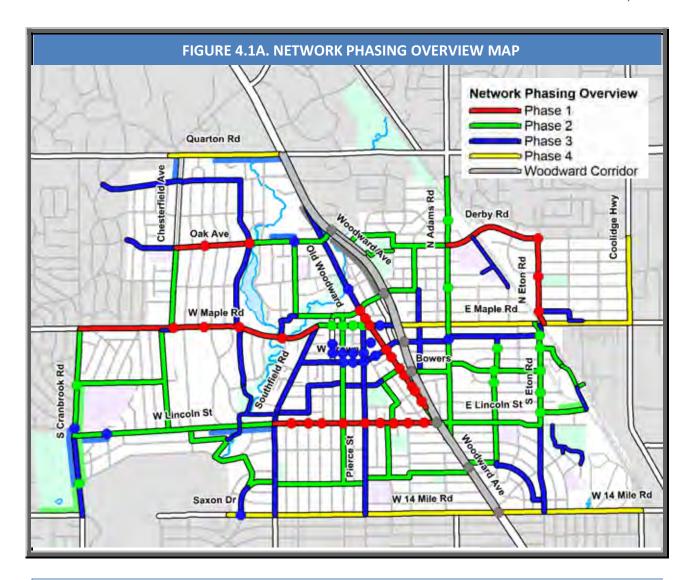
The Multi-Modal Transportation Board is a volunteer group appointed by the City Commission to make recommendations for public street improvements in accordance with the Multi-Modal Master Plan. A public hearing is scheduled on **Thursday, June 1, 2017, at 6:00 P.M.** at the Birmingham Municipal Bldg. (151 Martin St.) to discuss the above corridor. Please enter through the Police Dept. on the Pierce St. side of the building. Proposals include the installation of a pedestrian island improvement at Maple Rd., the removal of on-street parking on the west side, installation of a bike lane on the existing pavement, and pedestrian bumpouts at the intersections of Villa, Hazel, Bowers, Cole, and Lincoln. Please go to www.bhamgov.org/government/boards/MMTB board.php for details. You may also call the Engineering or Planning Depts. at 248-530-1850 if you have questions.

If you wish to submit written comment for the Board to consider, please send to pomeara@bhamgov.org no later than May 25, 2017.

CITY OF BIRMINGHAM S. ETON RD. – MAPLE RD. TO LINCOLN AVE.

The Multi-Modal Transportation Board is a volunteer group appointed by the City Commission to make recommendations for public street improvements in accordance with the Multi-Modal Master Plan. A public hearing is scheduled on **Thursday**, **June 1**, **2017**, **at 6:00 P.M.** at the Birmingham Municipal Bldg. (151 Martin St.) to discuss the above corridor. Please enter through the Police Dept. on the Pierce St. side of the building. Proposals include the installation of a pedestrian island improvement at Maple Rd., the removal of on-street parking on the west side, installation of a bike lane on the existing pavement, and pedestrian bumpouts at the intersections of Villa, Hazel, Bowers, Cole, and Lincoln. Please go to www.bhamgov.org/government/boards/MMTB board.php for details. You may also call the Engineering or Planning Depts. at 248-530-1850 if you have questions.

If you wish to submit written comment for the Board to consider, please send to pomeara@bhamgov.org no later than May 25, 2017.



CONCURRENT STUDIES

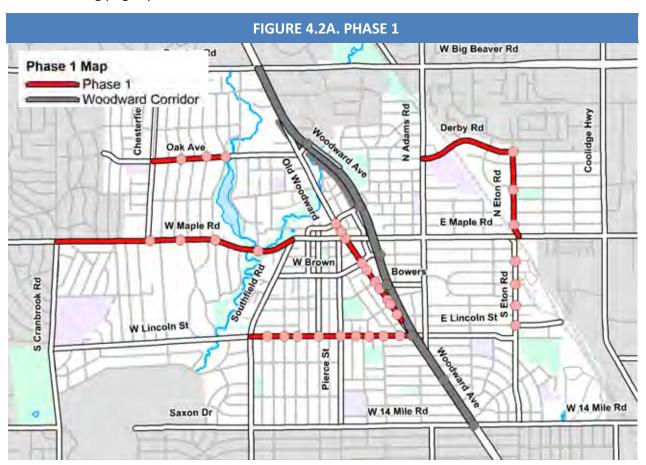
Numerous concurrent studies were underway on the Woodward Avenue Corridor during the creation of this plan. Due to this occurrence, implementation recommendations for this corridor were not provided. Details on the Woodward Avenue Corridor can be found under the Specific Area Concept Plans.

4.2 PHASE 1

PHASE 1: OVERVIEW

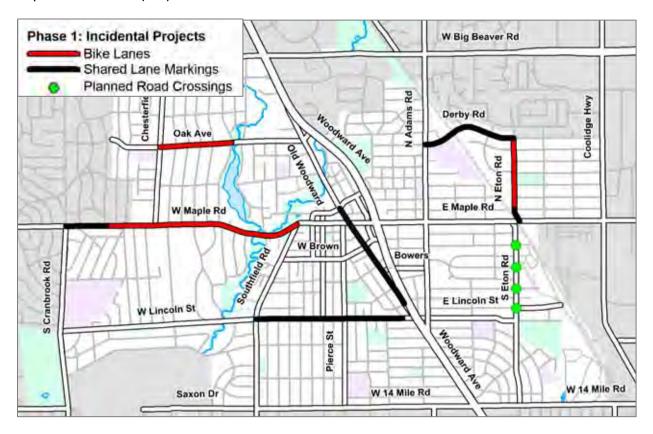
Many of the routes in Phase 1 may be implemented as part of the City's Capital Improvement Plan (CIP). A Capital Improvement Plan is a short-range plan, usually five to ten years which identifies capital projects and provides planning schedules and options for financing the plan. CIP roadway projects generally fall into two categories, resurfacing and reconstruction. Resurfacing projects typically only affect the surface of the roadway, whereas in a reconstruction project the existing roadway, curb and sidewalk may be completely removed and reconstructed. Incorporating the proposed improvements with the CIP is a cost effective way to implement the facilities as it will reduce mobilization costs and help to consolidate roadway closures.

The following pages provide a more detailed breakdown of Phase 1.



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.

Add bike lanes through 4 to 3 lane conversion 5.5 11' 111 11' 5.5 Travel Center Turn Travel Bike Bike Lane or Median Lane Lane Lane Lane

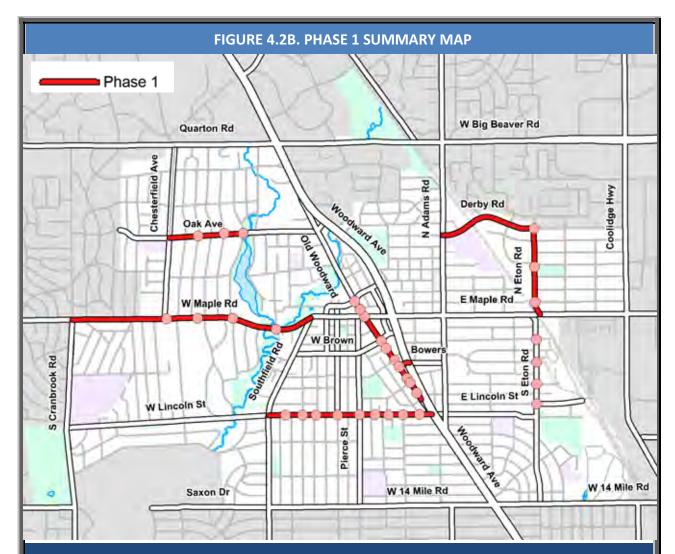
W MAPLE ROAD

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	То	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



APPROXIMATE COST ESTIMATE FOR PHASE 1: \$1,300,000

APPROXIMATELY 4.5 MILES OF NEW MULTI-MODAL FACILITIES ARE PROPOSED IN PHASE 1:

- 2 MILES OF BIKE LANES
- 2.3 MILES OF SHARED LANE MARKINGS
- 0.1 MILES OF COLORED SHARED LANE MARKINGS
- 0.1 MILES OF SIDEWALK (NOT SHOWN ON MAP)
- 31 ROAD CROSSING IMPROVEMENTS
- 2 TREE EXTENSIONS
- 44 BICYCLE PARKING HOOPS (NOT SHOWN ON MAP)
- 5 BUS SHELTERS (NOT SHOWN ON MAP)

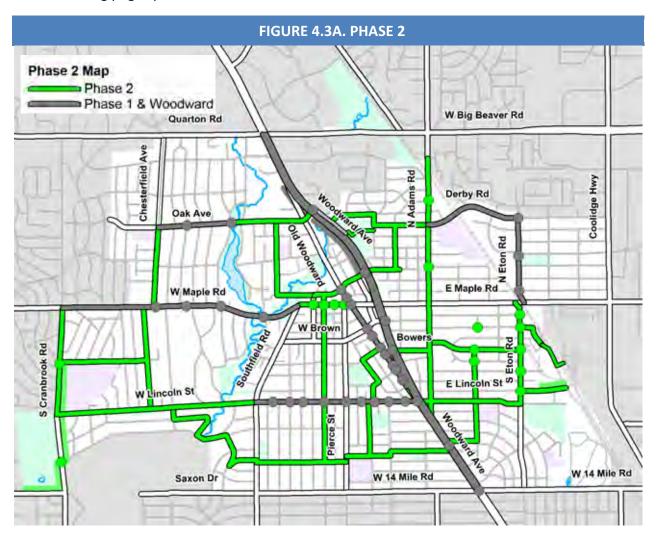
CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN \uparrow \circlearrowleft \blacksquare \blacksquare NETWORK IMPLEMENTATION PLAN

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.

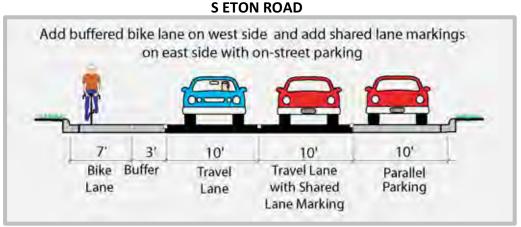


PHASE 2: PROPOSED BIKE FACILITIES

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.



Page 93



Paul O'Meara <pomeara@bhamgov.org>

MMTB PUBLIC HEARING 6/1/17

2 messages

Alice Thimm <adthimm@att.net> To: "Paul T. O'Meara" <pomeara@bhamgov.org> Sat, May 20, 2017 at 6:03 PM

Paul, here's my letter for the public hearing, reformatted, please let me know if you have any questions or concerns. Thank you!

I and many others have a concern with S. Eton from Maple to Lincoln. There was a study to rebuild the road and a very good plan was provided to the City by Norman Cox of Greenway Collaborative. Adoption of the plan presented at that time addresses and would resolve a serious safety issue that has existed for too long. For any vehicle or pedestrian wanting to enter or cross S. Eton from any of the side streets along the west side of S. Eton Road, it poses a very dangerous situation. When cars are parked along the west side of S. Eton, anyone wanting to cross or enter the road needs to actually enter the lane of southbound traffic in order to see around the cars parked either to the right or left of the side street.

Any residents living on the side streets that corner on S. Eton have the use of their driveways, garages, and, parking for them is also available in the street in front of their home. Except as a choice or for convenience, there is no need for those residents to park on S. Eton which is also the case for beauty shop customers who are provided an on-site parking lot which I've never seen full. Parking is however needed on the east side of the road for the businesses but no parking should be permitted on the west side as it is definitely a safety issue for so many.

It would also be good to see a safe connection of the bike lane on N. Eton to a designated bike lane along the west side of S. Eton going down to Lincoln. There are many bikers in the Pembroke Manor neighborhood who now either walk or ride their bikes to the new brewery, the businesses in the Rail District, and all the facilities at Kenning Park. Connected bike lanes would insure safer travel. Also, if a bike lane would be planned for Lincoln across to Woodward, it would further provide an east-west connection to destinations.

I encourage the adoption and implementation of the Greenway Collaborative S. Eton Road plan or a comparable MMTB plan which would specify a designated safe bicycle lane, bump-outs, and especially and most importantly, no parking on the west side of S. Eton from Maple to Lincoln.

Sincerely,

Alice Thimm

Sent from my iPad

Paul O'Meara <pomeara@bhamgov.org> Draft To: Alice Thimm <adthimm@att.net> Mon, May 22, 2017 at 8:40 AM

You did get it fixed - thanks. I will include this one [Quoted text hidden]



Paul O'Meara <pomeara@bhamgov.org>

Fwd: 2013 LETTER FROM COX

1 message

Paul O'Meara <pomeara@bhamgov.org>
To: Paul O'Meara <Pomeara@bhamgov.org>

Mon, May 22, 2017 at 8:43 AM

------ Forwarded message -----From: Alice Thimm <adthimm@att.net>
Date: Thu, May 18, 2017 at 10:08 PM
Subject: Fwd: 2013 LETTER FROM COX
To: "Paul T. O'Meara" pomeara@bhamgov.org>

(This email was sent to resident Alice Thimm from Norman Cox, writer of the Multi-Modal Master Plan, in 2013.) - Ed.

Hi Alice,

Thanks for the e-mail and sorry for the delay in my responding, but I think you will like the answers. Regarding your concern regarding pedestrians crossing South Eaton from the side streets I share your concern. That is why we have proposed curb extensions at those locations (see pages 51 and 98).

Also, there will not be any parking on the west side of South Eaton (see page 93) as there will be a buffered bike lane where parking is currently permitted. Parking will only be permitted on the east side for businesses as you suggest.

Which of course means there there is indeed the bike lane connection that you suggest (see page 93). For north bound bikes there will be a shared lane marking adjacent to the on-street parking on the east side of the road.

The pages I reference are from the October 14 draft. The page numbers have shifted around some in the past few revisions. You can download that version here. http://greenwaycollab.com/Projects/Birmingham/BMMTP.html.

FYI, there is a public hearing on the plan at the City Commission meeting on November 25th at 7:30.

Thanks for your involvement in the project. You email made my day, I don't think in 20 years of practice I have ever been 3 for 3 in being able to say we have already addressed someone's suggestions.

Thanks,

- Norm

Norman Cox, PLA, ASLA
The Greenway Collaborative, Inc.
205 Nickels Arcade, Ann Arbor, MI 48104-2409
T: 734-668-8848 C: 734-239-5967

Sent from my iPad



Jana Ecker < jecker@bhamgov.org>

BIKE LANES

1 message

Alice Thimm <adthimm@att.net>
To: "Jana L. Ecker" <jecker@bhamgov.org>

Thu, May 18, 2017 at 11:56 AM

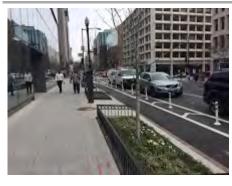
Jana, this is a picture that Mark Nikita took. Everything about this appears to be perfect and perhaps the MMTB could view it and get some ideas for bike lanes on South Eton. Please show the Board if the issue will still be discussed now or in the future. I know the public hearing has been set for June 1st.

You're aware of my opinion that this is purely a "safety" issue for anyone crossing or entering Eton that needs to be addressed by prohibiting vehicle parking on the West side of the road.

Thank you,

Alice Thimm

Sent from my iPad



063E483F-7618-4E04-9645-2E5C07C9E0B0.JPG 1400K



Jana Ecker < jecker@bhamgov.org>

Birmingham Multi Modal meeting June 1st - input in case I am unable to attend 1 message

Andrew Haig <amhaig@yahoo.com>

Wed, May 24, 2017 at 1:41 PM

Reply-To: Andrew Haig <amhaig@yahoo.com>

To: "jvalentine@bhamgov.org" <jvalentine@bhamgov.org>, "jecker@bhamgov.org" <jecker@bhamgov.org>, "sgrewe@bhamgov.org" <sgrewe@bhamgov.org>, "pomeara@bhamgov.org" <pomeara@bhamgov.org>

Dear Mr O'Meara,

I am hoping to be able to attend the Multi Modal meeting on June 1st in person, but should personal issues prevent that happening I would like to have my thoughts & suggestions laid out on the table as ones for discussion & consideration for the changes to the South Eton corridor.

We have had many local discussions within the community along Eton (North & South) about the traffic, congestion, speeds, distracted drivers and growth of commerce in the immediate surrounding area. Some of it has been incredibly positive & helpful some of it has been quite depressing & upsetting - the full spectrum of emotions. I know that Mr Valentine is aware of many of he discussions held online via the website / app called NextDoor which has been a great forum for us all to interact with one another and he may be able to help with any specific details.

Specifically S. Eton:

Issues today:

- High traffic volumes that are forecast to increase significantly with the opening of Whole Foods.
- Parking issues with the growth of S. Eton commerce
- High traffic speeds on S. Eton & the perpendicular filter streets, (Cole Street being one that is recorded with much higher volumes than others)
- Driver behaviours in this general neighbourhood: Ignoring pedestrians on crossings, pulling out of stop signs
 without looking, high speed, 'buzzing' bicycles, intentional destruction of the pedestrian crossing signs etc. all
 documented
- Resident concerns about traffic volumes, drivers & noise with the potential of Lincoln Yard being no longer a
 Bistro option but a full blown Class C restaurant & open air venue

Scope (As I understand it):

• To optimise the traffic flow, parking and overall usability and livability of the S. Eton corridor while not detrimentally affecting resident quality of life or Commerce

Proposals on the table:

• Detailed on your website already - I won't waste anyone's time. (I am very pleased to see the optional 'do not block' box on the Maple intersection, Not sure if that was partly down to my discussion with Mr Valentine or not but this is really needed!)

Personal suggestions for further enhancements to the plan:

• I gave Mr Valentine some photos & video's of well established traffic control & Management methods that have been used in the village where I grew up for the last 20 years, Summary of which is: Street narrowing in key areas such as pedestrian crossings, Traffic flow priority via use of chicanes & traffic priority - traffic coming OUT of the control section has priority in a 1 lane chicane, traffic coming IN must wait for outgoing traffic to clear before they can move around the chicane to enter the control zone. This has proven VERY effective at managing flow and does tend to dissuade what we call 'rat runners' from using it as a short cut in peak traffic times as they are guaranteed to be stuck in traffic by taking this route. It does not impede emergency vehicles whatsoever as they roadway is designed with sufficient width etc. for their free passage (and all other normal emergency vehicle)

traffic laws in force too) Also the use of creative lane paint to give the impression of narrowing lanes is very helpful too - used all over Europe to great effect.

- De-rating the road. I understand that the road south of Lincoln is rated only for specific sizes of vehicle, why not
 have this be universal along both North & South Eton as these are now predominantly residential access area's.
 Exceptions may be made during business hours for deliveries to & from specific businesses such as Auto
 Europe or Griffin Claw, but there must be very tight rules on where these heavy large vehicles may park.
 Currently they routinely block roads & driveways causing distress to residents. More can be discussed offline
- Limiting traffic to residents only and or making N & S Eton, no entry roads during rush hours. This is already in place on Cooper avenue south of 14 mile opposite S. Eton & it 'mostly' adhered to by the majority of drivers. Driver education is required but it is not without direct local precedent in it's deployment & effectiveness.
- Speed bumps have been discussed but I feel that they would not be appropriate for Eton, due to emergency vehicle access etc., however in the perpendicular feeder streets that only rarely get such vehicle traffic they may have some deterrent value. Or the other option we use back where I come from is an axle twister alternating dip & bump to force a vehicle to twist over them, very uncomfortable & only needs to be about 2" to have an effect that is memorable (expensive) if driven over at speed..... Cole Street as one example is used by a significant number of people in a hurry to get to the businesses on Cole, east of Eton & it is a significant source of distress to the residents in that street. you may have noticed the rate of turnover of houses sold on that street compared to other parallel streets, it is not pretty.
- Pedestrian crossing traffic lights only activated by push button. These would permit a lot of the children and
 disabled residents to easily & safely cross Eton and would only stop traffic flow upon demand. If we wanted to,
 they could also be radar activated that when a speed threshold is exceeded they would automatically turn red to
 stop the traffic & maintain a lower net speed along the street. This is very, very easy to do with current
 technology. Having these & any other lights be freestanding pole mounted & not suspended would be very fitting
 with the environment and also be very visible to pedestrians & bikes as well.

Future proofing

The proposal for a bistro that was withdrawn & pending an upgrade to a full Class C restaurant for Lincoln Yard has a lot of the dame residents being negatively affected. Traffic flow & parking is also one part of this and as such, Lincoln needs to be included in any plan as this will be a direct conduit for patrons of this & of the other Rail District businesses.

Any measures taken along Eton need to be aligned & copied along Lincoln too so that this does not become another out of control situation, you know as well as I do it is cheaper to do it all when everyone is planning & building adjacent, than to stop & restart later.

My wife & I have nearly been flattened by an SUV while crossing the crosswalk in the middle of Our Shepherd, by a driver who ignored us in the road & looked disgusted that we were in his way as he passed us doing over 40mph. Similar traffic measures will be needed along Lincoln to avoid similar issues.

The curve on Lincoln between Eton & Our Shepherd is of particular concern to me, especially for any alcohol serving establishment or for anyone coming out of a business late at night. This will be a very misleading curve for many people coming out late at night & I foresee many vehicles ending up in offset frontal collisions, landing in front yards of the 8 or so houses along that curve, or much worse, hitting pedestrians on the crossing in that curve. Realistically, if it is a nice enough evening for people to want to go out to a restaurant, it is nice enough for residents to want to go for a walk, walk the dog etc. and to be crossing or on the sidewalks at night. No one wants to be roadkill for just enjoying their neighbourhood.

Noise from the open patio is of great concern to me, as the buildings in the area & trees are not sufficiently high enough to block the horizontal noise transfer from the proposed rooftop. Anything that could be put in place to block or mitigate that sound would not be very compatible with the residential neighbourhood, or any traffic control measures, as large trees take too long to grow & large structures are not compatible with the roadway, traffic plans, parking or neighbourhood character. This is a somewhat related topic in that a large restaurant would bring large traffic volumes, parking issues etc. all of which need to be managed in the plan. Right now, anything bigger than a bistro sized

establishment is not compatible with the area whatsoever for any of these reasons & will cause many more issues for the residents of this area who already feel very marginalised because we don't live in the expensive part of Birmingham - see comments made on Nextdoor if you don't believe me.

Conclusion:

- There are more options possible that are not yet on the table.
- Resident anger is driving a need for a clear plan with dates, but it must be one which the affected community is able to live with, or there will be some horrendous backlash that will destroy property value & the community at large
- Clearer communication to the residents is needed. I only found out about the meeting via a posting on Nextdoor as I did not get the postcard with the information. I am very, very disappointed by this.
- A total approach is needed. Not parcelling it into sections & hoping that the rest of the infuenced area will not be
 of concern, limiting the Eton study to not reach 14 mile was probably too scope constrained.
- I am willing to add as much time & effort as I can offerwith full time job & family constraints, to help move us all forward together and to help keep community involvement, please let me know what I can do to more actively support the overall intiative, as it is one of great merit that I personally feel only needs a little more adjustment / fine tuning to get to a mutually agreeable solution for all parties.

Thank you for taking the time this!

Yours sincerely,

Andrew Haig 248-5069979

Cc. Mr Valentine, Ms Ecker, Mr Grewe Also published as an open letter to Nexdoor.com. URL: https://torrycommunityassoc.nextdoor.com/news_feed/?post=51710694





MMTB Public Hearing

1 message

Jay Yaldoo <yaldoo@comcast.net>
To: Paul O'Meara <pomeara@bhamgov.org>

Cc: Jana Ecker < Jecker@bhamgov.org>, Lara Edwards < Imedwards08@gmail.com>

I am unable to attend the public hearing June 1st regarding the recommendations for S Eton Road, however I would like my comments considered.

I reviewed the recommendations made by the MMTB and I agree with all of them.

I think a dedicated bike lane will make S Eton safer for bicyclists traveling and will connect the other bike lanes throughout the city. I strongly agree that the bike lane needs to a protected be street and only stands to get busier with Whole Foods opening this year. I feel the bike lane needs to be protected with barriers not turtle bumps. If it is not obvious to drivers that they can rewill use that lane to pass vehicles that are stopped waiting to turn left. Not all drivers know that you can not drive over a solid white line and may not even notice the turtle bumps. I have accordingly the control of the stopped waiting to turn left. Not all drivers know that you can not drive over a solid white line and may not even notice the turtle bumps. I have accordingly the control of the stopped waiting to turn left. bike lanes in other cities so you can see what those protected bike lanes look like.

Thank you, Jerry Yaldoo 1997 Haynes Street







CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, JUNE 1, 2017 City Commission Room

151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, June 1, 2017.

Chairperson Vionna Adams convened the meeting at 6:01 p.m.

1. ROLL CALL

Present: Chairperson Vionna Adams; Board Members Lara Edwards, Amy

Folberg, Vice-Chairman Andy Lawson, Daniel Rontal, Johanna

Slanga, Michael Surnow

Absent: None

Administration: Mark Clemence, Police Chief

Jana Ecker, Planning Director Austin Fletcher, Asst. City Engineer

Scott Grewe, Operations Commander

Paul O'Meara, City Engineer

Lauren Chapman, Asst. City Planner

Also Present: Julie Kroll and Mike Labadie from Fleis & Vandenbrink

("F&V"), Transportation Engineering Consultants

Daniel Isaksen, Alternate Member Katie Schaefer, Alternate Member

2. INTRODUCTIONS

Daniel Isaksen, new alternate board member.

3. **REVIEW AGENDA** (no change)

4. APPROVAL OF MINUTES, MEETING OF MAY 4, 2017

Motion by Mr. Rontal Seconded by Mr. Surnow to approve the Minutes of May 4, 2017 as presented.

Motion carried, 7-0.

VOICE VOTE

Yeas: Rontal, Surnow, Adams, Edwards, Folberg, Lawson, Slanga

Nays: None Absent: None

5. S. ETON RD. - MAPLE RD. TO LINCOLN AVE.

The public hearing opened at 6:06 p.m.

Mr. O'Meara recalled that at the May, 2017 meeting, staff presented a new concept for S. Eton Rd. from Yosemite Blvd. to Lincoln Ave., generally proposing a two-way bike lane along the west side of the road, resulting in the removal of parking on this section. The board generally endorsed the plan, but made several suggestions for the block north of Villa Ave. Those changes were incorporated in a revised plan. A public hearing to present these ideas to the community was scheduled for the June 1, 2017 meeting and notices were sent to all owners and tenants within 300 ft. of the S. Eton Rd.corridor.

Mr. O'Meara's presentation covered three sections along S. Eton Rd.:

Maple Rd./S. Eton Rd. Intersection

The proposal was to add a raised island that would allow pedestrians to cross S. Eton Rd. at Maple Rd. with a break in the middle, along with other design features. The main adjustment, based on new information from users, was to change the northwest corner of the island and to move the left turn lane stop bar back where it is today. This allows large vehicles to make the turn from Maple Rd. onto S. Eton Rd.

Mr. Labadie said this scheme makes the intersection more controlled. He thought people would pay more attention and it would be safer for pedestrians.

Yosemite Blvd. to Villa Ave.

In this block there are businesses on both sides of the street. Last month the board came up with several suggestions, including eliminating parking on the southbound side; and narrowing the street so that the sidewalk would be 8 ft. wide on both sides and there would be room for a 4 ft. grass strip with trees on both sides. There would not be space for a bike lane but there would be sharrows. It is important that northbound bikes cross Eton Ave. at Villa Ave., where the sight distance is better.

Villa Ave. to Lincoln Ave.

It is proposed to remove parking on the southbound side and open up the space for a two-way bike corridor with a 1.5 ft. wide buffer area that would be

supplemented with some form of raised markers. Bumpouts are suggested at Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave. It is cautioned that every time someone stops to make a left turn everyone else is stopping as well, Discussion considered that two bollards may be needed on the north end of the bike lane to force bikers to stop and get off. The south side is a little less busy.

At this time the chairperson opened up discussion from the public.

Mr. Michael Kopmeyer, 1351 Bennaville, thought the bike lane proposal trivializes bicycle travel. Bikes have a right to be on the road and they should be respected by automobile drivers and not be trivialized.

Mr. Terry Adams, Bob Adams Towing, 2499 Cole; and Mr. Brian Bolyard, Bolyard Lumber, 777 S. Eton, recited some issues that could occur with the proposed design on the corner. If the stop line on northbound Eton Rd. can be kept where it is, it would be a great plus for the corner. A stop bar closer to Maple Rd. would cause more of an issue with tractor-trailers. Mr. Adams indicated the majority of truck traffic will head west off of S. Eton Rd. because of the 13 ft. 2 in. bridge to the east. Mr. Bolyard noted 42 to 48 ft. combined length trailers need to turn off of S. Eton Rd. every day. Mr. Adams commented the overall length that he could tow is 78 ft. Mr. Labadie advised that you don't design for the one extreme situation. This plan will accommodate a WB 40, which means a 45 ft. long trailer tractor, and that encompasses most everything that goes through there today.

Ms. Ecker noted this board's job is to balance not just the automobile traffic, but all of the users. The point of looking at this intersection is to make it more friendly for all modes of travel. She hasn't seen any plans come across for the Rail District that would require large vehicles, other than during construction.

