

**BIRMINGHAM CITY COMMISSION AGENDA**  
**MAY 20, 2019**  
**MUNICIPAL BUILDING, 151 MARTIN**  
**7:30 P.M.**

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Patty Bordman, 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:***

- The Birmingham Public Library will be closed Saturday through Monday, May 25 – 27, and City Offices will be closed on Monday, May 27 for Memorial Day. Trash collection will be delayed one day the week of May 27.

**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. Resolution approving the Regular City Commission meeting minutes of May 6, 2019.
- B. Resolution approving the City Commission Budget Hearing meeting minutes of May 11, 2019.
- C. Resolution approving the warrant list, including Automated Clearing House payments, dated May 8, 2019 in the amount of \$455,452.27.
- D. Resolution approving the warrant list, including Automated Clearing House payments, dated May 15, 2019 in the amount of \$640,141.07.
- E. Resolution delegating to the Birmingham City Clerk and her authorized assistants, those being the members of her staff, the following duties of the election commission for the August 6, 2019 and November 5, 2019 elections:
  - Preparing meeting materials for the election commission, including ballot proofs for approval and a listing of election inspectors for appointment;
  - Contracting for the preparation, printing and delivery of ballots;
  - Providing candidates and the Secretary of State with proof copies of ballots;
  - Providing election supplies and ballot containers; and
  - Preliminary logic and accuracy testing.
- F. Resolution designating Finance Director Mark Gerber, Assistant Finance Director Kim Wickenheiser, DPS Director Lauren Wood, Building Official Bruce Johnson, Assistant Building Official Mike Morad, Birmingham Museum Director Pielack, and Police Commander Scott Grewe as representatives for Election Commission members Mayor Patty Bordman, Mayor Pro Tem Pierre Boutros, and Commissioners Carroll DeWeese, Andrew Harris, Rackeline Hoff, Mark Nickita and Stuart Sherman for the purpose of conducting the Public Accuracy

Tests of the electronic tabulating equipment which will be used to count votes cast at the August 6, 2019 and November 5, 2019 elections.

- G. Resolution setting Monday, June 24, 2019 at 7:30 PM for a public hearing to consider approval of a Special Land Use Permit Amendment for 250 & 280 E. Merrill, to expand the existing Sidecar Slider Bar restaurant into a portion of the neighboring restaurant, Rojo in accordance with Article 7, Section 7.34 of the Zoning Ordinance.
- H. Resolution setting Monday, June 24, 2019 at 7:30 PM for a public hearing to consider an amendment to Article 3, Section 3.04(E)(12) of the Zoning Code - Balcony, Railing and Porch Materials in the Downtown Overlay District.
- I. Resolution setting Monday, June 24, 2019 at 7:30 PM for a public hearing to consider an amendment to Article 4, Section 4.54(B)(8) of the Zoning Code – Screening Materials for Trash Enclosures.
- J. Resolution recommending the piano donated by Michael and Maybeth Flynn be placed in the location beneath the pavilion at Shain Park as suggested by the Public Arts Board for the time period of June 1<sup>st</sup>, 2019 to August 31<sup>st</sup>, 2019, with the conditions that the piano be equipped with industrial grade wheels, a cover be provided during Shain Park events, and that the City Commission vote on whether or not to keep the piano in the park beyond August 31<sup>st</sup>, 2019 in August 2019. Also, that the painting of the piano occur at a space outside of Shain Park, and that the Public Arts Board be responsible for funding the moving of the piano if the City Commission chooses to have the piano removed on August 31<sup>st</sup>, 2019, or any time before that. And further, authorizing funds in an amount not to exceed \$750 from account #101-299-000-811-0000.
- K. Resolution appointing City Engineer Paul T. O'Meara as Representative and Assistant City Engineer Austin W. Fletcher as Alternate Representative of the City of Birmingham on the SOCWA Board of Trustees for the fiscal year starting July 1, 2019.
- L. Resolution appointing City Manager Joseph A. Valentine as Representative and DPS Director Lauren Wood as Alternate Representative of the City of Birmingham on the SOCRRRA Board of Trustees for the fiscal year starting July 1, 2019.
- M. Resolution accepting the recommendation of the Ad Hoc Unimproved Streets Committee to authorize engagement with an outside Engineering firm, for a cost not to exceed, \$7,000 to conduct research and information gathering and provide a final report to the committee regarding road design alternatives for converting unimproved roads to be paid using fund #203-449.007-804.0100.
- N. Resolution approving a special event permit as requested by Woodward Camera for the Veterans Hospitality Tent during the Cruise on Saturday, August 17, 2019 from 9:00 AM – 9:00 PM, with set-up on August 16 and tear-down on August 18, 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**

- A. Resolution directing staff to use Option \_\_\_\_\_ for the landscape and street furnishing design of the Maple Road Reconstruction Project and further, to use Frontier Elms along all onstreet parking zones, and to use Honey Locusts at pedestrian crossing and street transition locations.
- B. Resolution directing staff to proceed with the pedestrian enhancement Option \_\_\_\_ for the block of S. Eton Rd. from Maple Rd. to Yosemite Blvd. Further, directing staff to amend the 2019 Concrete Sidewalk Program, Contract #6-19(SW), to construct these improvements in the 2019 construction season. Further, approving the appropriations and amendments to the 2018 - 2019 Major Street Fund budget as presented.

## **VI. NEW BUSINESS**

- A. Resolution approving the budget appropriations resolution adopting the City of Birmingham's budget and establishing the total number of mills for ad valorem property taxes to be levied for the fiscal year commencing July 1, 2019 and ending June 30, 2020.
- B. Resolution amending the Schedule of Fees, Charges, Bonds and Insurance, Water and Sewer Service Sections, for changes in sewer, storm water, industrial surcharge, and industrial waste control charge rates effective for bills with read dates on or after July 1, 2019 as recommended in this report.
- C. Resolution recommending the electrical box in the planter on the east sidewalk on S. Old Woodward at the intersection of Merrill Street be painted by Anne Ritchie as the popcorn box design created by Anne Ritchie and recommended by the Public Arts Board in an amount not to exceed \$250 charged to account #101-299-000-811-0000.

### **OR**

Resolution directing the Public Arts Board to pursue alternative concepts for this location and work with adjoining businesses to develop a concept that will incorporate a design or sculpture that will meet the objective of creating a terminating vista at Merrill and South Old Woodward.

- D. Resolution to meet in closed session to discuss an attorney/client privilege communication in accordance with Section 8(h) of the Open Meetings Act.  
**(A roll call vote is required and the vote must be approved by a 2/3 majority of the commission. The commission will adjourn to closed session after all other business has been addressed in open session and reconvene to open session, after the closed session, for purposes of taking formal action resulting from the closed session and for purposes of adjourning the meeting.)**

## **VII. REMOVED FROM CONSENT AGENDA**

## **VIII. COMMUNICATIONS**

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

## **X. REPORTS**

- A. Commissioner Reports
- B. Commissioner Comments
- C. Advisory Boards, Committees, Commissions' Reports and Agendas

- D. Legislation
- E. City Staff
  - 1. 2019 Asphalt Program – MMTB Review, submitted by Ecker, Grewe, O'Meara
  - 2. Parking Utilization Report, submitted by Assistant City Manager Gunter

<b>XI. ADJOURN</b>
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**PLEASE NOTE: Due to building security, public entrance during non-business hours is through the Police Department – Pierce St. entrance 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](tel:248-530-1880) por lo menos el día antes de la reunión pública. (Title VI of the Civil Rights Act of 1964).*

**BIRMINGHAM CITY COMMISSION MINUTES**  
**MAY 06, 2019**  
**MUNICIPAL BUILDING, 151 MARTIN**  
**7:30 P.M.**

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Mayor Patty Bordman called the meeting to order at 7:30 PM.

**II. ROLL CALL**

Present: Mayor Bordman  
Mayor Pro Tem Boutros  
Commissioner DeWeese  
Commissioner Harris  
Commissioner Hoff  
Commissioner Nickita  
Commissioner Sherman (arrived at 10:55 p.m.)

Absent: none

Administration: City Manager Valentine, Assistant City Manager Gunter, City Attorney Ballard, City Attorney Currier, Senior Planner Cowan, Planning Director Ecker, Finance Director Gerber, Police Commander Grewe, Deputy Treasurer Klobucar, Assistant Building Official Morad, Human Resources Manager Myers, City Clerk Mynsberge, DPS Director Wood

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

**05-106-19 GUESTS**

State Representative Mari Manoogian provided an update on her office's opposition of the state's reach to overturn local control on the issue of short-term rentals. Ms. Manoogian serves on following committees: Energy, Commerce & Military, and Veterans & Homeland Security. The latter committee is working on firearm reform legislation.

Commissioner Harris inquired about the recent court decision on how state senate districts were drawn. The ruling requires the entire map to be redrawn for 2020 due to gerrymandering practices. It is believed it will be done by summer 2019.

Mayor Pro Tem Boutros asked about the new legislation relative to texting and driving; or distracted driving. State Representative Manoogian explained that she is involved in a three (3) bill package to address distracted driving. The bill focuses on new drivers between the ages of 16 and 25 and specifically during the "100 deadliest days of Summer" (Memorial Day through Labor Day). The other piece is the proposed fines for distracted driving. Currently the fine schedule is as follows: 1<sup>st</sup> Offense \$100 and \$200 for the second offense. The proposed fine schedule is \$250 for the 1<sup>st</sup> offense, \$500 for the 2<sup>nd</sup> offense, and loss of license for the 3<sup>rd</sup> offense. The bill was passed in Transportation Committee and is now in Ways and Means Committee. Ms. Manoogian expressed bills that pass Ways and Means are likely to be approved on the floor. State Representative Manoogian can be reached by phone at 517.373.8670 or marimanoogian@house.mi.gov.

## **05-107-19                      ANNOUNCEMENTS**

Mayor Bordman announced:

- On Wednesday, May 8<sup>th</sup> at 7:00 p.m., the Baldwin Public Library is hosting a lecture on Frank Lloyd Wright Homes of Southeast Michigan. Dr. Dale Gyure will speak about various Wright homes, including the Affleck, Smith, Turkel, Wall, and Goddard houses.
- On Thursday, May 9<sup>th</sup> at 7:00 p.m., the jointly sponsored Spring Lecture Series of the Birmingham Museum and Baldwin Public Library will feature its final program. The presentation will explore the past and present of Birmingham's renowned downtown and how it has evolved, co-presented by Museum Director Leslie Pielack and Birmingham Shopping District Executive Director, Ingrid Tighe.
- The 3<sup>rd</sup> Annual Quarton Lake Garlic Mustard Pull is on Saturday, May 11<sup>th</sup> from 1:00 until 3:00 p.m. Volunteers should meet at Pine & Lake Park. Long pants and long sleeves are recommended. Call DPS for more details at 248.530.1700.
- The public engagement program for gathering input on "The Birmingham Plan: A Citywide Master Plan for 2040" is underway. The centerpiece of the program is a week-long Charrette from May 14<sup>th</sup> through the 21<sup>st</sup>. The event will include public presentations, meetings focused on specific topics, targeted stakeholder meetings, and other methods of engaging residents and property owners. Charrettes are periods of intense design and public engagement, during which future plans are developed with stakeholder input and review. For more information visit [www.TheBirminghamPlan.com](http://www.TheBirminghamPlan.com).
- Don't miss the Celebrate Birmingham Hometown Parade at 1:00 p.m. on Sunday, May 19<sup>th</sup>. Family fun continues afterward at the Party in Shain Park. Visit [www.bhamgov.org](http://www.bhamgov.org) for more information.

## **05-108-19                      APPOINTMENTS TO THE MARTHA BALDWIN PARK BOARD**

The Commission interviewed current member Andrew Linovitz. Current member Linda Forrester was unable to attend.

**MOTION:**      Motion by Commissioner DeWeese:

To appoint Andrew Linovitz as a regular member to the Martha Baldwin Park Board to serve a four-year term to expire May 1, 2023.

VOTE:	Yeas,	6
	Nays,	0

**MOTION:**      Motion by Commissioner Hoff:

To appoint Linda Forrester as a regular member to the Martha Baldwin Park Board to serve a four-year term to expire May 1, 2023.

VOTE:	Yeas,	6
	Nays,	0

## **05-109-19                      APPOINTMENTS TO THE BROWNFIELD REDEVELOPMENT AUTHORITY**

The Commission interviewed current members Harry Awdey and Dani Torcolacci.

**MOTION:** Motion by Commissioner Hoff:

To concur with the Mayor's appointment of Harry Awdey as a regular member to the Brownfield Redevelopment Authority to serve a three-year term to expire May 23, 2022.

VOTE:           Yeas,           6  
                  Nays,           0

**MOTION:** Motion by Commissioner Boutros:

To concur with the Mayor's appointment of Dani Torcolacci as a regular member to the Brownfield Redevelopment Authority to serve a three-year term to expire May 23, 2022.

VOTE:           Yeas,           6  
                  Nays,           0

City Clerk Mynsberge 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.

#### **05-110-19 APPROVAL OF CONSENT AGENDA**

The following items were removed from the Consent Agenda:

- Commissioner Nickita           Item H, Items regarding Toast. Commissioner Nickita stated he will recuse himself due to a current business relationship with one of the owners.
- Mayor Bordman                Item A, Approval of the April 22, 2019 City Commission Meeting minutes.  
  Item F, Request for Special Event Permit.

**MOTION:** Motion by Commissioner Hoff, seconded by Mayor Pro Tem Boutros:

To approve the Consent Agenda, with the exception of Item(s) A and F and noting the recusal of Commissioner Nickita on Item H.

ROLL CALL VOTE:   Ayes:           Mayor Bordman  
  Mayor Pro Tem Boutros  
  Commissioner DeWeese  
  Commissioner Harris  
  Commissioner Hoff  
  Commissioner Nickita  
                          Nays:           None

- B. Resolution approving the warrant list, including Automated Clearing House payments, dated April 24, 2019 in the amount of \$262,116.29.
- C. Resolution approving the warrant list, including Automated Clearing House payments, dated May 1, 2019 in the amount of \$959,444.42.

- D. Resolution approving the reimbursement for the maximum allotment of \$2,648.39 for eligible mosquito control activity under the Oakland County's West Nile Virus Fund Program.
- E. Resolution approving the Program Year 2019 High Intensity Drug Trafficking Area (HIDTA) Sub recipient agreement between the County of Oakland and the City of Birmingham. Further, authorize the Mayor and the City Manager to sign the agreement on behalf of the City.
- G. Resolution approving the purchase of two (2) 2020 Ford Explorer Police Interceptors from Gorno Ford, through the Oakland County extendable purchasing contract #4944 in the amount of \$70,249 from account #641-441.006.971.0100.
- H. Resolution setting Monday, June 3, 2019 at 7:30 PM for a Public Hearing to consider a Special Land Use Permit Amendment for 203 Pierce – Toast, to reflect an ownership change and change in the hours of operation.

**AND**

Resolution authorizing the Chief of Police to sign the MLCC Police Investigation Report (LC-1800) and approve the liquor license request of Toast Birmingham, LLC that requests a transfer of interest in a Class C License to be issued under MCL 436.1521(A)(1)(B) and SDM License with Outdoor Service (1 Area) located at 203 Pierce, Birmingham, Oakland County, MI 48009. Furthermore, pursuant to Birmingham City Ordinance, authorize the City Clerk to complete the Local Approval Notice at the request of Toast Birmingham, LLC approving the liquor license transfer request of Toast Birmingham, LLC that requested a Class C License be transferred under MCL 436.1521 (A)(1)(B) & SDM License with Outdoor Service (1 Area) located at 203 Pierce, Birmingham, Oakland County, MI 48009.

**05-111-19                      APPROVAL OF THE APRIL 22, 2019 CITY COMMISSION MEETING MINUTES (ITEM A).**

Mayor Bordman noted that Richard Astrein is not a resident but a long-time business owner in the City.

**MOTION:** Motion by Commissioner Hoff, seconded by Commissioner DeWeese:  
To approve the Regular City Commission meeting minutes of April 22, 2019 as corrected.

VOTE:                      Yeas,                      6  
                                     Nays,                      0

**05-112-19                      APPROVAL OF SPECIAL EVENT PERMIT FOR ART IN THE ALLEY. (ITEM F).**

Mayor Bordman expressed that she was struck that two student representatives took the initiative to propose this event and plan it with other students of their high schools.

**MOTION:** Motion by Commissioner DeWeese, seconded by Commissioner Boutros:  
To approve a special event permit as requested by the City of Birmingham Public Arts Board to hold Art in the Alley in the public areas of Willits Alley on Thursday, June 20, 2019 from 2:00 PM – 9:00 PM, with set-up and tear-down on the same day, 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.

VOTE:           Yeas,               6  
                  Nays,               0

**V. UNFINISHED BUSINESS**

None

**VI. NEW BUSINESS**

**05-113 -19           PUBLIC HEARING TO CONFIRM SAD #890 – QUARTON LAKE  
SUBDIVISION RECONSTRUCTION – PHASE 1 WATER LATERALS  
SPECIAL ASSESSMENT DISTRICT**

Mayor Bordman opened the public hearing at 7:57 p.m.

Deputy Treasurer Klobucar presented the item.

Mayor Bordman closed the public hearing at 7:58 p.m.

**MOTION:**     Motion by Commissioner DeWeese, and seconded by Commissioner Nickita:  
To confirm Special Assessment Roll No. 890, to defray the cost of installing new water laterals  
in Phase 1 of the Quarton Lake Subdivision Reconstruction:

WHEREAS, Special Assessment Roll, designated Roll No. 890, has been heretofore prepared for  
collection, and

WHEREAS, notice was given pursuant to Section 94-7 of the City Code, to each owner or party-  
in-interest of property to be assessed, and

WHEREAS, the Commission has deemed it practicable to cause payment of the cost thereof to  
be made at a date closer to the time of construction, and

WHEREAS, Commission Resolution 04-100-19 provided it would meet this 6th day of May 2019  
for the sole purpose of reviewing the assessment roll, and

WHEREAS, at said hearing held this May 6, 2019, all those property owners or their  
representatives present have been given an opportunity to be heard specifically concerning  
costs appearing in said special assessment roll as determined in Section 94-9 of the Code of the  
City of Birmingham.