Mr. Andrew Haig, 1814 Banbury, thanked the board for proposing an island that would make it easier for pedestrians. However, he suggested removing the island, pulling the stop line back, and moving the crossing and lights further south, away from the intersection. For the bike lanes, raise the height of the road two or three inches overall, and perhaps add bollards.

Ms. Melanie Mansenior with Downriver Refrigeration, 925 S. Eton Rd. was worried about the amount of trucks going in and out of the S. Eton Rd./Maple Rd. intersection because that is the only ingress and egress for truck traffic through the Rail District. She received clarification that 30 to 40% of currently accessible parking on S. Eton Rd. will be eliminated. Ms. Ecker added a detailed parking study was done last year that indicated there is not a parking problem overall in that area. Ms. Mansenior replied that it will impact her particular location if the parking spots across the street are eliminated. Currently there not enough spots

and people park in their lot. More people will do so if the spaces across the street are removed.

Ms. Ecker noted the board has to balance everyone's interests. They have heard repeatedly in the past from residents that that they want those spaces to go away because of concerns with site distance pulling in and out of their driveways along with being blocked in.

Ms. Cindy Cherum, 1622 S. Eton Rd., a member of the Ad Hoc Rail District Review Committee, wanted this group to remember that in this plan there is an entire side of S. Eton Rd. that has not been looked at. Mr. O'Meara responded that the board decided to focus on the section north of Lincoln Ave. first, and then study the area to the south.

Ms. Sherry Markus,1382 Ruffner, expressed her confusion about why they would slow down the traffic so much and spend so much money for that pedestrian area. Presently traffic is backed up all the way to Coolidge in the evening. This plan will slow things down even more. Mr. Labadie advised the whole intersection and its access points will change. A recent study has concluded that delays on Maple Rd., even with the additional traffic from Whole Foods, should improve. There will be push buttons for pedestrians that will allow Maple Rd. to get more time.

In response to Ms. Markus, Ms. Ecker explained that over the last several years there have been many complaints about issues in this area. Crossings are not safe, traffic goes too fast, no one stops for pedestrians. Further, people have complained about sight distance, pulling in and out, about where trucks are parking, and where employees are parking. Therefore, the City Commission created the Ad Hoc Study Committee. The splitter island affords a safe haven for pedestrians when they are crossing the street.

Ms. Markus thought the bike lane is silly and goes nowhere. She observed that with parking on Cole St. cars cannot get through. It was discussed that everything in the plan has been designed specifically to slow traffic along S. Eton Rd. Dr. Rontal noted the concept of the bike lane to nowhere is a little disingenuous because Birmingham has had a 20-year plan that creates a bike route for people to commute through the City. The plan is being completed in a phased fashion.

Mr. Larry Bertollini, 1301 Webster, asked if a mockup could be created that includes the splitter island. He hoped that trucks pulling out of side streets would have enough slop so there would not be head-on collisions. He would like to see some diagrams showing other areas where there is a bump-out that would prove turning trucks have space to get in and out of where they are going. Mr. O'Meara responded they won't neglect that. Mr. Bertollini added his main concern is for

bikes wanting to cross where the transition is made. That is scary, and therefore he is not really sold on the concept. He would not object to eliminating the two-way and going back to a lane on the other side.

Mr. Michael Kopmeyer spoke again to say he fully endorses the idea of moving the crosswalk back a bit. He suggested stop signs at Haynes and Villa to give a pause for pedestrians to establish themselves in the intersection.

Mr. Andrew Haig came forward once more to inform the group that Auto Europe vehicles don't have much ground clearance and can't clear a curb at all.

The chairperson wrapped up the public comments part of the evening at this time.

Mr. O'Meara asked Mr. Labadie to comment on the idea of moving the Maple Rd. crosswalk further south. Mr. Labadie said moving the crosswalk has other ramifications about being able to see the pedestrians and a few other things that are not accepted practice. Visibility of the signals would be substandard as well. The suggested option addresses everything they are trying to accomplish and still stays within accepted practice.

Ms. Slanga was not convinced that in the future people would not optimize their supply chains and go with fewer deliveries and larger trucks. Therefore she advocated cutting back the island a little more to make it a bit easier for the large trucks to get through. The 50 ft. truck is accommodated by the plan right now but it doesn't accommodate the 62 ft. truck. Mr. Labadie indicated they can work on that when it goes into design. Mr. Bolyard noted they are all for the design, but it has to get better. Driver capabilities must be factored in. Mr. Surnow's thought was to make the island whatever the bare minimum is to accommodate the trucks, but yet provide a margin of safety to the pedestrians.

Discussion considered why this is the only place trucks can come and go from the Rail District. Mr. O'Meara indicated that Lincoln and S. Eton further south are considered residential streets..

The Chairperson took public comments.

Mr. Adams said this design concerns any delivery truck that is bringing commodities to the businesses in the Rail District and is exiting to go east on Maple Rd. They will make the turn, but either the light pole or the walk or don't walk post is going down. The driver cannot protrude out enough to turn and make the trailer axels stay outboard of the curb.

Mr. Lawson announced there is opposition to the proposed design that would cut commerce off to the Rail District. He didn't see how the board could vote for the

splitter island. Dr. Rontal added the board now has dramatically different information. They thought a 50 ft. trailer would be long enough to accommodate, but they are hearing from the businesses in the District that 50 ft. is probably not long enough. More information about the number of trucks coming and going into the district is needed. He thinks the board needs some time to review the new data.

Motion by Mr. Lawson

Seconded by Dr. Rontal to recommend that the City Commission approve and budget for the following Multi-Modal improvements to S. Eton Rd. from Maple Rd. to Yosemite Blvd.:

- a. Further study of installation of a splitter island at Maple Rd.
- b. Relocation of the west side curb and gutter to accommodate an 8 ft. wide sidewalk along the entire block.
- c. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd.
- d. Installation of sharrows on green painted squares for both directions.

Mr. Lawson amended his motion but the amendment failed and therefore the board voted on his original motion.

Motion carried, 5-2.

ROLLCALL VOTE

Yeas: Rontal, Adams, Edwards, Folberg, Surnow

Nays: Lawson, Slanga

Absent: None

Mr. O'Meara clarified that everything from Maple Rd. to Lincoln Ave. must be agreed upon as a package before this is returned to the Commission.

The public hearing closed.

6. OAKLAND AVE - WOODWARD AVE. TO LAWNDALE AVE.

Mr. O'Meara advised that last month, MMTB reviewed and approved plans to reconstruct Lawndale Ave. south of Oakland Ave. The plan was forwarded to the City Commission for their meeting of May 22, 2017, and was subsequently approved.



MEMORANDUM

Engineering Dept.

DATE: July 19, 2017

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: S. Eton Rd. Corridor – Maple Rd. to Lincoln Ave.

Multi-Modal Transportation Board Recommendations

In 2016, the City Commission approved the installation of the Phase I Neighborhood Connector Route, as recommended by the Multi-Modal Transportation Board (MMTB), and originally suggested in the Multi-Modal Master Plan. The Phase I Route was intended to be installed last fall, however, no contractors responded to a bid solicitation for this work. As a result, this year it was added to a street paving project, our Contract #1-17(P), and is expected to be completed no later than September of this year. The Neighborhood Connector Route will be a system of signs and pavement markings that mark a suggested bicycle route that circles around the City. As shown on the attached map, a part of the route is intended to use the above noted half mile segment of S. Eton Rd., through the installation of signs and sharrows.

Also in 2016, the Commission appointed an Ad Hoc Rail District Committee to study the Rail District with respect to parking and traffic issues. A final report of this committee was received Since that time, the MMTB has studied the S. Eton Rd. in December of last year. recommendations at several meetings. A comprehensive set of recommendations was advertised and a public hearing was held at the Board's regularly scheduled meeting of June 1, 2017. (All owners and residents within 300 ft. of the S. Eton Rd. corridor were notified.) At the June 1 meeting, most of the S. Eton Rd. recommendations were endorsed by the Board, with the exception of the proposed pedestrian crossing island designed for the Maple Rd. intersection. Attendees at the hearing that represented Rail District businesses that frequently use large trucks expressed concern that the proposed island would cause undue hardship to their travel in and out of the district caused the Board to hold off on finalizing this area. The Board directed staff to survey and collect data on truck traffic from all the businesses within the Rail District so that a more informed decision could be made relative to how to design this intersection. That information was collected, and the Board met again on July 20 to finalize the design of the Maple Rd. area.

The results of that discussion, as well as a summary of all of the recommendations, follows below, starting from the north end of the corridor, and proceeding south.

Maple Rd. to Yosemite Blvd.

The Ad Hoc Rail District Committee identified four suggested changes on the first block of S. Eton Rd. They are as follows:

- 1. Relocate the west side curb for the entire block from its current location to a point three feet closer to the center of the road. Relocating the curb takes the extra space currently available on the one southbound lane of S. Eton Rd., and makes it available for an enhanced 8 ft. wide sidewalk (up from the existing 5 ft.). The recommendation came from the fact that the current sidewalk is the main walking path for residents who live to the southwest, and wish to walk to other areas east of the railroad tracks. Second, since the current sidewalk is directly adjacent to the traffic lane, the wider pavement would help make the block more pedestrian friendly.
- 2. Install an island within the S. Eton Rd. crosswalk. The original design from the Rail District Committee was sized to accommodate trucks that need up to a 40 ft. turning radius. This was based on the usual convention in the City that most trucks are of this size, or smaller. The island as designed would reduce the distance for pedestrians to have to cross the road unprotected from traffic. Although the traffic signal is timed so that most pedestrians can easily cross on one signal cycle, if for some reason they have to stop in the middle, they would be able to do so. The revised plan attached to this package depicts an island that is able to accommodate trucks with a 50 ft. turning radius.
- 3. Install an enlarged pedestrian waiting area adjacent to the handicap ramp on the southeast corner of Maple Rd. Since additional right-of-way exists in this area, the additional concrete is a relatively low cost improvement that will help make the area more pedestrian friendly.
- 4. Install sharrows for bicycles on both the north and southbound lanes. Several board members expressed concern that it is unfortunate that the City is designing improved biking facilities both north and south of this area, and yet the biking environment on this block could use more improvement. Due to the limited right-of-way, and the clear need to maintain three traffic lanes, no separate bike lane facility can be recommended in this area at this time.

As noted above, three businesses represented at the June 1 public hearing took issue with designing this intersection to a 40 ft. truck turning radius standard. The business people present reminded the Board that Maple Rd. & S. Eton Rd. are the only legal roads that can be used by large trucks to get in and out of the Rail District. (Other routes, such as E. Lincoln Ave. and S. Eton Rd. south to 14 Mile Rd. have restrictions on through truck traffic.) Of particular concern was Adams Towing, which stated they regularly drive larger trucks through the intersection, and that when towing an extremely long vehicle, such as a school bus, even the existing intersection is too small. Bolyard Lumber and Downriver Refrigeration, also represented at the June 1 meeting, made similar representations that they either own and operate, or have deliveries from third parties that regularly use larger trucks.

The Board asked staff to survey all businesses in the district to better understand the frequency of this type of traffic. Over 90 Rail District businesses were sent an email asking for input by answering a short survey about the number and size of trucks that were regularly used by their business. A total of 17 businesses responded. The MMTB reviewed the results at their meeting of July 20, 2017. In order to get as much feedback about this issue as possible, staff invited the three business people that attended the public hearing to come back and discuss the matter further at their July 20 meeting. The following conclusions were drawn:

- When entering the district, trucks with a turning radius in excess of 50 ft. would generally have to enter Eton Rd. heading eastbound only. Attempting to make a left on to Eton Rd. westbound is already not feasible for most of these trucks, due to the height limitations imposed by the adjacent railroad bridge. If the intersection is designed for trucks with a 50 ft. turning radius, trucks will be able to enter the district from Maple Rd., heading from either direction (assuming that they can clear the railroad bridge).
- When exiting the district, most trucks already make a left turn on to westbound Maple Rd. Making a right turn is difficult or impossible for most large trucks even today, again due to the height and size of the railroad bridge.
- With input from F&V, the Board concluded that trucks that require a 62 ft. turning radius are not frequent in this area. Those choosing to use these large trucks will have to use Maple Rd. to the west to enter and exit the area, which they likely already do today, due to the height and location of the adjacent railroad bridge. Designing the intersection for the largest trucks would make the installation of any island impractical.

To summarize, the southwest corner of the intersection is being moved in to provide a larger sidewalk area. Moving it any further, however, would restrict the important right turn movement from Maple Rd. on to Eton Rd. Installing the modified island shown on the revised plan takes advantage of the space in the intersection that is not generally used, and will improve the pedestrian crossing for those crossing Eton Rd. on the south side of Maple Rd.

Yosemite Blvd. to Villa Ave.

Initially, the City's consultant recommended keeping this block as is, except that the extra wide pavement on the northbound side would be marked to incorporate a buffered bike lane. However, the Board felt that this block is in need of pedestrian enhancements. They also felt that having northbound bikes ride on the west side of the street, then transition to a marked bike lane on the east side of the street for just one block was inconsistent. The Board recommended that the road be narrowed in order to provide enhanced sidewalks that are separated by a green space and City trees. The attached cross-section depicts this proposal. Features include:

- On the west side, adjacent the existing hair salon, a slightly wider City sidewalk, separated from traffic by a 4 ft. wide parkway that could support the installation of new trees.
- Two narrowed travel lanes at 15 ft. wide. The lane width would be too narrow to support parking, but is wider than the minimum to provide a more comfortable area for bikes to ride on the road. Sharrows would supplement the pavement.
- On the east side, adjacent the existing banquet hall, a wider sidewalk, separated from traffic by a 4 ft. wide parkway that could support the installation of new trees. The existing planting space between the sidewalk and the banquet hall would also remain.

Villa Ave. to Lincoln Ave.

As you may recall, the existing pavement on the majority of S. Eton Rd. consists of two center 10 ft. side travel lanes, supplemented with two 10 ft. wide concrete lanes. While there are various means to mark the pavement that could potentially work well with one or two bike lanes, the existing pavement material joint lines tend to reduce the number of choices that are

available. (It is not advisable to install pavement markings that are in conflict with the pavement joints, as motorists may be confused if asked to drive half of the vehicle on asphalt, and half on concrete.) The Ad Hoc Rail District Committee and the MMTB understand this limitation, and worked within it when considering new pavement marking options for this segment.

After much discussion, the Ad Hoc Rail District Committee recommended keeping parallel parking on both sides of the street. However, as a means to slow vehicles and encourage bicycles, the Committee recommended adding a 3 ft. wide marked buffer area between the travel lane and the parking lane. The buffer area would come from a narrowed parking lane (7 ft.), which would help keep parked cars as close to the edge of the street as possible. The buffer would also make the street feel narrower, which helps reduce speeds of vehicles. Sharrows were also recommended to encourage the sharing of the street between vehicles and bicycles.

The MMTB reviewed this recommendation and ultimately rejected it. The Board asked staff to consider various methods to work again within the limitations of the existing pavement, but to provide a means for an improved bicycle facility.

The MMTB is proposing the removal of parking on the southbound lane throughout the corridor. The extra ten feet of pavement would be marked to support an $8\frac{1}{2}$ ft. wide two-way bike lane adjacent to the west side curb. The remaining $1\frac{1}{2}$ ft. would be a marked buffer, supplemented with raised pavement markers that would help provide a physical separation of this area from the vehicles. If the Commission agrees with this recommendation, staff will study this item closer and provide a final, complete recommendation relative to the buffer method at a future City Commission meeting.

The idea of having northbound bicycles traveling on the west side of the street is unique, but it has been used successfully in other cities. Additional sidewalks and pavement markings would be required at the north and south ends of this segment to encourage the safe movement of bikes needing to enter or exit this area. A detailed discussion of the means of entry and exit will be provided at the meeting.

Finally, the Board recognized the need for improved pedestrian crossings on S. Eton Rd. from one side to the other. With that in mind, pedestrian bumpouts are recommended at the following intersections on the east side of S. Eton Rd., within the proposed parking lane:

Villa Ave. Hazel St. Bowers Ave. Cole Ave. Lincoln Ave.

Bumpouts, if installed, must be designed to accommodate expected truck turning movements, and will often require underground storm sewer changes. Cost estimates for this work have not yet been developed. Bumpouts would not be installed on the west side of S. Eton Rd., as they would conflict with the proposed two-way bike lane.

Summary

At this time, staff requests direction from the Commission relative to the recommendations being provided. Past discussions have indicated that the pedestrian improvements at the Maple Rd. intersection are of the highest importance. With that in mind, the Maple Rd. work had been bid as a part of the City's 2017 Concrete Sidewalk Program. The contractor for this program is currently working on other parts of the project, and if approval is given, the work identified above for the first block can proceed and be finished this year, at an estimated cost of \$68,000, including inspection. If the Commission approves the conceptual plans for the other blocks, staff will prepare preliminary cost estimates for this work, and return with suggested timetables for budgeting this work. With respect to timing and budgets, it is noted that:

- 1. The cost to implement the two-way bike facility will be relatively small compared to the significant change it will bring to the corridor.
- 2. The cost of the suggested changes between Yosemite Blvd. and Villa Ave. will be more substantial. Due to the special benefit that this work would bring to the adjacent properties, a special assessment district will be introduced for this element of the work,
- 3. The cost of the bumpouts will also be significant. It is assumed that the cost of this work would be charged to the Major Streets Fund, with the exception of the work at Bowers St. In that area, the three-way intersection will result in a longer bumpout improvement that will increase the streetscape area at this intersection, which will provide a benefit to the adjacent property owner.

Finally, it is noted that the MMTB has focused on the commercial segment of S. Eton Rd. partly in response to the Ad Hoc Rail District Committee Report, and party due to the amount of input received from the public in this area. Nevertheless, the Board is aware that making recommendations about bike route improvements north of Lincoln Ave. raises questions about potential changes to the bike route south of Lincoln Ave. Given the different environment of S. Eton Rd. south of Lincoln Ave., the Board felt that it was best to focus on the commercial section first. Once that is resolved, it is their intent to study the remainder of S. Eton Rd. However, should the Commission feel that the section south of Lincoln Ave. should be studied before final decisions are made, a second resolution to defer this decision is provided below. Given the interest in proceeding with improvements in the area of Maple Rd., both resolutions are the same for that area.

SUGGESTED RESOLUTION A:

To endorse the Multi-Modal Transportation Board recommendations for S. Eton Rd. from Maple Rd. to Lincoln Ave., as described below:

1. Maple Rd. to Yosemite Blvd.

- a. Relocation of the west side curb of S. Eton Rd. from Maple Rd. to Yosemite Blvd. three feet closer to the center, allowing the installation of an 8 ft. wide sidewalk behind the relocated curb.
- b. Installation of a pedestrian island at the Maple Rd. & S. Eton Rd. intersection to improve safety for pedestrians crossing on the south side of Maple Rd.
- c. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.

d. Installation of sharrows on green painted squares for both directions.

2. Yosemite Blvd. to Villa Ave.

- a. Removal of the existing parking on the west side of the street.
- b. Relocation of the curb and gutter on both sides of the street to accommodate 5 to 6.5 ft. wide sidewalks and 4 ft. wide green spaces with new City trees.
- c. Installation of sharrows on green painted squares for both directions.

3. Villa Ave. to Lincoln Ave.

- a. Removal of the existing parking on the west side of the street, replaced with an 8.5 ft. wide bi-directional bike lane and a 1.5 ft. buffer with raised markers.
- b. Sidewalk improvements as needed at Villa Ave. and Lincoln Ave. to facilitate the bidirectional bike lane.
- c. Installation of a 3 ft. wide buffer between the northbound travel lane and 7 ft. parking lane.
- d. Curbed bumpouts at marked pedestrian crosswalks on the west side of the street, at the intersections of Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.

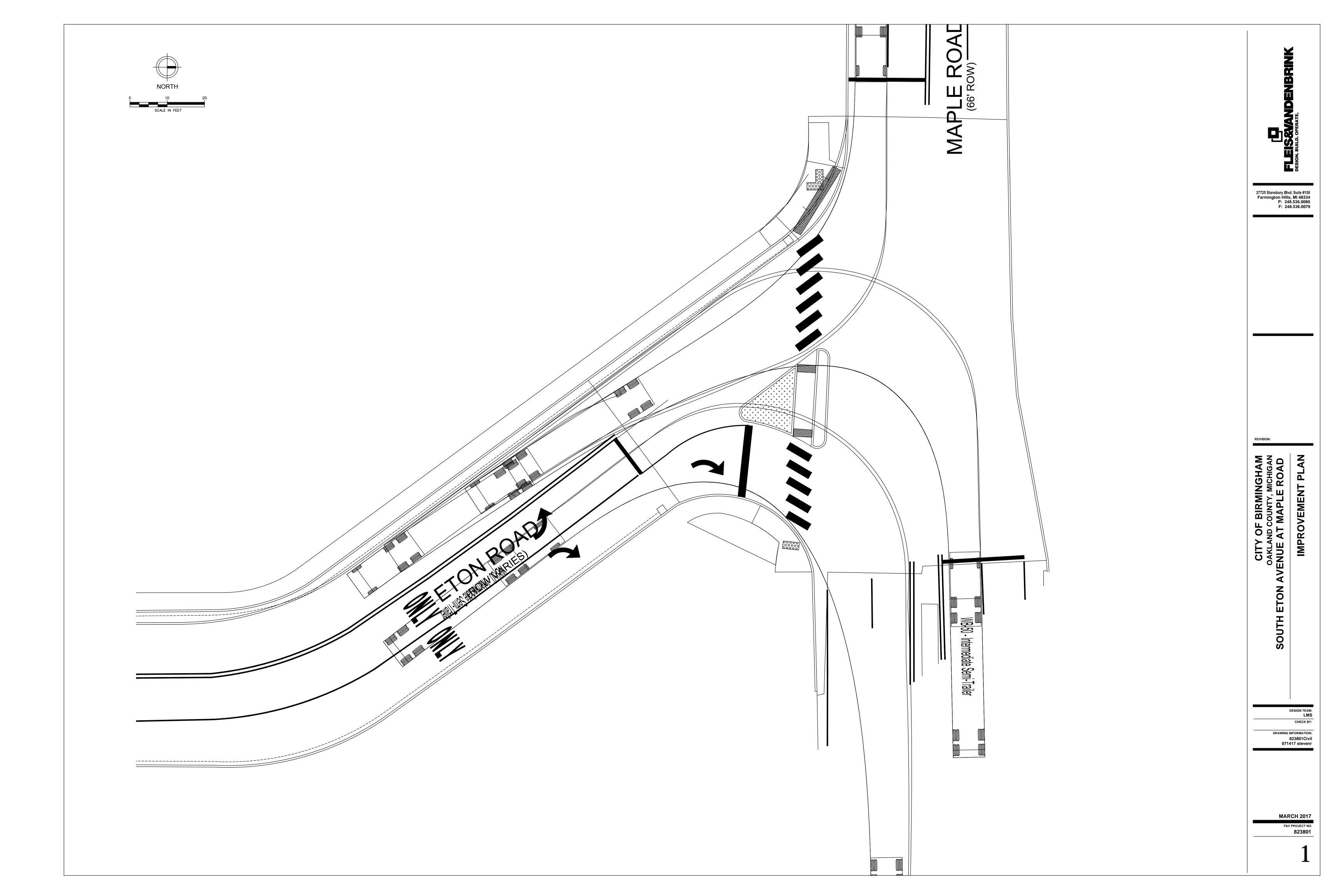
Further, to confirm that the work on the block south of Maple Rd. shall be included as a part of the 2017 Concrete Sidewalk Program, Contract #3-17(SW), at an estimated total cost of \$68,000, to be charged to account number 202-449.001-981.0100. In addition, for the remaining sections, to direct staff to prepare cost estimates and budget recommendations for further consideration by the Commission.

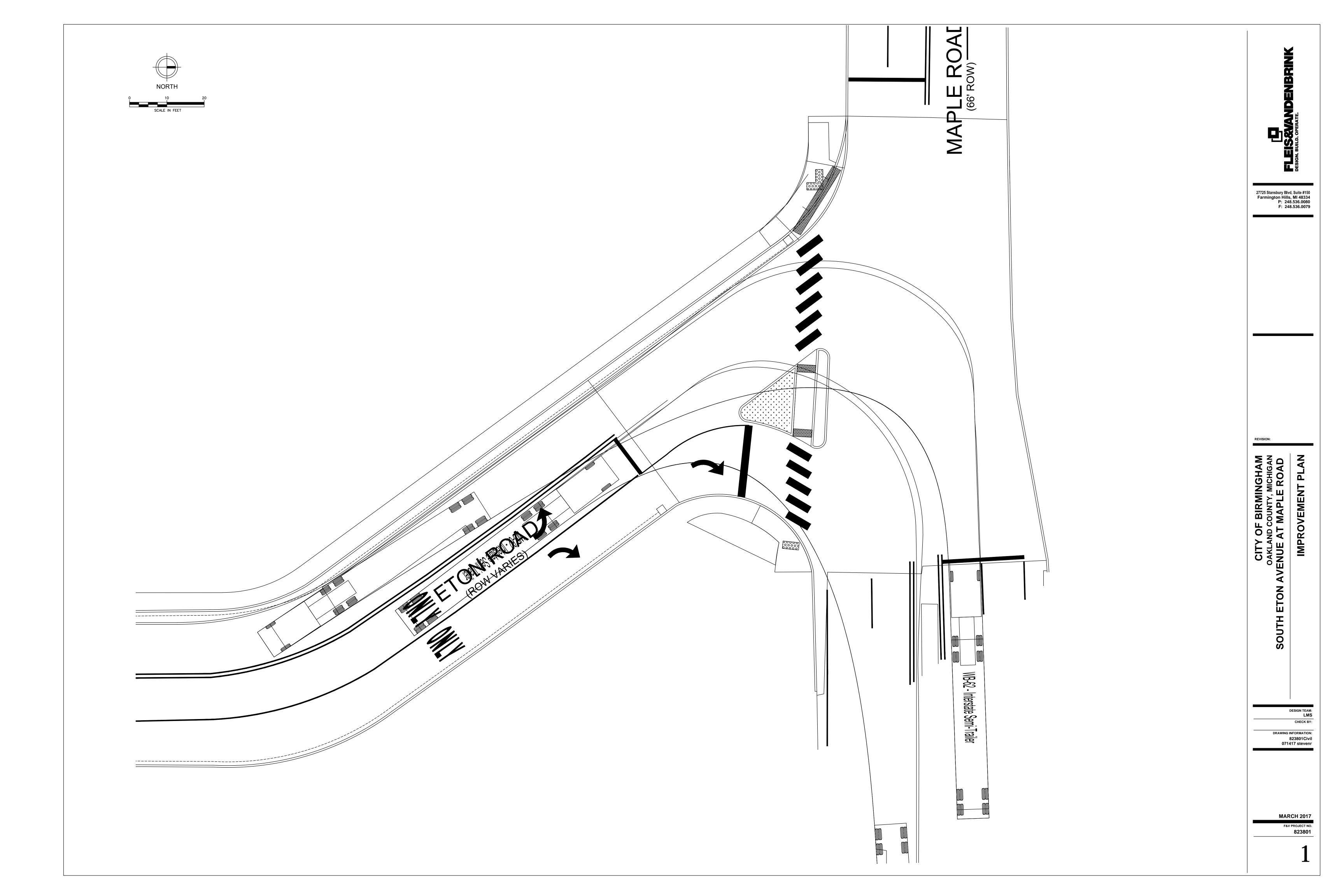
SUGGESTED RESOLUTION B:

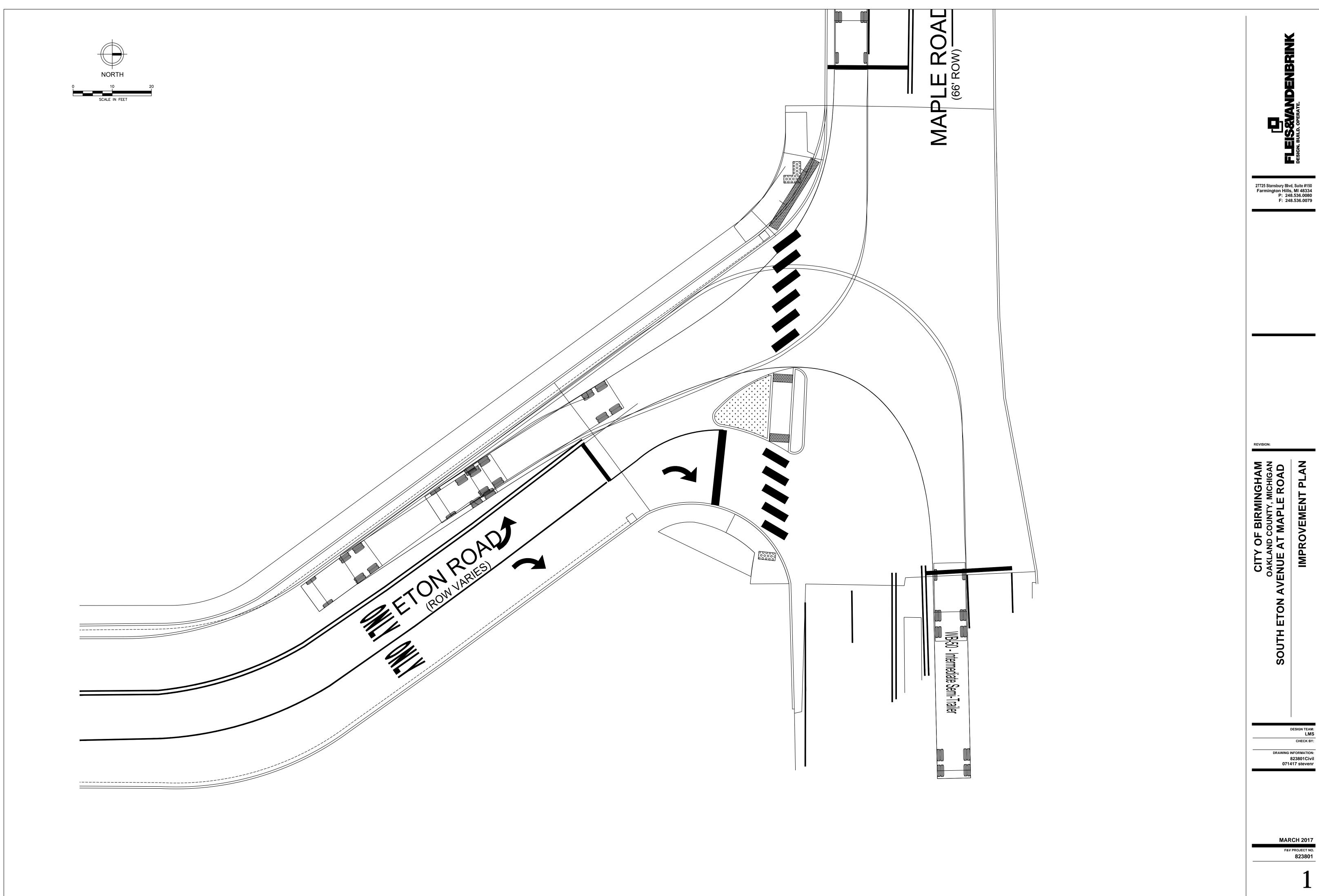
To endorse the Multi-Modal Transportation Board recommendations for S. Eton Rd. from Maple Rd. to Yosemite Blvd., as described below:

- 1. Relocation of the west side curb of S. Eton Rd. from Maple Rd. to Yosemite Blvd. three feet closer to the center, allowing the installation of an 8 ft. wide sidewalk behind the relocated curb.
- 2. Installation of a pedestrian island at the Maple Rd. & S. Eton Rd. intersection to improve safety for pedestrians crossing on the south side of Maple Rd.
- 3. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.
- 4. Installation of sharrows on green painted squares for both directions.