NOW, THEREFORE, BE IT RESOLVED, that Special Assessment Roll No. 890 be in all things  
ratified and confirmed, and that the City Clerk be and is hereby instructed to endorse said roll,  
showing the date of confirmation thereof, and to certify said assessment roll to the City  
Treasurer for collection at or near the time of construction of the improvement.

BE IT FURTHER RESOLVED, that special assessments shall be payable in ten (10) payments as  
provided in Section 94-10 of the Code of the City of Birmingham, with an annual interest rate of  
six and a half percent (6.5%) on all unpaid installments.

	SAD 890 Water Laterals	
Quarton Lake Subdivision Paving Project		
Parcel Number	Property Address	Amount
19-26-179-031	920 N. Glenhurst	\$1,100.00

19-26-179-029	966 N. Glenhurst	\$1,100.00
Total		\$2,200.00

VOTE:        Yeas,            6  
               Nays,            0

**05-114-19                    PUBLIC HEARING TO CONFIRM SAD #891 – QUARTON LAKE  
SUBDIVISION RECONSTRUCTION – PHASE 1 SEWER LATERALS  
SPECIAL ASSESSMENT DISTRICT**

Mayor Bordman opened the public hearing at 7:58 p.m.

Deputy Treasurer Klobucar presented the item.

Mayor Bordman closed the public hearing at 7:59 p.m.

**MOTION:**     Motion by Commissioner Boutros, seconded by Commissioner Nickita:  
To confirm Special Assessment Roll No. 891 to defray the cost of installing new sewer laterals in  
Phase 1 of the Quarton Lake Subdivision Reconstruction:

WHEREAS, Special Assessment Roll, designated Roll No. 891, has been heretofore prepared for  
collection, and

WHEREAS, notice was given pursuant to Section 94-7 of the City Code, to each owner or party-  
in-interest of property to be assessed, and

WHEREAS, the Commission has deemed it practicable to cause payment of the cost thereof to  
be made at a date closer to the time of construction and

Commission Resolution 04-100-19    provided it would meet this 6th day of May 2019 for the  
sole purpose of reviewing the assessment roll, and

WHEREAS, at said hearing held this May 6, 2019, all those property owners or their  
representatives present have been given an opportunity to be heard specifically concerning  
costs appearing in said special assessment roll as determined in Section 94-9 of the Code of the  
City of Birmingham.

NOW, THEREFORE, BE IT RESOLVED, that Special Assessment Roll No. 891 be in all things  
ratified and confirmed, and that the City Clerk be and is hereby instructed to endorse said roll,  
showing the date of confirmation thereof, and to certify said assessment roll to the City  
Treasurer for collection at or near the time of construction of the improvement.

BE IT FURTHER RESOLVED, that special assessments shall be payable in ten (10) payments as  
provided in Section 94-10 of the Code of the City of Birmingham, with an annual interest rate of  
six and a half percent (6.5%) on all unpaid installments.

	SAD 891 Sewer Laterals	
Quarton Lake Subdivision Paving Project		
Parcel Number	Property Address	Amount
19-26-177-017	945 N Glenhurst	\$1,050.00
19-26-177-016	967 N Glenhurst	\$1,610.00
19-26-177-015	991 N Glenhurst	\$2,100.00
19-26-177-014	1011 N Glenhurst	\$1,750.00



19-26-177-011	1065 N Glenhurst	\$ 980.00
19-26-177-010	1087 N Glenhurst	\$1,050.00
19-26-179-029	966 N Glenhurst	\$2,240.00
19-26-179-028	986 N Glenhurst	\$1,610.00
19-26-179-010	1030 N Glenhurst	\$2,310.00
19-26-179-009	1044 N Glenhurst	\$2,450.00
19-26-178-003	1076 N Glenhurst	\$2,590.00
19-26-178-017	1090 N Glenhurst	\$1,400.00
19-26-179-012	1906 Kenwood	\$2,100.00
19-26-179-044	1888 Kenwood	\$1,750.00
19-26-179-027	1901 Kenwood	\$1,750.00
19-26-178-019	977 Brookwood	\$1,400.00
19-26-178-020	1001 Brookwood	\$1,190.00
19-26-178-010	1069 Brookwood	\$1,330.00
19-26-179-058	900 Brookwood	\$2,310.00
19-26-179-004	998 Brookwood	\$2,380.00
19-26-179-047	1004 Brookwood	\$3,080.00
19-26-179-002	1020 Brookwood	\$3,080.00
19-26-179-001	1084 Brookwood	\$1,890.00
19-26-130-007	1120 Lyonhurst	\$2,450.00
19-26-178-006	1973 Raynale	\$1,540.00
19-26-178-007	1935 Raynale	\$1,540.00
19-26-178-008	1851 Raynale	\$1,400.00
Total		\$50,330.00

VOTE:            Yeas,            6  
                      Nays,            0

**05-115-19                    PUBLIC HEARING FOR A LOT COMBINATION OF 411 HANNA STREET AND 425 HANNA STREET**

Mayor Bordman opened the public hearing at 7:59 p.m.

Senior Planner Cowan presented the item.

Commissioner Hoff received clarification of the location of the new home in proximity to the existing family home.

Commissioner Nickita requested clarification on how average lot sizes were calculated in the documents presented by Planner Cowan. He wondered if it is really consistent, considering the sizes of the homes around this area of town are 45-55' wide except for two (2) houses. Mr. Cowan stated that his impression of this area of town, within 500' of the subject properties, ranges from 45'-100' and is therefore considered a mixed area.

Mr. Cowan stated the proposed footprint of the house is 4,356 square feet.

Commissioner Nickita noted this is the first implementation of the ordinance governing lot combinations.

Mr. Michael Kelter, applicant, 466 Hanna said it is important to realize what is currently on the two lots: 425 Hanna is a 1700 sf house built on a slab on a 40' lot. That is the smallest lot on Hanna. The corner homes in area are bigger, larger, grander homes than the homes in the middle of the block. He noted structures on the subject lots will be demolished.

Commissioner Hoff asked why Mr. Kelter wants to move from his current home. Mr. Kelter explained that his family needs have changed. He anticipates the new home to be approximately 6500 square feet, with two stories and a driveway on Chester.

Mr. Kelter expressed he was told by Planning Board that this is the first lot combination to come before the commission since the new ordinance was adopted.

Commissioner Hoff explained that the policy changed requiring lot combinations to come before the Commission because people were combining lots and building houses too big for the neighborhood.

Mayor Pro Tem Boutros concurred, and clarified:

- There has been some precedent in the past when lot combinations were in the hands of the administrative staff, and the City Commission realized what was being approved was not what we wanted to see in Birmingham overall.
- The Commission adopted the ordinance to prevent but not to prohibit.
- Long-time residents like Mr. Kelter choosing to stay in Birmingham should be considered.
- Everything in Mr. Kelter's proposal meets the requirements outlined in the ordinance and no neighbors appear to oppose the lot combination.

Mr. DeWeese said he will support the combination because the applicant has done due diligence and met requirements, but stated he is uneasy about it and hopes the master plan will address oversized houses to keep houses more in context with the natural charm of their neighborhood.

Commissioner Harris:

- Expressed concern because the applicant has satisfied all criteria in the ordinance; so deviating from the ordinance is not fair.
- Stated he is inclined to support the application.
- Contended if this application is denied there must be compelling reasons to do so.

Mayor Bordman closed the public hearing at 8:26 p.m.

Commissioner Nickita clarified:

- Lot combinations are completely different from lot splits.
- It's a relatively simple context discussion because it has usually been a previously combined lot that is being re-split.
- One of the primary things our master plan is to look at is our neighborhoods, and this is one of the issues flagged as important to address.
- The lot combination ordinance was a stop gap measure.
- The Commission should not approve any lot combinations until the issue has been studied as part of the master plan.

- His inclination is to hold the application for 411 and 425 Hanna, allow the master plan to be completed, apply the master plan findings to the neighborhood to determine whether the character of the neighborhood should be changed or maintained.

Commissioner DeWeese said he was opposed to changing the rules in the middle of the process for an applicant who has followed the rules as written.

Commissioner Hoff supported Commissioner Nickita's point of view to wait until the master plan is complete.

**MOTION:** Motion by Commissioner Nickita, seconded by Commissioner Hoff:  
To deny the proposed lot combination of 411 Hanna Street, Parcel #1936182005 and 425 Hanna Street, Parcel #1936182004.

Larry Bertollini, a Birmingham resident, stated he supports the lot combination and noted there are wider lots in the neighborhood so it is not out of line.

Mr. Kelter pointed out:

- The Commission passed an ordinance in 2016, and this is the first request to combine lots since the new ordinance was adopted.
- It is therefore hardly a trend in Birmingham.
- Not one of his neighbors has opposed this application.

Brad Host, a former resident of the neighborhood, stated Mr. Kelter complies with the ordinance and no one is here to complain, so he did not understand the opposition of some Commissioners.

Mayor Bordman said:

- She is concerned about lot combinations because for each combination one dwelling is lost in Birmingham, which means fewer families in Birmingham, which affects schools.
- If Birmingham schools lose more students they will have to take actions that are not good for Birmingham as a whole.
- On the other hand the applicant has satisfied all of the requirements of the ordinance, and therefore she will not support the motion to deny.

VOTE:           Yeas,           2  
                  Nays,           4           (Bordman, Boutros, DeWeese, Harris)

MOTION FAILED

**MOTION:** Motion by Commissioner DeWeese, seconded by Mayor Pro Tem Boutros:  
To approve the proposed lot combination of 411 Hanna Street, Parcel #1936182005 and 425 Hanna Street, Parcel #1936182004.

Commissioner Hoff said she will support the motion because it would not be fair to Mr. Kelter if the motion to deny was carried.

VOTE:           Yeas,           5  
                  Nays,           1           (Nickita)

**05-116-19 PUBLIC HEARING FOR AMENDMENT TO ARTICLE 7, SECTION 7.08 AND SECTION 7.25 OF THE ZONING ORDINANCE**

Mayor Bordman opened the public hearing at 8:54 p.m.

Planning Director Ecker presented the item.

Ms. Ecker confirmed the amendment affects multi-family, commercial, and mixed use, but not single family residential in R1, R1A, R2 or R3.

Commissioner Nickita asked for an explanation of 33% versus any other amount. Ms. Ecker explained:

- It came down to studying individual cases which created concern in the past and discussion as to what would have been enough to trigger a site plan review.
- That 33% applies to exposed walls.
- Alteration to a façade is reconstruction, such as tearing down a wall and rebuilding it.

Mayor Bordman closed the public hearing at 9:03 p.m.

**MOTION:** Motion by Mayor Pro Tem Boutros, seconded by Commissioner Harris: To amend Chapter 126, Zoning, of the Code of the City of Birmingham to clarify the board review process for the renovation and new construction of buildings:

- A. Article 7, Processes, Permits and Fees, Section 7.08, Design Review Requirements and;
  - B. Article 7, Processes, Permits and Fees, Section 7.25; Site Plan Review.
- Ordinances appended to these minutes as Attachments A & B.*

Commissioner Nickita expressed this amendment will curtail significant redevelopment without City review and approval, but the guideline of 33% and how it is calculated should be monitored.

VOTE:            Yeas,            6  
                     Nays,            0

**05-117-19 PUBLIC HEARING FOR AMENDMENT TO ARTICLE 4, SECTION 4.74 SS-01 OF THE ZONING ORDINANCE – PROJECTIONS INTO THE RIGHT OF WAY**

Mayor Bordman opened the public hearing at 9:05 p.m.

Planning Director Ecker presented the item.

Commissioner Hoff believed that fences, planters, etc. are covered in other ordinances.

Commissioner DeWeese clarified that 5' of clearance is required on all sidewalks.

Mayor Bordman closed the public hearing at 9:24 p.m.

**MOTION:** Motion by Commissioner Nickita, seconded by Commissioner DeWeese:  
To amend Article 4, Section 4.74 SS-01 of Chapter 126, Zoning, of the Code of the City of Birmingham to establish standards regulating projections in the public right-of-way. *Ordinance appended to these minutes as Attachment C.*

VOTE:           Yeas,               6  
                  Nays,              0

**05-118-19           N. OLD WOODWARD PARKING GARAGE/BATES STREET  
EXTENSION AND SITE REDEVELOPMENT PROJECT – BOND  
AUTHORIZATION AND RESOLUTION FOR PUBLIC PROJECT  
COMPONENTS**

City Manager Valentine made opening remarks and recognized members of the development team:

- Miller Canfield, Development Counsel, Joe Fazio
- Miller Canfield, Bond Counsel, Pat McGow
- Bizenski and Company, Financial Adviser, Bobby Bizenski
- Jones Lang LaSalle, Development Consultant, Azzara Brogland

Ron Bojee, President of Bojee Group and member of Woodward Bates Partners, complimented the City for making a considered decision and emphasized the importance of time involving this project.

Victor Saroki, Saroki Architecture, part of Woodward Bates Partners introduced David Stanckek, President and Chief Real Estate Officer of Restoration Hardware. Mr. Stanckek presented RH's strategy, its new galleries, and vision for Birmingham. He commented Birmingham is the home of the RH customer base in the Detroit metro area, and explained the RH lease at Somerset is expiring.

Assistant City Manager Gunter presented the item.

Discussion focused primarily on the Guaranteed Maximum Price (GMP) for the Bates Parking Structure layout, comparing the GMP for the original plan with proposed alternate layouts.

Mr. Saroki felt Alternate 3 is the best value.

Ms. Brogland explained Jones Lang LaSalle (JLL) conducted an independent review of the GMP to identify potential issues or inconsistencies in the cost estimates. They participated, along with the City and the Developer team in each discussion regarding the cost estimates, revisions, and alternates and concluded that the revised GMP provides a reliable number that is compatible with current and future projected market.

City Manager Valentine elaborated on the alternatives for lowering the GMP and recommended Alternate 3.

Finance Director Gerber explained:

- Current assessed value for Birmingham is \$300 billion.
- By state law, bonding capacity is 10% of assessed value or \$300 million.

- The City's current bond debt is \$12.5 million, which will diminish over the next few years as the sewer bond debt is retired.
- The City's current bond debt represents 4% of the City's total bonding capacity.
- If the City issues \$57.4 million in parking bonds, the City's total debt would be 23% of its total bonding capacity.
- The parking bonds will be paid by the parking system.
- The parking system is projected to have unrestricted reserves of approximately \$17.5M at the end of the fiscal year.
- The system has the capacity to fund this project with an approximate increase in monthly permit rates of \$15/month, while keeping the daily transient rates the same.

City Manager Valentine presented the proposed bond resolution for an amount not to exceed \$57,400,000 and emphasized adoption of the resolution does not obligate the City to issue the bonds or to issue bonds for the entire amount. He explained the City Commission is being asked to adopt the bond resolution tonight to meet the deadline for the August 6, 2019 election.

Commissioner DeWeese commented:

- The greatest advantage to Alternate 3 is that there is no parking below Building #2.
- He is concerned about the August election timing, but would fully support having the bond proposal on the November election ballot.
- He is concerned about asking for the maximum bond amount.

Mr. Saroki explained:

- Postponing the vote until November means construction won't begin until 2020 and normal inflationary cost escalations will occur.
- A world class retailer wants to lease Building 2. RH's lease at Somerset expires December 31, 2021, and a delay in construction could jeopardize their ability to lease Building 2.
- If the bond proposal is approved by the voters in August, it will take at least eight months to begin construction.

Commissioner Sherman arrived at 10:55 p.m.

Mayor Bordman commented:

- The goal is to increase parking and the proposed bond issue is about parking.
- Continuing development increased the existing parking deficit.
- The faster the Old N. Woodward Structure can be replaced, the better.

Mayor Pro Tem Boutros asked what would be gained by postponing the bond issue vote for three months. He noted:

- All the information needed to understand the project is available.
- He believes a tenant and project like RH should be secured as soon as possible.
- Getting approval for the bond issue for parking will ensure RH's relocation to Birmingham, enhance the shopping district and downtown, and draw people from the entire region.
- The City stands to lose by waiting.

Commissioner Hoff thanked Mr. Stancek for a great presentation and expressed her enthusiasm about RH coming to Birmingham. In response to questions from Commissioner Hoff, Mr. Saroki noted:

- A 20 year lease is being proposed for RH, with 6 5-year options.
- Saroki Architects are designing the building with RH.
- RH will have no input on the parking structure.
- Woodward Bates Partners are working on the Community Impact Statement.
- The Planning Board will offer many opportunities for public transparency.
- Neighborhood meetings will be held to gain input from stake holders.

Commissioner DeWeese expressed:

- The developer will need to extend themselves to residents who have questions about the plaza, the bridge, and what is the real contribution toward the public good.
- The GMP is an issue.
- The developer is going to have to be active in educating the public if the bond issue vote is in August and make a strong statement that Phase 2 is not a done deal.
- The vote will be a referendum on the entire project, not really just a referendum on the parking structure.

Commissioner Sherman stated:

- It should be made very clear this project was supposed to be about parking.
- The North Old Woodward parking structure is at the end of its life.
- The City needs to either spend a lot of money to maintain the current structure or to replace it.
- Doing the project in two phases makes sense.
- The parking structure is Phase 1, and tonight the Commission is being asked whether or not to move forward on the parking structure.

Mayor Bordman called for public comment.