Further, to direct the Multi-Modal Transportation Board to study and provide recommendations for bike route improvements for the area of S. Eton Rd. from Lincoln Ave. to 14 Mile Rd.







DESIGN TEAM: LMS CHECK BY:

DRAWING INFORMATION: 823801Civil 071417 stevenr

MARCH 2017
F&V PROJECT NO. 823801



MEMORANDUM

Engineering Dept.

DATE: August 4, 2017

TO: Joseph Valentine, City Manager

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Maple Rd. & S. Eton Rd. Intersection

Multi-Modal Transportation Board Improvements

At the City Commission meeting of July 28, 2017, a package of recommendations from the Multi-Modal Transportation Board (MMTB) for S. Eton Rd. (Maple Rd. to Lincoln Ave.) was prepared for the agenda. Information prepared at that time did not have complete data relative to current demands for trucks turning in the area. Since the matter was postponed, staff took advantage of the additional time to collect actual truck turning and pedestrian count data for this intersection, which is now attached, and summarized in Appendix A. Also attached is a recommendation from the City's consultant to the MMTB, Fleis & Vandenbrink.

TRAFFIC ISLAND DESIGN

Although more detailed findings are listed in Appendix A, the important findings from the traffic counts are as follows:

- A relatively significant number of trucks use this intersection on a daily basis. Large
 truck movements to and from the bridge are not as restricted as had been thought from
 statements made at the previous public hearing. An even more significant number of
 pedestrians use the intersection, which is expected to increase in the future.
- The design recommended in this package features both a street narrowing on the SW corner of the intersection, and a traffic island that can accommodate a WB-50 truck.
- On the Thursday that was counted, a total of ten trucks in the WB-62 category drove through this intersection. Five of those trips were turning on to S. Eton (three making a right turn, two making a left). Based on the truck turning diagram, the right turn movement will require driving on the island as much or more than the left turn movement. Given the frequency of these movements, installation of a landscape area will be impractical. Likewise, banning left turns into the district would cause additional travel on other streets, as well as inconvenience, while not allowing any improvements to the traffic island design.

Based on the above, the traffic island has been modified to have the following design features:

- 1. Mountable curbs will be used on all sides so that trucks can drive over it when necessary.
- 2. The previously proposed landscape area will be removed and replaced with concrete to reduce ongoing maintenance problems. A colored or patterned concrete can be installed in this area if so desired.

3. No signs or upright markers can be installed on the island. Drivers will see the island based on pavement markings, raised concrete, etc.

The other design elements of the S. Eton corridor (other than the area near Maple Rd.) were not discussed at the previous City Commission meeting. With that in mind, the previous memo and package identifying the extensive study this issue has received is attached. Suggested resolutions broken into two categories follow referring to the most recent data, combined with the data prepared for the July 28 City Commission meeting, for your consideration.

S. ETON RD. - MAPLE RD. TO YOSEMITE BLVD.

SUGGESTED RESOLUTION:

To endorse the Multi-Modal Transportation Board recommendations as modified for S. Eton Rd. from Maple Rd. to Yosemite Blvd., as described below:

- 1. Relocation of the west side curb of S. Eton Rd. from Maple Rd. to Yosemite Blvd. three feet closer to the center, allowing the installation of an 8 ft. wide sidewalk behind the relocated curb.
- 2. Installation of a traffic island at the Maple Rd. & S. Eton Rd. intersection to improve safety for pedestrians crossing on the south side of Maple Rd.
- 3. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.
- 4. Installation of sharrows on green painted squares for both directions

Further, to confirm that the work on the block south of Maple Rd. shall be included as a part of the 2017 Concrete Sidewalk Program, Contract #3-17(SW), at an estimated total cost of \$70,000, to be charged to account number 202-449.001-981.0100.

S. ETON RD. – YOSEMITE BLVD. TO LINCOLN AVE.

SUGGESTED RESOLUTION A (ENDORSING RECOMMENDATION FOR RAIL DISTICT):

To endorse the Multi-Modal Transportation Board recommendations for S. Eton Rd. from Yosemite Blvd. to Lincoln Ave., as described below:

1. Yosemite Blvd. to Villa Ave.

- a. Removal of the existing parking on the west side of the street.
- b. Relocation of the curb and gutter on both sides of the street to accommodate 5 to 6.5 ft. wide sidewalks and 4 ft. wide green spaces with new City trees.
- c. Installation of sharrows on green painted squares for both directions.

2. Villa Ave. to Lincoln Ave.

- a. Removal of the existing parking on the west side of the street, replaced with an 8.5 ft. wide bi-directional bike lane and a 1.5 ft. buffer with raised markers.
- b. Sidewalk improvements as needed at Villa Ave. and Lincoln Ave. to facilitate the bidirectional bike lane.

- c. Installation of a 3 ft. wide buffer between the northbound travel lane and 7 ft. parking lane.
- d. Curbed bumpouts at marked pedestrian crosswalks on the west side of the street, at the intersections of Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.

Further, to direct staff to prepare cost estimates and budget recommendations for further consideration by the Commission.

SUGGESTED RESOLUTION B (REQUESTING FURTHER STUDY):

to direct the Multi-Modal Transportation Board to study and provide recommendations for bike route improvements for the area of S. Eton Rd. from Lincoln Ave. to 14 Mile Rd., then return to the City Commission with a package of Multi-Modal recommendations for the entire corridor.



August 4, 2017

VIA EMAIL

Mr. Paul O'Meara City Engineer City of Birmingham 151 Martin Street Birmingham, MI 48012

RE: Maple Road & S. Eton Proposed Intersection Design

Dear Mr. O'Meara,

The purpose of this letter is to provide an interpretation of the traffic count information contained in Appendix A and the previously prepared truck turning analysis, road geometrics and user surveys. This interpretation is intended to assist in the decision making process regarding the installation of a channelized right-turn island on the south leg of South Eton at Maple. This improvement was included in the recommendations from the Ad Hoc Rail District Committee as part of the overall multi-modal improvements planned for South Eton in the Rail District.

The Ad Hoc Committee presented recommendations and island design to the Multi-Modal Transportation Board, who subsequently modified the design to accommodate WB-50 truck turning movements at this intersection.

This letter includes a summary of the of "pros" and "cons" associated with the proposed design to aid the City in the consideration of the proposed improvement at this intersection.

Pros

- The proposed right-turn island incorporates the following measures traffic calming:1) Narrowing the real or apparent width of the street and 2) deflecting (introducing curvature to) the vehicle path. A traffic island will calm all traffic movements entering and exiting South Eton at this location. Drivers will be more careful making turns which will cause them to drive more slowly and pay more attention to their surroundings.
- The proposed island is consistent with the City's goal of a multi-modal community by improving the safety of the intersection for all road users, and especially pedestrians which will benefit from the "calmed" traffic movements.
- The proposed raised channelized right-turn island will provide greater detectability of the pedestrians by motorists. In addition, the Federal Highway Administration recommends channelized right-turns at signalized intersections to reduce crashes by providing increased visibility for vehicles turning right and though vehicles coming from the left on the cross-street. (NCHRP Report 500 / Volume 12: A Guide for Reducing Collisions at Signalized Intersections, Strategy B2).
- The island will be designed to accommodate all movements of trucks and buses at this intersection and will not be a hazard for snow removal equipment. This design will include an concrete island with mountable curb, no landscaping, and geometric features to accommodate a WB-50 turning radius.

Cons

- To accommodate all movements of trucks at this intersection, there is a need to include mountable curb with no landscaping.
- The island could be perceived to be a "pedestrian refuge" island by pedestrians. The "walk time" provided by the traffic signal at this intersection will allow pedestrians to walk the entire distance across the approach so a pedestrian refuge is not necessary. Considering the paths that the trucks make pedestrians standing on this island would not be appropriate.

Recommendation

• We support placing a channelized right-turn island at this location. The number of pedestrians that cross at this location are higher than the few number of trucks that may use this intersection. In addition, trucks that make this turn should be aware of their surroundings when making turns and should not make their turn if pedestrians are waiting on the island.

If you have any questions, please feel free to contact us.

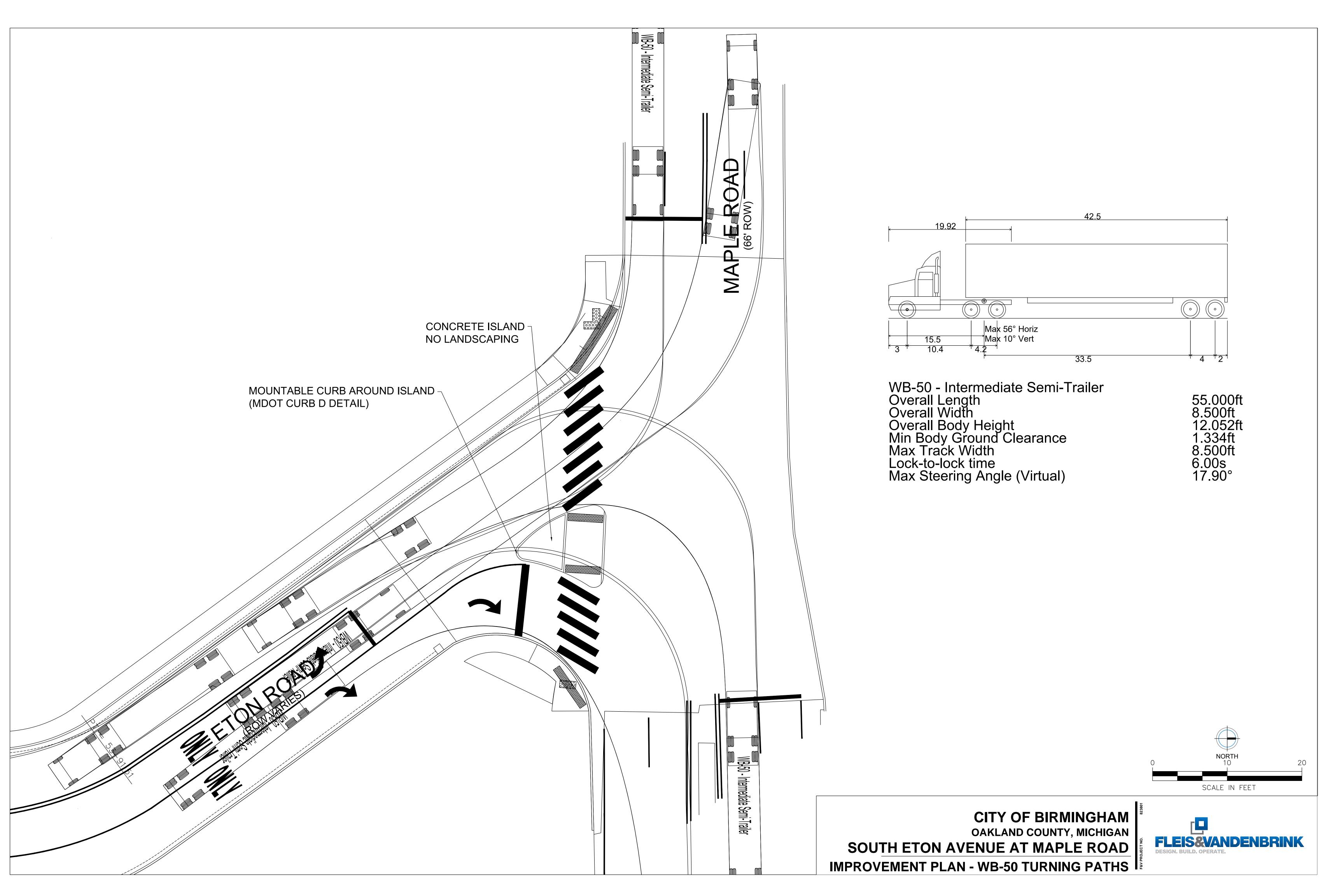
Sincerely,

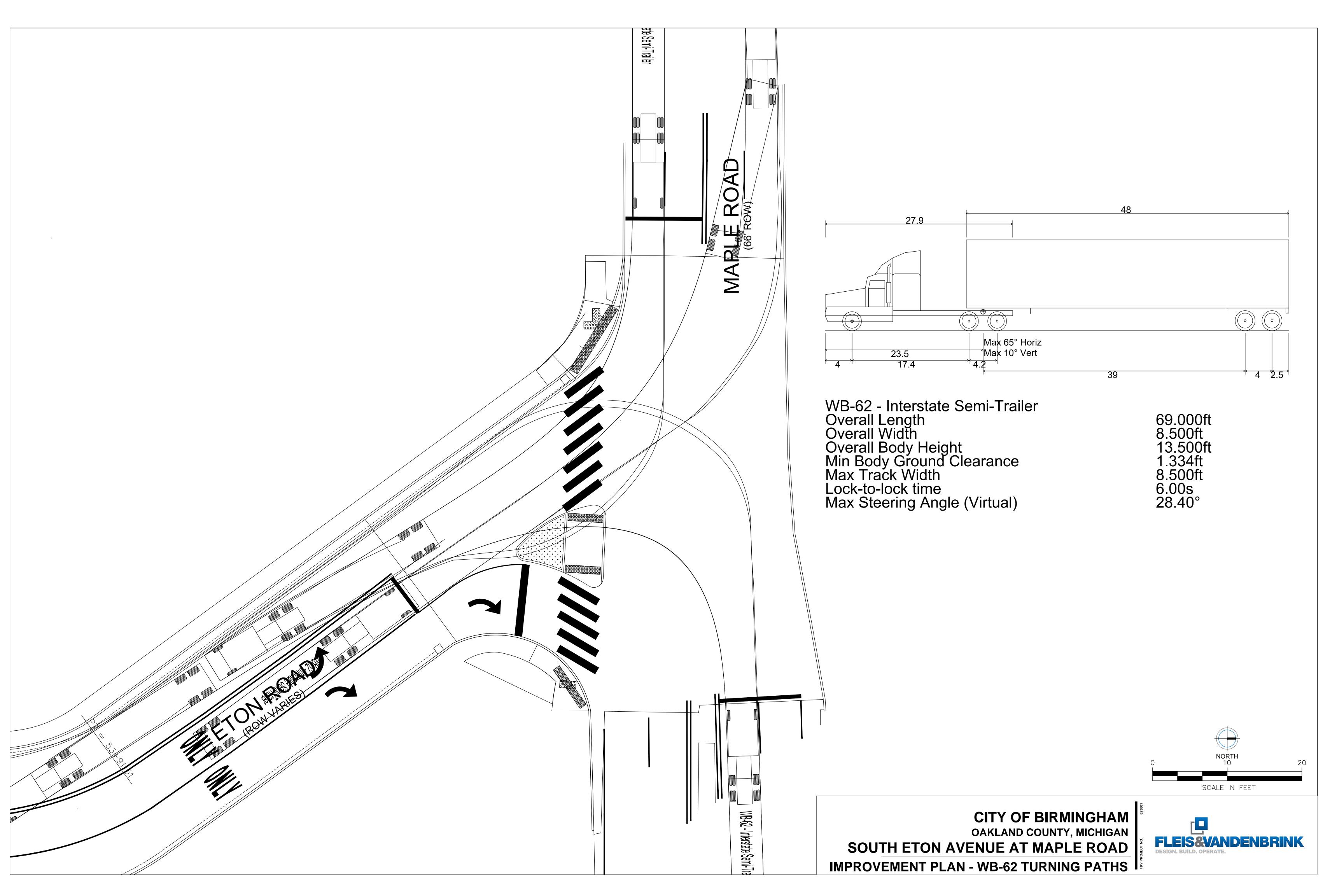
FLEIS & VANDENBRINK



Group Manager







MAPLE RD. & S. ETON RD. INTERSECTION TRAFFIC COUNT SUMMARY APPENDIX A

August 2, 2017

In order to provide more definitive information about the current demand for truck traffic entering and exiting the Rail District commercial area via this intersection, traffic count data was taken using cameras on Thursday, July 27, from 7 AM to 7 PM. Only vehicles traveling on S. Eton directly south of Maple Rd. were counted. Pedestrians were also counted at the intersection, which includes data regarding the total number of people that used the Eton Rd. crosswalk where the channelized right-turn island is proposed and the Maple Rd. crosswalk over the course of the 12-hour period.

Focusing on items of interest with respect to the design of a channelized right-turn island on the south leg of the intersection, the following can be drawn from the data:

- A total of 21 buses were counted, a number that likely increases dramatically when school is in session. School buses are smaller than a WB-40 truck and subsequently requires a smaller turning radius, therefore they are not a determining factor in the design.
- For arterial intersections with collectors, the WB-40 design vehicle is generally appropriate and the WB-50 should be used where specific circumstances warrant. For arterial-arterial intersections, the WB-62 design vehicle should be considered.
- The WB-40 truck category is an intermediate semi-trailer, and we commonly use this category truck to design turning movements in the downtown area. This assumption is used because it is difficult in general to maneuver a truck any larger than this in a dense urban environment, and this is generally understood by the trucking industry. A total of 22 trucks were counted in the 12 hour period. The distribution shows that the various turning movements are relatively evenly distributed:

TURNING MOVEMENT	Quantity	Percentage
W. Bound Left (from under bridge) to S. Bound Eton	4	18%
N. Bound Right (heading under bridge) to E. Bound Maple	6	27%
N. Bound Left to W. Bound Maple	5	23%
E. Bound Right to S. Bound Eton	7	32%

It does not appear that making the turns that involve the adjacent railroad bridge are serving as an impediment for this category. The originally designed channelized right-turn island accommodated all of these turning movements, with little room to spare.

- The WB-50 is also classified as an intermediate semi-trailer and the representation of this category at the intersection was very small. Only 2 trucks were counted during the 12-hour period.
- The WB-62 is an interstate semi-trailer and is the largest truck generally seen on City streets. They are typically used for long distance deliveries and limited access freeway trips. A total of 10 trucks were counted in this category, distributed as described below:

TURNING MOVEMENT	Quantity	Percentage
W. Bound Left (from under bridge) to S. Bound Eton	2	20%
N. Bound Right (heading under bridge) to E. Bound Maple	1	10%
N. Bound Left to W. Bound Maple	4	40%
E. Bound Right to S. Bound Eton	3	30%

- After input from Rail District business representatives, the MMTB thought that these trucks could not make it under the bridge, and movements to or from the east could be neglected. During the 12-hours of data collection on the day counted, they represented 30% of the turning movements.
- The pedestrian counts represent the total number of people that used the Eton Rd. crosswalk where the channelized right-turn island is proposed (45), and the total number of people that used the Maple Rd. crosswalk over the course of the 12-hours (76). The counts do not distinguish which direction the pedestrians are walking. The number counted for the Eton Rd. crossing averages to 3.75 people per hour, with a low of 0 for the hour starting at 11:00 AM, and a high of 9 for the hour starting at 2 PM. For the Maple Rd. crossing, the average number of pedestrians was 6.33 people per hour, with a low of 1 for the hour starting at 7:00 AM, and a high of 19 for the hour starting at 5:00 PM. When school returns to session and Whole Foods opens there may be an increase in pedestrian activity at this intersection.

tdccounts.com Phone: (586) 786-5407

Traffic Study Peformed For: City of Birmingham, Engineering Dept.

Project: Birmingham Truck Study Type:12 Hr. Video Turning Movement Count File Name: TMC_1 EMaple&SEaton_7-27-17 Site Code : TMC_1 Weather:Sunny/Pt. Cldy, Dry Deg. 80's Start Date : 7/27/2017 Count By: Miovision Video SCU 34N Page No : 1

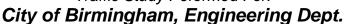
Groups Printed- Pass Cars - Single Units - Buses - 40 - 50 - 62

	E. Maple Road				S. Eaton Street				62 E. Maple Road				
		E. Mapi Westb	e Koad										
Start Time	Thru	Left	Peds	App. Total	Rgt	Northb Left	Peds	App. Total	Rgt	Eastbo Thru	Peds	App. Total	Int. Total
07:00 AM	0	41			34		0	46		0	0		
	0	48	0	41	40	12	1		o 11	0	1	8	95 113
07:15 AM			0	48		11	-	52			-	12	112
07:30 AM	0	47	0	47	44	13	0	57	9	0	0	9	113
07:45 AM	0	71	0	71	48	8	1	57	10	0	0	10	138
Total	0	207	0	207	166	44	2	212	38	0	1	39	458
00.00 444	0	40	0	40	I 51	11	1	(2)	10	0	0	10	100
08:00 AM	0	49	0	49	51	11	1	63	10	0	0	10	122
08:15 AM	0	61	0	61	46	8	0	54	16	0	1	17	132
08:30 AM	0	67	0	67	56	15	0	71	15	0	0	15	153
08:45 AM	0	86	0	86	75	11	1	87	22	0	2	24	197
Total	0	263	0	263	228	45	2	275	63	0	3	66	604
09:00 AM	0	62	0	62	68	19	0	87	10	0	1	11	160
09:15 AM	0	54	0	54	59	12	0	71	17	0	0	17	142
09:30 AM	0	50	0	50	72	17	0	89	15	0	1	16	155
09:45 AM	0	43	0	43	69	14	1	84	15	0	0	15	142_
Total	0	209	0	209		62	1	331	57	0	2	59	599
· ·													
10:00 AM	0	59	0	59	67	9	2	78	8	0	1	9	146
10:15 AM	0	46	0	46	56	12	0	68	13	0	1	14	128
10:30 AM	0	45	0	45	59	15	0	74	7	0	2	9	128
10:45 AM	0	56	0	56	65	9	11	75	11	0	11	12	143
Total	0	206	0	206	247	45	3	295	39	0	5	44	545
11:00 AM	0	54	0	54	84	15	0	99	15	0	1	16	169
11:15 AM	0	57	0	57	54	11	0	65	14	0	2	16	138
11:30 AM	0	55	0	55	67	16	0	83	13	0	1	14	152
11:45 AM	0	63	0	63	68	15	0	83	16	0	0	16	162
Total	0	229	0	229		57	0	330	58	0	4	62	621
												1	
12:00 PM	0	50	0	50	79	18	0	97	15	0	2	17	164
12:15 PM	0	61	0	61	71	10	0	81	13	0	2	15	157
12:30 PM	0	52	0	52	65	15	4	84	12	0	1	13	149
12:45 PM	0	71	0	71	54	18	3	75	7	0	0	7	153_
Total	0	234	0	234	269	61	7	337	47	0	5	52	623
01:00 PM	0	49	0	49	80	13	1	94	14	0	0	14	157
01:15 PM	0	69	0	69	76	9	0	85	9	0	2	11	165
	0		0		61			75	13	0	4	I .	
01:30 PM 01:45 PM	0	62 57	0	62 57	73	12 11	2 1	75 85	10	0	0	17 10	154 152
Total	0	237	0	237		45	4	339	46	0	6	52	628
Total	U	231	U	231	290	43	4	337	40	U	Ü	52	020
02:00 PM	0	58	0	58	77	19	7	103	13	0	0	13	174
02:15 PM	0	64	0	64	60	13	0	73	15	0	10	25	162
02:30 PM	0	61	0	61	62	19	0	81	14	0	0	14	156
02:45 PM	0	56	0	56	67	13	2	82	21	0	1_	22	160
Total	0	239	0	239	266	64	9	339	63	0	11	74	652
03:00 PM	0	60	0	60	68	23	1	92	13	0	2	15	167
03:15 PM	0	62	0	62	79	11	0	90	11	0	0	11	163
03:30 PM	0	69	0	69	76	10	2	88	9	0	0	9	166
03:45 PM	0	93	2	95	82	17	1	100	19	0	2	21	216
Total	0	284	2	286		61	4	370	52	0	4	56	712
· ·										-	•		
04:00 PM	0	57	0	57	67	26	3	96	14	0	4	18	171
04:15 PM	0	85	0	85	76	13	0	89	10	0	4	14	188
04:30 PM	0	71	0	71	88	9	2	99	9	0	0	9	179
04:45 PM	0	79	0	79	90	15	2	107	14	0	3	17	203
Total	0	292	0	292	321	63	7	391	47	0	11	58	741



tdccounts.com Phone: (586) 786-5407

Traffic Study Peformed For:



Oity of Birmingham, Engineering Dept.

Project: Birmingham Truck Study Type:12 Hr. Video Turning Movement Count Weather:Sunny/Pt. Cldy, Dry Deg. 80's Count By: Miovision Video SCU 34N

% WB-50

WB-62

File Name: TMC_1 EMaple&SEaton_7-27-17

Site Code : TMC_1 Start Date : 7/27/2017

Page No : 2

				Groups Pri	nted- Pass C	ars - Single	Units - Bus	<u>es - 40 - 50 - 6</u>	52				
		E. Maple	e Road			S. Eaton	Street			E. Maple	Road		
		Westb	ound			Northb	ound			Eastbo	ound		
Start Time	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. Total	Int. Total
05:00 PM	0	83	0	83	104	17	0	121	25	0	1	26	230
05:15 PM	0	112	0	112	98	17	3	118	15	0	3	18	248
05:30 PM	0	110	0	110	84	14	1	99	26	0	6	32	241
05:45 PM	0	101	0	101	108	21	1	130	15	0	9	24	255
Total	0	406	0	406	394	69	5	468	81	0	19	100	974
06:00 PM	0	88	0	88	89	18	0	107	25	0	0	25	220
06:15 PM	0	74	0	74	104	13	1	118	13	0	3	16	208
06:30 PM	0	66	0	66	72	20	0	92	10	0	1	11	169
06:45 PM	0	71	0	71	80	27	0	107	15	0	1	16	194
Total	0	299	0	299	345	78	1	424	63	0	5	68	791
Grand Total	0	3105	2	3107	3372	694	45	4111	654	0	76	730	7948
Apprch %	0	99.9	0.1	3107	3372 82	16.9	1.1	4111	89.6	0	10.4	730	7940
Total %	0	39.9 39.1	0.1	39.1	62 42.4	8.7	0.6	51.7	69.0 8.2	0	10.4	9.2	
Pass Cars	0	3050	2	3052	3308	651	45	4004	605	0	76	681	7737
% Pass Cars	0	98.2	100	98.2	98.1	93.8	100	97.4	92.5	0	100	93.3	97.3
Single Units	0	44	0	44	53	27	0	80	32	0	0	32	156
% Single Units	0	1.4	0	1.4	1.6	3.9	0	1.9	4.9	0	0	4.4	130
Buses	0	5	0	5	1.0	6	0	1.7	6	0	0	6	21
% Buses	0	0.2	0	0.2	0.1	0.9	0	0.2	0.9	0	0	0.8	0.3
WB-40	0	4	0	4	6	5	0	11	7	0	0	7	22
% WB-40	0	0.1	0	0.1	0.2	0.7	0	0.3	1.1	0	0	1	0.3
WB-50	0	0.1	0	0.1	0.2	1	0	1	1.1	0	0	1	2
WD-30	U	U	U	U	U	į.	U	!		U	U	!	2

Comments: 12 hour video traffic study conducted during typical weekday (Thursday) from 7:00 AM - 7:00 PM peak hours. Signalized "T" intersection, ped. signals for west & south legs. Video SCU camera was located within SW intersection quadrant. Turning movements recorded only by vehicle classification for following six (6) classifications 1) Passenger Cars (cars, pick ups, SUV's) 2) Single Units (SU-30 Delivery Trucks, Cement / Rental / Waste Trucks) 4) AASHTO WB-40 5) AASHTO WB-50 6) AASHTO WB-62 (Interstate Trucks Includes Double Trailers).