David Bloom, 1591 Stanley, said:

- What RH has shown us is really cool. However the whole project is still an unfinished plan and has undergone behind the scenes changes by the week.
- We are not ready for a \$57 million decision right now.
- In its current format, the proposal is deceitful and possibly will have legal challenges regarding the bid process.
- He does not support an August ballot issue. It belongs in the November election.

Brad Coulter, 498 Wimbledon, said:

- He's uncomfortable with the parking portion not going out for a separate RFP to draw more bidders.
- The hype and the way the project is being rushed reminds him of Little Caesar's Arena in Detroit.
- August is premature for a vote.

Brad Host, 639 Puritan and 416 Park, said:

- The presentation by RH made him feel he was on Worth Ave in Palm Beach, which is scary because he doesn't want to live there.

- The project is not in the best interests of the stakeholders.
- August is too soon for a vote.
- A public private partnership is not in best interests of the community.

Mayor Bordman clarified that as of this moment:

- There is no agreement by the Commission to finalize anything.
- She is hopeful of replacing the garage.
- No lease has been signed with Woodward Bates Partners.

Derrick Dickdaw supported the project, saying it is a fantastic step in the right direction.

Larry Bertollini, Webster St.:

- Expressed concern about the parking deck plan because there is an alternate scheme without having parking underneath Building 2.
- He doesn't think the Commission has an understanding of the parking structure plan. Commercial developers saw a flaw in the line because they didn't think it was a marketable design.
- Asked if it is possible to get out of the contract for Phase 2 and have it be independent.

Linda Taubman, 327 N. Old Woodward, supported Woodward Bates Partners as the right developer for the project.

Sammy Eid, Phoenicia Restaurant and Forest, and a member of the Birmingham Shopping District Board, said:

- This feels like a once in a lifetime opportunity for everyone.
- This could be a game changer.
- Small towns can survive, and bricks and mortar retail can succeed.
- Please let it happen.

Clinton Baller, 822 Shirley, said:

- He can't believe how much the scope of the project has changed and keeps changing.
- It is about city land, the residents' property. The Commission hasn't asked the residents what they want.
- The Commission hasn't done land use planning.
- Nobody knows the total numbers.
- Put it on the ballot and let the residents have their say.

Bobby Shostack, Purdy, said:

- The issue is parking; the community needs more parking.
- This is a tremendous and sound project to provide parking.
- Time is important. The process needs to be diligently and aggressively attacked.
- Opportunities like RH are once in a lifetime.
- He spent four decades in mixed use development. This project is a dream.
- If time is important to the developer, it should be important to the Commission.

Mayor Bordman discussed the alternates presented, and stated the consultants and City staff all recommend Alternate 3.



Commissioner Harris said the proposed resolution has the GMP of the most expensive scheme, which gives flexibility over multiple options.

Commissioner Hoff wondered if having a lesser amount than \$57,400,000 in the resolution would make any difference to the voters because the Library bond was defeated due to cost.

Mayor Bordman clarified the difference with the Library bond that failed was that it was using tax dollars. The proposed parking bonds are being paid from the Auto Parking System.

Commissioner DeWeese, referencing the proposed ballot language, asked for a definition of site improvements. City Manager Valentine defined it as streetscape, noting electrical, lighting and sidewalks will be paid for through a special assessment on the adjoining buildings. Commissioner DeWeese stated he does not want an increase in taxes.

Mayor Pro Tem Boutros said:

- The focus needs to be on the resolution itself, which is the next step in the process.
- Currently the City only has a non-binding agreement with Woodward Bates Partners, and we are continuing the discussion.
- The Commission is not leaving out the public.
- We need to move forward because time is money.
- The vote is for the public to have their say.

**MOTION:** Motion by Mayor Pro Tem Boutros, seconded by Commissioner Harris:  
To approve the Authorizing Resolution for the parking structure bond proposal and ballot language for the August 6, 2019 referendum in the amount of \$57,400,000.

Commissioner Nickita noted:

- He is confident this is being done in a highly credible manner.
- The project is driven by parking.
- To do a parking deck and not think about the broader context is irresponsible; it needs to be a context driven project.
- The project fits with 2016 Plan directly.
- He has heard a lot of public support and interest; there is a significant amount of excitement about the project which fills a parking.
- It will be an asset to the city by adding public space, providing linkage to parks, erasing an eye sore, and creating a live, work and play environment.
- As a bonus this great retailer, RH, wants to locate in the project. RH is not driving the project; they approached the City along the way.

Commissioner DeWeese said he supports the project but not the motion because he is concerned the bond issue will not pass in August. He feels with more time the perspective in the City could be shifted and a better consensus could be reached.

Clinton Baller, 822 Shirley, said:

- The RFP didn't split things up.
- If the City is just going to build a parking deck, the project should be rebid.
- It is not free money; it is public money.
- The whole project is based on a thumbnail sketch that is 20 years old.

- The Commission keeps saying every step of the way it can back out.
- Put it to a vote and the voters will tell you to back out.
- There are hundreds of thousands of dollars invested already.
- He is in favor of the motion.

Commissioner Sherman commented that the City has been down this path before when, in 2006, parking underneath Shain Park was being considered. The bond issue passed, but the Commission decided it did not make fiscal sense to build the deck or to issue the bonds. The current issue is the parking deck and whether or not it should be replaced.

VOTE:            Yeas,            6  
                      Nays,            1 (DeWeese)

**05-119-19                    CITY COMMISSION CONSIDERATION OF TEAMSTERS LOCAL 214  
 DPS UNION FEBRUARY 8, 2019 GRIEVANCE**

Human Resources Manager Myers presented the item.

**MOTION:**    Motion by Commissioner DeWeese, seconded by Commissioner Nickita:  
 To waive consideration of the Teamsters Local 214 DPS Union grievance of February 8, 2019.

VOTE:            Yeas,            6  
                      Nays,            0  
                      Absent,        1 (Commissioner Boutros)

**VII.    REMOVED FROM CONSENT AGENDA**

Items removed from the Consent Agenda were addressed earlier in the meeting.

**VIII.   COMMUNICATIONS**

None

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

None

**X.    REPORTS**

**05-120-19    COMMISSIONER REPORTS**

The City Commission will appoint four regular members to the Historic District Study Committee on June 3, 2019.

The City Commission will appoint one regular member to the Board of Ethics on June 3, 2019.

The City Commission will appoint a Hearing Officer on June 3, 2019.

The City Commission will appoint one regular member to the Board of Zoning Appeals on June 3, 2019.

**05-121-19    COMMISSIONER COMMENTS**

Commissioner DeWeese asked to accelerate consideration of incentives to encourage residential parking in downtown.

Commissioner Nickita said the discussion will be part of the master plan process.

City Manager Valentine reported the topic will be on the agenda for the next joint meeting with the Planning Board.

**05-122-19 CITY STAFF**

Third Quarter Financial Report as submitted by Finance Director Gerber.

Third Quarter Investment Report as submitted by Finance Director Gerber.

<b>XI. ADJOURN</b>
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Mayor Bordman adjourned the meeting at 12:06 a.m.

J. Cherilynn Mynsberge, City Clerk

**CITY OF BIRMINGHAM  
ORDINANCE NO. 2320**

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

TO AMEND ARTICLE 07 PROCESSES, PERMITS AND FEES, SECTION 7.25, REVIEW, TO CLARIFY REQUIREMENTS FOR SITE PLAN REVIEW.

Article 07, Section 7.25 shall be amended as follows:

**7.25 Review**

1. Site Plan Reviews by the Planning Board are required for all new construction of and additions to buildings for the following types of developments:
  - A. Single-family cluster developments.
  - B. Accessory building in all zoning district except single-family.
  - C. Attached Single-Family Residential (R8).
  - D. Two-Family Residential (R4).
  - E. Multiple-Family Residential (R5, R6, R7).
  - F. Neighborhood Business (B1).
  - G. General Business (B3, B2B, B2C).
  - H. Office/Residential (B3).
  - I. Business/Residential (B4).
  - J. Office (O1).
  - K. Office/Business (O2).
  - L. Parking (P) and all off-street parking facilities in any zoning district except in a district zoned single-family residential when the area thereof accommodates three or less vehicles.
  - M. Mixed Use (MX).
2. For properties located within historic districts designated under Chapter 62 of the Birmingham City Code, Site Plan Reviews will also be conducted by the Historic District Commission ~~and the Planning Board~~.
3. Site Plan Reviews by the Planning Board are also required for all expansions and/or alterations of buildings as follows:
  - a. Where reconstruction of exterior walls of existing buildings exceeds 33.3% of the total exterior wall area; and / or
  - b. Any alteration to an existing building and/or site which significantly alters the vehicular and/or pedestrian circulation as determined by the City Planner.

	<b>Historic District Commission</b>	<b>Design Review Board</b>	<b>Planning Board</b>
<b>New construction and / or additions</b>	<b>Required if located in an Historic District</b>	<b>Not required</b>	<b>Required</b>

<b>Expansion/Alteration</b>	<b>Required if located in an Historic District</b>	<b>Not required</b>	<b>Required</b>
<b>Exterior modification without expansion/alteration of site per 7.25 (3)</b>	<b>Required if located in an Historic District</b>	<b>Required</b>	<b>Not required</b>

ORDAINED this 6<sup>th</sup> day of May, 2019 to become effective 7 days after publication.

Patricia Bordman, May  
J. Cherilynn Mynsberge, City Clerk

I, J. Cherilynn Mynsberge, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held May 6, 2019, and that a summary was published in the Observer & Eccentric Newspaper on May 19, 2019.

J. Cherilynn Mynsberge, City Clerk

**CITY OF BIRMINGHAM  
ORDINANCE NO. 2321**

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

TO AMEND ARTICLE 07 PROCESSES, PERMITS AND FEES, SECTION 7.08, REQUIREMENTS TO CLARIFY REQUIREMENTS FOR SITE PLAN REVIEW.

Article 07, Section 7.08 shall be amended as follows:

**7.08 Requirements**

All Design Review plans for new non-historic construction also requiring Site Plan Review will be submitted to and reviewed by the Planning Board. All plans, not requiring Site Plan Review or Historic District Review, for ~~new construction~~, the alteration or painting of the exterior of any building and/or the addition of any lighting, signs, equipment or other structures which substantially alter the exterior appearance as determined by the City Planner shall be submitted to the Design Review Board for review. All plans for additions or alterations to historic structures or structures within a historic district shall be submitted to the Historic District Commission in addition to any required Site Plan Review. For uses requiring a special land use permit, Design Review of such uses shall be undertaken by the City Commission with recommendations from the Planning Board pursuant to Section 7.26. Those items not requiring Design Review by the Design Review Board are as follows:

- A. Single-family residential buildings and structures not located within a cluster development.
- B. Uses requiring a special land use permit. Design Review of such uses shall be undertaken by the City Commission with recommendations from the Planning Board pursuant to Section 7.26.
- C. Items such as gutters, downspouts, door and window replacement when similar materials are used, antennas, roof vents and small mechanical equipment not readily visible to the public, painting to a similar color, and items of ordinary repair and maintenance.

ORDAINED this 6th day of May, 2019 to become effective 7 days after publication.

Patricia Bordman, Mayor  
J. Cherilynn Mynsberge, City Clerk

I, J. Cherilynn Mynsberge, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held May 6, 2019, and that a summary was published in the Observer & Eccentric Newspaper on May 19, 2019.

J. Cherilynn Mynsberge, City Clerk

**CITY OF BIRMINGHAM  
ORDINANCE NO. 2319**

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

TO AMEND ARTICLE 4, SECTION 4.74 SS-01, STRUCTURE STANDARDS TO ADD INTENT AND STANDARDS REGULATING ENCROACHMENTS INTO THE RIGHT OF WAY.

4.74 SS-01

(A-C Unchanged)

D. Encroachments into the Right of Way

1. Purpose and Intent: The purpose and intent of this section is to ensure that any allowable encroachments into the right of way do not impede the safety and welfare of the general public and foster a pedestrian friendly environment that prioritizes the accessibility of space, light and air for all users while simultaneously allowing for creative and innovative architectural design and construction.
2. Applicability: This section applies to all encroachments that extend into the public right of way at, above or below grade.
3. Approval Required: Any encroachment into the public right of way must comply with the Michigan Building Code and requires City approval. Encroachments may be subject to a Special Treatment License approved by the Engineering Department, lease agreement approved by the City Commission and/or may require monetary compensation to the City. Encroachments into the right of way may also require approval by an appropriate reviewing body as per Article 07, Processes, Permits and Fees and are subject to the requirements set forth in this section.
4. General Encroachment Standards:
  - a) *Below Grade Encroachments*: All below grade encroachments must be reviewed by the Community Development Department and approved by the City Commission through a lease agreement.
  - b) *Above grade encroachments 8' and below*: Permanent architectural features such as columns, pilasters, belt courses, lintels pediments and similar features may be approved by the Planning Board, Design Review Board and/or Historic District Commission or through administrative approval, as determined by the Planning Director, to project into the right of way provided they do not create any obstruction and that the encroachment complies with the design review standards set forth in Article 07 of the Birmingham Zoning Ordinance.
  - c) *Above grade encroachments above 8'*:
    - i. Removable architectural elements such as awnings, canopies, marquees may be approved by the Planning Board, Design Review Board and/or Historic District Commission or through administrative approval, as determined by the Planning Director, to project into the right of way provided that they are constructed to support applicable loads without any ground mounted supports on public property. Encroachments with less than 15' of clearance above the sidewalk shall not extend into or occupy more than two-thirds of the width of the sidewalk or 5 feet,

- whichever is less, and must not interfere with any existing or planned streetscape elements or infrastructure.
- ii. Permanent architectural features such as windows, balconies, overhangs and other architectural features that encroach into the right of way above 8' may be approved by the Planning Board, Design Review Board and/or the Historic District Commission provided that they do not extend 2' or more into the right of way or create an obstruction and that the encroachment complies with the design review standards set forth in Article 07 of the Birmingham Zoning Ordinance. Encroachments that extend more than 2' into the right of way will also require the approval of the City Commission through a lease agreement.
  - iii. Permanent encroachments that create usable space such as cantilevered rooms, dormers, elevated walkways, balconies, bridges and similar projections may be approved by the Planning Board, Design Review Board and/or the Historic District Commission provided they comply with the design review standards set forth in Article 07 of the Birmingham Zoning Ordinance and must be approved by the City Commission through a lease agreement.
- d. *Temporary encroachments:*
- i. Temporary encroachments associated with construction projects are subject to approval of an obstruction permit or logistical plan to be reviewed and approved by the Community Development and Engineering Departments.
  - ii. Temporary encroachments that are seasonal in nature such as vestibules or storm enclosures may be approved by the Planning Board, Design Review Board and/or Historic District Commission through the site plan and design review process provided that an unobstructed 5' public pedestrian path is provided at all times and that the temporary encroachments are ~~is~~ subject to a rental fee rate as indicated by the Birmingham Schedule for Fees, Charges, Bonds and Insurance.

ORDAINED this 6th day of May, 2019 to become effective 7 days after publication.

Patricia Bordman, Mayor  
J. Cherilynn Mynsberge, City Clerk

I, J. Cherilynn Mynsberge, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held May 6, 2019, and that a summary was published in the Observer & Eccentric Newspaper on May 19, 2019.

J. Cherilynn Mynsberge, City Clerk



**BIRMINGHAM CITY COMMISSION MINUTES  
MAY 11, 2019 BUDGET PUBLIC HEARING  
MUNICIPAL BUILDING, 151 MARTIN  
8:30 A.M.**

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Patty Bordman, Mayor, called the meeting to order and opened the public hearing at 8:30 a.m. There were no representatives from the public in attendance.

**II. ROLL CALL**

ROLL CALL:	Present,	Mayor Bordman	
		Mayor Pro Boutros	
		Commissioner DeWeese	
		Commissioner Hoff	(Left at 10:00 a.m.)
		Commissioner Nickita	
		Commissioner Sherman	
	Absent,	Commissioner Harris	

Administration: City Manager Valentine, Assistant City Manager Gunter, City Attorney Currier, Police Commander Albrecht, IT Director Brunk, Police Chief Clemence, Interim Fire Chief Wells, Assistant Fire Chief Bartalino, Planning Director Ecker, DPS Manager Filipski, Finance Director Gerber, Building Official Morad, Library Director Craft, City Clerk Mynsberge, Deputy City Engineer Fletcher, Museum Director Pielack, HR Manager Myers, BSD Director Tighe, Deputy Finance Director Wickenheiser, DPS Director Wood

**III. BUDGET PRESENTATION**

City Manager Valentine thanked Finance Director Gerber and his staff for their work on the budget. He presented highlights of the proposed 2019-2020 fiscal year budget:

- A 2% decrease from the prior fiscal year amended budget, primarily due to carry over cost from the N. Old Woodward project in the 2018-2019 fiscal year.
- The equivalent of an additional 2 full-time positions and carryover of 3 transitional positions based on operational needs going forward.
- A general fund which remains within the threshold of 17-40% represents a 38% fund balance. This will reinforce Birmingham's Triple A Bond Rating as the City seeks bonding opportunities for capital improvement projects in the future.
- \$14.4 million in capital improvements to address infrastructure needs, including Maple Road project.
- Overall millage rate is proposed to decrease for the 5<sup>th</sup> consecutive year.
- Pressures of the Headlee Act are upon us; therefore, we are bumping up against the cap and pushing off as long as we can.
- Adjustments to the water and sewer rates: The water rates will remain flat for the 2019-2020 Fiscal Year. Sewer rates will increase about 3.4%.

**1. BUDGET VIDEO**

## **IV. DEPARTMENT PRESENTATIONS AND DISCUSSION**

### **2. GENERAL FUND**

#### **CITY COMMISSION**

City Manager Valentine reported a 18% increase, primarily attributable to the computer equipment rental charge and miscellaneous funds for an additional training/planning session this fall.

#### **MANAGER'S OFFICE**

City Manager Valentine reported a 4% increase, attributable to the labor burden cost and computer rental fund.

#### **CITY HALL AND GROUNDS**

City Manager Valentine reported a 2% increase, attributable to labor burden cost and installation of new carpet in the police department.

#### **PROPERTY MAINTENANCE-LIBRARY**

City Manager Valentine reported a 59% increase, attributable to loading dock repairs at the library totaling approximately \$20,000.

#### **LEGAL**

City Manager Valentine reported a 2% increase in retainer fees for labor negotiations occurring in the 2019-2020 fiscal year.

#### **HUMAN RESOURCES**

Human Resources Manager Ben Myers reported a 1.3% decrease, attributable to an update in asset allocation for computer equipment, decrease in new hire physicals, and an adjustment in education reimbursements.

#### **CITY CLERK**

City Clerk Mynsberge reported a less than 1% increase primarily due to the labor burden, computer equipment rentals, and the completion of capital improvements.

#### **ELECTIONS**

City Clerk Mynsberge reported an increase of 50%, due to the trend of increased turnout and the need for additional election inspectors to manage the turnout. She also reported an 11% increase in the supply budget due to inflation. The annual posting fees will now come out of the elections budget. The expense of the August election will not affect this budget.

#### **FINANCE DEPARTMENT**

Finance Director Gerber reported a 1.3% increase, attributable to computer equipment costs and the labor burden due to pension contributions and employee opt out option for insurances.

#### **TREASURY**

Finance Director Gerber reported a 3.2% increase, attributable to computer equipment and labor burden related to union contract wage increases and pension contributions.

## **ASSESSING**

Finance Director Gerber reported an increase of 6.4% due to Oakland County contract but does not anticipate using the total amount.

## **GENERAL ADMINISTRATION**

Finance Director Gerber reported an increase of 22%, attributable to estimated costs for potential increases in compensation.

## **TRANSFERS OUT**

Finance Director Gerber explained increases in the budget for transfers out to major street funds due to the Maple Street project. Local streets will remain flat; there is a small decrease in capital projects fund and 48<sup>th</sup> District Court security improvements.

## **PENSION ADMINISTRATION**

Finance Director Gerber explained this fund records pension costs, actuarial fees, and the costs of Comerica handling the processing of retirement checks. The fees are reimbursed to the general fund by the pension fund, so it has zero net effect on the general fund.

## **COMMUNITY DEVELOPMENT PLANNING**

City Planner Ecker reported a 22% decrease, attributable to less being budgeted for the master plan and labor burden. She also projected \$163,000 for contractual services; including the master plan, traffic analysis, scanning paper documents, bike racks, and bike and pedestrian counts.

City Manager Valentine and the Commission acknowledged City Planner Ecker's birthday with song.

## **BUILDING**

Building Official Morad reported a 7% decrease, attributable to the anticipated office renovation and reduced contract inspections. Other contractual services are for code enforcement work and contract plan reviews done by McKenna and Associates.

## **PUBLIC SAFETY**

Police Chief Clemence and Police Commander Albrecht reported a 4.73% increase, attributable to labor burden and an additional full time employee.

## **DISPATCH**

Police Chief Clemence reported a 1% increase, due to the labor burden.

## **LAW & DRUG ENFORCEMENT FUND**

Police Chief Clemence reported anticipated revenue from drug forfeiture funds. He also reported replacing in-car video systems. He has an officer assigned to the FBI Crime Task Force and the City will benefit between 43k and 55k in forfeiture sharing. The new legislature relative to forfeitures will not impact Birmingham. The City only forfeits after a conviction.

## **FIRE**

Assistant Fire Chief Bartalino reported a 3% increase, primarily attributable to the labor burden, machinery, and equipment.

### **EMERGENCY PREPAREDNESS**

Assistant Fire Chief Bartalino reported an increase of 9% due to telephone usage cost appropriately transferred to EMS.

### **ENGINEERING**

Assistant City Engineer Fletcher reported an increase of .25%.

### **SIDEWALKS**

Assistant City Engineer Fletcher reported a decrease of \$1m due to the N Old Woodward and Maple Street Phase II projects. There were more sidewalks in Maple Street project Phase I.

### **ALLEYS**

Assistant City Engineer Fletcher reported a \$400,000 increase due to the Pierce Alley project. He also reported that the Pierce Alley project meets the budget.

### **PUBLIC SERVICES**

DPS Director Wood and DPS Manager Filipski reported a 5% increase, primarily attributable to computer rental reallocation.

### **PROPERTY MAINTENANCE**

DPS Director Wood reported a less than .1% increase.

### **WEED/SNOW ENFORCEMENT**

DPS Director Wood reported Increased 11% to contract snow removal and mowing for ordinance violations. Historical data is driving estimated cost.

### **ICE SPORTS ARENA**

DPS Director Wood reported a slight decrease to the operations budget. Future improvements are included in the Parks bond.

### **COMMUNITIY ACTIVITIES**

DPS Director Wood reported a 2.6% decrease, primarily attributable to adjustments to the prevailing wage of union labor and union wage increases.

### **PARKS & RECREATION**

DPS Director Wood reported a 4.2% increase due to labor burden adjustments and fluctuations of other contractual services. Allocations for City logo change on park signs are included.

## **3. SPECIAL REVENUE FUNDS**

### **MAJOR STREETS**

Assistant City Engineer Fletcher reported a \$1.5m increase mainly due to the Maple Road Phase II project and resurfacing of Coolidge which will happen this fall.

### **LOCAL STREETS**

Assistant City Engineer Fletcher reported a decrease of approximately \$2m largely attributed to Maple Road Project Phase II. Stanley Street will be resurfaced with a thin coat of asphalt. It has

deteriorated quickly due to the quality of the asphalt mix. When estimating construction cost, the market is watched and demand anticipated. Different aspects that come into the total cost are now viewed in more detail.

#### **COMMUNITY DEVELOPMENT BLOCK GRANT**

Finance Director Gerber reported no change based on department allocation. The doors at the Tennis Bubble and Fire Station are the two ADA compliance projects scheduled for this fiscal year. This is the end of updating City facilities. The contract will go to a service provider.

#### **SOLID-WASTE DISPOSAL**

Finance Director Gerber reported a 2.7% increase due to adjustments set by SOCRRA contract cost. The waste providers' contract is in effect until 2027. City Manager Valentine expressed that the administration is satisfied with the exceptional level of service provided by this contractor.

He also noted that the current provider has a reliable recycle acceptance facility. Universal pick up is under review.

### **4. ENTERPRISE FUNDS**

#### **AUTOMOBILE PARKING SYSTEM**

Assistant City Manager Gunter reported 8% increase and relative to projected activity toward the end of the current fiscal year. Costs will be up by 16% primarily due to the delayed major garage rehabilitation project on levels 4 and 5. The monies are now applied to the 2019-2020 budget.

- Revenues remain steady with variations of about 3% annually in the negative.
- City sponsored valet program remains as a regular program
- Data Analytics program: Smart Key, approved last year, provides real-time occupancy information on street parking meters and garages. This progress allows us to move forward with a parking application that would show people parking availability in real time on their mobile phones.
- Working with the parking operator to move forward with the SP Plus proposal. Key performance indicators are being developed to support SP Plus's pay model.
- Structural assessment cost of all the City's physical assets for the parking system is included in this budget.

City Manager Valentine explained that only operating costs are included in this budget. Bonds are not in the budget. He also expressed that if the bond initiative wins the vote, operating costs will decrease because maintenance will not be done this fiscal year.

#### **WATER SUPPLY SYSTEM**

Finance Director Mark Gerber reported a 3% increase attributable to an increase in public improvements. There is sufficient cost stabilization; therefore, water rate will remain flat.

#### **SEWAGE DISPOSAL**

Finance Director Gerber reported a 3.4% increase; budget resolution will reflect actual rates. Sewerage is continually an issue due to cost of filtration after use.

#### **MUNICIPAL GOLF COURSES**

DPS Director Wood reported an increase in the Lincoln Hills budget of approximately 11% due to renovation projects. The Springdale course budget increases by 7% due to capital improvement projects.

Increasing revenue this year will speed up repayment of obligation. Tree and patio renovations will fund future growth. New events and early memberships are generating new revenues. Membership increased due to the Royal Oaks closure. Trees planted at the golf courses are allocated appropriately.

Mayor Bordman recessed the meeting at 10:00 a.m. and reconvened the meeting at 11:30 a.m.

#### **5. INFORMATION TECHNOLOGY**

IT Director Brunk reported a 7.6% decrease from prior year's budget due to reduced hardware and software purchases. Quotes for a better streaming vendor are being evaluated.

City Manager Valentine expressed that there are reimbursement options through City of Birmingham grant programs. IT Director Brunk confirmed appropriate measures have been taken to guard the network, and backups of all servers are run daily and kept independently. City Manager Valentine confirmed the intent to continue using an IT consultant rather than bringing the function in-house.

Mayor Bordman recessed the meeting at 12:00 p.m. and reconvened the meeting at 12:48 p.m.

#### **6. BIRMINGHAM HISTORICAL MUSEUM**

##### **ALLEN HOUSE**

Museum Director Pielack reported a .5% decrease, attributable to the completion of existing projects and scheduled new projects balancing themselves out. The decrease may be up to .6%.

##### **HUNTER HOUSE**

Museum Director Pielack reported an increase by \$20,000 due to some minor renovations but will decrease from 2019-2020 by \$25,000 in 2021.

#### **7. PRINCIPAL SHOPPING DISTRICT (PSD)**

BSD Director Tighe reported an increase of \$150,000 for valet services during construction, \$250,000 for marketing and advertising cost related to construction, and \$30,000 for the shopping district. The receipts on this investment were huge and yield a very good return on investment. The entire budget increased 20% due to support of construction. The department is solvent for the next five years based on projections.

#### **8. BALDWIN PUBLIC LIBRARY**

Library Director Koschik introduced a flat budget plus millage to fund the youth room project. The project will continue until 2021. Each year the numbers will decrease over the next two years. Operating expenses are not increasing. Groundbreaking for the next phase of construction is next August after the summer reading program.

#### **9. BROWNFIELD REDEVELOPMENT AUTHORITY**

Finance Director Gerber explained the increase is to reimburse developers for the environmental costs incurred which were then approved by the Brownfield Redevelopment Authority. Unable to capture because the amounts are not in yet.

**10. TRIANGLE DISTRICT CORRIDOR IMPROVEMENT AUTHORITY**

Finance Director Gerber reported no activity.

**11. GREENWOOD CEMETERY PERPETUAL CARE FUND**

City Manager Valentine reported that this fund was created to take proceeds from the sales of plots to invest in maintaining the cemetery. Ground penetrating radar proves to be an appropriate expense for perpetual care from 1718. Funds are still available from 2 years ago. Improvements this year were not charged to cemetery but absorbed by the city. The cemetery should follow the same rules as golf course and pay for their own operational expenses. Accounting for the cemetery supporting itself will begin this fiscal year.

**12. DEBT SERVICE FUND**

Finance Director Gerber reported on the retirement of the parks and recreation bonds, all part of the debt levy. Future debt service payments are going up and a drop off in 2022. The City has a lot of bond debt retiring in the next five years.

**13. CAPITAL PROJECTS FUND**

Finance Director Gerber noted the listings of things in process. They are all coming out of the capital projects fund. A good summary of projects is listed.

**14. PUBLIC COMMENT**

None.

The Mayor closed the public hearing and adjourned the meeting at 1:04 p.m.

J. Cherilynn Mynsberge  
City Clerk

# City of Birmingham

## Warrant List Dated 05/08/2019

Meeting of 05/20/2019

Check Number	Early Release	Vendor #	Vendor	Amount
<u>PAPER CHECK</u>				
266043		MISC	4-EVER-WATER-TITE LLC	100.00
266044	*	000855	48TH DISTRICT COURT	100.00
266045	*	000855	48TH DISTRICT COURT	100.00
266046	*	000855	48TH DISTRICT COURT	100.00
266047	*	008226	KATHERINE ABELA	182.00
266048		001206	AMERICAN MIDWEST PAINTING INC	4,825.00
266051		000500	ARTECH PRINTING INC	266.00
266052		005590	AXON ENTERPRISE, INC.	4,408.00
266053		MISC	BADER RENOVATIONS, LLC	200.00
266054		004931	BIDNET	894.95
266055		002231	BILLINGS LAWN EQUIPMENT INC.	1,309.52
266056	*	001086	CITY OF BIRMINGHAM	320.07
266057	*	001086	CITY OF BIRMINGHAM	764.35
266058		008870	KASEY BOEGNER	120.00
266059		006520	BS&A SOFTWARE, INC	2,655.00
266061		MISC	CASWELL MODERNIZATION CO INC	100.00
266063		MISC	CEDAR WORKS INC	100.00
266064		MISC	CHARLES LEE WOODWARD	100.00
266065		000603	CHEMCO PRODUCTS INC	442.00
266066		000605	CINTAS CORPORATION	72.43
266067		005116	CITY OF MADISON HEIGHTS	119.94
266068	*	008955	COMCAST	151.82
266069		000979	COMERICA BANK	2,105.26
266070		001907	COMMON GROUND	1,500.00
266072		002668	CONTRACTORS CLOTHING CO	885.26
266074	*	MISC	DAVID BARTLEY	75.00
266075		008395	DAVID BORNEMAN LLC	2,000.00
266076		000177	DELWOOD SUPPLY	20.77
266079		000190	DOWNRIVER REFRIGERATION	12.74
266081	*	000179	DTE ENERGY	5,182.71
266082	*	000180	DTE ENERGY	37,071.99
266083		002375	DUANY PLATER-ZYBERK & CO.	44,700.00
266085		001495	ETNA SUPPLY	1,585.00
266087	*	004514	FEDEX OFFICE	772.00
266088		MISC	FERGUSON ROOFING	200.00
266089		001230	FIRE SYSTEMS OF MICHIGAN LLC	732.75
266090		MISC	FOUNDATION SYSTEMS OF MICHIGAN INC.	100.00
266091		007172	GARY KNUREK INC	104.00
266092	*	004604	GORDON FOOD	128.32
266093		008293	GRAINGER	77.51
266095	*	008053	HARMONY ACRES PARADE ARABIAN HORSES	800.00
266096		007458	HERITAGE - CRYSTAL CLEAN, LLC	2,047.00



**City of Birmingham**  
**Warrant List Dated 05/08/2019**

Meeting of 05/20/2019

Check Number	Early Release	Vendor #	Vendor	Amount
266097		001204	ICMA	200.00
266098		MISC	INSTALLATION SERVICES UNLMT LL	100.00
266099		002407	J & B MEDICAL SUPPLY	1,342.02
266100		MISC	JAMES RICHARD CRONK	100.00
266102		MISC	JON ZORN	100.00
266103		MISC	JORGE MANZANO	100.00
266104		MISC	JUE, WILLIAM T	100.00
266106		MISC	KELLY BUILDING & DEVELOPMENT CO LLC	500.00
266107		004088	KGM DISTRIBUTORS INC	422.00
266108	*	000362	KROGER COMPANY	3.79
266109		006817	LEXISNEXIS RISK DATA MANAGEMENT INC	145.80
266110		MISC	LM POTOROKA	100.00
266112		004484	MACOMB COMMUNITY COLLEGE	250.00
266113	*	007354	ALIS MANOOGIAN	355.50
266114		MISC	MDCK COMMERCIAL, LLC	100.00
266115		008793	MERGE MOBILE, INC.	73.00
266116		MISC	MERRILLWOOD COLLECTION	200.00
266117		MISC	MICHAEL KALLIS	100.00
266118	*	005271	MICHIGAN FIRE INSP SOCIETY	350.00
266119	*	MISC	MICHIGAN GRAPHICS & AWARDS, INC.	46.90
266120	*	008869	HALLE MISRA	243.75
266123		MISC	MR ROOF HOLDING CO LLC	100.00
266125	*	000481	OFFICE DEPOT INC	1,071.09
266129	*	008225	DIANA MARIE-VALDEZ PERAINO	416.00
266130	*	009058	PINE RIVER LANDSCAPING	680.00
266132		MISC	ROOF ONE LLC	100.00
266133		MISC	ROTTNER RENOVATION INC.	100.00
266134		000218	ROYAL OAK P.D.Q. LLC	192.83
266135		MISC	RUSSELL MORAN	100.00
266136	*	008983	BRENNA SANDLES	36.00
266137		005759	SCHENA ROOFING & SHEET METAL	625.00
266139		007142	SHERWIN-WILLIAMS COMPANY	62.12
266140		MISC	SIGN FABRICATORS, INC	200.00
266141	*	009009	SIGNATURE CLEANING LLC	5,149.00
266142		000265	STEEL EQUIPMENT CO.	700.00
266143		MISC	THOMAS MICHAL HUMANIC	100.00
266144		MISC	THREE C'S LANDSCAPING	200.00
266145		005331	UBS FIN SERVICES, INC	16,558.68
266146		MISC	UNITED HOME SERVICES	100.00
266148	*	000158	VERIZON WIRELESS	76.02
266150	*	000158	VERIZON WIRELESS	151.86
266151	*	000158	VERIZON WIRELESS	928.34
266154	*	009036	TIM WILCZEK	200.00