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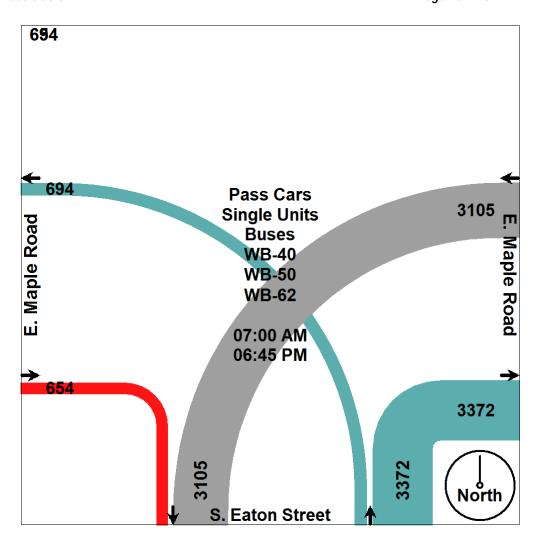
Traffic Study Peformed For:

City of Birmingham, Engineering Dept.

Project: Birmingham Truck Study

Type:12 Hr. Video Turning Movement Count Weather:Sunny/Pt. Cldy, Dry Deg. 80's Count By: Miovision Video SCU 34N File Name: TMC_1 EMaple&SEaton_7-27-17

Site Code : TMC_1 Start Date : 7/27/2017



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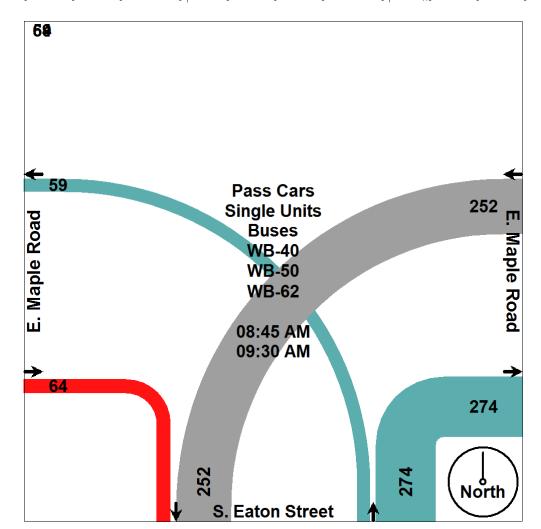
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Site Code : TMC_1 Start Date : 7/27/2017

		E. Maple Westb				S. Eaton Northb				E. Maple Eastbo			
Start Time	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From													
Peak Hour for Entire Inter-	section Begins	at 08:45 AM						_					
08:45 AM	0	86	0	86	75	11	1	87	22	0	2	24	197
09:00 AM	0	62	0	62	68	19	0	87	10	0	1	11	160
09:15 AM	0	54	0	54	59	12	0	71	17	0	0	17	142
09:30 AM	0	50	0	50	72	17	0	89	15	0	11	16	155
Total Volume	0	252	0	252	274	59	1	334	64	0	4	68	654
% App. Total	0	100	0		82	17.7	0.3		94.1	0	5.9		
PHF	.000	.733	.000	.733	.913	.776	.250	.938	.727	.000	.500	.708	.830
Pass Cars	0	247	0	247	269	53	1	323	58	0	4	62	632
% Pass Cars	0	98.0	0	98.0	98.2	89.8	100	96.7	90.6	0	100	91.2	96.6
Single Units	0	5	0	5	5	6	0	11	3	0	0	3	19
% Single Units	0	2.0	0	2.0	1.8	10.2	0	3.3	4.7	0	0	4.4	2.9
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	1.6	0	0	1.5	0.2
WB-40	0	0	0	0	0	0	0	0	1	0	0	1	1
% WB-40	0	0	0	0	0	0	0	0	1.6	0	0	1.5	0.2
WB-50	0	0	0	0	0	0	0	0	0	0	0	0	0
% WB-50	0	0	0	0	0	0	0	0	0	0	0	0	0
WB-62	0	0	0	0	0	0	0	0	1	0	0	1	1
% WB-62	0	0	0	0	0	0	0	0	1.6	0	0	1.5	0.2



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Traffic Study Peformed For:

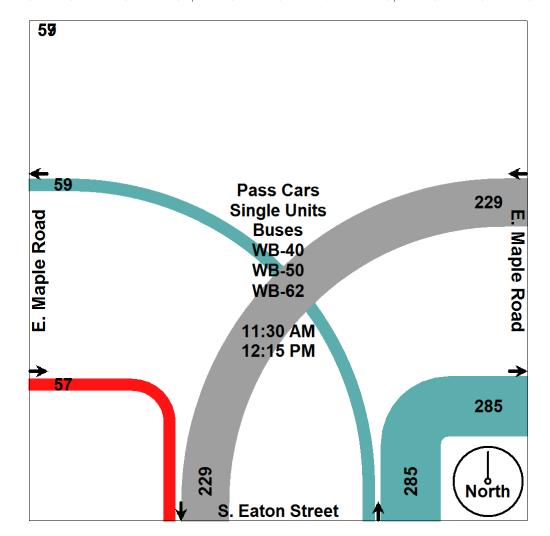
City of Birmingham, Engineering Dept.

Project: Birmingham Truck Study Type:12 Hr. Video Turning Movement Count Weather:Sunny/Pt. Cldy, Dry Deg. 80's Count By: Miovision Video SCU 34N

File Name: TMC_1 EMaple&SEaton_7-27-17

Site Code : TMC_1 Start Date : 7/27/2017

		E. Maple Road Westbound				S. Eaton Street Northbound				E. Maple Road Eastbound			
Start Time	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	10:00 AM to 0	1:45 PM - Pe	eak 1 of 1		-				-				
Peak Hour for Entire Inter-	section Begins	at 11:30 AN	1										
11:30 AM	0	55	0	55	67	16	0	83	13	0	1	14	152
11:45 AM	0	63	0	63	68	15	0	83	16	0	0	16	162
12:00 PM	0	50	0	50	79	18	0	97	15	0	2	17	164
12:15 PM	0	61	0	61	71	10	0	81	13	0	2	15	157
Total Volume	0	229	0	229	285	59	0	344	57	0	5	62	635
% App. Total	0	100	0		82.8	17.2	0		91.9	0	8.1		
PHF	.000	.909	.000	.909	.902	.819	.000	.887	.891	.000	.625	.912	.968
Pass Cars	0	219	0	219	274	51	0	325	49	0	5	54	598
% Pass Cars	0	95.6	0	95.6	96.1	86.4	0	94.5	86.0	0	100	87.1	94.2
Single Units	0	8	0	8	10	6	0	16	6	0	0	6	30
% Single Units	0	3.5	0	3.5	3.5	10.2	0	4.7	10.5	0	0	9.7	4.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
WB-40	0	1	0	1	1	2	0	3	1	0	0	1	5
% WB-40	0	0.4	0	0.4	0.4	3.4	0	0.9	1.8	0	0	1.6	0.8
WB-50	0	0	0	0	0	0	0	0	0	0	0	0	0
% WB-50	0	0	0	0	0	0	0	0	0	0	0	0	0
WB-62	0	1	0	1	0	0	0	0	1	0	0	1	2
% WB-62	0	0.4	0	0.4	0	0	0	0	1.8	0	0	1.6	0.3



tdccounts.com

Phone: (586) 786-5407

Traffic Study Peformed For:

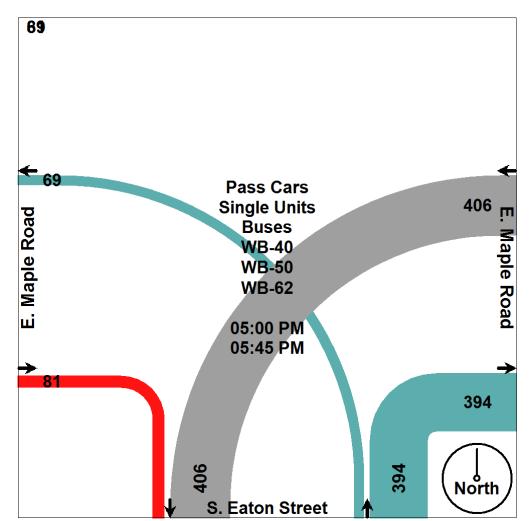
City of Birmingham, Engineering Dept.

Project: Birmingham Truck Study

Type:12 Hr. Video Turning Movement Count Weather:Sunny/Pt. Cldy, Dry Deg. 80's Count By: Miovision Video SCU 34N File Name: TMC_1 EMaple&SEaton_7-27-17

Site Code : TMC_1 Start Date : 7/27/2017

		E. Maple Westb				S. Eaton Northb				E. Maple Eastbo			
Start Time	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From	02:00 PM to 0	6:45 PM - Po	eak 1 of 1										
Peak Hour for Entire Inters	section Begins	at 05:00 PM	1										
05:00 PM	0	83	0	83	104	17	0	121	25	0	1	26	230
05:15 PM	0	112	0	112	98	17	3	118	15	0	3	18	248
05:30 PM	0	110	0	110	84	14	1	99	26	0	6	32	241
05:45 PM	0	101	0	101	108	21	1	130	15	0	9	24	255
Total Volume	0	406	0	406	394	69	5	468	81	0	19	100	974
% App. Total	0	100	0		84.2	14.7	1.1		81	0	19		
PHF	.000	.906	.000	.906	.912	.821	.417	.900	.779	.000	.528	.781	.955
Pass Cars	0	404	0	404	392	68	5	465	80	0	19	99	968
% Pass Cars	0	99.5	0	99.5	99.5	98.6	100	99.4	98.8	0	100	99.0	99.4
Single Units	0	2	0	2	1	1	0	2	1	0	0	1	5
% Single Units	0	0.5	0	0.5	0.3	1.4	0	0.4	1.2	0	0	1.0	0.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
WB-40	0	0	0	0	1	0	0	1	0	0	0	0	1
% WB-40	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0.1
WB-50	0	0	0	0	0	0	0	0	0	0	0	0	0
% WB-50	0	0	0	0	0	0	0	0	0	0	0	0	0
WB-62	0	0	0	0	0	0	0	0	0	0	0	0	0
% WB-62	0	0	0	0	0	0	0	0	0	0	0	0	0



tdccounts.com

Phone: (586) 786-5407

Traffic Study Peformed For:

City of Birmingham, Engineering Dept.

Project: Birmingham Truck Study Type:12 Hr. Video Turning Movement Count Weather:Sunny/Pt. Cldy, Dry Deg. 80's Count By: Miovision Video SCU 34N File Name: TMC_1 EMaple&SEaton_7-27-17

Site Code : TMC_1 Start Date : 7/27/2017

Page No : 7

Aerial Photo







MEMORANDUM

Engineering Dept.

DATE: September 1, 2017

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: S. Eton Rd. Corridor – Maple Rd. to 14 Mile Rd.

As you know, the Multi-Modal Transportation Board has been studying various multi-modal improvements to S. Eton Rd. from Maple Rd. to Lincoln Ave. Recommendations for this section were sent to the City Commission for review. At the August 14, 2017 meeting, the Commission focused on the recommendations at the Maple Rd. intersection in particular, given the impending completion of the Whole Foods Market just east of this intersection. The discussion included a field visit at the site, and a demonstration of how much room it takes to turn a WB-62 truck both coming from the east and the west. In the end, the Commission did not feel ready to make a recommendation. It was noted that changes to the traffic signal timing and traffic patterns (with the grocery store opening) will be coming to the intersection in the near future. It was decided to allow these changes to occur, and then study the area further before finalizing a decision. In the meantime, the MMTB can take this opportunity to study the rest of the corridor, that being S. Eton Rd. from Lincoln Ave. to 14 Mile Rd.

Attached are new improved plans of the entire mile long corridor that help provide the Board with the options discussed before (north of Lincoln Ave.), and new options south of Lincoln Ave. When reviewing the various options, the following should be considered:

- 1. The official City of Royal Oak bike route map has been attached to this report, to help clarify how the S. Eton Rd. corridor will connect bikes best with Royal Oak's system to the south. An existing Bike Route that runs parts of this road currently directs southbound bikes to use Melton Rd. instead of S. Eton Rd., and then directs them to turn east on 14 Mile Rd. Since the traffic signal provides a safer opportunity to negotiate streets to the south and east, these signs promoting Melton Rd. would be removed if an improved bike facility is proposed for this section of S. Eton Rd.
- 2. The drawings include various suggested improvements such as bumpouts and crosswalks, and handicap ramps. The specific size of each improvement will need further refinement before final construction drawings are prepared.
- 3. At the July, 2017 meeting, the Board made various recommendations for the S. Eton Rd. corridor, including the block between Yosemite Blvd. and Villa Ave. While preparing the report for the City Commission, staff noted that the dimensions on this block did not reflect existing conditions. The proposed cross-section was adjusted to reflect the actual space available on this block. The two options now being presented for this block represent these adjusted dimensions.
- 4. Given the need to collect more data in the future at Maple Rd., no improvements are being shown for the pedestrian island on this plan. This is not to imply that the

pedestrian island has been rejected, but rather, that this area is not currently being studied.

Many more details can be found in the attached report from F&V. A suggested recommendation follows:

SUGGESTED RECOMMENDATION:

To recommend Option ____ to the City Commission for the Multi-Modal Transportation conceptual plan for the S. Eton Rd. corridor, from Yosemite Blvd. to 14 Mile Rd.



Мемо

VIA EMAIL

To: Mr. Paul O'Meara, City Engineer, City of Birmingham

Ms. Jana Ecker, Planning Director, City of Birmingham

Rick Stout, LLA, LEED AP BD+C

From: Michael J. Labadie, PE Julie M. Kroll, PE, PTOE

Fleis & VandenBrink Engineering

Date: August 31, 2017

Re: S. Eton Street Multi-Modal Improvements Evaluation

Fleis & VandenBrink (F&V) staff are pleased to present several options for the Multi-Modal Transportation Board (MMTB) consideration for the S. Eton Street corridor. We have included for consideration the geometry as previously recommended by the MMTB in addition to a few additional options as summarized herein and provided on the drawings included with this submittal. These recommendations are based on guidance from the *NACTO Urban Bikeway Design Guid*e, the *NACTO Urban Street Design Guid*e and the recommendations from the City of Birmingham Multi-Modal Transportation Plan, with additional support from the Ad Hoc Rail Committee study.

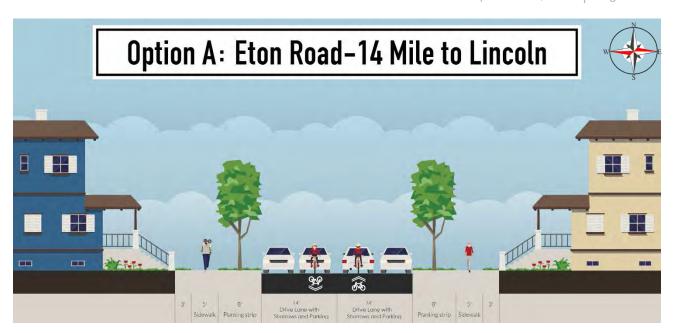
BACKGROUND

The MMTB previously recommended to the City Commission the bi-directional cycle track, to be located on the east side of S. Eton Street, between Villa Road and Lincoln Street. This recommendation was then sent to the City Commission for review; however, this was tabled at the meeting. The City Planning and Engineering Departments then requested that while the section north of Lincoln was being further considered, the section between 14 Mile and Lincoln should be evaluated by F&V. To provide a cohesive and context sensitive design for the corridor we considered the corridor as a whole, from Maple to 14 Mile and have presented the following options for consideration by the MMTB.

SECTION 1: 14 MILE ROAD TO LINCOLN STREET

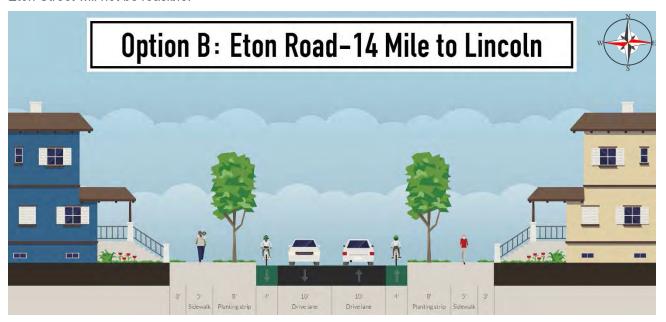
Option A: Sharrows Only (Multi-Modal Transportation Plan Recommendation)

The Multi-Modal Transportation Plan (MMTP) recommendation for this section of S. Eton Street is sharrows from 14 Mile Road to Lincoln Street. This is also consistent with the City of Royal Oak's multi-modal plan, which shows sharrows on Cooper Ave. (Eton Street) south of 14 Mile Road. In addition, this option also allows for bump-outs at the locations on both the east and west sides of S. Eton Street as identified in the Multi-Modal Transportation Plan (MMTP) and in the Ad Hoc Rail Committee study recommendations.



Option B: Directional Bike Lanes (Alternative)

This option is provided as an alternative for consideration. This option will provide continuous directional bike lanes through this section. To provide the bike lanes, on-street parking will be prohibited and bumpouts on S. Eton Street will not be feasible.



Summary

	Section 1: 14 Mile to Lincoln							
	Option A	Option B						
Road User	NB and SB Sharrows (MMTP Recommended)	Directional Bike Lanes						
Pedestrians	Bumpouts on both east and west sides	Bike lane as buffer from traveled way						
Bicycles	Sharrows	Dedicated directional bike lanes						
Vehicles	Bumpouts, visual road narrowing	No Parking, visual road narrowing						



SECTION 2: LINCOLN STREET TO VILLA ROAD

Option 1: Cycle Track (MMTB Recommendation)

This option was the recommended geometry from the MMTB that was presented to the City Commission. The existing pavement through this area provides 10-ft concrete parking lanes with 10-ft asphalt drive lanes. As a recommended practice, the pavement joint lines should align with the lane widths and pavement markings.

This option also allows for bump-outs at the locations on the east side of S. Eton Street identified in the MMTP and in the Ad Hoc Rail Committee study recommendations.



Option 2: Bike Lane and Sharrows (MMTP Recommendation)

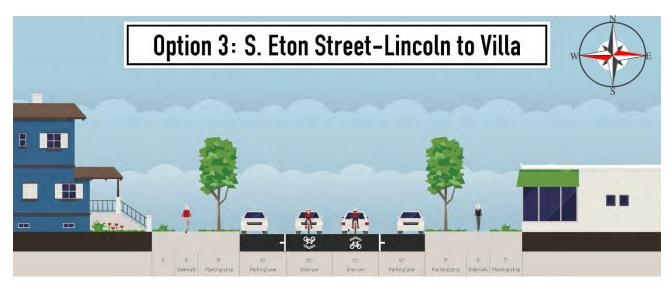
This option is shown in the MMTP as the recommended geometry for this section of S. Eton. This maintains the existing 10-ft drive lanes with parking on the east side, with a directional southbound bike lane on the west side. This option also allows for bump-outs at the locations on the east side of S. Eton Street identified in the MMTP and in the Ad Hoc Rail Committee study recommendations.



Option 3: Sharrows Only (Ad Hoc Rail Committee Recommended)

This option was recommended by the Ad Hoc Rail Committee for this section of S. Eton Road for consideration This option will allow the existing on-street parking to remain on both sides of S. Eton Street. In addition, this option also allows for bump-outs at the locations on both the east and west sides of S. Eton Street as identified in the MMTP and in the Ad Hoc Rail Committee study recommendations.





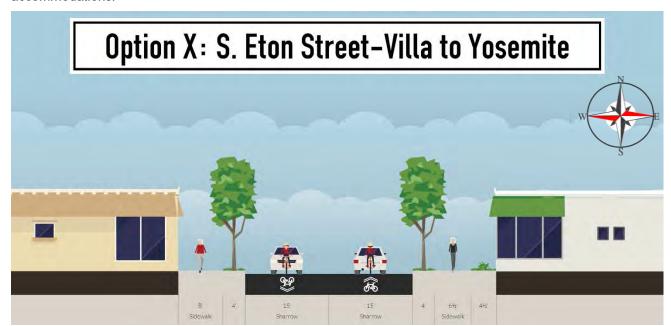
Summary

	Section 2: Lincoln to Villa									
	Option 1	Option 2	Option 3							
	Cycle Track West Side (MMTB Recommended)	SB Bike Lane, NB Sharrow (MMTP Recommended)	NB and SB Sharrows							
Road User	Cycle Track West Side (WIWITE Reconfinended)	36 bike Larie, NB Stiarrow (MiNTP Recommended)	(Ad Hoc Rail Committee Recommended)							
Pedestrians	Bumpouts on east side only	Bumpouts on east side only	Bumpouts on both east and west sides							
Bicycles	Dedicated and protected bikeway for both NB and SB	Dedicated and protected bikeway for SB Only	Sharrows							
Vehicles	No Parking West Side	No Parking West Side	Bumpouts, visual road narrowing							

SECTION 3: VILLA ROAD TO YOSEMITE BLVD.

Option X: Sharrows Only-Landscape Buffers

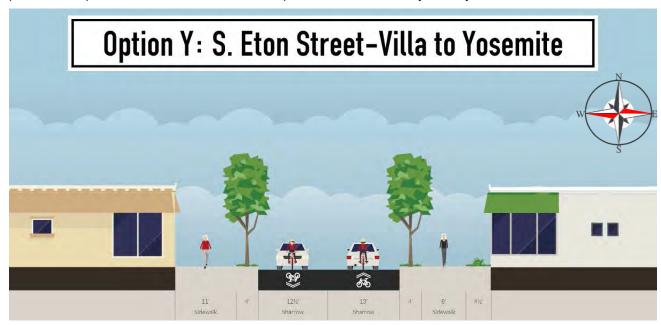
This option includes minor modifications to the existing cross-section and was presented to the City Commission. This short block has sidewalks adjacent to the traveled way on the east side and a parking lane on the west side. The improvements include providing a 4-ft landscaped buffer between the traveled way and the existing sidewalk. This would eliminate parking on the west side of this block. The width is too narrow for continuous bike lanes without pavement improvements. Sharrows would be provided in the roadway for bicycle accommodations.





Option Y: Sharrows Only-Widened Sidewalks (MMTB Recommended)

This option is the recommended improvement from the MMTB and includes both widening the 5-ft sidewalks to 8-ft sidewalks and providing a 4-ft landscaped buffer between the traveled way and the sidewalk. This would eliminate parking on the west side of this block. The width is too narrow for continuous bike lanes without pavement improvements. Sharrows would be provided in the roadway for bicycle accommodations.



Summary

For Section 3, considering the existing roadway conditions (asphalt and concrete pavement) there is are two recommended options for this section of S. Eton Street. Option X includes maintaining the existing sidewalks and adding landscape buffers to provide wider lane widths for the bicycles and vehicles. Option Y provides widened sidewalks from 5-ft to 8-ft. The alternative would be to maintain existing conditions through this area. The benefits for each road user with this improvement are summarized below.

	Section 3: Vill	la to Yosemite
	Option X	Option Y
	Charrows and Dodostrian Facility Improvements	Sharrows and Pedestrian Facility Improvements
Road User	Sharrows and Pedestrian Facility Improvements	(MMTB Recommended)
Pedestrians	Add landscape buffers	Widened Sidewalk from 5' to 8', Added landscape buffers
Bicycles	Sharrows	Sharrows
Vehicles	No Parking Visual road narrowing	No Parking Visual road narrowing



CONCLUSIONS

In summary, there are six different roadway configurations for consideration on S. Eton Street. The options for Section 1 (A and B) and Section 2 (1, 2 and 3) and Section 3 (X and Y) can be combined in 12 different ways, each with different benefits for the individual road user. The MMTP recommendation for S. Eton Street is Option A-2-X; the MMTB has recommended Option 1-Y at this point. This additional information is for their use in making a determination regarding Section 1 and the overall design of the S. Eton Street Corridor.

Section 1: 14 Mile to Lincoln

Option A:

NB and SB Sharrows (MMTB Recommended)

Option B:
Directional Bike Lanes

Section 2: Lincoln to Villa

Option 1: Cycle Track West Side (MMTB Recommended)

Option 2: SB Bike Lane, NB Sharrow (MMTP Recommended)

Option 3: NB and SB Sharrows (Ad Hoc Rail Committee Recommended)

Section 3: Villa to Yosemite

Option X: Sharrows and Landscape Buffers

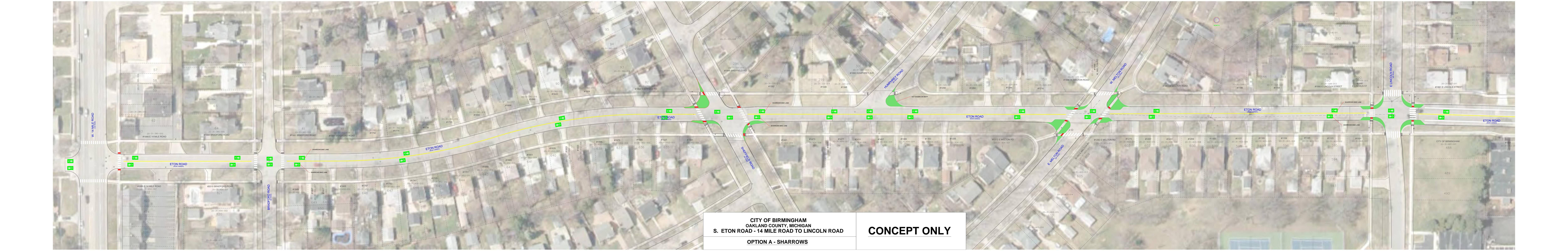
Option Y: Sharrows and Widened Sidewalks (MMTB Recommended)

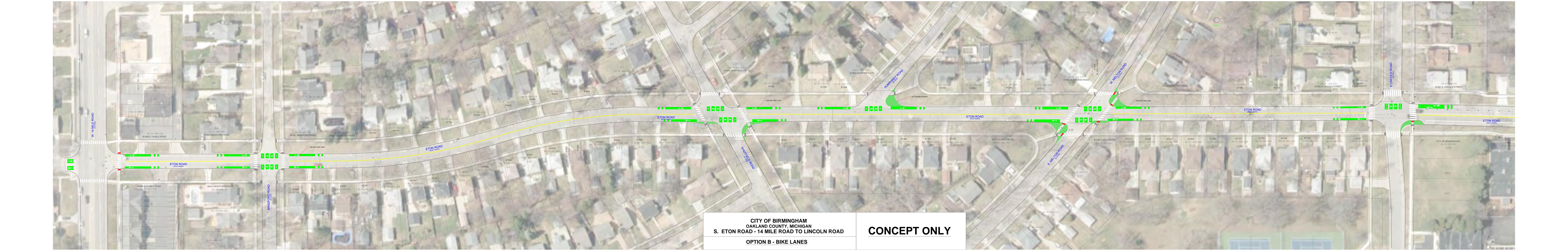
ATTACHMENTS

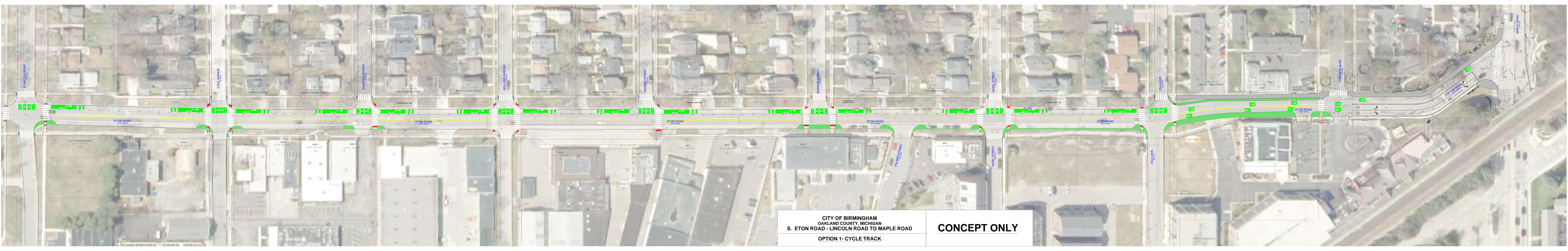
Section 1: Option A and B

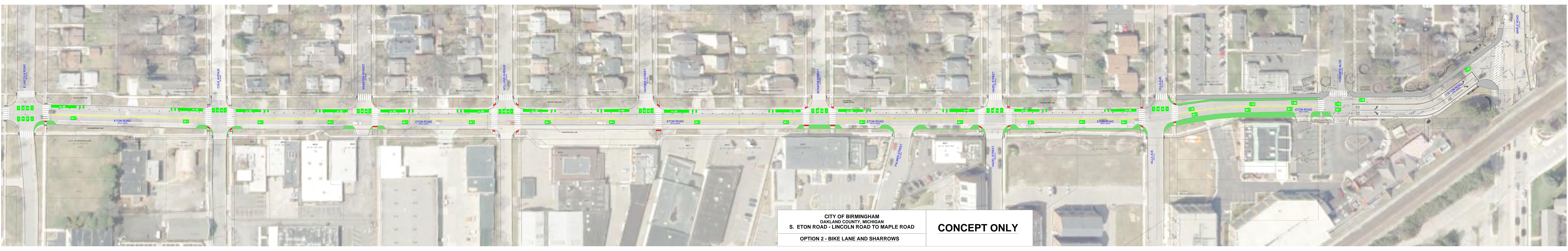
Sections 2 & 3: Options 1, 2 and 3 (X & Y shown in concept)