**City of Birmingham**  
**Warrant List Dated 05/08/2019**

Meeting of 05/20/2019

Check Number	Early Release	Vendor #	Vendor	Amount
266155	*	007355	LINDSAY WILLEN	481.00
266157		008391	XEROX CORPORATION	134.62
266158		MISC	ZAREMBA & COMPANY	200.00
266159		008902	ZORO TOOLS, INC.	248.26
SUBTOTAL PAPER CHECK				\$151,374.97
<u>ACH TRANSACTION</u>				
	*	008847	ABS- AUTOMATED BENEFIT SVCS, INC	33,267.34
		008555	ABELL PEST CONTROL INC	40.00
		001357	ART/DESIGN GROUP LTD	150.00
		007345	BEVERLY HILLS ACE	131.23
	*	000157	BOB ADAMS TOWING INC	553.00
		007875	CANFIELD EQUIPMENT SERVICE INC.	599.81
		001672	HAYES PRECISION INC	54.50
		000261	J.H. HART URBAN FORESTRY	23,779.08
		005550	LEE & ASSOCIATES CO., INC.	5,925.60
	*	005550	LEE & ASSOCIATES CO., INC.	885.00
	*	000649	MML WORKERS' COMP FUND	44,191.00
		006359	NYE UNIFORM COMPANY	1,310.35
		003785	SIGNS-N-DESIGNS INC	144.00
		000254	SOCRRA	73,457.00
		001255	TEKNICOLORS INC	19.99
		007706	UTEC	208.20
	*	002974	VILLAGE OF BEVERLY HILLS	117,771.16
		007278	WHITLOCK BUSINESS SYSTEMS, INC.	1,590.04
SUBTOTAL ACH TRANSACTION				\$304,077.30
GRAND TOTAL				\$455,452.27

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



Mark Gerber  
Finance Director/ Treasurer

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

# City of Birmingham

## Warrant List Dated 05/15/2019

Meeting of 05/20/2019

Check Number	Early Release	Vendor #	Vendor	Amount
<u>PAPER CHECK</u>				
266160	*	000855	48TH DISTRICT COURT	100.00
266161	*	000855	48TH DISTRICT COURT	100.00
266162	*	000855	48TH DISTRICT COURT	80.00
266163	*	006965	7UP DETROIT	241.70
266164	*	008649	ROBERT ABRAHAM JR.	10.58
266165		008106	ACUSHNET COMPANY	687.62
266166	*	007266	AETNA BEHAVIORAL HEALTH LLC	460.46
266167		006054	AGROSCAPING, INC.	2,000.00
266168		003708	AIRGAS USA, LLC	212.37
266169		007745	ALL COVERED	2,942.60
266170	*	000161	ALPHA PSYCHOLOGICAL SERVICES PC	695.00
266171		000282	APOLLO FIRE EQUIPMENT	17.86
266172		007586	ARROW INTERNATIONAL INC	632.50
266173		007479	ASB DISTRIBUTORS	64.50
266174	*	006759	AT&T	397.76
266175	*	006759	AT&T	78.73
266176	*	006759	AT&T	158.78
266177	*	006759	AT&T	88.95
266178	*	004027	AUTOMATED BENEFIT SVCS INC	16,189.38
266179	*	007263	BACCHANAL PROMOTIONS LLC	950.00
266180	*	003839	MATTHEW J. BARTALINO	59.98
266181		MISC	BESHOURI RESIDENTIAL DEVELOPMENT	500.00
266182		003692	BEST TECHNOLOGY SYS INC	5,475.00
266183		002231	BILLINGS LAWN EQUIPMENT INC.	629.96
266184	*	008503	BIRDIE IMAGING SUPPLIES, INC	4,320.00
266185	*	008992	CITY OF BIRMINGHAM #237	4,770.42
266186		005003	BIRMINGHAM BLOOMFIELD COMMUNITY	1,741.60
266187		000542	BLUE WATER INDUSTRIAL PRODUCTS INC	78.75
266188		004244	BOLYARD LUMBER	158.75
266189	*	006953	JACQUELYN BRITO	356.77
266190		006520	BS&A SOFTWARE, INC	2,780.00
266191		003907	CADILLAC ASPHALT, LLC	409.17
266192		001458	CALLAGHAN PROMOTIONS	192.00
266193		005238	CBTS	4,170.50
266194	*	000444	CDW GOVERNMENT INC	96.25
266195		002067	CENTRAL PARKING SYSTEM	66.00
266196	*	007744	MOHAMED F. CHAMMAA	43.50
266197		007710	CINTAS CORP	123.82
266198		000605	CINTAS CORPORATION	144.40
266199	*	004026	COFINITY	1,530.00
266200	*	008955	COMCAST	385.44
266201		002668	CONTRACTORS CLOTHING CO	621.60

**City of Birmingham**  
**Warrant List Dated 05/15/2019**

Meeting of 05/20/2019

Check Number	Early Release	Vendor #	Vendor	Amount
266202		008582	CORE & MAIN LP	3,781.74
266203	*	009061	MICHAEL A. CRUCIANO	31.90
266204		003923	CUMMINS BRIDGEWAY LLC	337.25
266205		008005	DE LAGE LANDEN FINANCIAL SVCS INC	173.75
266206		003825	DEERE ELECTRIC INC	260.00
266207	*	006907	DENTEMAX, LLC	161.10
266208	*	000179	DTE ENERGY	47.97
266209		007702	EASY PICKER GOLF PRODUCTS, INC	337.46
266211		000493	ED RINKE CHEVROLET BUICK GMC	2,009.32
266212	*	MISC	EDWARD MORYKWA	100.00
266213	*	007538	EGANIX, INC.	720.00
266214		007684	ELITE TRAUMA CLEAN-UP INC.	50.00
266215		MISC	ERIC FELDMAN	300.00
266216	*	001223	FAST SIGNS	604.80
266217		000936	FEDEX	299.61
266218		000213	FIRE DEFENSE EQUIP CO INC	45.46
266219	*	007366	FIRST ADVANTAGE OCCUPATIONAL	42.00
266220	*	007749	FUNASTIC FACES BY DIANE	810.00
266221		MISC	G & M BUILDING COMPANY INC	100.00
266222		000223	GASOW VETERINARY	57.00
266223	*	004604	GORDON FOOD	1,558.64
266224		000249	GUARDIAN ALARM	370.14
266225		001447	HALT FIRE INC	4,148.44
266226		006346	HARRELL'S LLC	1,691.58
266227		MISC	HITCHINGHAM DEV. CO. LLC	100.00
266228		001040	HOOR MEDIA LLC	750.00
266229		000948	HYDROCORP	1,315.00
266230		004837	IDEACORE, LLC	75.00
266231		002407	J & B MEDICAL SUPPLY	3.40
266232		MISC	J WAYNE ENTERPRISES INC	200.00
266233		000344	J.T. EXPRESS, LTD.	2,921.68
266234	*	002576	JAX KAR WASH	168.00
266235		MISC	JBE MANAGEMENT LLC	100.00
266236	*	008564	JERRY'S TIRE	540.00
266237		008917	JONES LANG LASALLE AMERICAS, INC.	36,873.00
266238		005291	KAESER & BLAIR INC	415.01
266239	*	005465	RYAN KEARNEY	89.42
266240		MISC	KIRK'S AUTOMOTIVE, INC.	335.00
266241		000353	KNAPHEIDE TRUCK EQUIPMENT	1,261.20
266242		005452	KNOX COMPANY	1,489.66
266243	*	000352	JILL KOLAITIS	2,223.00
266244		004085	KONE INC	1,953.95
266245		MISC	KRASIK, LEONID I	100.00

**City of Birmingham**  
**Warrant List Dated 05/15/2019**

Meeting of 05/20/2019

Check Number	Early Release	Vendor #	Vendor	Amount
266246	*	000362	KROGER COMPANY	24.60
266247		007865	LOGICAL SOLUTIONS ENTERPRISE INC	599.00
266248	*	008158	LOGICALIS INC	9,700.00
266249		MISC	LYNCH CUSTOM HOMES	2,500.00
266250	*	008442	JOHN WINSLOW	300.00
266251		002648	MARC DUTTON IRRIGATION INC	878.00
266252		MISC	MARK L LAVALLEY JNT TRUST	300.00
266253		MISC	MCGLINCH & SONS	100.00
266254		MISC	MICHAEL J KELTER REV LVNG TRST	100.00
266255		MISC	MICHIGAN BASEMENTS	100.00
266256	*	000377	MICHIGAN MUNICIPAL LEAGUE	49.92
266257	*	009062	MICHIGAN SCOTTISH PIPES AND DRUMS	850.00
266258	*	008446	MICHIGAN TOURNAMENT FLEET INC	677.00
266259		007394	MICHIGAN URBAN SEARCH & RESCUE	470.00
266260		007163	MOBILE HEALTH RESOURCES	2,549.90
266261	*	006371	MPELRA	60.00
266263		002853	OAKLAND COMMUNITY COLLEGE	3,000.00
266264	*	000477	OAKLAND COUNTY	2,376.69
266265		008250	OAKLAND COUNTY TACTICAL	250.00
266266	*	003461	OBSERVER & ECCENTRIC	528.52
266267	*	004370	OCCUPATIONAL HEALTH CENTERS	1,759.50
266268		007718	OFF COURSE PRODUCTIONS INC.	416.90
266269	*	000481	OFFICE DEPOT INC	563.56
266270		002767	OSCAR W. LARSON CO.	190.00
266271		001325	P.K. CONTRACTING INC	950.00
266272		006625	PACIFIC TELEMAGEMENT SERVICES	78.00
266273	*	008409	PARTY GRANDEUR	516.00
266275	*	001753	PEPSI COLA	349.30
266276		001341	PIFER GOLF CARS INC	5,850.00
266277		008418	PIPETEK INFRASTRUCTURE SERVICES	26,481.45
266278		MISC	PRESERVATION AND RENOVATION	300.00
266279		002904	PRESTIGE FLAG	215.90
266280		004137	R & R FIRE TRUCK REPAIR INC	1,104.84
266281		001197	RAVEN GOLF BALL CO	450.00
266282		007252	RAY WIEGAND'S NURSERY INC.	2,682.00
266283		MISC	RENEWAL BY ANDERSEN	500.00
266284	*	007336	REVIZE LLC	400.00
266285		MISC	ROBERT J SOWLES	100.00
266286	*	008055	ROCK OUT ENTERTAINMENT	750.00
266287		MISC	ROSS & BARR INC.	100.00
266288	*	001758	FRANK RUSSELL	68.71
266289		MISC	SACHSE CONSTRUCTION	500.00
266290	*	002806	SAM'S CLUB/SYNCHRONY BANK	524.86

**City of Birmingham**  
**Warrant List Dated 05/15/2019**

Meeting of 05/20/2019

Check Number	Early Release	Vendor #	Vendor	Amount
266291		MISC	SCOTT & SUSAN FILE	300.00
266292		007142	SHERWIN-WILLIAMS COMPANY	98.64
266293	*	004202	SHRED-IT USA	126.31
266294		008144	SMARTDEPLOY	1,170.00
266295		MISC	SPARTAN PAVING	100.00
266296	*	008396	REBEKAH SPRINGER	77.69
266297	*	002809	STATE OF MICHIGAN	100.00
266298		MISC	STAY DRY BASEMENT WATERPROOFING INC	100.00
266299	*	005375	STEPPIN OUT	621.25
266300		MISC	STEVEN D THOMS	100.00
266301	*	004355	SYMETRA LIFE INSURANCE COMPANY	33,574.52
266302		MISC	TIGERS CONTRACTORS	200.00
266304		MISC	TRADEMARK CONSTRUCTION SERVICES	200.00
266305		MISC	TRANSITIONS REMODELING	200.00
266306		MISC	TRI PHASE COMMERCIAL CONST LLC	100.00
266307		004887	TRUCK & TRAILER SPECIALTIES INC	121.08
266308		MISC	UNITED HOME SERVICES	200.00
266309		001386	UNITED RENTALS INC	124.00
266310		007226	VALLEY CITY LINEN	282.85
266311	*	000293	VAN DYKE GAS CO.	396.00
266312	*	008411	VARIPRO	813.00
266313	*	000158	VERIZON WIRELESS	152.16
266314	*	000158	VERIZON WIRELESS	426.53
266315		MISC	WALLSIDE INC	1,000.00
266316	*	000301	PAUL WELLS	504.81
266317	*	005794	WINDSTREAM	797.53
266318		008391	XEROX CORPORATION	1,332.15
SUBTOTAL PAPER CHECK				\$237,197.35
<u>EFT TRANSFER</u>				
		008730	FACEBOOK HEADQUARTERS	332.01
		MISC	ICHAT	10.00
		007819	MICHIGAN STATE UNIVERSITY	1,300.00
		001697	VOSS SIGNS, LLC	362.00
SUBTOTAL EFT TRANSFER				\$2,004.01
<u>ACH TRANSACTION</u>				
	*	008847	ABS- AUTOMATED BENEFIT SVCS, INC	39,934.83
		002284	ABEL ELECTRONICS INC	219.48
		001357	ART/DESIGN GROUP LTD	591.00
	*	000517	BEIER HOWLETT P.C.	44,040.50
		000518	BELL EQUIPMENT COMPANY	99,669.58
		007345	BEVERLY HILLS ACE	70.01
	*	008044	CLUB PROPHET	540.00

**City of Birmingham**  
**Warrant List Dated 05/15/2019**

Meeting of 05/20/2019

Check Number	Early Release	Vendor #	Vendor	Amount
		000956	DELTA TEMP INC	208.50
		003807	DOETSCH INDUSTRIAL SVCS INC	37,733.76
		000565	DORNBOS SIGN & SAFETY INC	135.15
	*	001077	DUNCAN PARKING TECH INC	9,720.00
		006181	FIRST CHOICE COFFEE SERV	286.58
		000243	GRAINGER	620.55
		003870	GREAT LAKES TURF, LLC	511.50
		001672	HAYES PRECISION INC	30.50
	*	007465	IN-HOUSE VALET INC	1,500.00
		007035	INNOVATIVE OFFICE TECHNOLOGY GROUP	700.27
		002407	J & B MEDICAL SUPPLY	136.00
	*	007870	J.C. EHRLICH CO. INC.	112.00
		000261	J.H. HART URBAN FORESTRY	12,198.00
		000186	JACK DOHENY COMPANIES INC	312.00
		003458	JOE'S AUTO PARTS, INC.	429.49
		003845	JOHNSON HILL LAND ETHICS STUDIO INC	1,260.23
	*	000891	KELLER THOMA	1,715.52
		005876	KROPF MECHANICAL SERVICE COMPANY	8,279.00
	*	005550	LEE & ASSOCIATES CO., INC.	450.00
	*	007856	NEXT	3,499.99
		001864	NOWAK & FRAUS ENGINEERS	3,970.00
		006359	NYE UNIFORM COMPANY	825.00
		001062	QUALITY COACH COLLISION	669.00
		001181	ROSE PEST SOLUTIONS	89.00
	*	001097	SOCWA	123,250.86
		000273	TERMINAL SUPPLY CO.	258.59
		000969	VIGILANTE SECURITY INC	220.50
		008711	VOLVIK USA	786.52
		002088	WM. CROOK FIRE PROTECTION CO.	5,266.80
		004512	WOLVERINE POWER SYSTEMS	699.00
SUBTOTAL ACH TRANSACTION				\$400,939.71
GRAND TOTAL				\$640,141.07

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



Mark Gerber  
Finance Director/ Treasurer

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



# MEMORANDUM

(Department Name)

**DATE:** May 14, 2019

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

**FROM:** J. Cherilynn Mynsberge, City Clerk

**SUBJECT:** Election Commission Delegation of Duties for August 6, 2019 and November 5, 2019 Elections to City Clerk and Authorized Assistants

## INTRODUCTION:

The City Commission, per the Birmingham City Charter, functions as the City's Election Commission. Pursuant to State law, the Election Commission is responsible for conducting certain election duties. The law allows the Election Commission to delegate certain of those duties to the City Clerk and her authorized assistants.

## BACKGROUND:

The Birmingham City Charter names the City Commission as the Election Commission:

Chapter IV. – Registrations, Nominations and Elections

Section 22. - [Election commission.]

The city commission shall constitute the election commission for the city and shall perform all of the duties required of the city election commissions by the general laws of the state. It shall appoint the inspectors of election and fix their compensation.

The Election Officials' Manual of the Michigan Bureau of Elections (BOE) cites the duties of a city election commission and draws distinctions between those which must be conducted by the election commission and those which may be delegated to the City Clerk and her authorized assistants. The BOE recommends that the election commission document the delegation of its duties.

## LEGAL REVIEW:

n/a

## FISCAL IMPACT:

n/a

## SUMMARY

It is recommended that the Birmingham City Commission, acting as the Election Commission, delegate to the City Clerk and her authorized assistants certain election duties as allowed by the Michigan BOE and State law.

## ATTACHMENTS:

Excerpt from the Election Officials' Manual of the Michigan Bureau of Elections listing duties that may be delegated.



**SUGGESTED RESOLUTION:**

To delegate to the Birmingham City Clerk and her authorized assistants, those being the members of her staff, the following duties of the election commission for the August 6, 2019 and November 5, 2019 elections:

- Preparing meeting materials for the election commission, including ballot proofs for approval and a listing of election inspectors for appointment;
- Contracting for the preparation, printing and delivery of ballots;
- Providing candidates and the Secretary of State with proof copies of ballots;
- Providing election supplies and ballot containers; and
- Preliminary logic and accuracy testing.

## CITY AND TOWNSHIP ELECTION COMMISSIONS:

City	Township	Charter Township
<ul style="list-style-type: none"><li>• Clerk</li><li>• Attorney</li><li>• Assessor</li></ul>	<ul style="list-style-type: none"><li>• Clerk</li><li>• Supervisor</li><li>• Treasurer</li></ul>	<ul style="list-style-type: none"><li>• Clerk</li><li>• Two Trustees Appointed by the Township Board</li></ul>

**Note:** The chart above outlines the composition of the local election commissions based on your jurisdiction's form of government. The only exception to the composition of the local election commission must be provided by a city charter.

### City and Township Election Commission members are responsible for the following:

- Establishing precincts, including temporary precinct consolidations for non-State/Federal elections;
- Establishing Absent Voter Counting Boards (AVCBs);
- Assessing voting equipment needs;
- Performing logic and accuracy testing for voting equipment. **NOTE:** Even if the county performs the programming for the local jurisdictions, it is still the responsibility of the local election commission to conduct pre-election logic and accuracy testing for their voting equipment prior to each election. Preliminary testing may be delegated to the local clerk; however, public accuracy testing must be conducted by the election commission or each members' designated representative.
- Authorizing the printing and provision of ballots for use in city, township, village and certain school district elections;
- Providing election supplies (including forms and ballot containers);
- Appointing precinct inspectors prior to each election, including AVCB members, Receiving Board members, precinct chairpersons and alternates; note that certified election inspectors must be appointed at least 21 days prior to the election and no more than 40 days prior to each election;
- Notifying major political parties of the appointment of election inspectors in federal and state elections; and
- Carrying out other election related duties for their respective jurisdictions.

**Election Commission Responsibilities that should be handled via an Open Meeting by Election Commission Members:**

- Approving of ballots
- Appointing precinct inspectors
- Public Accuracy Test
- Precinct Changes / Consolidations
- Adoption of resolution outlining delegated duties

**Election Commission Duties that may be delegated to the Local Clerk or authorized assistant  
(note: Delegated duties should be documented via resolution):**

- Preparing meeting materials for the Election Commission (ballots proof for approval, list of election inspectors for appointment, etc.)
- Preparing, printing and delivering ballots
- Providing candidates and the Secretary of State with proof copies of ballots
- Providing notice to voters in the case of precinct changes/consolidations
- Providing election supplies and ballot containers
- Preliminary logic and accuracy testing
- Notifying major political parties of certified precinct Inspector appointments (federal and state elections only)

**SCHOOL ELECTION COORDINATING COMMITTEE:** Every school district has a School Election Coordinating Committee responsible for determining the details of how special school elections will be administered. The School Election Coordinating Committee is composed of a school election coordinator, the secretary of the school board and the clerks of all jurisdictions covered by the school district. For a school district wholly contained within a single jurisdiction, that clerk is the school election coordinator. In a school district that crosses jurisdiction lines the county clerk is the coordinator.

## **TYPES OF ELECTIONS**

There are several types of elections conducted in Michigan. The following is an overview of the various types.

## CHAPTER 9 ELECTION BALLOTS

### TABLE CONTENTS

Ballot Proofing and Michigan Ballot Production Standards .....	1
Candidate Name Rotations .....	3
Office Order: .....	5
Partisan Ballot .....	5
Nonpartisan Ballot .....	6

**BALLOT PROOFING AND MICHIGAN BALLOT PRODUCTION STANDARDS:** All ballots must be prepared in conformance with Michigan's Ballots Production Standards. Adherence to the standards is compulsory for all election officials and vendors. A copy of the standards can be found on the Bureau of Elections website at [www.michigan.gov/elections](http://www.michigan.gov/elections); under "Information for Election Administrators".

Election ballots must always be carefully proofed to ensure that 1) they conform to all required legal and technical standards and 2) they are free of errors and omissions. The importance of ballot proofing cannot be over emphasized!

**County Election Commission's Responsibilities:** Ballots prepared for use at federal, state and countywide elections and certain school district elections are printed by the authority of the County Election Commission.

**Local Election Commission's Responsibilities:** Ballots prepared for use at city, township, village and certain school district elections are printed by the authority of the City, Township or County Election Commission.

Before the ballots are printed, the printer returns copies of the ballots to the appropriate Election Commission. The Commission is responsible for checking the various proof ballots to make sure that they are free of errors and omissions. A comprehensive check should include a careful review of the following:

- Ensure all office, candidates, and proposals are included
- Verify proper splits within a precinct
- Ballot heading including: 1) OFFICIAL BALLOT 2) election type 3) election date 4) county name, state 5) jurisdiction name and 6) precinct number
- Section headers – e.g.: PARTISAN SECTION, NONPARTISAN SECTION and PROPOSAL SECTION
- Office and proposal divisions – e.g.: STATE, COUNTY, CITY, TOWNSHIP
- Office titles – e.g.: CLERK, TREASURER, TRUSTEE
- Number to be elected – e.g.: Vote for not more than 1
- Placement of candidate names; form and spelling of candidate names; candidate name rotations; placement of special ballot designations
- Presentation and wording of ballot proposals

Proofing ballots is a tedious and time-consuming task – but the problems and embarrassment a complete proofing job can save on Election Day makes the task well worth the effort. If the Commission delegates ballot proofing to members of the clerk's staff, the task should be assigned to those in the office with the best eye for detail.

***Responsibilities of Candidates and Department of State:*** Immediately after the proof ballots are delivered to the Election Commission, they forward the proofs to the Department of State's Bureau of Elections in Lansing for approval. The Commission also sends each candidate a proof ballot which lists the candidate's name.

- After sending proof ballots prepared for a state election, the county clerk must sign an affidavit that attests that proof ballots were mailed as required. The affidavit must list the candidates to whom the ballots were mailed, the addresses to which the ballots were mailed, and the dates on which the ballots were mailed.
- The Department of State's Bureau of Elections inspects the form of the proof ballots received from each Election Commission. (The Bureau of Elections does *not* check candidate name spellings or that all required offices are on the ballot.) If the ballots are in the proper form, the Bureau of Elections grants its approval of the ballots; if the ballots are not in the proper form, the Bureau of

**DATE:** May 14, 2019

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

**FROM:** J. Cherilynn Mynsberge, City Clerk

**SUBJECT:** Election Commission Delegation of Duties for August 6, 2019 and November 5, 2019 Elections to City Clerk and Authorized Assistants

---

**INTRODUCTION:**

The City Commission, per the Birmingham City Charter, functions as the City's Election Commission. Pursuant to State law, the Election Commission is responsible for conducting certain election duties, including the conduct and certification of the Public Accuracy test.

**BACKGROUND:**

The Birmingham City Charter names the City Commission as the Election Commission:

Chapter IV. – Registrations, Nominations and Elections

Section 22. - [Election commission.]

The city commission shall constitute the election commission for the city and shall perform all of the duties required of the city election commissions by the general laws of the state. It shall appoint the inspectors of election and fix their compensation.

The Public Accuracy Test is required by Michigan Election Law, MCL 168.798 "to determine if the electronic tabulating equipment will accurately count the votes cast for all offices". This is done by creating a chart of predetermined results in compliance with promulgated rule R 168.778, and marking a set of test ballots to correspond. The results produced by the tabulator must match the totals in the chart of predetermined results.

The creation of the chart of predetermined results and the marking of a set of test ballots may be done by the City Clerk, her staff, and/or a vendor. The test must be conducted by the Election Commission or its representatives. The test consists of tabulating the marked test ballots through a tabulator and certifying that the totals reported by the tabulator match the totals contained in the chart of predetermined results.

Since the August 6, 2019 election is a special election for a local bond issue and was authorized by resolution of the City Commission, and because the November 5, 2019 election is a local election and the office of City Commissioner is on the ballot, I recommend the members of the Commission designate representatives to conduct the Public Accuracy Tests in their stead. By the entire Commission taking this action, the Commission as a whole and each of its individual members are removed from the process and therefore avoid any perception of impropriety. The City Clerk and her staff are not eligible to be the designated representatives for the Public Accuracy Tests.

The Public Accuracy Test for the August 6, 2019 special election is scheduled for Wednesday, July 24, 2019 at 10:00 a.m. in Room 205 of the Birmingham Municipal Building, 151 Martin, Birmingham. The Public Accuracy Test for the November 5, 2019 election is scheduled for Wednesday, October 23, 2019 at 10:00 a.m. in Room 205 of the Birmingham Municipal Building, 151 Martin, Birmingham.

LEGAL REVIEW:

n/a

FISCAL IMPACT:

n/a

SUMMARY

It is recommended that the Birmingham City Commission, acting as the Election Commission, designate city staff members to act as their representatives for the purpose of conducting the Public Accuracy Tests for the August 6, 2019 and the November 5, 2019 elections.

ATTACHMENTS:

MCL 168.798 Testing of electronic tabulating equipment

Excerpt from the Election Officials' Manual of the Michigan Bureau of Elections listing duties that should be handled via an Open Meeting by election commission members.

SUGGESTED RESOLUTION:

Resolution designating Finance Director Mark Gerber, Assistant Finance Director Kim Wickenheiser, DPS Director Lauren Wood, Building Official Bruce Johnson, Assistant Building Official Mike Morad, Birmingham Museum Director Pielack, and Police Commander Scott Grewe as representatives for Election Commission members Mayor Patty Bordman, Mayor Pro Tem Pierre Boutros, and Commissioners Carroll DeWeese, Andrew Harris, Rackeline Hoff, Mark Nickita and Stuart Sherman for the purpose of conducting the Public Accuracy Tests of the electronic tabulating equipment which will be used to count votes cast at the August 6, 2019 and November 5, 2019 elections.

**MICHIGAN ELECTION LAW (EXCERPT)**  
**Act 116 of 1954**

**168.798 Testing of electronic tabulating equipment; notice; method; sealing programs, test materials, and ballots; rules; sealing memory device.**

Sec. 798. (1) Before beginning the count of ballots, the board of election commissioners shall test the electronic tabulating equipment to determine if the electronic tabulating equipment will accurately count the votes cast for all offices and on all questions. Public notice of the time and place of the test shall be given at least 48 hours before the test by publication in a newspaper published in the county, city, village, township, or school district where the electronic tabulating equipment is used. If a newspaper is not published in that county, city, village, township, or school district, the notice shall be given by publication in a newspaper of general circulation in that county, city, village, township, or school district. The test shall be conducted in the manner prescribed by rules promulgated by the secretary of state pursuant to the administrative procedures act of 1969, Act No. 306 of the Public Acts of 1969, being sections 24.201 to 24.328 of the Michigan Compiled Laws. In the test, a different number of valid votes shall be assigned to each candidate for an office, and for and against each question. If an error is detected, the board of election commissioners shall determine the cause of the error and correct the error. The board of election commissioners shall make an errorless count and shall certify the errorless count before the count is started. The electronic tabulating equipment that can be used for a purpose other than examining and counting votes shall pass the same test at the conclusion of the count before the election returns are approved as official.

(2) On completion of the test and count, the programs, test materials, and ballots arranged by precincts shall be sealed and retained as provided by this subsection and rules promulgated by the secretary of state pursuant to Act No. 306 of the Public Acts of 1969. If the electronic tabulating equipment that is tested and certified to by the board of election commissioners will be used to count votes at the precinct, a memory device containing the tested programs, if any, shall be sealed into the electronic tabulating equipment. Upon completion and certification of the count of votes, the memory device containing the program and the vote totals shall remain sealed in the electronic tabulating equipment or, if removed from the electronic tabulating equipment, shall remain sealed in a container approved by the secretary of state, delivered to the clerk, and retained in the manner provided for other voted ballots.

**History:** Add. 1967, Act 155, Imd. Eff. June 30, 1967;—Am. 1990, Act 109, Imd. Eff. June 18, 1990;—Am. 1992, Act 8, Imd. Eff. Mar. 10, 1992.

**Popular name:** Election Code

**Administrative rules:** R 168.771 et seq. of the Michigan Administrative Code.



## CITY AND TOWNSHIP ELECTION COMMISSIONS:

City	Township	Charter Township
<ul style="list-style-type: none"><li>• Clerk</li><li>• Attorney</li><li>• Assessor</li></ul>	<ul style="list-style-type: none"><li>• Clerk</li><li>• Supervisor</li><li>• Treasurer</li></ul>	<ul style="list-style-type: none"><li>• Clerk</li><li>• Two Trustees Appointed by the Township Board</li></ul>

**Note:** The chart above outlines the composition of the local election commissions based on your jurisdiction's form of government. The only exception to the composition of the local election commission must be provided by a city charter.

### City and Township Election Commission members are responsible for the following:

- Establishing precincts, including temporary precinct consolidations for non-State/Federal elections;
- Establishing Absent Voter Counting Boards (AVCBs);
- Assessing voting equipment needs;
- Performing logic and accuracy testing for voting equipment. **NOTE:** Even if the county performs the programming for the local jurisdictions, it is still the responsibility of the local election commission to conduct pre-election logic and accuracy testing for their voting equipment prior to each election. Preliminary testing may be delegated to the local clerk; however, public accuracy testing must be conducted by the election commission or each members' designated representative.
- Authorizing the printing and provision of ballots for use in city, township, village and certain school district elections;
- Providing election supplies (including forms and ballot containers);
- Appointing precinct inspectors prior to each election, including AVCB members, Receiving Board members, precinct chairpersons and alternates; note that certified election inspectors must be appointed at least 21 days prior to the election and no more than 40 days prior to each election;
- Notifying major political parties of the appointment of election inspectors in federal and state elections; and
- Carrying out other election related duties for their respective jurisdictions.

**Election Commission Responsibilities that should be handled via an Open Meeting by Election**

**Commission Members:**

- Approving of ballots
- Appointing precinct inspectors
- **Public Accuracy Test**
- Precinct Changes / Consolidations
- Adoption of resolution outlining delegated duties

**Election Commission Duties that may be delegated to the Local Clerk or authorized assistant**

**(note: Delegated duties should be documented via resolution):**

- Preparing meeting materials for the Election Commission (ballots proof for approval, list of election inspectors for appointment, etc.)
- Preparing, printing and delivering ballots
- Providing candidates and the Secretary of State with proof copies of ballots
- Providing notice to voters in the case of precinct changes/consolidations
- Providing election supplies and ballot containers
- Preliminary logic and accuracy testing
- Notifying major political parties of certified precinct Inspector appointments (federal and state elections only)

**SCHOOL ELECTION COORDINATING COMMITTEE:** Every school district has a School Election Coordinating Committee responsible for determining the details of how special school elections will be administered. The School Election Coordinating Committee is composed of a school election coordinator, the secretary of the school board and the clerks of all jurisdictions covered by the school district. For a school district wholly contained within a single jurisdiction, that clerk is the school election coordinator. In a school district that crosses jurisdiction lines the county clerk is the coordinator.

## **TYPES OF ELECTIONS**

There are several types of elections conducted in Michigan. The following is an overview of the various types.

**DATE:** May 9, 2019

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

**FROM:** Jana Ecker, Planning Director

**SUBJECT:** Set Public Hearing for SLUP Amendment – 250 & 280 E. Merrill – Rojo and Sidecar Slider Bar

**INTRODUCTION:**

The applicant at 250 & 280 E. Merrill is requesting to amend the current Special Land Use Permit (SLUP) to expand the existing Sidecar Slider Bar restaurant into a portion of the neighboring restaurant, Rojo. Both establishments operate under a Class C license and are not categorized as bistros. Thus, there are no limits on the maximum number of indoor or bar seats permitted.

**BACKGROUND:**

The Planning Division received a SLUP Amendment application from 250 & 280 E. Merrill requesting to amend the current SLUP to expand the existing Sidecar restaurant into a portion of Rojo. On May 8, 2019, the Planning Board reviewed the SLUP Amendment and corresponding site plan review, and voted to recommend approval to the City Commission.

The proposed reconfiguration of the restaurant space will include increasing the size of Sidecar, and reducing the size of Rojo. The expansion of Sidecar will include a bar extension that will contain a total of 19 bar seats, add new tables and chairs indoors into a portion of the existing Rojo space, and will include exterior design changes, and an extension of the outdoor dining area and the existing awning. The frontage of the Rojo storefront and outdoor dining area will be reduced, but the entrance will remain as existing.

The expansion is proposed at the front of the restaurant only (not changing the kitchen nor bathroom areas) and will add 50 new floor seats (5 booths, 7 tables) and 6 new bar seats to Sidecar, and will subtract 48 seats from Rojo. The new total seat counts are as follows:

Restaurant	Interior Total Seats		Outdoor Total Seats	
	Existing	Proposed	Existing	Proposed
Sidecar Slider Bar	76	126	12	36
Rojo Mexican Bistro	145	97	22	8
<b>Total for Both:</b>	<b>220</b>	<b>223 (+3)</b>	<b>34</b>	<b>44 (+10)</b>

**LEGAL REVIEW:**

The City Attorney has reviewed the documentation and has no concerns.

**FISCAL IMPACT:**

The SLUP amendment has no fiscal impact on the City.

**SUMMARY:**

The applicant, located at 250 & 280 E. Merrill in Downtown Birmingham, is requesting approval to amend the current Special Land Use Permit (SLUP) to expand the existing Sidecar Slider Bar restaurant into a portion of the neighboring restaurant, Rojo. Both establishments operate under a single SLUP, using a Class C license and are not categorized as bistros. Thus, there are no specific limits on the maximum number of indoor or bar seats permitted.

**ATTACHMENTS:**

- SLUP Resolution
- Planning Board Staff Report
- Special Land Use Permit Application
- Site Plans & Photos
- Planning Board Minutes

**SUGGESTED RESOLUTION:**

To set a public hearing date for June 24, 2019 to consider approval of a Special Land Use Permit Amendment for 250 & 280 E. Merrill, to expand the existing Sidecar Slider Bar restaurant into a portion of the neighboring restaurant, Rojo in accordance with Article 7, Section 7.34 of the Zoning Ordinance.

**ROJO AND SIDECAR RESTAURANTS  
250 & 280 E. MERRILL  
SPECIAL LAND USE PERMIT  
AMENDMENT 2019**

WHEREAS, Sidecar Birmingham, LLC has filed an application pursuant to Article 7, section 7.34 of Chapter 126, Zoning, of the City Code to change the approved site plan for Rojo and Sidecar Slider Bar restaurants 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 amendment 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 on-premises 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 transfer in ownership of the existing restaurants from Sidecar Birmingham, LLC is proposed;

WHEREAS, The owner owner of Rojo and Sidecar restaurants, Rojo Five, LLC is now requesting approval of the Birmingham City Commission to allow site plan changes to the existing Rojo restaurant at 250 E. Merrill and the existing Sidecar restaurant at 280 E. Merrill;

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 site plan changes 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 June 24, 2019.