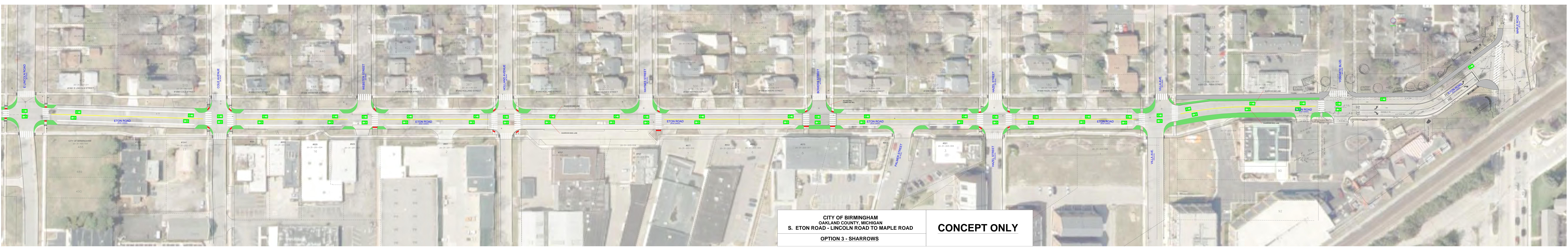










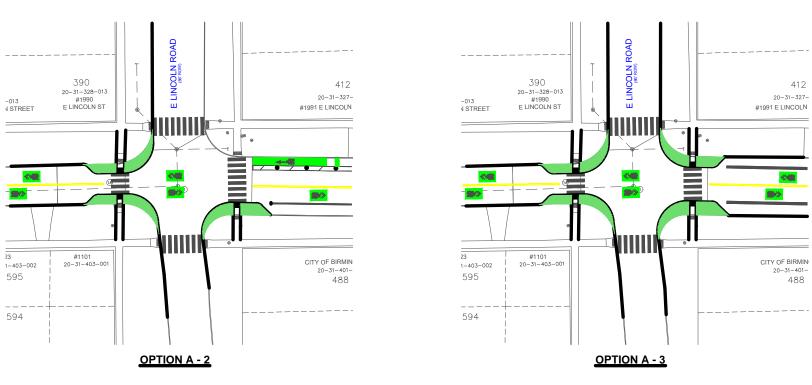


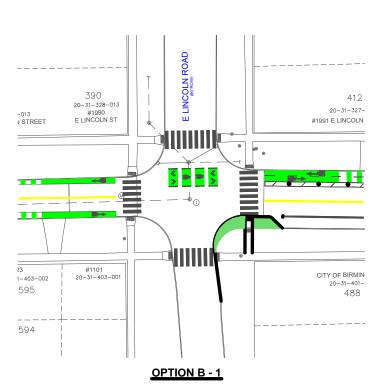


412

20-31-327-

20-31-401-488





OPTION A - 1

390 20-31-328-013 #1990 E LINCOLN ST

#1101 20-31-403-001

-013 √STREET

23 1-403-002

595

---594

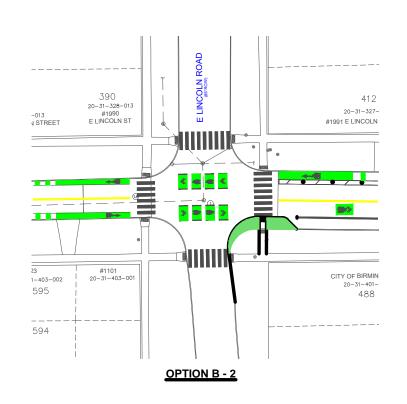
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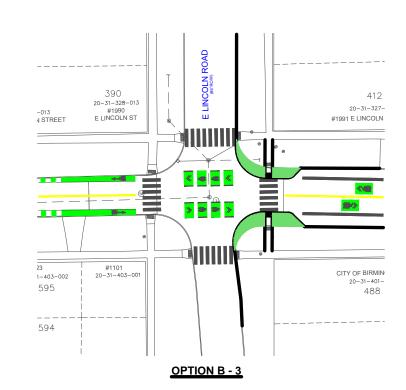
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#1991 E LINCOLN

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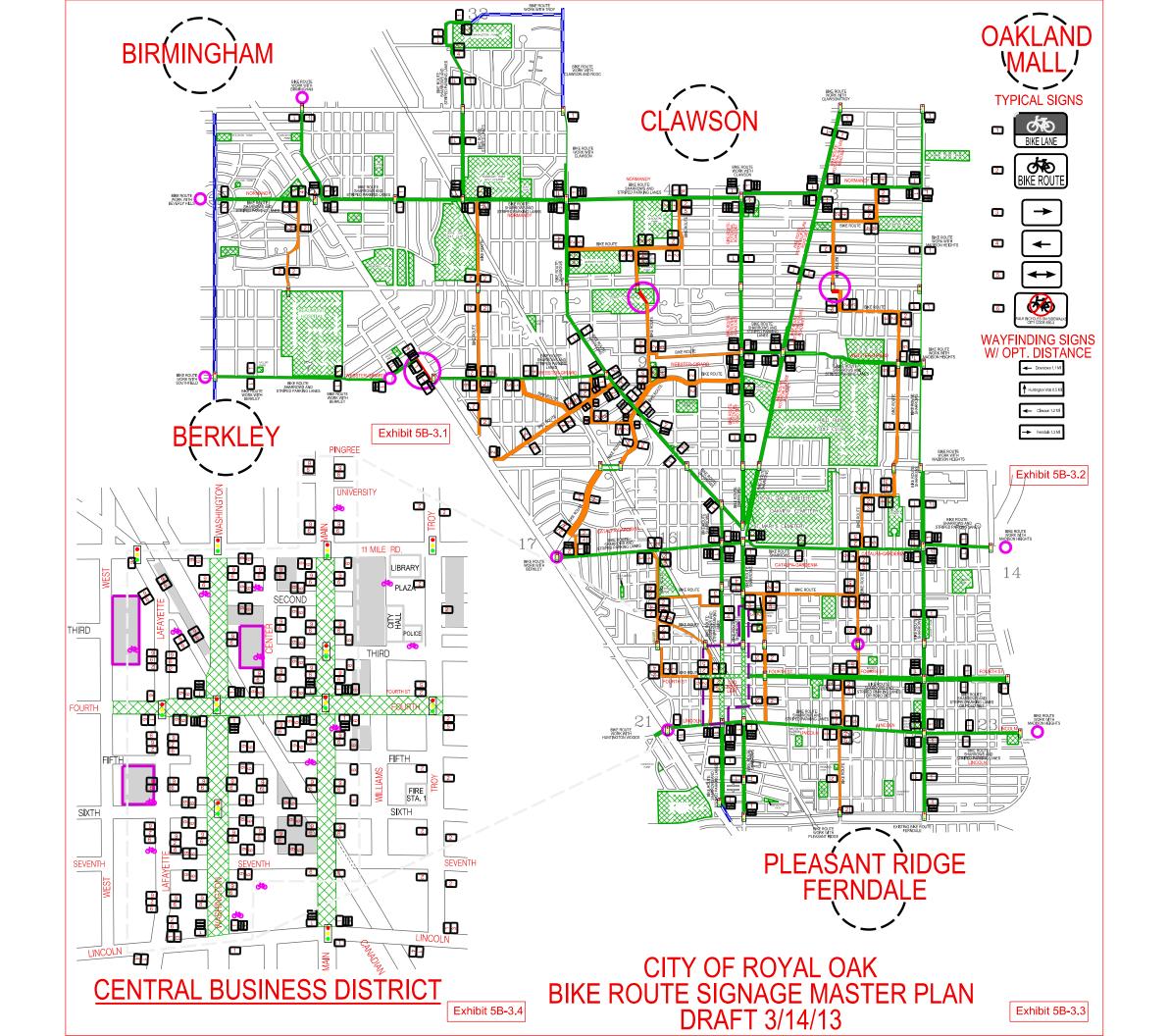


FLEISEVANDENBRINK

CITY OF BIRMINGHAM OAKLAND COUNTY, MICHIGAN S. ETON ROAD - MAPLE ROAD TO 14 MILE ROAD BIKE PATH - LINCOLN INTERSECTION

DESIGN TEAM: XXX, XXX CHECK BY:

823801



CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, SEPTEMBER 7, 2017

City Commission Room 151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, September 7, 2017.

Chairperson Vionna Adams convened the meeting at 6:05 p.m.

1. ROLL CALL

Present: Chairperson Vionna Adams; Board Members Lara Edwards, Amy

Folberg, Daniel Rontal, Vice-Chairperson Johanna Slanga;

Alternate Members Daniel Isaksen, Katie Schafer

Absent: Board Members Andy Lawson, Michael Surnow

Administration: Lauren Chapman, Asst. Planner

Jana Ecker, Planning Director Austin Fletcher, Asst. City

Scott Grewe, Police Commander Paul O'Meara, City Engineer

Also Present: Julie Kroll and Mike Labadie from Fleis & Vandenbrink

("F&V"), Transportation Engineering Consultants

- 2. **INTRODUCTIONS** (none)
- 3. **REVIEW AGENDA** (no change)
- 4. APPROVAL OF MINUTES, MEETING OF AUGUST 3, 2017

Ms. Schafer corrected the spelling of her name.

Motion by Ms. Edwards Seconded by Ms. Schafer to approve the Minutes of August 3, 2017 as corrected.

Motion carried, 7-0.

Multi-Modal Transportation Board Proceedings September 7, 2017 Page 2

VOICE VOTE

Yeas: Edwards, Schafer, Adams. Folberg, Isaksen, Rontal, Slanga

Nays: None

Absent: Lawson, Surnow

5. S. ETON RD. CORRIDOR Yosemite Blvd. to 14 Mile Rd.

Mr. O'Meara recalled the MMTB has been studying various multi-modal improvements to S. Eton Rd. and recommendations were sent to the City Commission for review. At the August 14, 2017 meeting the Commission did not approve the recommendation regarding the island at the Maple Rd./ S. Eton Rd. intersection. It was noted that changes will be coming in the near future when the Whole Foods Market opens just east of the intersection. In the meantime, the MMTB can study the rest of the corridor, S. Eton Rd. from Lincoln Ave. to 14 Mile Rd.

Ms. Kroll gave an overview of the approach by F&V. They looked at the options from 14 Mile Rd. to Lincoln Ave. and how they might match up with the options that have already been looked at from Lincoln Ave. to Yosemite. They used the National Assoc. of City Transportation Officials ("NACTO") Urban Bikeway Design Guide as a reference. There was only 14 ft. on each side of the road to work with. So the two options they came up with were:

- Leave the parking as it is and add sharrows which is consistent with the Multi-Modal Master Plan recommendation for that section of S. Eton Rd.;
- Provide directional bike lanes and eliminate any on-street parking.

Ms. Edwards did not believe the cross section diagram provided was correct. There is no parking on the east side of S. Eton Rd. from 14 Mile Rd. possibly through Lincoln Ave. Also, nothing is painted and there are huge easements. Residents are parking partly or entirely on the easement. She was not confident with the suggested options. Ms. Ecker verified the 28 ft. road width was correct.

Discussion turned to adding a bike lane and Ms. Kroll stated that a bi-directional bike lane requires 4 ft. + 4 ft. + a 2 ft. buffer. That leaves 18 ft., or two 9 ft. lanes, which would not be feasible with a 28 ft. road width.

Ms. Schafer noted there is a lot of concern with the speed of traffic in this area of town and people are looking for it to slow. She did not think sharrows would do anything to change the way people behave on that street. Dr. Rontal thought the bike lane as it has been set up along S. Eton Rd. is too complex.

Ms. Ecker observed there will be a lot of traffic but it can be slowed down. Parking on both sides narrows the road and slows traffic. Adding in bump-outs at

Multi-Modal Transportation Board Proceedings September 7, 2017 Page 3

several of the intersections changes where the curb line is and it protects the parking along the side of the road. Ms. Schafer hoped to envision what would make someone driving on that street feel like they were in someone's neighborhood, rather than driving down a long stretch. Ms. Edwards noted the wide easements aren't helping that feeling. She thought there could be a totally protected bike lane in the easement next to the sidewalk on both sides.

Mr. Isaksen said the vast expanse of asphalt in the intersections has always bothered him. Ms. Schafer thought new crosswalk markings would make people feel they are in a pedestrian friendly area and that they should slow down. Ms. Slanga wanted to ensure the bump-outs will accommodate larger turning vehicles.

Ms. Ecker observed everyone seemed to be in agreement with doing the bumpouts and adding some crosswalks.

Ms. Folberg said that for any kind of coherent bike strategy all along S. Eton Rd. there should be a no parking standard throughout. Input would be needed from the residents as to their wishes in terms of parking.

Ms. Slanga thought a decision should be made whether to ask for a wider street. She wondered if cars would get side-swiped more often if they are crammed into a parking space, or if people would dodge in and out. She felt the board should re-think this because they don't feel comfortable with it. Mr. Isakson said S. Eton is not a typical residential street in Birmingham - it handles a lot of through traffic. Dr. Rontal thought the board may want to ask the City Commission to treat the street like Lincoln and make it a little bit wider.

Ms. Edwards indicated it would be important to have traffic counts along this section of S. Eton Rd. Mr. Labadie noted that S. Eton north and south of Lincoln don't have to be the same.

Ms. Folberg recalled that residents said the bi-directional bike lane that was discussed on S. Eton Rd. north of Lincoln is a road to nowhere. Now when she looks at plans for the section south of Lincoln, the bike lanes are not connected and what the residents said is justified. The two pieces don't fit together. That is why she is not happy with the options presented.

Ms. Ecker summarized the discussion:

- Maybe the street is not wide enough;
- It will cost more money to expand the street a little;
- Staff should think outside the box and come up with a new set of options with a new set of parameters based on today's comments;
- Look at how to connect the bike lanes to Royal Oak and how much space is needed for that;

Multi-Modal Transportation Board Proceedings September 7, 2017 Page 4

- Get the traffic counts;
- The board is not ready yet to ask for input from the residents.

Dr. Rontal said when calculating the amount of space needed, a bi-directional bike lane requires 10 ft.; two lanes of traffic require 10 ft. each; parking on one side would be 8 ft. more, for a total of 38 ft. That means adding 5 ft. to each side of the road.

Mr. Labadie voiced the concern that 38 ft. is quite wide. He noted they have traffic counts already. What they don't have is the residents' thoughts. Ms. Ecker noted that staff can look at some options to minimize the road width.

Ms. Slanga asked for some generic drawings of what the options would be.

Chairperson Adams suggested that MMTB members submit their ideas to Mr. O'Meara in order to help F&V come up with options that the board favors.

6. OAKLAND AVE. AND LAWNDALE AVE. STOP Sign Study

Mr. O'Meara recalled the City is planning to reconstruct the short block of Lawndale Ave. between Oakland Ave. and Woodward Ave. The MMTB endorsed staff recommendations to rebuild Lawndale Ave. narrower than it is presently, at 20 ft. wide. That recommendation was approved by the City Commission. However, it was noted at that time that the handicap ramp placement at the Oakland Ave. intersection was problematic in that the ramp at the southeast corner directed pedestrians out into the middle of the intersection, with no connection on the north side of Oakland Ave. Staff studied the issue further, and made recommendations at the July 10, 2017 City Commission meeting. While the Commission endorsed the changes to the ramps, it was now noted that relocating the Oakland Ave. crosswalk to the east may introduce a safety hazard, since northbound Lawndale Ave. traffic does not currently have to stop at the intersection. Staff then requested F&V to conduct a full scale STOP sign study for the intersection. Traffic counts were taken. Based on the new information, new recommendations relative to the STOP sign placement have been provided by F&V. Also, since this issue was last reviewed by the MMTB, it has been confirmed that MDOT will relocate the northbound Woodward Ave. crosswalk at Oakland Ave. Since this crossing is also a part of the now being implemented Neighborhood Connector Route, a widened shared use sidewalk is being proposed from Woodward Ave. to Lawndale Ave.

Ms. Kroll advised that F&V conducted a STOP sign warrant analysis and the intersection did not meet the volume thresholds for a STOP sign. So then they took a look at what can be done to make it safer. Guidance from the Michigan



MEMORANDUM

Engineering, Planning & Police Depts.

DATE: October 12, 2017

TO: Multi-Modal Transportation Board

FROM: Jana L. Ecker, Planning Director

Scott Grewe, Operations Commander

Paul T. O'Meara, City Engineer

SUBJECT: S. Eton Rd. Corridor – Maple Rd. to 14 Mile Rd.

S. Eton – Maple to Lincoln

At the June 1, 2017 MMTB meeting, the Board held a public hearing and invited property owners along the S. Eton corridor to review proposed street improvements and provide comments. Many residents attended and provided input. After much discussion, the MMTB agreed on certain elements of the plan, but decided to conduct further analysis, particularly with regard to truck traffic and the space required for truck turning movements. The Police Department agreed to conduct a truck survey of local businesses in the Rail District to provide additional information for the next meeting.

At the July 20, 2017 MMTB meeting, the Board reviewed the results of the truck survey, had more discussion and solicited additional public comment before making various recommendations for the S. Eton Rd. corridor from Maple to Lincoln. The MMTB voted to recommend a plan that included the addition of a pedestrian island at Maple, widened sidewalks on S. Eton at Maple, sharrows on S. Eton from Maple south to Villa, the installation of bidirectional bike lanes from Villa to Lincoln, curb bump outs at several intersections, ADA ramps at all crossings, and road narrowing to accommodate wider sidewalks and a landscape area between the curb and sidewalks in certain locations along the corridor to add street trees.

At the August 14, 2017 City Commission meeting, the Commission reviewed the recommended plan for S. Eton from Maple to Lincoln. The City Commission focused on the recommendations at the Maple Rd. intersection in particular, given the impending completion of the Whole Foods Market just east of this intersection. The discussion included a field visit at the site, and a demonstration of the space required for a WB-62 truck to make the turn, both coming from the east and the west. After much discussion, the Commission did not feel ready to make a recommendation. It was noted that changes to the traffic signal timing and traffic patterns (with the grocery store opening) will be coming to the intersection in the near future. It was decided to allow these changes to occur, and then study the area further before finalizing a decision. No action was taken to approve the proposed plan for the S. Eton corridor from Maple to Lincoln.

S. Eton – Lincoln to 14 Mile Road

At the September 7, 2017 MMTB meeting, staff introduced options for the S. Eton Corridor from Lincoln south to 14 Mile Road, and incorporated some options south of Lincoln into a full plan for the entire mile long corridor from Maple to 14 Mile to see how each section related to the others. Two options south of Lincoln were discussed that met the standards contained in the National Assoc. of City Transportation Officials ("NACTO") Urban Bikeway Design Guide and leave the existing road width as is. The first option was as proposed in the MMTP to leave onstreet parking as is and add sharrows. The second option discussed was to eliminate on-street parking and provide a bike lane in each direction. In addition, the City of Royal Oak's bike route map was distributed so that the MMTB could evaluate a connection to bike facilities south of 14 Mile Road in Royal Oak.

Board members indicated a desire for additional options to consider. Thus, the MMTB requested staff to come up with additional options for S. Eton from Lincoln to 14 Mile Road that were not limited to keeping the street width at 28' as it currently exists. Board members felt that this section of S. Eton is different as it is residential on both sides, and the paved roadway is very wide. Several suggestions were discussed, including adding bike lanes in the public right-of-way, but behind the curb line of the existing roadway, or widening the road to fit in the infrastructure for bicyclists, pedestrians and motorists. Board members did indicate there was consensus to add bumpouts and crosswalks in as many locations as possible based on the Ad Hoc Rail District Committee's Report. The MMTB also asked for traffic counts and an on-street parking study to provide additional information to assist in the review of options for the S. Eton corridor.

Accordingly, as requested, please find attached a total of 12 different conceptual options prepared by Fleis & Vandenbrink ("F & V") for the MMTB to consider for the S. Eton corridor between Lincoln and 14 Mile Road. Four options include keeping the existing 28' road width, four additional options include keeping the existing 28' road width for cars, but adding paved area in the landscaped portion of the right-of-way to accommodate bicycles, three options include widening the existing 28' road width, and one option includes narrowing the existing road width as well as adding paved area in the landscaped portion of the right-of-way to accommodate bicycles.

Cross sections to illustrate each of the conceptual options have been provided, and a scoring system was applied to evaluate the benefits for bicyclists and pedestrians of each option, resulting in a score for each option. The cost implications of each option were not factored into the scoring, but are noted for comparison purposes to assist in the evaluation of each option. Finally, traffic counts, speed counts, accident data and the results of an on-street parking study have also been provided to assist in a full analysis of corridor options. Please find attached a report from F & V that contains all of this information for your review.

Also attached is a parking survey and speed data collected in the past for S. Eton Rd., Lincoln Ave., and N. Eton Rd. The following summarizes this data:

<u>Parking Survey</u> – Parking currently is legal only on the southbound side of this road segment. Surveys were conducted on several weeknights during a week in September, at 8 PM and 3 AM.

These times were suggested by F&V as times that the highest demand should be encountered in front of residential uses. The 8 PM time was selected as a time when either visitors or residents may wish to park on the street. On a typical residential street, the 3 AM time would be busiest for those residents that routinely park overnight on the street. As a through collector street, residents could be ticketed for parking overnight (2 AM to 6 AM) on this street, although this is not generally an enforcement priority. Should the MMTB prefer an option that encourages the use of on-street parking as a traffic calming measure, they could also recommend that this current ban on overnight parking be removed.

<u>Speed Data</u> – Speed data collected recently by the Police Dept. for four existing street segments can be summarized as follows:

STREET	SEGMENT	DATE	AVERAGE 85 [™]
			PERCENTILE SPEED
S. Eton Rd.	Villa to Hazel	Sept., 2016	29
S. Eton Rd.	Melton to Humphrey	Sept., 2016	29
N. Eton Rd.	Buckingham to Dorchester	Oct., 2016	30
W. Lincoln Ave.	Chester to Bates	Nov., 2016	27
E. Lincoln Ave.	Unknown	Sept., 2015	28

While Lincoln Ave. and N. Eton Rd. have been redesigned to accommodate traffic calming or multi-modal improvements, their speeds remain quite similar to those being seen currently on S. Eton Rd., both north and south of Lincoln Ave.

The MMTB should review and discuss each of the options, and consider selecting the preferred option(s) to move forward to a public hearing at the MMTB. Once an option or options have been selected to move forward, a full technical engineering review will be conducted on the selected option(s).

SUGGESTED RECOMMENDATION:

To recommend conceptual Option _____ for S. Eton Road from Lincoln Ave. to 14 Mile Road to proceed to a public hearing at the Multi-Modal Transportation Board on November 2, 2017.



Мемо

VIA EMAIL

To: Mr. Paul O'Meara, City Engineer, City of Birmingham

Ms. Jana Ecker, Planning Director, City of Birmingham

Michael J. Labadie, PE

From: Julie M. Kroll, PE, PTOE

Fleis & VandenBrink Engineering

Date: October 13, 2017

Re: S. Eton Street Multi-Modal Improvements Evaluation

Fleis & VandenBrink (F&V) staff is pleased to present this memo to the City of Birmingham and the Multi-Modal Transportation Board (MMTB) for your consideration in developing a complete streets cross-section recommendation on the S. Eton Street corridor between Lincoln Street and 14 Mile Road.

The MMTB previously reviewed options presented in the memo from F&V dated August 31, 2017. At the September 14, 2017 MMTB meeting, additional information regarding traffic volumes, parking occupancy, speed data and additional bike lane options were requested by the MMTB. Pursuant to those requests, this memo presents the findings of the data and analysis performed for consideration by the MMTB.

PARKING OCCUPANCY DATA

The City of Birmingham Police Department performed parking occupancy counts on S. Eton Street between Lincoln Street and 14 Mile Road the week of September 25, 2017. In addition, it should be noted that overnight parking is not permitted on S. Eton Street. The results of the occupancy counts show that on average, no more than five vehicles park on S. Eton Street between Lincoln Street and 14 Mile Road. This is a low number given the density of houses on this section of S. Eton Street.

Parking Occupancy (Parked Vehicles)						
Date	Time	Lincoln to Melton	Melton to Sheffield	Sheffield to Bradford	Bradford to 14 Mile	Total
Monday, September 25, 2017	8 PM	1	2	1	0	4
Tuesday Sentember 24, 2017	3 AM	0	0	2	0	2
Tuesday, September 26, 2017	8 PM	0	2	1	0	3
Wednesday, September 27, 2017	3 AM	0	0	2	0	2
wednesday, September 27, 2017	8 PM	1	1	1	0	3
Thursday Contember 20, 2017	3 AM	1	0	4	0	5
Thursday, September 28, 2017	8 PM	0	1	4	0	5
Friday, September 29, 2017	3 AM	0	0	4	0	4
Tituay, September 29, 2017	8 PM	1	1	3	0	5
Saturday, September 30, 2017	3 AM	1	0	2	0	3

TRAFFIC VOLUME DATA

The City of Birmingham Police Department collected Average Daily Traffic (ADT) volume data for two days in September 2016. The results show that the traffic volumes on S. Eton Street are similar both north and south of Lincoln Street. This data reinforces the conclusions made by the MMTB and the City staff that S. Eton Street is being used as a thoroughfare and not a residential collector.

Traffic Volumes S. Eton Street (vpd)				
Date North of Lincoln South of Lincoln				
Wednesday, September 21, 2016	11,360	9,993		
Thursday, September 22, 2016	11,245	10,328		
Average	11,303	10,161		

SPEED DATA

The City of Birmingham Police Department collected speed data for four days in September 2016. The results show that the speeds on S. Eton Street are consistent along the corridor, and are higher than the posted 25 mph speed limit. In order to reduce speeds, corridor traffic calming measures should be considered.

Speed Data S. Eton Street (85th Percentile)			
Date Speed Limit North of Lincoln South of Lincoln			
September 20-23, 2016	25 mph	29 mph	29 mph

CRASH DATA

The City of Birmingham Police Department complied crash data that was attributed to parked vehicles on S. Eton over the last three years. The results of the analysis shows that only two crashes in three years were reported that included vehicles parked on S. Eton Street.

Parked Vehicle Crash Data S. Eton Street					
Date Crash Type Location Damage					
Thursday, August 18, 2016	Unknown-Hit/Run	SB S. Eton, South of Melton	Minor-Broken Mirror		
Monday, February 27, 2017 Sideswipe-Same NB S. Eton, South of Sheffield Minor-Scratched Mirror					

BIKE LANE OPTIONS-LINCOLN STREET TO 14 MILE ROAD

Included herein are 12 complete-street options for review that include considerations for bikes, pedestrians, parking, and traffic calming improvements on S. Eton Street between Lincoln Street and 14 Mile Road. These incorporate the recommendations from the Multi-Modal Transportation Plan (MMTP), comments from the MMTB and City Staff.

To compare the options a point system was developed based on a methodology used by the North Carolina Department of Transportation (NCDOT) to evaluate pedestrian and bicycle facilities.

The options for S. Eton were put into four categories and were evaluated regarding how the option impacts the following five categories:

- Pedestrians
- Bicycles
- Traffic Calming
- Connectivity
- Cost

• Existing Roadway Width Only (28')

В

Existing Roadway Width (28') & Using Easement

 \mathbf{C}

Widen Road

D

• Narrow Road (20') & Using Easement

The results of this analysis are summarized in the following table. Detailed analyses and options are shown on the attached cross-section sheets.



Complete Streets Options-Lincoln Street to 14 Mile Road

Option	Roadway Geometry	Score (Max 40)	Cost	Grade
Α	Ex	isting Width- 28'		
1	Sharrows SB Parking Only Bumpouts West Side No Center line	28	\$	B-
2	Sharrows SB Parking Only Bumpouts West Side Add Center line	28.5	\$	В-
3	Sharrows NB/SB Parking Bumpouts 14' lane	29.5	\$	B-
4	Bike lanes No Parking No Bumpouts	25.5	\$	С
В	Existing Width- 28' with Easem	nent Options		
1	Directional Cycle Track NB/SB Parking Bumpouts 14' lane	32.5	\$\$\$	B+
2	Bi-directional Cycle Track SB Parking SB Bumpouts	25.5	\$\$	С
3	Bi-Directional Cycle Track NB Parking NB Bumpouts	25.5	\$\$	С
4	Directional Cycle Track SB Parking SB Bumpouts	32	\$\$\$	B+
С		Widen Road		
1	Directional Bike Lanes On street Parking	29	\$\$\$\$	B-
2	Bi-directional Bike Lane No Parking	17.5	\$\$\$\$	D-
3	Floating Bike Lane	28	\$\$\$\$\$	B-
D	Narrow Road-20' with Easement Options			
1	Directional Bike Lanes On street Parking	29	\$\$\$\$	В



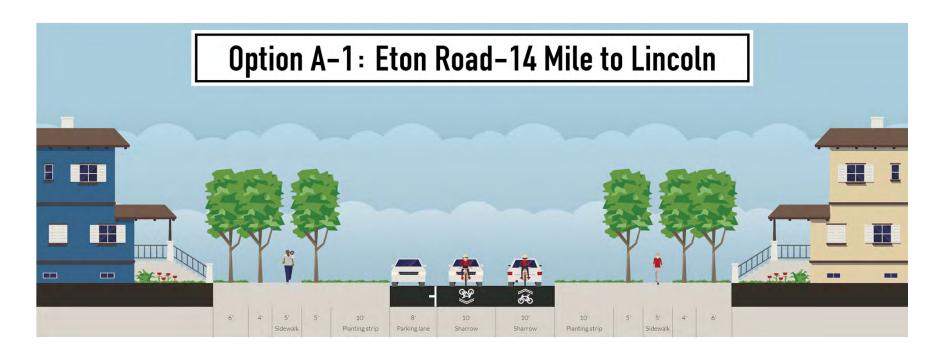
CONCLUSIONS

In summary, there are 12 different complete-street geometric configurations for consideration on S. Eton Street from Lincoln Street to 14 Mile Road. This information is presented to assist the MMTB in developing their recommendation to the City Commission.

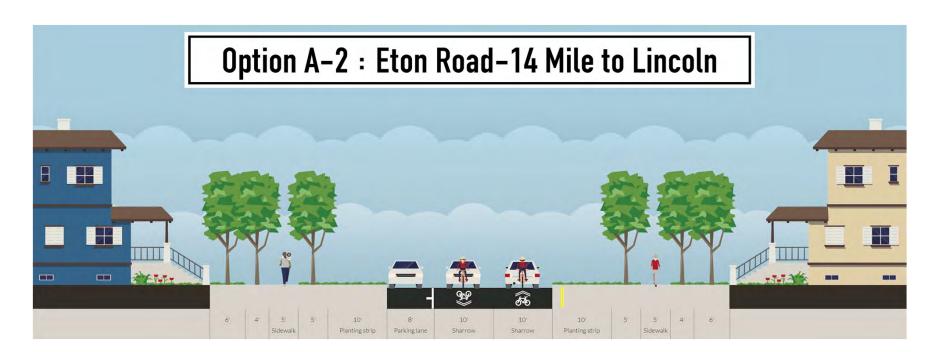
ATTACHMENTS

S. Eton Options Cross-Sections Scoring Information (NCDOT)

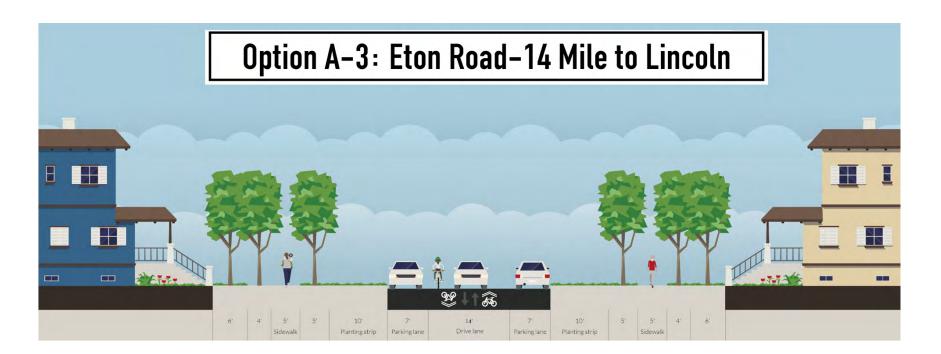




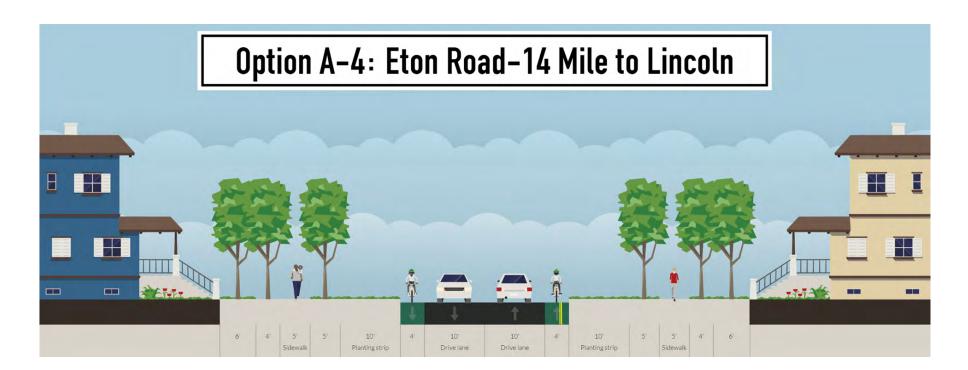
	Section 1: 14 Mile to Lincoln	
	Option A-1	Score
NB a	and SB Sharrows (MMTP Recommended)	
Pedestrians	Sidewalks and Bumpouts on west side	8
Bicycles	Sharrows	2.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts	7.5
Connectivity	Consistent with Royal Oak Plans	10
Cost	\$	
Total		
	Grade	B-



Section 1: 14 Mile to Lincoln Option A-2 NB and SB Sharrows (MMTP Recommended)		Score
Pedestrians	Sidewalks and Bumpouts on west side	8
Bicycles	Sharrows	2.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts, Center line striping	8
Connectivity	Consistent with Royal Oak Plans	10
Cost	\$	
	Total	28.5
_	Grade	B-



	Section 1: 14 Mile to Lincoln		
	Option A-3		
	NB and SB Sharrows-Add Parking East Side		
Pedestrians	Sidewalks and Bumpouts on both east and west sides	9	
Bicycles	Sharrows	2.5	
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts	8	
Connectivity	Consistent with Royal Oak Plans	10	
Cost	\$		
Total			
	Grade	B-	



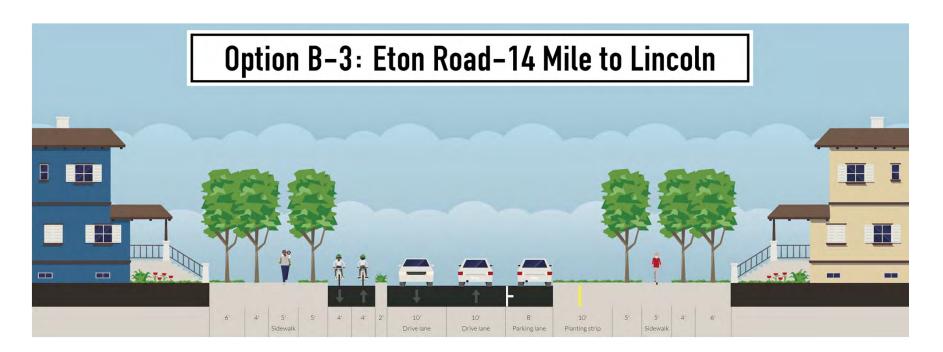
	Section 1: 14 Mile to Lincoln Option A-4 NB and SB Bike Lanes, No Parking		
Pedestrians	Paved Shoulder-Bike Lane Buffer	7.5	
Bicycles	Designated Bike Lanes	5	
Traffic Calming	Narrow Lanes, No Parking, Center line striping	5	
Connectivity	Compatible with Royal Oak Plans	8	
Cost	\$		
	25.5		
	Grade	С	



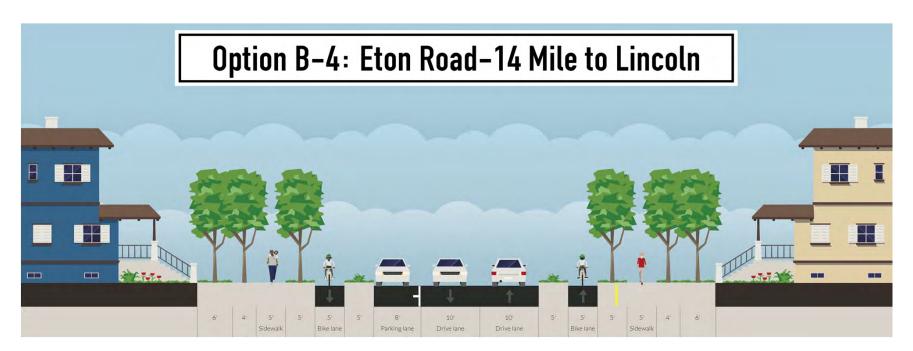
	Section 1: 14 Mile to Lincoln	
	Option B-1	Score
	NB and SB Sharrows-Add Parking East Side	
Pedestrians	Sidewalks and Bumpouts on both east and west sides	9
Bicycles	Cycle Track	7.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts	8
Connectivity	Compatible with Royal Oak Plans	8
Cost	\$\$\$	
Total		
	Grade	B+



Section 1: 14 Mile to Lincoln Option B-2 Bi-Directional Cycle Track in ROW		Score
Pedestrians	Sidewalk with-Bike Lane Buffer, Bumpouts West Side	8
Bicycles	Cycle Track	7.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts, Center line striping	7.5
Connectivity	Not Consistent with Royal Oak Plans	2.5
Cost	\$\$	
Total		
	Grade	С



Section 1: 14 Mile to Lincoln Option B-3 Bi-Directional Cycle Track in ROW							
Pedestrians	Sidewalk with-Bike Lane Buffer, Bumpouts West Side	8					
Bicycles	Cycle Track	7.5					
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts, Center line striping	7.5					
Connectivity	Not Consistent with Royal Oak Plans	2.5					
Cost	\$\$						
	Total	25.5					
	Grade	С					

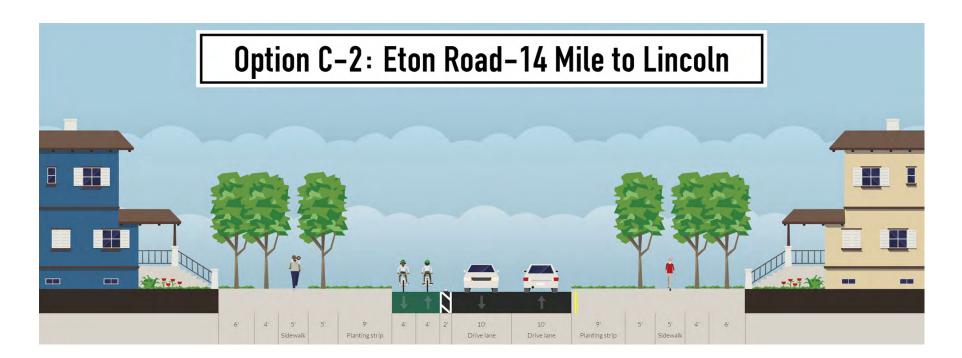


Add Centerline

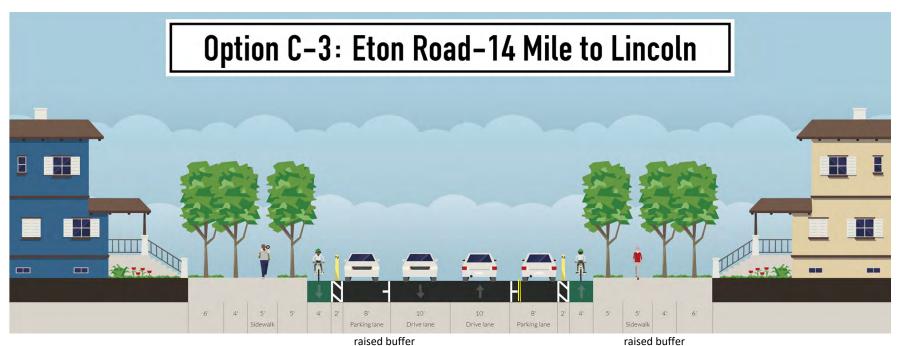
	Section 1: 14 Mile to Lincoln Option B-4	Score
	Directional Cycle Track in ROW	
Pedestrians	Sidewalk with-Bike Lane Buffer, Bumpouts	9
Bicycles	Cycle Track	7.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts, Center line striping	7.5
Connectivity	Compatible with Royal Oak Plans	8
Cost	\$\$\$	
	Total	32
	Grade	B+



	Section 1: 14 Mile to Lincoln							
	Option C-1							
	Directional Cycle Track in ROW							
Pedestrians	Pedestrians Sidewalk with-Bike Lane Buffer, Bumpouts							
Bicycles	Bicycles Designated Bike Lanes							
Traffic Calming	Narrow Lanes, On-street Parking, SB Bumpouts, Center line striping	7						
Connectivity	Compatible with Royal Oak Plans	8						
Cost	\$\$\$\$							
	Total	29						
	Grade	B-						

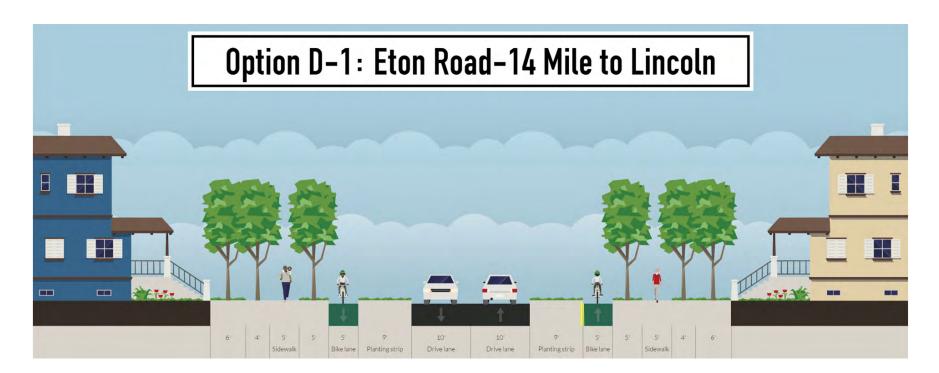


	Section 1: 14 Mile to Lincoln								
	Option C-2	Score							
	Bi-Directional Cycle Track in ROW								
Pedestrians	Pedestrians Sidewalk with-Bike Lane Buffer, No Bumpouts								
Bicycles	Bicycles Designated Bike Lanes								
Traffic Calming	Narrow Lanes, No Parking, Center line striping	5							
Connectivity	Not Consistent with Royal Oak Plans	2.5							
Cost	\$\$\$\$								
	Total								
	Grade	D-							



raised buffer

	Section 1: 14 Mile to Lincoln								
	Option C-3								
	Directional Cycle Track in ROW								
Pedestrians	Pedestrians Sidewalk with-Bike Lane Buffer, No Bumpouts								
Bicycles	Buffered Bike Lanes	8							
Traffic Calming	Narrow Lanes, Parking, Center line striping	7							
Connectivity	Compatible with Royal Oak Plans	8							
Cost	\$\$\$\$\$								
	Total	28							
	Grade	B-							



	Section 1: 14 Mile to Lincoln Option D-1 NB and SB Bike Lanes, No Parking							
Pedestrians	Sidewalk with-Bike Lane Buffer	8						
Bicycles	Cycle Track	7.5						
Traffic Calming	Narrow Lanes, On-street Parking, Center line striping	8						
Connectivity	Compatible with Royal Oak Plans	8						
Cost	\$\$\$\$							
	Total	31.5						
	Grade	В						

Bikes		Points
Grade Separate Facility	Bridge/Tunnel; Part of Bike Route (Rail Trail, etc.)	10
Off-Road/Separated Linear Bike Facility	Multi-Use Path, Cycle Track, Site Path	7.5
On-Road Designated Facility	Bike Lane or other Designated On-Road Space	5
On-Road Bike Facility	Sharrows, Paved Shoulder	2.5
Peds		
Grade Separate Facility	Bridge/Tunnel	10
Protected Linear Facility	Sidewalks, multi-use path, side path	7.5
Multi-Site Improvements	Curb Ramps, Ped Signals, Streetscape, Bump-outs, crosswalks	5
Improved Facility	Trail Improvement, Sidewalk Widening, Paved Shoulder, Wayfinding	2.5

Safety Benefit Lookup Table

Proposed Project Type	Facilities Included	Safety Benefit Points	OLD
Grade-Separated Facility or National, State, or Regional Route	Bridge/Tunnel; Part of designated National, State, or Regional Bike Route	100	
Off-Road/Separated Linear Bicycle Facility	Multi-use Path; Cycle Track; Side Path; Buffered Bicycle Lane; Bridge/Tunnel	75	100
On-Road; Designated Bicycle Facility	Bicycle Lane or Other Designated On-Road Space	50	75
On-Road Bicycle Facility	Shared Lane Markings; Paved Shoulder; Route Signage	25	50
Multi-Site Bicycle Facility	Bicycle Parking; Bicycle Share Stations; Bicycle Signals; Intersection Improvements	10	25
Grade-Separated Facility	Bridge/Tunnel	100	
Protected Linear Pedestrian Facility	Sidewalks; Multi-Use Path; Side Path; Bridge/Tunnel	75	100
Multi-Site Pedestrian Facility	Curb Ramps; Pedestrian Signals; Streetscape/Corridor Improvements; Curb extensions; Crosswalks (includes new facility or improving existing to ADA compl.)	50	75 50
Improved Pedestrian Facility	Trail Improvement; Sidewalk Widening; Paved Shoulder; Streetscape/Corridor Improvements; Wayfinding signage	25	25

Number of parked vehicles on S. Eton

		Lincolin - Melton	Melton - Sheffield	Sheffield - Bradford	Bradford - 14 Mile
Mon	8pm	1	2	1	0
Tue	3am	0	0	2	0
Tue	8pm	0	2	1	0
Wed	3am	0	0	2	0
vveu	8pm	1	1	1	0
Thur	3am	1	0	4	0
IIIui	8pm	0	1	4	0
Fri	3am	0	0	4	0
1711	8pm	1	1	3	0
Sat	3am	1	0	2	0

Week of September 25, 2017

															Lane1
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
9/20/2016	0	14	150	456	1152	1993	835	110	10	2	1	0	0	0	4723
9/21/2016	0	32	153	548	1361	2365	906	124	20	6	1	0	0	0	5516
9/22/2016	0	82	244	678	1116	2117	985	159	11	3	1	0	0	1	5397
9/23/2016	0	0	12	26	43	134	70	16	0	0	0	0	0	0	301
Lane1 Total	0	128	559	1708	3672	6609	2796	409	41	11	3	0	0	1	15937

															Lane2
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
9/20/2016	0	15	389	823	1936	1297	149	5	0	0	1	0	0	0	4615
9/21/2016	0	69	463	988	2410	1732	175	7	0	0	0	0	0	0	5844
9/22/2016	0	70	460	973	2428	1726	184	7	0	0	0	0	0	0	5848
9/23/2016	0	35	38	37	138	213	39	5	0	0	0	0	0	0	505
Lane2 Total	0	189	1350	2821	6912	4968	547	24	0	0	1	0	0	0	16812

85 percentile = 27

														С	ombined
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
9/20/2016	0	29	539	1279	3088	3290	984	115	10	2	2	0	0	0	9338
9/21/2016	0	101	616	1536	3771	4097	1081	131	20	6	1	0	0	0	11360
9/22/2016	0	152	704	1651	3544	3843	1169	166	11	3	1	0	0	1	11245
9/23/2016	0	35	50	63	181	347	109	21	0	0	0	0	0	0	806
Combined	0	317	1909	4529	10584	11577	3343	433	41	11	4	0	0	1	32749
Total															

(MPH) 9/20/2016 0 6 158 292 738 1352 404 29 1 0 0 0 0 0 0 2980 9/21/2016 0 6 426 1126 1086 1616 339 11 1 0 0 0 0 0 4611 9/22/2016 0 6 466 1214 1087 1536 394 28 1 0 0 0 0 0 4732																Lane1
9/20/2016 0 6 158 292 738 1352 404 29 1 0 0 0 0 0 2980 9/21/2016 0 6 426 1126 1086 1616 339 11 1 0 0 0 0 0 4611 9/22/2016 0 6 466 1214 1087 1536 394 28 1 0 0 0 0 0 4732	Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/21/2016 0 6 426 1126 1086 1616 339 11 1 0 0 0 0 0 4611 9/22/2016 0 6 466 1214 1087 1536 394 28 1 0 0 0 0 0 4732	(MPH)															
9/22/2016 0 6 466 1214 1087 1536 394 28 1 0 0 0 0 0 4732	9/20/2016	0	6	158	292	738	1352	404	29	1	0	0	0	0	0	2980
	9/21/2016	0	6	426	1126	1086	1616	339	11	1	0	0	0	0	0	4611
0/02/0046 0 0 40 400 440 406 00 0 0 0 0 0 0 0	9/22/2016	0	6	466	1214	1087	1536	394	28	1	0	0	0	0	0	4732
9/23/2010 0 0 42 103 110 100 23 0 0 0 0 0 0 0 0 384	9/23/2016	0	0	42	103	110	106	23	0	0	0	0	0	0	0	384
Lane1 Total 0 18 1092 2735 3021 4610 1160 68 3 0 0 0 0 0 12707	Lane1 Total	0	18	1092	2735	3021	4610	1160	68	3	0	0	0	0	0	12707

															Lane2
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
9/20/2016	0	0	28	183	755	1473	454	38	1	0	0	0	0	0	2932
9/21/2016	0	0	57	367	1675	2513	725	39	5	0	1	0	0	0	5382
9/22/2016	0	2	73	397	1855	2480	724	62	1	0	1	1	0	0	5596
9/23/2016	0	0	3	57	171	182	50	2	0	2	0	0	0	0	467
Lane2 Total	0	2	161	1004	4456	6648	1953	141	7	2	2	1	0	0	14377

85 percentile = 30

														С	ombined
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
9/20/2016	0	6	186	475	1493	2825	858	67	2	0	0	0	0	0	5912
9/21/2016	0	6	483	1493	2761	4129	1064	50	6	0	1	0	0	0	9993
9/22/2016	0	8	539	1611	2942	4016	1118	90	2	0	1	1	0	0	10328
9/23/2016	0	0	45	160	281	288	73	2	0	2	0	0	0	0	851
Combined	0	20	1253	3739	7477	11258	3113	209	10	2	2	1	0	0	27084
Total															

															Lane1
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
10/4/2016	0	3	9	49	386	1069	447	51	4	1	0	0	0	0	2019
10/5/2016	0	3	17	73	525	1237	506	72	4	2	0	0	0	0	2439
10/6/2016	0	1	22	73	583	1305	507	59	5	0	0	0	0	0	2555
10/7/2016	0	0	0	7	74	215	98	16	2	0	0	0	0	0	412
Lane1 Total	0	7	48	202	1568	3826	1558	198	15	3	0	0	0	0	7425

															Lane2
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
10/4/2016	0	7	34	87	556	930	282	22	0	0	0	0	0	0	1918
10/5/2016	0	0	40	115	616	1045	275	14	2	0	0	0	0	0	2107
10/6/2016	0	4	39	99	653	1093	270	20	1	0	0	0	0	0	2179
10/7/2016	0	0	6	11	56	116	26	2	0	0	0	0	0	0	217
Lane2 Total	0	11	119	312	1881	3184	853	58	3	0	0	0	0	0	6421

85 percentile = 29

														С	ombined
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
10/4/2016	0	10	43	136	942	1999	729	73	4	1	0	0	0	0	3937
10/5/2016	0	3	57	188	1141	2282	781	86	6	2	0	0	0	0	4546
10/6/2016	0	5	61	172	1236	2398	777	79	6	0	0	0	0	0	4734
10/7/2016	0	0	6	18	130	331	124	18	2	0	0	0	0	0	629
Combined	0	18	167	514	3449	7010	2411	256	18	3	0	0	0	0	13846
Total															

														Di	rection 1
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
11/15/2016	0	1	23	449	2301	1412	166	7	0	0	0	0	0	0	4359
11/16/2016	0	9	51	849	3045	1263	103	3	0	0	1	0	0	0	5324
11/17/2016	0	6	30	505	3028	1699	177	7	0	0	0	0	0	0	5452
11/18/2016	0	1	6	32	272	157	22	0	0	0	0	0	0	0	490
Direction 1	0	17	110	1835	8646	4531	468	17	0	0	1	0	0	0	15625
Total															

														Di	rection 2
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
11/15/2016	0	2	67	340	1892	1308	116	4	1	0	0	0	0	0	3730
11/16/2016	0	3	74	414	2290	1743	151	4	0	0	1	0	0	0	4680
11/17/2016	0	3	60	460	2395	1638	138	4	3	0	0	0	0	0	4701
11/18/2016	0	0	9	42	236	162	7	0	0	0	0	0	0	0	456
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85 percentile = 27

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11/15/2016	0	3	90	789	4193	2720	282	11	1	0	0	0	0	0	8089
11/16/2016	0	12	125	1263	5335	3006	254	7	0	0	2	0	0	0	10004
11/17/2016	0	9	90	965	5423	3337	315	11	3	0	0	0	0	0	10153
11/18/2016	0	1	15	74	508	319	29	0	0	0	0	0	0	0	946
Combined	0	25	320	3091	15459	9382	880	29	4	0	2	0	0	0	29192
Total															

															Lane1
Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
(MPH)															
9/1/2015	0	4	21	57	217	202	41	6	0	0	0	0	0	0	548
9/2/2015	0	0	18	71	317	253	57	7	3	0	0	0	0	0	726
9/3/2015	0	9	71	84	181	157	43	11	3	0	0	0	0	0	559
9/4/2015	0	0	3	7	25	20	5	1	1	0	0	0	0	0	62
Lane1 Total	0	13	113	219	740	632	146	25	7	0	0	0	0	0	1895

															Lane2
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(MPH)															
9/1/2015	0	3	26	67	272	234	59	11	1	0	0	0	0	0	673
9/2/2015	0	0	28	85	339	294	72	5	0	0	0	0	0	0	823
9/3/2015	0	8	157	88	243	167	32	6	4	0	0	0	0	0	705
9/4/2015	0	1	1	12	16	5	2	0	0	0	0	0	0	0	37
Lane2 Total	0	12	212	252	870	700	165	22	5	0	0	0	0	0	2238

85 percentile = 28

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9/2/2015	0	0	46	156	656	547	129	12	3	0	0	0	0	0	1549
9/3/2015	0	17	228	172	424	324	75	17	7	0	0	0	0	0	1264
9/4/2015	0	1	4	19	41	25	7	1	1	0	0	0	0	0	99
Combined	0	25	325	471	1610	1332	311	47	12	0	0	0	0	0	4133
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Damaged Property

Owner & Phone

Public

Person Advised of Damaged Traffic Control

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Contact Time:

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PRIVATE PROPERTY/LOCAL CRASH Authority: 1949 PA 300, Sec 257.622 Compliance: Required MSP UD-10E Penalty: \$100 and/or 90 days (Rev 01 Crash ID Page 1 of 1 00757911 757911 File Class 93001 (Rev 01/2016) Incident# STATE OF MICHIGAN TRAFFIC CRASH REPORT 170002105 ORI M16325900 BIRMINGHAM PD KOCH (00006) Crash Time No. of Units Crash Type Special Circumstances None None Fleeing Police Unknown O School Bus O Animal O Fatal O Non-Traffic Area O ORV/Snowmobile 02/27/2017 11:49 02 Sideswipe-Same Traffic Control 63 - Oakland NON-FRWY Straight roadway Shoulder Clear City/Twsp Contributing Circumstances 1st Road Surface Condition Total Lanes 80 - Birmingham Daylight Dry 2 25 Yes None Work Zone (if applicable) Type Workers Present Activity Primary Road Name Road Type Suffee Divided Roadway 1573 S ETON ST Trafficway 01-Not physically divided Distance / Direction 50 FT S Prefix Intersecting Road Name Suffix Divided Roadway SHEFFIELD RD Unit Number Unit Known State Driver License Number Date of Birth (Age) Sex License Type Total Occupants Hazardous Action Endorsements O Operator O Chauffer O Moped O Cycle O Farm O Recreation 01 Yes MI 05/24/1979 (37) F Improper lane use Unit Type er is Owner Injury Position M Yes 0 Front-Left Shoulder and lap belt BIRMINGHAM MI 48009-1565 Driver Condition at Time of Crash 1st Driver Distracted By Ejected Trapped Airbag Deployed Appeared Normal Unknown No No **Not Deployed** Ambulance NONE NONE Alcohol Test Type O Breath O Blood O Urine O Field O PBT O Refuse Contributing Factor Monhol Suspected Interlock Device O Pending Test Results: No No No O Field Drug Test Type O Blood O Urine O Field O Refused © Not Offered Year W O Refused @ Not Offered Drug Suspected Contributing Facto Drug Test Results Citation Issued No No O Pending Test Results: Vahiria Registration Description 7 MI 2012 VOLKSWAGEN ROUTAN BLUE VIN Vehicle Type Special Vehicles Private Trailer Type Vehicle Defect Passenger Car, SUV, Van Not Applicable -Insurance Company Insurance Policy # -Extent of Damage (Power Unit and/or Trailers) Vehicle Direction Vehicle Use Action Prior Greatest Damage 03 03 **Minor Damage** N Private **Going Straight Ahead** Sequence of Events * 18-Parked motor vehicle (*indicates MOST harmful event) Passenger Information Date of Birth (Age) Position Restraint Airbag Deployed Trapped Hospital Ambulance Passenger Information U O Z Date of Birth (Age) Position Restraint Injury Ejected Airbag Decloved Trapped Hospital Ambulance Passenger Information Date of Birth (Age) Restraint Airbag Deployed Injury Hospital Carrier Information USDOT MC MPSC Driver's CDL Type Endorsements CDL Exemp OHOPOT O Farm O Other Vehicle Configuration Medical Card Hazardous Material Cargo Body Type ID# Class # O 10,000 lbs. or Less O 10,001 - 26,000 lbs. O Greater than 26,000 lbs O Placard O Cargo Spill Owner Information **BIRMINGHAM 48009-1565** Damaged Property Public Owner & Phone

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Paul O'Meara <pomeara@bhamgov .org>

Eton Discussion

1 message

Joe Valentine <jvalentine@bhamgov.org>

Wed, Sep 20, 2017 at 11:42 AM

To: Mark Clemence <Mclemence@bhamgov.org>, Scott Grewe <Sgrewe@bhamgov.org>, Paul O'Meara

<Pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

fyi

Romel Llarena, Torry Community Assoc



Eton Street Bike Path Idea & Traffic Calming

I'm actually feeling a bit nervous posting this, but after reading up on Mitten's the cat getting hit on Eton along with countless number of other posts that fork into discussions about speeding traffic and traffic safety, I thought I would share an idea with the group as I am also a big supporter of getting involved and getting engaged at the civic level. I highly recommend attending at least one planning board meeting per year.