---

Cherilynn Mynsberge, City Clerk



# MEMORANDUM

Planning Department

**DATE:** May 2, 2019

**TO:** Planning Board

**FROM:** Jana L. Ecker, Planning Director

**SUBJECT:** 280 E. Merrill – Rojo/Sidecar – Special Land Use Permit Amendment and Final Site Plan Review

## Executive Summary

Article 7, Section 7.34 of the Zoning Ordinance states that once a permit for a Special Land Use has been granted as to any parcel of land, no change in that use may be made nor may any addition to or change in the building or improvements on the parcel of land take place until a new request for approval has been filed with the City Commission and the City Commission has approved the request for change.

The applicant at 280 E. Merrill is requesting a Special Land Use Permit Amendment to expand the existing Sidecar Slider Bar restaurant into a portion of the neighboring restaurant, Rojo. Both establishments operate under a Class C license and are not categorized as bistros. Thus, there are no specific maximum number of indoor or bar seats permitted. The proposed reconfiguration of the restaurant space will include increasing the size of Sidecar, and reducing the size of Rojo. The expansion of Sidecar will include a bar extension that will now contain a total of 19 bar seats, add new tables and chairs indoors into a portion of the existing Rojo space, and will include an extension of the outdoor dining area, extension of the existing awning, and exterior design changes. The width of the Rojo storefront and outdoor dining area will be reduced, but the entrance will remain as existing.

The expansion is taking place at the front of the restaurant only and will add 50 new floor seats (5 booths, 7 tables) and 6 new bar seats to Sidecar, which will subtract 48 seats from Rojo. The new total seat counts are as follows:

Restaurant	Former Interior Seat Total	Proposed Interior Seat Total	Former Outdoor Seat Total	Proposed Outdoor Seat Total
Sidecar Slider Bar	76	126	12	36
Rojo Mexican Bistro	145	97	22	8
<b>Total for Both:</b>	<b>220</b>	<b>223 (+3)</b>	<b>34</b>	<b>44 (+10)</b>

The kitchen and bathroom areas of the restaurants are not changing as a part of this proposed reconfiguration.

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## 1.0 Land Use and Zoning

- 1.1 Existing Land Use – The existing land use is commercial.
- 1.2 Existing Zoning – The property is currently zoned B-4, Business-Residential, and D-4 in the Downtown Overlay District. The existing use and surrounding uses appear to conform to the permitted uses of each Zoning District.
- 1.3 Summary of Land Use and Zoning - The following chart summarizes existing land use and zoning adjacent to and/or in the vicinity of the subject site.

	North	South	East	West
<b>Existing Land Use</b>	Commercial / Retail/ Residential	Commercial / Retail	Commercial / Retail	Commercial / Retail
<b>Existing Zoning District</b>	B-4, Business- Residential	B-4, Business- Residential	B-4, Business- Residential	B-4, Business- Residential
<b>Downtown Overlay Zoning District</b>	D-4	D-4	D-4	D-4

## 2.0 Screening and Landscaping

- 2.1 Screening – No changes proposed.
- 2.2 Landscaping – No changes proposed.

## 3.0 Parking, Loading, Access, and Circulation

- 3.1 Parking – As the subject site is located within the Parking Assessment District, the applicant is not required to provide on-site parking.
- 3.2 Loading – No changes are proposed.
- 3.3 Vehicular Access & Circulation - Vehicular access to the building will not be altered.
-



- 
- 3.4 Pedestrian Access & Circulation – Pedestrians will be able to access the restaurant from E. Merrill from the existing entries to both Sidecar and Rojo.
- 3.5 Streetscape – As a part of the expansion, the applicant is proposing to expand the outdoor dining area in front of Sidecar, and to reduce the outdoor dining area in front of Rojo. Sidecar is now proposing nine 4-top tables along with what appear to be linear planters to enclose the outdoor dining area. Rojo is proposing two 4-top tables, which appear to be on the existing elevated platform enclosed by a railing. **The applicant must provide specifications on the proposed planters at Sidecar, and indicate if Rojo is proposing to maintain the existing platform and railing for the outdoor dining area.** In addition, Article 4, Section 4.44 of the Zoning Ordinance requires all tables and chairs provided in the outdoor dining area to be constructed primarily of metal, wood, or material of comparable quality. The applicant has now submitted specification sheets on the proposed chairs and tables. The proposed chairs are black steel French Café style side chairs, and the tables are black powder coated steel with Werzalit round table tops. **All outdoor dining areas are required to contain a trash receptacle. Thus, the applicant must add one trash receptacle to each of the Sidecar and Rojo outdoor dining areas.** Finally, all outdoor dining areas are required to provide a 5' unobstructed pedestrian pathway along the sidewalk between the furnishing zone, the outdoor dining area and/or the storefront. The applicant has now provided a site plan that demonstrates a 5' clear pedestrian path between the furnishings zone and the outdoor dining area.

#### 4.0 Lighting

The applicant is not proposing any new lighting for the property, and the applicant has not indicated any illumination for the proposed signage. The applicant must submit any proposed signage lighting to the Planning Department for approval.

#### 5.0 Departmental Reports

- 5.1 Engineering Division – The Engineering Division requested clarification that the required 5' clear pedestrian pathway was provided. The applicant has now provided a detailed drawing showing the 5' clear path as required.
- 5.2 Department of Public Services – DPS has no concerns at this time.
- 5.3 Fire Department – The Fire Department has no concerns with the expansion, but pointed out that both restaurants will need to maintain clear, unobstructed access to the secondary egress door on the south side of the businesses.
- 5.4 Police Department – The Police Department has no concerns at this time.
- 5.5 Building Division – The Building Division did not provide any comments.
-

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## 6.0 Design Review

### Exterior:

As a part of the expansion, Sidecar is proposing to add a black awning over the third bay of windows which currently has a red awning for Rojo, and is also proposing to maintain the existing storefront window systems, but to paint the trim in the four bays associated with Sidecar in black.

- **Awnings** – Article 1, Section 1.05 (B)(5) of the Sign Ordinance states that C-canopies/awnings may not extend from the wall at a height of less than 8 feet above a public right-of-way. The applicant has not submitted dimensional or material details on the proposed extension of the awning. **The applicant must provide dimensional and material details for the proposed awning to complete the design review.**
- **Windows/Doors** – The applicant has now amended the plans to show maintenance of the existing storefront windows. **No information has been provided on the existing tint or VLT levels currently in place.**
- **Signage:**  
The applicant has now indicated that no signage changes are proposed. However, the revised plans submitted show the addition of the Rojo name on the canopy valence, and the removal of three window signs in the Sidecar space. **The applicant must clarify all signage changes and provide dimensions and materials specifications for all new signage.**

## 7.0 Downtown Birmingham 2016 Overlay District

The site is located within the D-4 zone of the DB 2016 Regulating Plan, within the Downtown Birmingham Overlay District. The Planning Division finds the proposed site plan adequately implements the goals of the plan as they relate to outdoor café uses. The 2016 Plan states that outdoor dining space is in the public's best interest as it enhances street life, thus promoting a pedestrian friendly environment.

## 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 Special Land Use Permit Amendment and Final Site Plan Review for 280 E. Merrill – Sidecar Slider Bar/Rojo Mexican Bistro with the following conditions:

1. The applicant must add an outdoor trash receptacle to both the Sidecar outdoor dining area and the Rojo outdoor dining area and submit specification sheets on the proposed outdoor planter boxes prior to appearing before the City Commission for final approval;
  2. The applicant must provide dimensional and material details for the proposed awning prior to appearing before the City Commission for final approval; and
  3. The applicant must submit the details for all proposed signage changes prior to appearing before the City Commission for final approval.
-

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## 11.0 Sample Motion Language

The Planning Board recommends **APPROVAL** to the City Commission of the Special Land Use Permit Amendment Final Site Plan Review for 280 E. Merrill – Sidecar Slider Bar/Rojo Mexican Bistro with the following conditions:

1. The applicant must add an outdoor trash receptacle to both the Sidecar outdoor dining area and the Rojo outdoor dining area and submit specification sheets on the proposed outdoor planter boxes prior to appearing before the City Commission for final approval;
2. The applicant must provide dimensional and material details for the proposed awning prior to appearing before the City Commission for final approval; and
3. The applicant must submit the details for all proposed signage changes prior to appearing before the City Commission for final approval.

**OR**

Motion to recommend **POSTPONEMENT** of the Special Land Use Permit Amendment and Final Site Plan Review for 280 E. Merrill – Sidecar Slider Bar/Rojo Mexican Bistro with the following conditions:

1. The applicant must add an outdoor trash receptacle to both the Sidecar outdoor dining area and the Rojo outdoor dining area and submit specification sheets on the proposed outdoor planter boxes prior to appearing before the City Commission for final approval;
2. The applicant must provide dimensional and material details for the proposed awning prior to appearing before the City Commission for final approval; and
3. The applicant must submit the details for all proposed signage changes prior to appearing before the City Commission for final approval.

**OR**

Motion to recommend **DENIAL** of the Special Land Use Permit Amendment and Final Site Plan Review for 280 E. Merrill – Sidecar Slider Bar/Rojo Mexican Bistro for the following reasons:

1. \_\_\_\_\_
  2. \_\_\_\_\_
  3. \_\_\_\_\_
-



## Special Land Use Permit Application

### Planning Division

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

1. **Applicant**  
Name: STEPHEN SIMON  
Address: 200 EAST MEHILL  
BIRMINGHAM, MI 46009  
Phone Number: 248.220.4167  
Fax Number: \_\_\_\_\_  
Email address: STEVE@SIMON1114@GMAIL.COM
2. **Property Owner**  
Name: JAMES BASHAK  
Address: 210 SOUTH OLD NORTON RD  
BIRMINGHAM, MI 46009  
Phone Number: 248.645.5900  
Fax Number: \_\_\_\_\_  
Email address: JBASHAK@ESSCODEVELOPMENT.COM
3. **Applicant's Attorney/Contact Person**  
Name: STEPHEN SIMON  
Address: 200 EAST MEHILL  
BIRMINGHAM, MI 46009  
Phone Number: 248.220.4167  
Fax Number: \_\_\_\_\_  
Email address: STEVE@SIMON1114@GMAIL.COM
4. **Project Designer/Developer**  
Name: CHRISTOPHER J. LONGE, AIA  
Address: 124 PEABODY  
BIRMINGHAM, MI 46009  
Phone Number: 248.220.6946  
Fax Number: \_\_\_\_\_  
Email address: CJLONGE@CJLONGEAIA.COM
5. **Required Attachments**
  - I. Two (2) paper copies and one (1) digital copy of all project plans including:
    - i. A detailed Existing Conditions Plan including the subject site in its entirety, including all property lines, buildings, structures, curb cuts, sidewalks, drives, ramps and all parking on site and on the street(s) adjacent to the site, and must show the same detail for all adjacent properties within 200 ft. of the subject site's property lines;
    - ii. A detailed and scaled Site Plan depicting accurately and in detail the proposed construction, alteration or repair;
    - iii. A certified Land Survey;
    - iv. Interior floor plans;
    - v. A Landscape Plan;
    - vi. A Photometric Plan;
    - vii. Colored elevation drawings for each building elevation;
  - II. Specification sheets for all proposed materials, light fixtures and mechanical equipment;
  - III. Samples of all proposed materials;
  - IV. Photographs of existing conditions on the site including all structures, parking areas, landscaping and adjacent structures;
  - V. Current aerial photographs of the site and surrounding properties;
  - VI. Any other data requested by the Planning Board, Planning Department, or other City Departments.

### 6. Project Information

Address/Location of the property: 200 EAST MEHILL  
Name of development: IDEAL SLIDER BAR  
Sidwell #: \_\_\_\_\_  
Current Use: B-1 / RESTAURANT  
Proposed Use: RESTAURANT  
Area of Site in Acres: \_\_\_\_\_  
Current zoning: B-1  
Is the property located in the floodplain? NO  
Name of Historic District Site is located in: ED  
Date of Historic District Commission Approval: \_\_\_\_\_  
Date of Application for Preliminary Site Plan: \_\_\_\_\_  
Date of Preliminary Site Plan Approval: \_\_\_\_\_

Date of Application for Final Site Plan: \_\_\_\_\_  
Date of Final Site Plan Approval: \_\_\_\_\_  
Date of Application for Revised Final Site Plan: \_\_\_\_\_  
Date of Revised Final Site Plan Approval: \_\_\_\_\_  
Date of Design Review Board Approval: \_\_\_\_\_  
Is there a current SLUP in effect for this site? \_\_\_\_\_  
Date of Application for SLUP: \_\_\_\_\_  
Date of SLUP Approval: \_\_\_\_\_  
Date of Last SLUP Amendment: \_\_\_\_\_  
Will proposed project require the division of platted lots? \_\_\_\_\_

Will proposed project require the combination of platted lots? NO

7. Details of the Proposed Development (attach separate sheet if necessary)

EXPANSION OF SIDEWALK FLOOR SPACE & SEATING.  
REDUCTION OF PAVO FLOOR SPACE & SEATING.  
EXPAND SIDEWALK OUTDOOR SEATING  
REDUCE PAVO OUTDOOR SEATING.

8. Buildings and Structures

Number of Buildings on Site: 1.  
Height of Buildings & # of Stories: 2.

Use of Buildings: \_\_\_\_\_  
Height of Rooftop Mechanical Equipment: \_\_\_\_\_

9. Floor Use and Area (in Square Feet)

Proposed Commercial Structures:

Total basement floor area: \_\_\_\_\_  
Number of square feet per upper floor: \_\_\_\_\_  
Total floor area: \_\_\_\_\_  
Floor area ratio (total floor area ÷ total land area): \_\_\_\_\_  
Open space: \_\_\_\_\_  
Percent of open space: \_\_\_\_\_

Office Space: \_\_\_\_\_  
Retail Space: \_\_\_\_\_  
Industrial Space: \_\_\_\_\_  
Assembly Space: \_\_\_\_\_  
Seating Capacity: \_\_\_\_\_  
Maximum Occupancy Load: \_\_\_\_\_

Proposed Residential Structures:

Total number of units: N/A  
Number of one bedroom units: \_\_\_\_\_  
Number of two bedroom units: \_\_\_\_\_  
Number of three bedroom units: \_\_\_\_\_  
Open space: \_\_\_\_\_  
Percent of open space: \_\_\_\_\_

Rental units or condominiums? \_\_\_\_\_  
Size of one bedroom units: \_\_\_\_\_  
Size of two bedroom units: \_\_\_\_\_  
Size of three bedroom units: \_\_\_\_\_  
Seating Capacity: \_\_\_\_\_  
Maximum Occupancy Load: \_\_\_\_\_

Proposed Additions:

Total basement floor area, if any, of addition: N/A  
Number of floors to be added: \_\_\_\_\_  
Square footage added per floor: \_\_\_\_\_  
Total building floor area (including addition): \_\_\_\_\_  
Floor area ratio (total floor area ÷ total land area): \_\_\_\_\_  
Open Space: \_\_\_\_\_  
Percent of open space: \_\_\_\_\_

Use of addition: \_\_\_\_\_  
Height of addition: \_\_\_\_\_  
Office space in addition: \_\_\_\_\_  
Retail space in addition: \_\_\_\_\_  
Industrial space in addition: \_\_\_\_\_  
Assembly space in addition: \_\_\_\_\_  
Maximum building occupancy load (including addition): \_\_\_\_\_

10. Required and Proposed Setbacks

Required front setback: N/A  
Required rear setback: \_\_\_\_\_  
Required total side setback: \_\_\_\_\_  
Side setback: \_\_\_\_\_

Proposed front setback: \_\_\_\_\_  
Proposed rear setback: \_\_\_\_\_  
Proposed total side setback: \_\_\_\_\_  
Second side setback: \_\_\_\_\_

11. Required and Proposed Parking

Required number of parking spaces: N/A  
Typical angle of parking spaces: \_\_\_\_\_  
Typical width of maneuvering lanes: \_\_\_\_\_  
Location of parking on site: \_\_\_\_\_  
Location of parking off site: \_\_\_\_\_  
Number of light standards in parking area: \_\_\_\_\_  
Screenwall material: \_\_\_\_\_

Proposed number of parking spaces: \_\_\_\_\_  
Typical size of parking spaces: \_\_\_\_\_  
Number of spaces <180 sq. ft.: \_\_\_\_\_  
Number of handicap spaces: \_\_\_\_\_  
Shared parking agreement? \_\_\_\_\_  
Height of light standards in parking area: \_\_\_\_\_  
Height of screenwall: \_\_\_\_\_

## 12. Landscaping

Location of landscape areas: N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Proposed landscape material: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## 13. Streetscape

Sidewalk width: \_\_\_\_\_  
Number of benches: \_\_\_\_\_  
Number of planters: \_\_\_\_\_  
Number of existing street trees: \_\_\_\_\_  
Number of proposed street trees: \_\_\_\_\_  
Streetscape plan submitted? \_\_\_\_\_

Description of benches or planters: \_\_\_\_\_  
Species of existing trees: \_\_\_\_\_  
Species of proposed trees: \_\_\_\_\_  
\_\_\_\_\_

## 14. Loading

Required number of loading spaces: \_\_\_\_\_  
Typical angle of loading spaces: \_\_\_\_\_  
Screenwall material: N/A  
Location of loading spaces on site: \_\_\_\_\_

Proposed number of loading spaces: \_\_\_\_\_  
Typical size of loading spaces: \_\_\_\_\_  
Height of screenwall: \_\_\_\_\_  
Typical time loading spaces are used: \_\_\_\_\_

## 15. Exterior Waste Receptacles

Required number of waste receptacles: \_\_\_\_\_  
Location of waste receptacles: N/A  
Screenwall material: \_\_\_\_\_