There is an idea floating around that speeding traffic and accidents are part engineering problem, and I believe that. Eton is very much from a design sense a nice drag strip, good line of sight, smooth, and a straight away. I first learned about some of these design concepts after some lite reading on Sweden's approach to traffic safety called Vison Zero, https://www.citylab.com/transportation/2014/11/the-swedishapproach-to-road-safety-the-accident-is-not-the-major-problem/382995/

My street was repaved about 5 years ago and we noted the street was made narrower than before. When I spoke to the city engineers about this observation I was told narrowing the street was a traffic calming technique, and except for a few smashed side view mirrors I did note a slowdown in traffic when there are enough cars in the street to narrow the passage. A traffic engineering technique, not perfect as we still get our speeders when the street is somewhat clear but a partial solution to the problem. So, Eton street is coming up for a major re-haul, and I'm not here to debate the merits of having bike lanes or no bike lanes. For the purpose of this discussion I am assuming bike lanes are here to stay. After visiting New York City, a city in the midst of adopting Vision Zero, I noticed what I thought was a novel approach. Use parked cars as a physical barrier between moving traffic and pedestrians. Nice for NYC, but practical for Detroit? I'm not so sure. So funny thing, when I got back from NYC I was downtown by Slow's BBQ off Cass, and noticed the City of Detroit is also experimenting with using parked cars as physical barriers. Maybe this idea has merit?

So an idea that I am sharing with the group, as I have no plans of moderating/maintaining/etc. this discussion is the idea of emulating the Vision Zero approach to bike lanes and in turn narrowing Eton Corridor enough to engineer the slowing down of traffic WITH the continued enforcement of traffic and parking laws by the city, as we all know there is no one right answer.

I hope the pictures and article help in not only making up your minds, but nudging all of us in following through with our civic duties to engage in the planning process.

I wish all of my fantastic neighbors a restful night.









The Swedish Approach to Road Safety: 'The Accident Is Not the Major Pr oblem' Sweden's top traffic safety strategist visits New York to share lessons from the original "Vision Zero."

CITYLAB.COM

13h ago · 35 neighborhoods in General







8 Thanks · 7 Replies

See 5 previous replies



Diane Pitone, Torry Community Assoc · 1h ago New Andrew how do I find those minutes? Is there a link you can provide? Thank you





Scott Levasseur, Quarton Lake Estates · 27m ago New

This is happening in Detroit already. Checkout Michigan avenue in corktown.



CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, OCTOBER 19, 2017

City Commission Room 151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, October 19, 2017.

Chairperson Vionna Adams convened the meeting at 6:05 p.m.

1. ROLL CALL

Present: Chairperson Vionna Adams; Board Members Amy Folberg, Andy Lawson,

Daniel Rontal, Michael Surnow; Alternate Members Daniel Isaksen, Katie

Schafer

Absent: Board Members Lara Edwards, Vice-Chairperson Johanna Slanga

Administration: Mike Albrecht, Police Dept.

Lauren Chapman, Asst. Planner Mark Clemence, Police Chief Jana Ecker, Planning Director Austin Fletcher, Asst. City Engineer

Paul O'Meara, City Engineer

Also Present: Julie Kroll and Mike Labadie from Fleis & Vandenbrink

("F&V"), Transportation Engineering Consultants

Brad Strader, MKSK Design, Planning & Urban Design

Consultant

- **2. INTRODUCTIONS** (none)
- **3. REVIEW AGENDA** (no change)
- 4. APPROVAL OF MINUTES, Multi-Modal Transportation Board ("MMTB") MEETING OF SEPTEMBER 7, 2017

Dr. Rontal made the following revision:

Page 6 - Vote should reflect that Vicechairperson Slanga was a nay.

Motion by Dr. Rontal

Seconded by Mr. Isaksen to accept the MMTB Minutes of September 7, 2017 with the one change.

Motion carried, 7-0.

VOICE VOTE

Yeas: Rontal, Isaksen, Adams, Folberg, Lawson, Surnow, Schafer

Nays: None

Absent: Edwards, Slanga

PUBLIC HEARING Oakland Ave. and Lawndale Ave. Stop Sign Study

The public hearing opened at 6:09 p.m.

Mr. O'Meara recalled the MMTB has been studying the section of Oakland Ave. from Woodward Ave. to Lawndale Ave. due to recent improvements made, as well as improvements planned next year for the area. As a part of these efforts, F&V was asked to conduct a STOP sign study for the intersection with Lawndale Ave. F&V has recommended that the existing STOP sign for westbound Oakland Ave. be relocated to northbound Lawndale Ave. While northbound Lawndale Ave. is the busiest leg of the intersection, sight distance is lacking for those turning right at this location. Sight distance for westbound Oakland Ave. vehicles, contrarily, is good, and the need to stop in that direction is diminished, given the low traffic counts in general.

At the meeting of September 7, 2017, the MMTB passed a resolution supporting both the STOP sign relocation, as well as street and sidewalk improvements as depicted in the plan labeled "Option 3." (Other improvements in the area include the relocation of the northbound Woodward Ave. crosswalk (planned by MDOT in the summer of 2018); the installation of a combination sidewalk/bike path on the south side of Oakland Ave.; and the narrowing of Oakland Ave. for this block.) The latter two improvements would be completed by the City following the MDOT work.

Before this recommendation is moved further, it is appropriate that the adjacent property owners be notified, and given an opportunity to comment. To that end, a public hearing invitation was mailed to all property owners located on Oakland Ave. from Woodward Ave. to Worth St. Mr. O'Meara indicated that he along with other staff members have received only one phone call on this matter and it was in favor of the change.

The Chairperson invited members of the public to speak about the proposed change.

Mr. J.R. Hissano, 568 Oakland, said he likes the idea of the STOP sign. The only issue is that traffic heading westbound currently has a STOP sign and it would be relocated. He suggested that the stop sign be retained and a secondary sign added. If traffic moving westbound doesn't stop there could be potential for an ugly accident.

Ms. Ecker indicated the proposal is the same intent as the Multi-Modal Plan envisioned.

Mr. Labadie, in response to Mr. Hissano's suggestion, said their proposal is what engineering studies say is warranted in the Michigan Manual of Uniform Traffic Control Devices. The traffic counts for the different streets indicate a two-way stop as opposed to a four-way stop. He added that STOP signs don't necessarily control speed; most of the time they make it worse because people try to catch up for the time they lost when they stopped. The proposal improves the site distance. The downside of having two STOP signs is more delays for people and higher speeds.

There was discussion about putting in a hash line for the turn, but it was considered to be somewhat confusing because of all the other proposed pavement markings.

Ms. Folberg did not see a need to remove the existing STOP sign, as it is not creating a problem and it is solving a certain situation by preventing accidents. She suggested to leave that sign and add another one. Mr. Lawson agreed..

Mr. Isaksen observed that STOP signs are an annoyance for bikers and this would remove a stop sign from the neighborhood connector route.

Chief Clemence noted the City has made a concerted effort in the last seven years to follow the Michigan Manual of Uniform Traffic Control Devices. When an engineering study says a stop sign should come out, it is purely a scientific way of doing what is best and what is safest for everyone. The standards of the warrant for STOP signs are the sight distance, accidents, or speeds, all of which don't call for a STOP sign in this case. Again, we are trying to make things uniform and scientifically based. If a problem should arise, we can always go through the process of putting the sign back up. Also, Chief Clemence agreed that studies have proven that adding a STOP sign increases traffic speed if the STOP sign is not warranted. In response to Dr. Rontal, the Chief agreed they can do a crash study in a year after they have relocated the stop sign rather than adding an extra sign.

Motion by Ms. Folberg

Seconded by Mr. Lawson that the MMTB recommends the following improvements to Oakland Ave., from Woodward Ave. to Lawndale Ave., in consideration of the upcoming relocation of the northbound Woodward Ave. crosswalk to be completed by the Michigan Dept. of Transportation in 2018:

- 1. The relocation of the STOP sign from westbound Oakland Ave. to northbound Lawndale Ave.
- 2. The narrowing of Oakland Ave. from Woodward Ave. to Lawndale Ave.
- 3. The installation of a 10 ft. wide combination sidewalk and bike path on the south side of Oakland Ave. from Woodward Ave. to Lawndale Ave.

Further, it is recommended that the STOP sign be relocated as soon as possible, while the other improvements are being scheduled for completion in conjunction with the work proposed by MDOT.

Motion carried, 7-0.

VOICE VOTE

Yeas: Folberg, Lawson, Adams, Isaksen, Rontal, Schafer, Surnow

Nays: None

Absent: Edwards, Slanga

The public hearing closed at 6:32 p.m.

6. S. ETON RD. CORRIDOR Multi-Modal Options Yosemite Blvd. to 14 Mile Rd.

S. Eton – Maple Rd. to Lincoln

Mr. O'Meara recalled the MMTB has reviewed this on several occasions and solicited public comment before making various recommendations for the S. Eton Rd. corridor from Maple Rd. to Lincoln.

At the July 20, 2017 meeting the MMTB voted to recommend a plan that included the addition of a pedestrian island at Maple Rd., widened sidewalks on S. Eton at Maple Rd., sharrows on S. Eton Rd. from Maple Rd. south to Villa, the installation of bidirectional bike lanes from Villa to Lincoln Ave., curb bump outs at several intersections, ADA ramps at all crossings, and road narrowing from Yosemite to Villa to accommodate wider sidewalks and a landscape area between the curb and sidewalks to add street trees.

At the August 14, 2017 City Commission meeting, the Commission reviewed the recommended plan for S. Eton from Maple Rd. to Lincoln Ave. The Commission focused on the recommendations at the Maple Rd. intersection in particular, given the impending completion of the Whole Foods Market just east of this intersection. It was noted that changes to the traffic signal timing and traffic patterns (with the Whole Foods store opening) will be coming to the intersection in the near future. Therefore, it was decided to allow these changes to occur, and then study the area further before finalizing a decision. No action was taken to approve the proposed plan for the S. Eton corridor from Maple Rd. to Lincoln.

Mr. O'Meara handed out one e-mail from a resident who lives on the northern section indicating that he would like the board to stay true to the recommendations they made in the past.

S. Eton - Lincoln to 14 Mile Rd.

Mr. O'Meara noted that at the September 7, 2017 MMTB meeting, staff introduced options for the S. Eton Corridor from Lincoln Ave. south to 14 Mile Rd., and incorporated some options south of Lincoln into a full plan for the entire mile-long corridor from Maple Rd. to 14 Mile Rd. to see how each section related to the others. MMTB members indicated a desire for additional options to consider. Thus, the board requested staff to come up with additional options for S. Eton from Lincoln to 14 Mile Rd. that were not limited to keeping the street width at 28 ft. as it currently exists. Board members felt

that this section of S. Eton is different as it is residential on both sides, and the paved roadway is wide.

Several suggestions were discussed and board members did indicate there was consensus to add bumpouts and crosswalks in as many locations as possible based on the Ad Hoc Rail District Committee's Report. The MMTB also asked for traffic counts and an on-street parking study to provide additional information to assist in the review of options for the S. Eton corridor. Accordingly, as requested, a total of 12 different conceptual options was prepared by F&V for the MMTB to consider for the S. Eton corridor between Lincoln and 14 Mile Road

Four options include keeping the existing 28 ft. road width; four additional options consist of keeping the existing 28 ft. road width for cars, but adding paved area in the landscaped portion of the right-of-way to accommodate bicycles; three options include widening the existing 28 ft. road width; and one option proposes narrowing the existing road width as well as adding paved area in the landscaped portion of the right-of-way to accommodate bicycles. Cross sections to illustrate each of the conceptual options have been provided, and a scoring system was applied to evaluate the benefits for bicyclists and pedestrians of each option, resulting in a score for each option.

The cost implications of each option were not factored into the scoring, but are noted for comparison purposes to assist in the evaluation of each option. Finally, traffic counts, speed counts, accident data and the results of an on-street parking study have also been provided to assist in a full analysis of corridor options. Also provided is a parking survey and speed data collected in the past for S. Eton Rd., Lincoln Ave., and N. Eton Rd. The following summarizes this data:

<u>Parking Survey</u> – Parking currently is legal only on the southbound side of this road segment of S. Eton Rd. Surveys were conducted on several weeknights during a week in September, at 8 p.m. and 3 a.m. These times were suggested by F&V as times that the highest demand should be encountered in front of residential uses. As a through collector street, residents could be ticketed for parking overnight (2 a.m. to 6 a.m.), although this is not generally an enforcement priority. Should the MMTB prefer an option that encourages the use of on-street parking as a traffic calming measure, they could also recommend that this current ban on overnight parking be removed.

<u>Speed Data</u> - While Lincoln and N. Eton Rd. have been redesigned to accommodate traffic calming or multi-modal improvements, their speeds are quite similar to those being seen currently on S. Eton Rd., both north and south of Lincoln Ave. Once the MMTB has selected an option or options to move forward, a full technical engineering review will be conducted on the selected option(s).

Ms. Kroll came to the podium. She described the 12 options and explained the scoring system. Cost was not included as part of the scoring, however it was shown in the description.

There are four different roadway width options and underneath each of those options are sub-options:

- Option A Existing Roadway Width Only (28 ft.)
- Option B Existing Roadway Width (28 ft.) and Using Easement Between the Road and the Sidewalk
- Option C Widen Road
- Option D Narrow Road

Mr. Isaksen warned there are places in the scoring system where the numbers may be arbitrary. Ms. Ecker explained this scoring system was selected as it has been used in other cities, and it is one of the few scoring systems that takes into consideration bicyclists as well as pedestrians. The approach was to balance the needs of all users.

Ms. Kroll said the difficulty they had was how to weight the various categories:

- Pedestrians
- Bicycles
- Traffic Calming
- Connectivity
- Cost

Each individual may have a different weighting scale, so they just made them all the same. Now this board can evaluate the priorities and what they would rather see.

Ms. Kroll explained for Dr. Rontal that the only difference between B-2 and B-3 is the side where parking is located. Mr. Labadie pointed out that almost 11,000 vehicles a day travel this road, which is high.

The board members went through the process of eliminating plans where there were aspects they were not comfortable with:

- Options with only a 14 ft. drive lane;
- Options with only sharrows in the road;
- Options where bikers are unprotected;
- Option where bike lanes are not on the same side, which isn't consistent north of Lincoln and more expensive than other options;
- Option that narrows the road and removes all on-street parking.

Less expensive options were preferred. The decision came down to whether there should be moving cars next to the bikes or parked car doors opening onto the bike lane. Consensus was it would be safer for bikes to be next to parked cars and traveling along an 8 ft. wide double lane with a 2 ft. wide buffer from vehicles - Option B-2.

Chief Clemence stated that on Lincoln, the narrowing of the road and the addition of bumpouts resulted in lower speeds and fewer accidents. The traffic volume there is comparable to the S. Eton Rd. corridor.

Mr. Romel Llarena, a resident of the Torry Community Assoc. at 1808 Cole, said Association members found the way the data was collected and some of the findings to be disagreeable. He believes there is a perception gap between the residents that live

off of Eton St. and what the City is using as a basis for their decision making. Another issue he brought up is that on-street parking is absolutely maximized. Customers on the commercial side park in the neighborhoods and block driveways. Lastly, he voiced support of using parked vehicles as a barrier between moving traffic and pedestrians.

Ms. Ecker commented that north of Lincoln there is now residential permit parking only in the neighborhoods. However, it is very different north of Lincoln compared to south of Lincoln, because south of Lincoln it is all residential and there isn't that much parking.

Board members still preferred parked cars next to the bikes as opposed to moving vehicles.

Motion by Ms. Folberg

Seconded by Mr. Lawson to recommend conceptual Option B-2 for S. Eton Rd. from Lincoln Ave. to 14 Mile Rd. to proceed to a public hearing at the Multi-Modal Transportation Board on November 2, 2017.

Motion carried, 7-0.

VOICE VOTE

Yeas: Folberg, Lawson, Adams, Isaksen, Rontal, Schafer, Surnow

Nays: None

Absent: Edwards, Slanga

7. MULTI-MODAL TRANSPORTATION CONSULTING SERVICES Review of RFP Responses Submitted

Ms. Ecker advised that on July 24, 2017, the City Commission directed staff to issue an RFP to seek qualified consulting firms, and extended the previous contract with F&V for six months (through January 23, 2018) to allow staff time to go through the RFP process. One of the things the Commission stressed was not to include just traffic engineering, but to also have more of an urban designer/planner perspective on the team as a whole. Accordingly, an RFP was issued to solicit multi-modal transportation consulting services to assist the MMTB, the Planning Board and the City Commission in reviewing all transportation-related projects.

One response was submitted under the RFP by the deadline. The proposal received was from MKSK, in partnership with F&V. The MKSK team proposes a team of urban designers, urban planners, multi-modal transportation specialists, landscape architects and transportation professionals to provide a comprehensive review of all transportation related projects in the City of Birmingham.

The MKSK team proposes a 90-day period of startup activities, including training and education for the MMTB, an audit of the Multi-Modal Transportation Plan, an assessment of the MMTB's current process and protocol, and the preparation of an annual work plan for the MMTB along with suggestions for improvements. The MKSK proposal also



MEMORANDUM

Engineering, Planning, & Police Depts.

DATE: October 26, 2017

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director

Scott Grewe, Police Commander Paul T. O'Meara, City Engineer

SUBJECT: Public Hearing

S. Eton Corridor - Lincoln to 14 Mile Road

On October 19, 2017, the Multi-Modal Transportation Board ("MMTB") reviewed and discussed a total of 12 different conceptual options prepared by Fleis & Vandenbrink ("F & V") for the MMTB to consider for the S. Eton corridor between Lincoln and 14 Mile Road. Four options included keeping the existing 28' road width, four additional options included keeping the existing 28' road width for cars, but adding paved area in the landscaped portion of the right-of-way to accommodate bicycles, three options included widening the existing 28' road width, and one option included narrowing the existing road width as well as adding paved area in the landscaped portion of the right-of-way to accommodate bicycles. A scoring system was applied to evaluate the benefits for bicyclists and pedestrians of each option to assist the MMTB in their review. In addition, traffic counts, speed counts, accident data and the results of an on-street parking study were also provided to assist in a full analysis of corridor options. A copy of the report from last month's MMTB meeting is included with all attachments for reference.

After much discussion, the MMTB reached consensus and voted unanimously to recommend conceptual option B2 to move forward to a public hearing on November 2, 2017. Option B2 includes maintaining the existing roadway width at 28' and using a portion of the public right-of-way between the curb and the sidewalk to add a bi-directional bike lane on the west side of S. Eton, buffered from moving traffic by an on-street parking lane. The cross section for option B2 is attached, as is a complete draft of the concept plan showing the proposed improvements from Lincoln south to and including the intersection of S. Eton and 14 Mile Road.

A public hearing invitation was mailed to all property owners located along the S. Eton corridor to allow for review and comment by adjacent owners. After hearing input from the adjacent residents, should the Board wish to proceed, a final recommendation to the City Commission has been provided below.

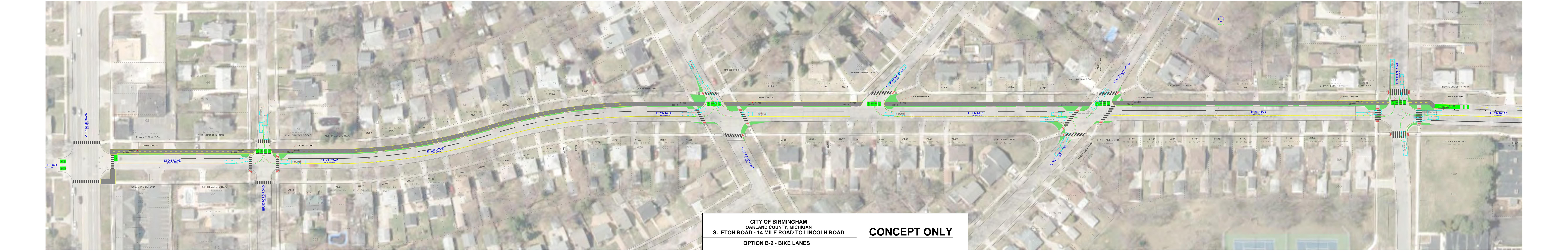
SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends the following improvements to S. Eton Road from Lincoln to 14 Mile Road:

1. Maintain the existing curb to curb road width of 28';

- 2. Install an 8' wide on-street parking lane on the west side of the street, separated from traffic with a solid line, and recommend 24 hour parking be permitted;
- 3. Shift the center line of S. Eton to the east to create two 10' wide travel lanes for vehicles;
- 4. Install an 8' wide bidirectional bike lane 2' from the back of curb on the west side of S. Eton:
- 5. Maintain a 2' wide landscaped buffer between the on-street parking lane and the bike lane:
- 6. Install curb bumpouts and cross walks at the intersections of S. Eton and Bradford, Sheffield, Humphrey, Melton and Lincoln as noted on the attached plan;
- 7. Install new ADA ramps at all street crossings from Lincoln to 14 Mile Road; and
- 8. Install green marked bicycle crossings on the western leg of the intersections of S. Eton and Bradford, Sheffield, Humphrey, Melton and Lincoln as noted on the attached plan.





CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD PUBLIC HEARING THURSDAY, NOVEMBER 2, 2017 AT 6 PM ROOM 205, MUNICIPAL BUILDING

The Multi-Modal Transportation Board is studying potential improvements to S. Eton Rd. between Lincoln Ave. and 14 Mile Rd. A proposed cross-section has been developed that would include a two-way bike track on the west side of the right-of-way, pedestrian bumpouts at most intersections, and a marked lane for parking on the west side of the street. The Board would like public input before a final recommendation is made to the City Commission. Please see the Multi-Modal Transportation Board page at www.bhamgov.org for more information and detailed illustration.

CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD PUBLIC HEARING THURSDAY, NOVEMBER 2, 2017 AT 6 PM ROOM 205, MUNICIPAL BUILDING

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Paul O'Meara <pomeara@bhamgov .org>

Multi Modal Board meeting today 10/19/2017, resident input

1 message

Andrew Haig <amhaig@yahoo.com>

Thu, Oct 19, 2017 at 3:19 PM

Reply-To: Andrew Haig <amhaig@yahoo.com>

To: "jecker@bhamgov.org" <jecker@bhamgov.org>, "sgrewe@bhamgov.org" <sgrewe@bhamgov.org>,

"pomeara@bhamgov.org" <pomeara@bhamgov.org>, "jvalentine@bhamgov.org" <jvalentine@bhamgov.org>,

"mclemence@bhamgov.org" <mclemence@bhamgov.org>

Dear all,

I wanted to provide some resident feedback & input to the Multi Modal Board meeting & discussion, as I am unable to attend tonight.

I reviewed the meeting agenda detail posted on the city website: http://www.bhamgov. org/AGENDA%20COMPLETE%2017.10.pdf to get the latest & greatest level of information. I see there are updates as recent as last week from F&V, so I would like to offer my family support of the option we prefer, of the options listed in the report.

Page 48 of 161 is the start of the latest F&V memo, detailing the latest options, of these options, we would prefer version B4 as detailed on page 50/161, assuming that this is indeed pictorially represented by the cross section shown on page 59/161.

Maybe only 1 modification - parking on the north bound side & not south bound. Reason:

- The parking study undertaken by F&V shows that the majority of residents adhere to the law of no overnight parking.
- Most businesses on S. Eton are located on the East side of the road, which is the northbound drive lane. This leads me to believe that the majority of transient parking will be business related & for optimum safety, it is best to try to avoid any road crossing to get to the majority of 'visiting' locations in the street.

I also support the option because of the 10' each, drive lanes. This will help traffic flow & minimise conflict between opposing vehicles, which I think may occur with other options that have a 14' wide shared NB/SB drive lane. Realistically a modern pick up truck needs 8' width to pass through, so some of the option A versions will actually still have a pick up truck or full size SUV, slightly impinging upon the drive lanes.

The lower cost alternative of B3 is in my mind equally, if not more palatable as it only was downgraded due to Royal Oak compatibility. Which from the plans as I read them is strictly driven by the bike lane crossing at 14 mile. There is no reason why bikes cannot cross the road at the light then wait for traffic to clear & re align with the 2 way bike path if necessary. If this is indeed the only driver for a lower rating, then B3 is the preferable version, as the net cost is shown to be lower for an equally weighted benefit.

Commander Grewe kindly came & spoke to the Torry community this week (thank you again) where he presented some of the data also shown in the minutes packet, the interesting comparison for me was the traffic volume & 85th%ile speed on W. Lincoln after the improvements compared to E. Eton. The takeaway for me was there was only a 2mph net reduction, which is still in excess of the speed limit for all the changes made there that are, realistically, very similar to those being proposed for S. Eton. Unless we can really show a better improvement, in other words a better ROI, then we are still seeing illegally high traffic speeds. I fully understand the limitations that have been imposed and despite coming from a different country where those limitations are different & more severe traffic calming measures are the norm, I still feel that we need to push for more 'bang for the buck' here. The proposed bump outs are needed, the marked crossings are needed etc.

However, my own counterpoint, as I said openly to Commander Grewe is, we have to actually act & evaluate the changes. Analysis paralysis gets us nowhere. So not wanting to hurry & push through just any choice, we need to pretty much stop the analysis & get a consensus, with the affected commnunity(ies) as to the most preferred option & move forward. Of the choices available to me, and the data I have at hand I have given my family (2 registered voters) input to try to aid progress. Progress must also be a (w)holistic approach looking at the Kenning park 5 year plan, Whole Foods

impact etc. There is a rather sizable part of the community is pretty upset & in uproar, as you are all aware, so how can those of us who want to be part of the solution, continue to help get us to an equitable solution? I would genuinely like to hear your thoughts on how we can "please most of the people, most of the time".

Yours,

Andrew Haig

CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, NOVEMBER 2, 2017 City Commission Room 151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, November 2, 2017.

Johanna Slanga convened the meeting at 6:02 p.m.

1. ROLL CALL

Present: Board Members Lara Edwards, Amy Folberg, Daniel Rontal,

Johanna Slanga, Michael Surnow; Alternate Board Members

Daniel Isaksen, Katie Schafer

Absent: Chairperson Vionna Adams, Vice-Chairperson Andy Lawson

Administration: Lauren Chapman, Asst. Planner

Jana Ecker, Planning Director Austin Fletcher, Asst. City Engineer Commander Scott Grewe, Police Dept.

Paul O'Meara, City Engineer

Also Present: Julie Kroll from Fleis & Vandenbrink

("F&V"), Transportation Engineering Consultants

Motion by Mr. Surnow Seconded by Mr. Isaksen to elect Johanna Slanga as temporary chairperson.

Motion carried, 7-0.

VOICE VOTE

Yeas: Surnow, Isaksen, Edwards, Folberg, Rontal, Schafer, Slanga

Nays: None

Absent: Adams, Lawson

- 2. **INTRODUCTIONS** (none)
- 3. **REVIEW AGENDA** (no change)

4. APPROVAL OF MINUTES, Multi-Modal Transportation Board ("MMTB") MEETING OF OCTOBER 19, 2017

Motion by Ms. Folberg Seconded by Dr. Rontal to approve the MMTB Minutes of October 19, 2017 as presented.

Motion carried, 7-0.

VOICE VOTE

Yeas: Folberg, Rontal, Edwards, Isaksen, Schafer, Slanga, Surnow

Navs: None

Absent: Adams, Lawson

5. PUBLIC HEARING S. Eton Rd. Corridor Multi-Modal Options Lincoln Ave. to 14 Mile Rd.

The public hearing opened at 6:05 p.m.

Ms. Ecker gave an overview. On October 19, 2017, the MMTB reviewed and discussed a total of 12 different conceptual options prepared by F&V for the MMTB to consider for the S. Eton corridor between Lincoln Ave. and 14 Mile Rd.

After much discussion, the MMTB reached consensus and voted unanimously to recommend conceptual option B-2 to move forward to a public hearing on November 2, 2017. Option B-2 includes maintaining the existing roadway width at 28 ft. It would shift the center line to the east to create two travel lanes and use a portion of the public right-of-way between the curb and the sidewalk to add an 8 ft. bi-directional bike lane and 2 ft. of landscaped area on the west side, buffered from moving traffic by a striped on-street parking lane. On-street parking is a convenience for the residents but it is also a traffic calming measure.

The board's other recommendations include curb bump-outs at side street intersections that make the crosswalks shorter so they are safer for pedestrians; new ADA ramps at all street crossings; and green marked areas for bikes to cross the street. All of the existing trees will remain.

A public hearing invitation was mailed to all property owners located along the S. Eton corridor to allow for review and comment by adjacent owners.

Ms. Kroll discussed how the bikes and pedestrians will navigate the 14 Mile Rd. transition into Royal Oak. Bikers will queue up at the bike box which is located at the light in front of the stop bar.

Mr. O'Meara explained for Ms. Edwards that the turning radii were studied at all of the corners with the side streets. The bumpouts vary in size because each of the intersections comes in at a different angle. Additionally, he clarified that presently it is not legal to park on S. Eton Rd. from 2 a.m. to 6 a.m. However if this option is constructed that rule could be removed for the west side parking.

Chairperson Slanga opened up discussion to the public.

Ms. Cindy Chiara, 1622 S. Eton Rd., said she was a member of the Ad Hoc Rail District Study Committee. She indicated that she is extremely disappointed that what happened in the Ad Hoc Committee is not what is now proposed. The Ad Hoc Committee considered traffic, safety and walkability. Now everything is about bike lanes for maybe five bikes that come down that road.

Ms. Edwards assured her that some ideas from the Ad Hoc Committee have been adopted. Bumpouts will remain on the major cross streets. The idea of slowing traffic is included in this design because the travel lanes are narrowed. Chairperson Slanga noted that going forward it is a balance of everything.

Mr. Thomas Giddeon said he lives on Humphrey and is an avid bicyclist. He likes what is being proposed.

Mr. Brian Chiara, 1622 S. Eton Rd., noticed that there has been no count of how many bicycles travel on S. Eton Rd. in a day. He described how when he pulls in and out of his driveway he must go around a parked car, around a 2 ft. barrier, then there is a blind spot for bikers and pedestrians. He concluded that he loves everything except the bike path.

Mr. Morris Sunday, 1668 S. Eton Rd. said he agrees. It seems like a lot of money to spend for a bike path. To Mr. Chiara's point, how many bikes are actually going up and down S. Eton Rd. that this will benefit? He was not in favor of anything that will bring traffic closer to his house. He also noted all of the things to be aware of just backing out of his driveway.

Mr. Bob Mitchum, 1713 Mansfield, indicated his dislike of bumpouts. A driver almost has to pull into the oncoming lane to make a turn.

Mr. Florian Dutke, 1608 S. Eton Rd., thought defining the travel lanes into 10 ft. sections may cause problems. People will have trouble navigating the road. Backing down his driveway, he must look past the blind spot of his neighbor, plus the sidewalk, and then another blind spot caused by a tree in order to get past a bike lane behind that. Also the apron is shortened and he will lose the ability to park his car there when he needs to. Additionally he expressed concern about who will be responsible for plowing the bike lane in the winter.

Ms. Schafer commented part of the reason the board came to this conclusion is because they wanted to accommodate bikers since that is part of the Multi-Modal Board's objective. They only have a 28 ft. wide road to work with so they looked at 12 options. They felt that on-street parking actually slows the traffic. So their goal was to keep the cars on the street in the designated parking lane, not to make it harder for anyone to back out of their driveway.

Dr. Rontal commented this is part of the designated regional bike route through the City. The mandate of this board is to try and balance between pedestrians, vehicles, and bikes.

Ms. Shirley Lebrens, 1779 Mansfield, said that Eton Rd. is not safe to bicycle on. So it is better to have the bicyclists in a safe area rather than on the road in harm's way.

Mr. Surnow felt that while a lot of people don't like the bike path, it is the only place people can ride down a street like Eton Rd. He doesn't think it is safe to ride there the way it is presently constructed.

Chairperson Slanga requested they make sure not to introduce parking so close to people's driveways that they can't pull out or see around the bike path.

Ms. Edwards noted the constraint the board is working under is not being able to change the curb-to-curb width of the existing road, which is 28 ft. That is how the bike path got pushed to the easement because it is really wide on S. Eton Rd.

Ms. Folberg thought they should find out who will be responsible for snow removal on the bike path.

Mr. O'Meara noted for the record the two emails sent to the Board earlier this week. One was opposed to the plan, and the other was neutral once they realized that the bike path was not on their side of the street. He also said that he received a phone call from resident Betty Shinaberry on Mansfield, who was against the proposal because she thinks the traffic lanes need the width that is there presently.

Mr. Isaksen observed that residents on the west side of Eton Rd. have not bought into the project yet. Before he could vote comfortably for it he would need more of a consensus from those residents who are most directly affected.

Mr. Surnow said if they are going to have a bike lane along Eton Rd., Option B-2 is the safest and most practical way to achieve it. Ms. Schafer added the board was confined by a number of constraints and this was the marriage of all of the

considerations to make the road safer for everyone who uses it; walkers, bikers, and cars.

Chairperson Slanga stated she would always want to increase the site distance backing out from driveways, even if that means taking out some parking.

Motion by Mr. Surnow

Seconded by Ms. Schafer that the Multi-Modal Transportation Board recommends the following improvements to S. Eton Rd. from Lincoln to 14 Mile Rd.:

- 1. Maintain the existing curb-to-curb road width of 28 ft.;
- 2. Install an 8 ft. wide on-street parking lane on the west side of the street, separated from traffic with a solid line, and recommend 24-hour parking be permitted. Conduct an engineering study to make certain that the sight distance is appropriate for anyone backing out of their driveway. If it is not, parking should be eliminated to accommodate the proper sight distance;
- 3. Shift the center line of S. Eton to the east to create two 10 ft. wide travel lanes for vehicles;
- 4. Install an 8 ft. wide bidirectional bike lane 2 ft. from the back of curb on the west side of S. Eton;
- 5. Maintain a 2 ft. wide landscaped buffer between the on-street parking lane and the bike lane;
- 6. Install curb bumpouts and crosswalks at the intersections of S. Eton and Bradford, Sheffield, Humphrey, Melton and Lincoln as noted on the B-2 plan;
- 7. Install new ADA ramps at all street crossings from Lincoln to 14 Mile Rd.;
- 8. Install green marked bicycle crossings on the western leg of the intersections of S. Eton and Bradford, Sheffield, Humphrey, Melton and Lincoln as noted on the B-2 plan.
- 9. The City and not the residents assumes responsibility for the maintenance of the 8 ft. bike lane; and
- 10. The center line will be striped.

Comments on the motion were taken from the audience at 7:20 p.m.

Ms. Cindy Chiara said that having bikers cross over to the east side of N. Eton is confusing to her. Also she did not like giving up parking on the driveway apron and having to put her car in the street where it might get hit.

Mr. Florian Dutke indicated he is disappointed there isn't more data on the number of bicycles. He was in favor of mocking up a section of the road with plastic bollard bumpouts to give an idea if traffic speed is reduced.

Mr. Bob Mitchum noted that police are always at the intersection of Eton Rd. and Sheffield watching people go through the stop sign.

Ms. Shirley Lebrens spoke in favor of adding strategically placed speed bumps. Chairperson Slanga responded the challenge is the maintenance of them. Basically they do the same thing as a stop sign where people will rush up to them, slow down, go over, and then rush off.

Motion carried, 6-1.

ROLLCALL VOTE

Yeas: Surnow, Schafer, Edwards, Folberg, Rontal, Slanga

Nays: Isaksen

Absent: Adams, Lawson

The public hearing closed at 7:30 p.m.

6. W. MAPLE RD. PEDESTRIAN CROSSING ISLANDS Review of pedestrian crossing island locations and designs

Mr. O'Meara offered background. The W. Maple Rd. corridor was studied extensively by the MMTB in preparation for the resurfacing of this road from Cranbrook Rd. to Southfield Rd. in 2015. Now that the paving has been completed, and a continuous left turn lane has been installed, the City has the opportunity to consider the installation of pedestrian refuge islands along this corridor, as referenced in the Multi-Modal Transportation Master Plan.

Since the road construction has been completed, staff has studied the potential for crosswalk islands. Detailed plans were prepared for the potential islands at the following locations:

- 1. Chesterfield Ave.
- 2. Lakepark Ave.
- 3. East of Hawthorne Rd. (just east of the recommended Baldwin Ave. location). These three island locations have received the most attention to date because they are either located at a traffic signal, which improves safety for pedestrians, or in the case of the one east of Hawthorne Rd., represent an important link in the City's River Rouge Trail system.

<u>Chesterfield Ave.</u>: The drawback of this location is the adjacency of the City's Chesterfield Ave. Fire Station. The improved fire station has been designed to accommodate one of the department's larger engines. Truck turning requirements were studied for right turns from the new driveway to Maple Rd. and conflicts were found to exist. After review with the Fire Dept., it was decided that installation of a pedestrian island at this location could cause potential



NOTICE OF INTENTION TO APPOINT TO PUBLIC ARTS BOARD

At the regular meeting of Monday, January 8, 2018 the Birmingham City Commission intends to appoint two members to the Public Arts Board to serve three-year terms to expire January 28, 2021.

In so far as possible, the members shall represent a major cultural institution, a registered architect of the State of Michigan, an artist, an art historian, and an art consultant. Members may also be members of the Historic District Commission, Design Review Board, the Parks and Recreation Board, or the Planning Board. At least four members of the Board shall be residents of the City of Birmingham.

The objectives of the Public Arts Board are to enrich the City's civic and cultural heritage; to promote a rich, diverse, and stimulating cultural environment in order to enrich the lives of the City's residents, business owners, employees, and all visitors; and to establish an environment where differing points of view are fostered, expected, and celebrated by providing the opportunity for such expression through the display of public art.

Interested citizens may apply for this position by submitting an application available from the City Clerk's office. Applications must be submitted to the City Clerk's office on or before noon on Wednesday, January 3, 2018. These applications will appear in the public agenda for the regular meeting at which time the commission will discuss recommendations, and may make nominations and vote on the appointments.

All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
Members shall, in so far as possible, represent a major cultural institution, a registered architect of the State of Michigan, an artist, an art historian, and an art consultant. Members may also be members of the Historic District Commission, Design Review Board, the Parks and Recreation Board, or the Planning Board.	1/3/18	1/8/18
Residents of the City of Birmingham.		



NOTICE OF INTENTION TO APPOINT TO BOARD OF ZONING APPEALS

At the regular meeting of Monday, January 22, 2018 the Birmingham City Commission intends to appoint one (1) alternate member to the Board of Zoning Appeals to serve the remainder of a three-year term to expire February 17, 2020.

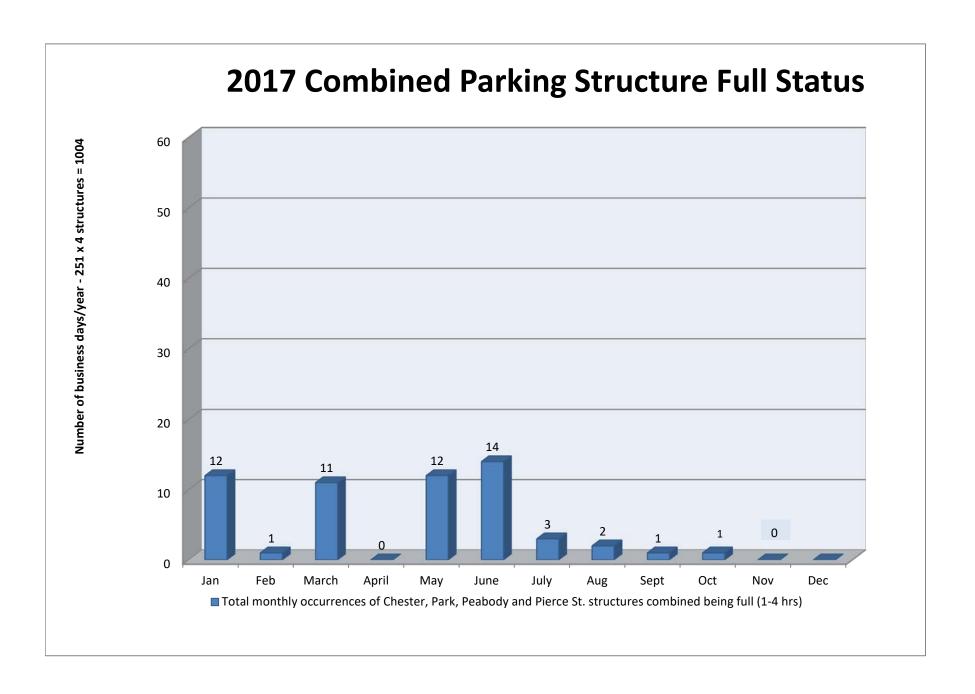
Interested parties may recommend others or themselves for these positions by submitting a form available from the City Clerk's office. Applications must be submitted to the city clerk's office on or before noon on Wednesday, January 17, 2018. Applications will appear in the public agenda at which time the commission will discuss recommendations, and may make nominations and vote on appointments.

Duties of Board

The Board of Zoning Appeals acts on questions arising from the administration of the zoning ordinance, including the interpretation of the zoning map. The board hears and decides appeals from and reviews any order, requirement, decision or determination made by the building official.

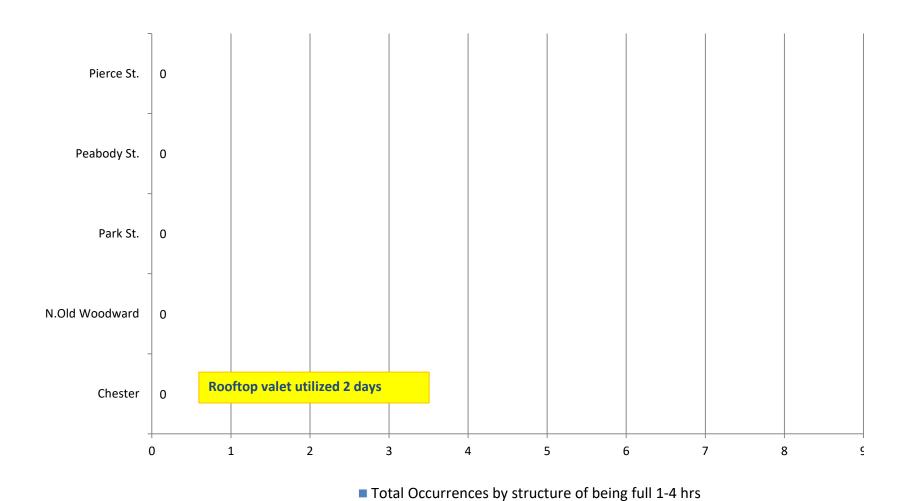
Criteria/Qualifications of Open Position	Date Applications Due (by noon)	Date of Interview
Members shall be property owners of record and registered voters.	1/17/18	1/22/18

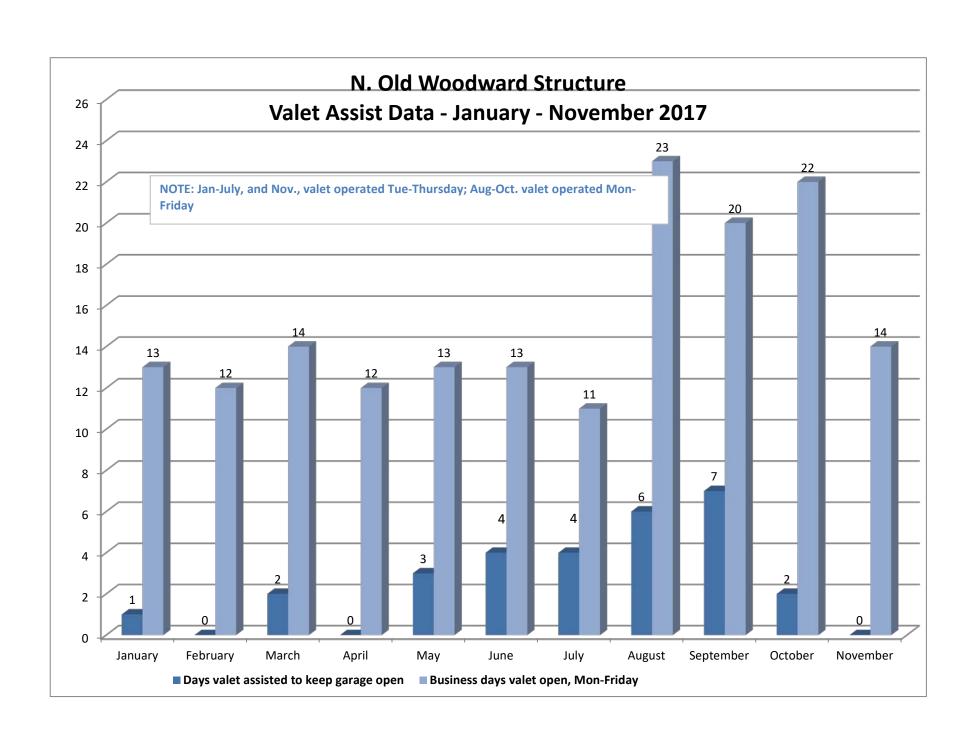
NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

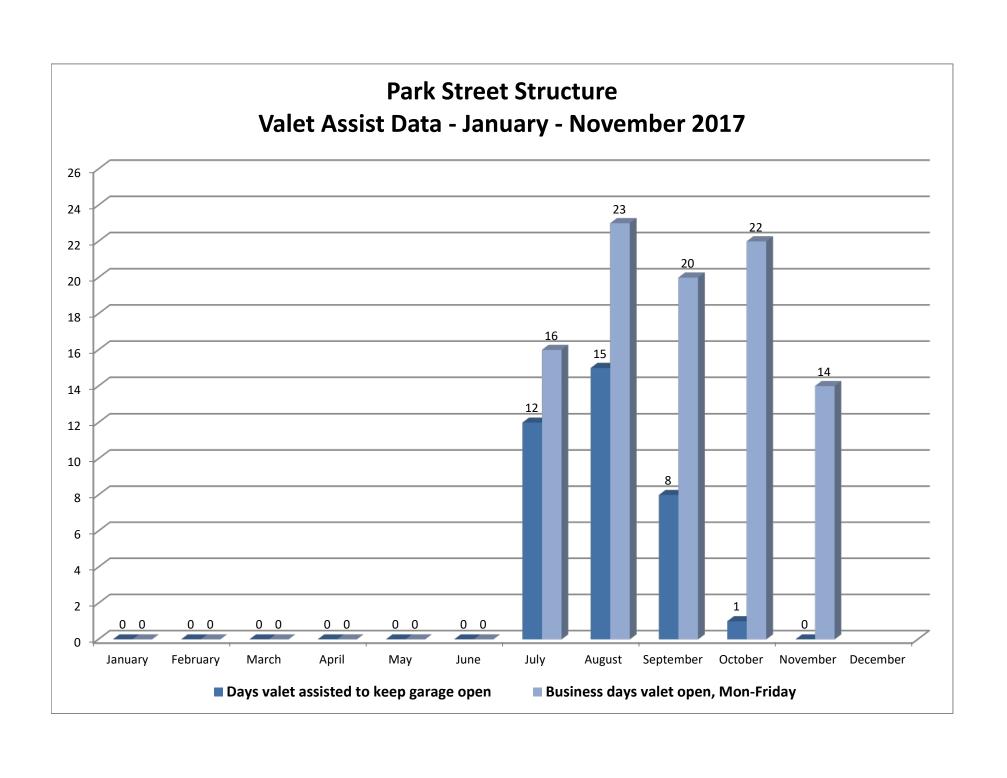


Parking Full Status by Structure

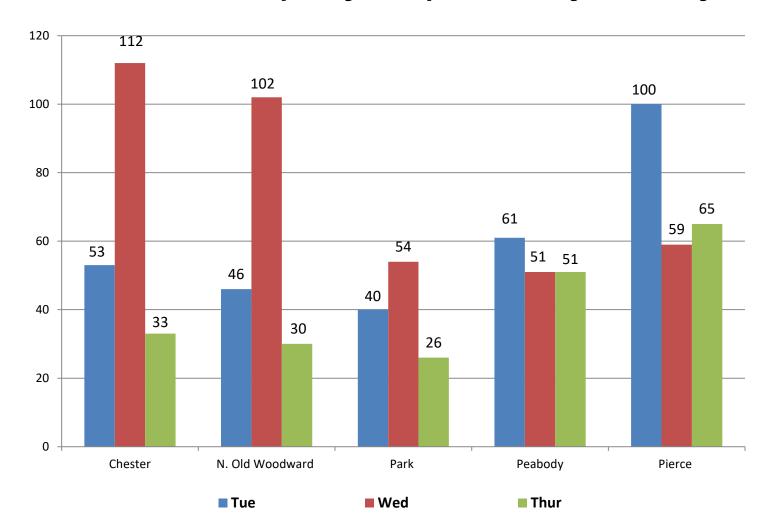
November 2017 Business Days Only (M-Friday)







Structure Occupancy at 1 pm Tuesday-Thursday



Pierce Street Structure

Garage full list

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		
		Notes:				
		Structure did not fill.				

Peabody Street Structure

Garage full list

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		
		Notes:				
		Structure did not fill.				

Park Street Structure

Garage full list

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
			Garage not filled.	Garage not filled.	Garage not filled.	
5	6	7	8	9	10	11
	Valet closed	Garage not filled.	Garage not filled.	Garage not filled.	Valet closed	
12	13	14	15	16	17	18
	Valet closed	Garage not filled.	Garage not filled.	Garage not filled.	Valet closed	
19	20	21	22	23	24	25
	Valet closed	Garage not filled.	Garage not filled.	Valet closed	Valet closed	
				Thanksgiving		
26	27	28	29	30		
	Valet closed	Garage not filled.	Garage not filled.	Garage not filled.		
		Notes:				

N. Old Woodward Garage

Valet Counts

November 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
_			1	2	3	4
			Garage not filled.	Garage not filled.	Garage not filled.	
5	6	7	8	9	10	11
	Valet closed	Garage not filled.	Garage not filled.	Garage not filled.	Valet closed	
12	13	14	15	16	17	18
	Valet closed	Garage not filled.	Garage not filled.	Garage not filled.	Valet closed	
19	20	21	22	23	24	25
	Valet closed	Garage not filled.	Garage not filled.	Valet closed	Valet closed	
				Thanksgiving		
26	27	28	29	30		
	Valet closed	Garage not filled.	Garage not filled.	Garage not filled.		
		Notes:				

Chester Street Structure

Garage full list

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
			Garage not filled.	Garage not filled.	Garage not filled.	
5	6	7	8	9	10	11
	Valet closed	Garage not filled.	Garage not filled.	Garage not filled.	Valet closed	
40	40	4.4	45	40	17	40
12	13 Valet closed	14 Valet-3 cars	15 Garage not filled.	16 Garage not filled.	Valet closed	18
	valet closed	valet-3 cars	Garage not filled.	Garage not nileu.	valet closed	
19	20	21	22	23	24	25
	Valet closed	Garage not filled.	Garage not filled.	Valet closed	Valet closed	
				Thanksgiving		
26	27	28	29	30		
	Valet closed	Garage not filled.	Valet-4 cars	Garage not filled.		
		Neter				
		Notes:				



November 17, 2017

RECEIVED BY

NOV 2 7 2017

CITY CLERK'S OFFICE CITY OF BIRMINGHAM

Ms. Cherilynn Brown, Clerk City of Birmingham 151 Martin St. Birmingham, MI 48012-3001

Dear Ms. Brown:

As part of Comcast's commitment to keep you informed about important developments that affect our customers in your community. I am writing to notify some changes to the channel lineup. Customers are being notified of these changes via bill message.

On or around January 11, 2018, NBCS Bay Area, NBCS Boston, NBCS Chicago, Outside TV, SportsNet NY, and World Fishing Network will no longer be available on Sports Entertainment Package. Spike will move from Digital Preferred to Sports Entertainment Package. Please note that Spike is rebranding as "Paramount Network" on January 18, 2018.

As always, feel free to contact me directly at 734-254-1557 with any questions you may have.

/0/

Kyle . Mazurek

Manager of External Affairs Comcast, Heartland Region

41112 Concept Drive

Plymouth, MI 48170



November 13, 2017

RECEIVED BY

NOV 1 7 2017

CITY CLERK'S OFFICE

Ms. Cherilynn Brown, Clerk City of Birmingham 151 Martin St. Birmingham, MI 48012-3001

RE: Important Information—Price Changes

Dear Ms. Brown:

We are committed to delivering the entertainment and services our customers in Birmingham rely on today, and the new experiences they will love in the future. As we continue to invest in our network, products and services, the cost of doing business rises. Among our largest increasing costs are the fees we pay to programmers so that we can continue to offer the best in entertainment, news and sports. As a result, starting January 1, 2018 prices for certain services and fees will be increasing, including the Broadcast TV Fee and Regional Sports Fee. Please see the enclosed Customer Notice for more information.

While some prices may have increased, we are always investing in technology to drive innovation. We are working hard to bring our customers great value every day and exciting new developments in the near future, including the following.

- The most TV shows and movies available On Demand
- Innovative X1 Voice Remote that makes searching for shows and movies easier
- Self-service options to save our customers time and adapt to their schedule
- Access to Netflix and YouTube content on XFINITY X1
- America's best internet provider, according to Speedtest.net
- The fastest internet and the most WiFi coverage throughout customers' homes
- A new way to personalize and control home networks with Xfinity xFi.

As always, feel free to contact me directly at 734-254-1557 with any questions you may have.

Sincerely.

Kyle Mazurek

Manager of External Affairs Comcast, Heartland Region 41112 Concept Drive

Plymouth, MI 48170

IMPORTANT INFORMATION REGARDING YOUR XFINITY SERVICES AND RATES

Effective January 1, 2018

QUAD PLAY PACKAGES	Current	New
X1 Starter Quad Play	\$189.95	\$194.95
X1 Preferred Quad Play	\$209.95	\$214.95
X1 Preferred Plus Quad Play	\$229.95	\$234.95
X1 Premier Quad Play	\$249.95	\$254.95
TRIPLE PLAY PACKAGES	Current	New
X1 Starter Triple Play	\$150,00	\$155.00
X1 Preferred Triple Play	\$170.00	\$175.00
X1 Preferred Plus Triple Play	\$190.00	\$195.00
X1 Premier Triple Play	\$210.00	\$215.00
X1 Starter Secure Triple Play	\$150.00	\$155.00
X1 Preferred Secure Triple Play	\$170.00	\$175.00
X1 Preferred Plus Secure Triple Play	\$190.00	\$195.00
X1 Premier Secure Triple Play	\$210.00	\$215.00
XFINITY LATINO TRIPLE PLAY PACKAGES X1 Economy Plus Latino Triple Play	Current \$135.00	New \$140.00
X1 Starter Latino Triple Play	\$150.00	\$155.00
X1 Preferred Latino Triple Play	\$170.00	\$175.00
X1 Starter Secure Latino Triple Play	\$150.00	\$155.00
X1 Preferred Secure Latino Triple Play	\$170.00	\$175.00
DOUBLE PLAY PACKAGES	Current	New
Internet Plus	\$74.95	\$79.95
Internet Plus Stream	\$74.95	\$79. 9 5
Blast Plus	\$94.95	\$99, 9 5
X1 Starter Double Play	\$130.00	\$135.00
X1 Preferred Double Play	\$150.00	\$155.00
X1 Preferred Plus Double Play	\$170.00	\$175.00
X1 Premier Double Play	\$190.00	\$195.00
XFINITY LATINO DOUBLE PLAY PACKAGES	Current	New
Internet Plus Latino Double Play	\$74.95	\$79. 9 5
X1 Economy Plus Latino Double Play	\$100.00	\$105.00
X1 Starter Latino Double Play	\$130.00	\$135.00
X1 Preferred Latino Double Play	\$150.00	\$155.00

SEASONAL CONVENIENCE PLAN	Current	New
XFINITY TV	\$7.00	\$8.00
XFINITY Internet	\$7.00	\$8.00
XFINITY Voice	\$7.00	\$8.00
BASIC SERVICES	Current	New
Broadcast TV Fee	\$5,00	\$5.75
DIGITAL SERVICES	Current	New
Digital Starter	\$68.95	\$69.95
Digital Preferred	\$86.90	\$87.90
Digital Preferred Plus	\$108.95	\$109.95
Digital Premier	\$128.95	\$129.95
MISCELLANEOUS	Current	New
Regional Sports Fee	\$5.00	\$6,75
Late Fee	\$9.50	\$10.00
¥		
OTHER CHARGES	Current	New
Internet/Voice Equipment Rental	\$10.00	\$11.00
· ·		66
XFINITY Internet	Current	New
Performance	\$64.95	\$69.95