Proposed number of waste receptacles: \_\_\_\_\_  
Size of waste receptacles: \_\_\_\_\_  
Height of screenwall: \_\_\_\_\_

## 16. Mechanical Equipment

### Utilities and Transformers:

Number of ground mounted transformers: \_\_\_\_\_  
Size of transformers (L•W•H): NO CHANGE  
Number of utility easements: \_\_\_\_\_  
Screenwall material: \_\_\_\_\_

Location of all utilities & easements: \_\_\_\_\_  
\_\_\_\_\_  
Height of screenwall: \_\_\_\_\_

### Ground Mounted Mechanical Equipment:

Number of ground mounted units: NO CHANGE  
Size of ground mounted units (L•W•H): \_\_\_\_\_  
Screenwall material: \_\_\_\_\_

Location of all ground mounted units: \_\_\_\_\_  
\_\_\_\_\_  
Height of screenwall: \_\_\_\_\_

### Rooftop Mechanical Equipment:

Number of rooftop units: NO CHANGE  
Type of rooftop units: \_\_\_\_\_  
\_\_\_\_\_  
Screenwall material: \_\_\_\_\_  
Location of screenwall: \_\_\_\_\_  
\_\_\_\_\_

Location of all rooftop units: \_\_\_\_\_  
Size of rooftop units (L•W•H): \_\_\_\_\_  
Percentage of rooftop covered by mechanical units: \_\_\_\_\_  
Height of screenwall: \_\_\_\_\_  
Distance from rooftop units to all screenwalls: \_\_\_\_\_  
\_\_\_\_\_

## 17. Accessory Buildings

Number of accessory buildings: N/A  
Location of accessory buildings: \_\_\_\_\_

Size of accessory buildings: \_\_\_\_\_  
Height of accessory buildings: \_\_\_\_\_

## 18. Building Lighting

Number of light standards on building: NO CHANGE

Type of light standards on building: \_\_\_\_\_  
\_\_\_\_\_

Size of light fixtures (L•W•H): \_\_\_\_\_  
Maximum wattage per fixture: \_\_\_\_\_  
Light level at each property line: \_\_\_\_\_

Height from grade: \_\_\_\_\_  
Proposed wattage per fixture: \_\_\_\_\_

### 19. Site Lighting

Number of light fixtures: NO CHANGE.  
Size of light fixtures (L•W•H): \_\_\_\_\_  
Maximum wattage per fixture: \_\_\_\_\_  
Light level at each property line: \_\_\_\_\_

Type of light fixtures: \_\_\_\_\_  
Height from grade: \_\_\_\_\_  
Proposed wattage per fixture: \_\_\_\_\_  
Holiday tree lighting receptacles: \_\_\_\_\_

### 20. Adjacent Properties

Number of properties within 200 ft.: SEE SITE PLAN.

#### Property #1

Number of buildings on site: \_\_\_\_\_  
Zoning district: \_\_\_\_\_  
Use type: \_\_\_\_\_  
Square footage of principal building: \_\_\_\_\_  
Square footage of accessory buildings: \_\_\_\_\_  
Number of parking spaces: \_\_\_\_\_

Property Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
North, south, east or west of property? \_\_\_\_\_

#### Property #2

Number of buildings on site: \_\_\_\_\_  
Zoning district: \_\_\_\_\_  
Use type: \_\_\_\_\_  
Square footage of principal building: \_\_\_\_\_  
Square footage of accessory buildings: \_\_\_\_\_  
Number of parking spaces: \_\_\_\_\_

Property Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
North, south, east or west of property? \_\_\_\_\_

#### Property #3

Number of buildings on site: \_\_\_\_\_  
Zoning district: \_\_\_\_\_  
Use type: \_\_\_\_\_  
Square footage of principal building: \_\_\_\_\_  
Square footage of accessory buildings: \_\_\_\_\_  
Number of parking spaces: \_\_\_\_\_

Property Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
North, south, east or west of property? \_\_\_\_\_

#### Property #4

Number of buildings on site: \_\_\_\_\_  
Zoning district: \_\_\_\_\_  
Use type: \_\_\_\_\_  
Square footage of principal building: \_\_\_\_\_  
Square footage of accessory buildings: \_\_\_\_\_  
Number of parking spaces: \_\_\_\_\_

Property Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
North, south, east or west of property? \_\_\_\_\_

#### Property #5

Number of buildings on site: \_\_\_\_\_  
Zoning district: \_\_\_\_\_  
Use type: \_\_\_\_\_  
Square footage of principal building: \_\_\_\_\_  
Square footage of accessory buildings: \_\_\_\_\_  
Number of parking spaces: \_\_\_\_\_

Property Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
North, south, east or west of property? \_\_\_\_\_





## SPECIAL LAND USE PERMIT APPLICATION CHECKLIST – PLANNING DIVISION

Applicant: STEPHEN SIMON Case #: \_\_\_\_\_ Date: 2.27.19  
Address: 260 EAST MENTHE STREET Project: 91204

All site plans and elevation drawings prepared for approval shall be prepared in accordance with the following specifications and other applicable requirements of the City of Birmingham. If more than one page is used, each page shall be numbered sequentially. All plans must be legible and of sufficient quality to provide for quality reproduction or recording. Plans must be no larger than 24" x 36", and must be folded and stapled together. The address of the site must be clearly noted on all plans and supporting documentation.

### Site Plan for Special Land Use Permit

A full Site Plan detailing the proposed changes for which approval is requested shall be drawn at a scale no smaller than 1" = 100' (unless the drawing will not fit on one 24" X 36" sheet) and shall include:

- ☒ 1. Name and address of applicant and proof of ownership;
- ☒ 2. Name of Development (if applicable);
- ☒ 3. Address of site and legal description of the real estate;
- ☒ 4. Name and address of the land surveyor;
- ☒ 5. Legend and notes, including a graphic scale, north point, and date;
- ☒ 6. A separate location map;
- ☒ 7. A map showing the boundary lines of adjacent land and the existing zoning of the area proposed to be developed as well as the adjacent land;
- ☒ 8. Aerial photographs of the subject site and surrounding properties;
- ☒ 9. A detailed and scaled Site Plan depicting accurately and in detail the proposed construction, alteration or repair;
- ☒ 10. A detailed Existing Conditions Plan including the subject site in its entirety, including all property lines, buildings, structures, curb cuts, sidewalks, drives, ramps and all parking on site and on the street(s) adjacent to the site, and must show the same detail for all adjacent properties within 200 ft. of the subject site's property lines;
- ☒ 11. Interior floor plans;
- ☒ 12. A chart indicating the dates of any previous approvals by the Planning Board, Board of Zoning Appeals, Design Review Board, or the Historic District Commission ("HDC");

The undersigned states the above information is true and correct, and understands that it is the responsibility of the applicant to advise the Planning Division and / or Building Division of any additional changes made to an approved site plan. The undersigned further states that they have reviewed the procedures and guidelines for Site Plan Review in Birmingham, and have complied with same. The undersigned will be in attendance at the Planning Board meeting when this application will be discussed.

Signature of Owner: [Signature] Date: 3-8-2018

Print Name: JAMES ESHITT.

Signature of Applicant: [Signature] Date: \_\_\_\_\_

Print Name: STEPHEN SIMON.

Signature of Architect: [Signature] Date: 2.27.11

Print Name: CHRISTOPHER LONGE.

*Office Use Only*

Application #: \_\_\_\_\_ Date Received: \_\_\_\_\_ Fee: \_\_\_\_\_

Date of Approval: \_\_\_\_\_ Date of Denial: \_\_\_\_\_ Accepted by: \_\_\_\_\_



CHRISTOPHER J LONGE AIA  
ARCHITECTURE  
INTERIORS  
124 Peabody, Birmingham, Michigan 48009 248.258.6940

Existing Plan  
Sidecar Slider Bar  
280 East Merrill  
Birmingham, MI 48009





Existing Elevation  
Sidecar Slider Bar  
280 East Merrill  
Birmingham, MI 48009





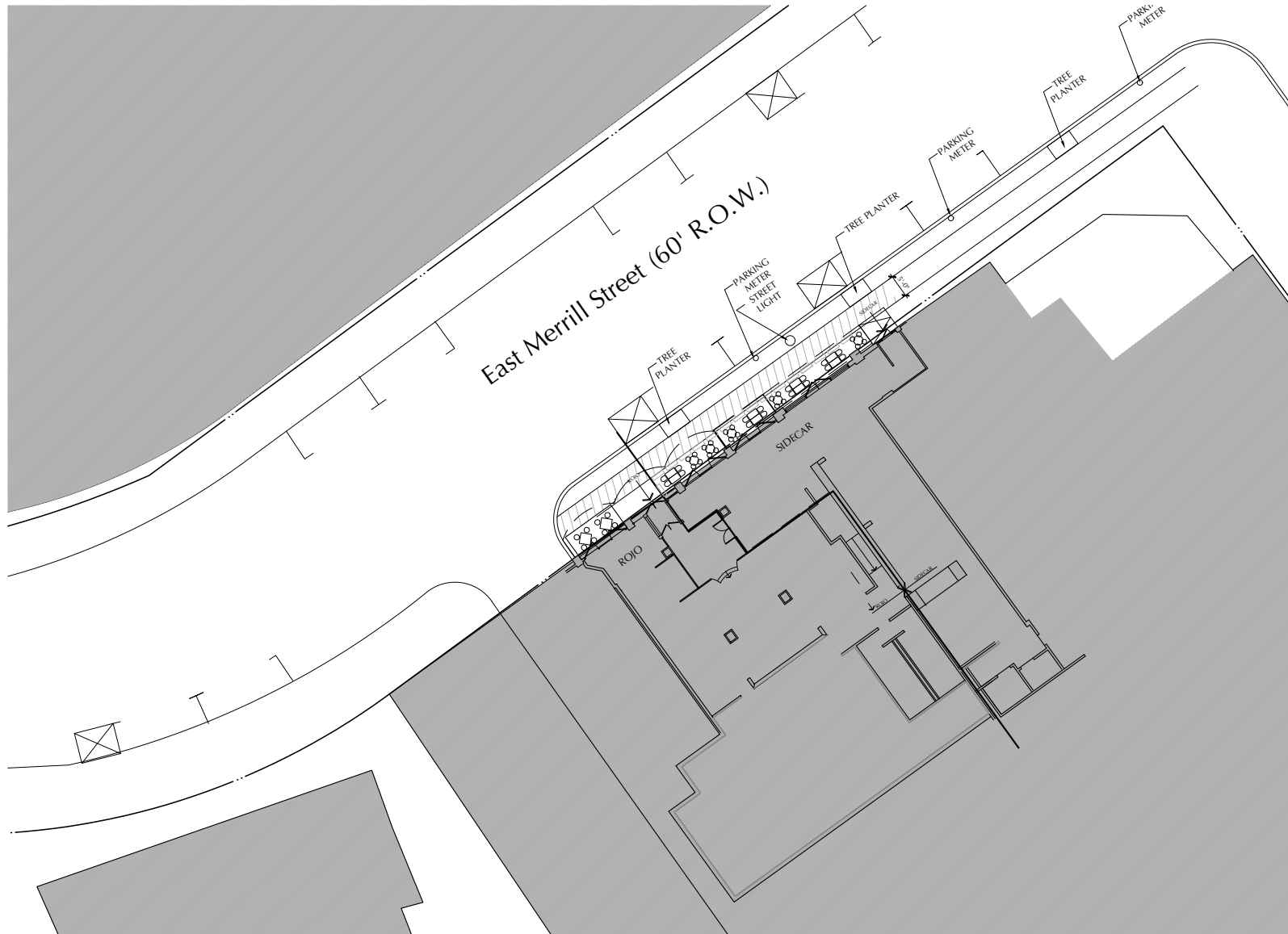


Proposed Elevation  
 Sidecar Slider Bar  
 280 East Merrill  
 Birmingham, MI 48009



Existing Signage

Site Plan  
Sidecar Slider Bar  
280 East Merrill  
Birmingham, MI 48009



CHRISTOPHER J LONGE AIA  
ARCHITECTURE  
INTERIORS  
124 Peabody, Birmingham, Michigan 48009 248.258.6940



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**details**  
CafÉ lovers will thoroughly enjoy the cute and classic style of the Bistro Dining Chair Set of 2. Each set includes 2 chairs made of sturdy steel and finished with light and neutral blues and grays that give off a Parisian vibe. They're perfect for outdoor or indoor use. Make your dining room casual cool with the chairs or even use in your den with your accent table for some morning coffee and newspaper reading.

**Frame Material:** Steel  
**Furniture Legs Material:** Steel  
**Maximum Weight Capacity:** 150.000  
**Dimensions:** 34.970H x 20.230W x 15.720D  
**Seat Width:** 20.230  
**Seat-to-Floor Height:** 18.000  
**Weight:** 12.100

**other info.**  
Made in the USA or Imported

guests who viewed this item also viewed





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**Planning Board Minutes  
April 24, 2019**

**2. 280 Merrill – Rojo / Sidecar – Request for approval of a SLUP Amendment and Final Site Plan Review to permit a change of in the size and interior layout of each establishment.**

Planning Director Ecker presented the item. She noted the items missing from the current SLUP amendment application and Site Plan review. She also noted that Rojo and Sidecar have Class C licenses, not bistro licenses.

Stephen Simon, owner of Rojo and Sidecar, advised the Board that any previously missing applications materials were submitted to the Planning Department on April 19, 2019. He explained:

- Rojo has had a five-year tenure in Birmingham, and was purchased out of bankruptcy by Mr. Simon in 2018 with the goal of changing the concept.
- He has been unable to reach agreement with the landlord on an extension of the lease, which leaves eighteen months left on the lease.
- Without making the proposed modifications, it is unlikely Rojo will be in business for eighteen months. All the other Rojo locations have closed. Sidecar, in contrast, is a growing brand with three new locations opened in the last year. All the other Sidecar locations are larger than the Birmingham location.
- The goal is to allow Sidecar to become a bit more of a food-oriented and family-friendly venue, with special focus on getting families in on Saturday and Sunday afternoons. This will allow there to be adequate business for Rojo, and will expand business for Sidecar.

Chairman Clein observed that Sidecar would get a few additional bar seats from the proposed change, but many more restaurant seats. He asked Mr. Simon if that was because the goal is to make Sidecar a restaurant with a bar, as opposed to a bar with a restaurant.

Mr. Simon confirmed that was the case.

Chris Longe, architect, told the Board that the window frames would be painted. He reiterated that all missing information was submitted the previous Friday, April 19, 2019.

Planning Director Ecker noted that City offices were closed for Good Friday on April 19, 2019.

Mr. Longe acknowledged that to be the case, and said he submitted the information while City offices were closed.

Mr. Simon confirmed for Mr. Emerine that the ramp within Rojo would be in compliance with the ADA and would remain accessible to patrons of both locations.

Mr. Emerine opined that it would be more accurate to call Sidecar a restaurant, and not a bar. He noted that he routinely visits the establishment with his one-year-old daughter in the summer and that this is an appropriate venue for families with children.

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Mr. Longe told Ms. Whipple-Boyce that one red awning would be replaced with a black awning. The windows and signage will remain as-is. He said they would likely repaint the window frames to indicate the expansion of Sidecar.

Mr. Williams asked if this item could be postponed for two weeks instead of a month, in light of the fact that the plans have been submitted to the City and would be available for review shortly.

The Board affirmed Mr. Williams' suggestion.

**Motion by Mr. Williams**

**Seconded by Mr. Jeffares to recommend postponement of consideration of the Special Land Use Permit Amendment Final Site Plan Review for 280 E. Merrill – Sidecar Slider Bar/Rojo Mexican Bistro until Wednesday, May 8, 2019.**

**Motion carried, 7-0.**

VOICE VOTE

Yeas: Williams, Jeffares, Share, Whipple-Boyce, Klein, Boyle, Emerine,

Nays: None

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## MEMORANDUM

Planning Division

**DATE:** May 9, 2019

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

**FROM:** Jana L. Ecker, Planning Director

**SUBJECT:** Set a Public Hearing to Amend Article 3, Section 3.04(E)(12) of the Zoning Code - Balcony, Railing and Porch Materials in the Downtown Overlay District

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### INTRODUCTION:

Current Zoning Ordinance language does not allow the use of glass for balconies, railings or porch structures in the Downtown Overlay Zone. However, many applicants for site plan review have requested to use glass railings.

### BACKGROUND:

As a result of numerous site plan reviews that have come before the Planning Board requesting the use of glass railings in the Downtown Overlay, the Planning Board requested consideration of a minor ordinance amendment to include glass as a permitted material.

Accordingly, the Planning Board requested and obtained confirmation from the City Manager that the Planning Board could undertake this topic for study without modifying the Planning Board Action List in accordance with the City Commission's November 12, 2018 resolution.

At the Planning Board meeting on April 10, 2019, the Planning Board voted to set a public hearing to further discuss the amendments to Article 3, Section 3.04(E)(12) of the Zoning Ordinance to amend the permitted materials for balconies, railings, and porch structures in the Downtown Overlay District to allow the use of glass.

### LEGAL REVIEW:

The City Attorney has reviewed the draft language and has no concerns.

### FISCAL IMPACT:

There are no anticipated fiscal impacts of the proposed amendments.

### SUMMARY:

On May 8, 2019, the Planning Board held a public hearing on the draft ordinance language and voted to recommend approval to the City Commission to amend Article 3, Section 3.04(E)(12) of the Zoning Ordinance to amend the permitted materials for balconies, railings, and porch structures in the Downtown Overlay District to allow the use of glass.

### ATTACHMENTS:

- Proposed ordinance language
- Planning Board report from May 8, 2019

- Relevant meeting minutes

**SUGGESTED ACTION:**

To set a public hearing date of June 24, 2019 to consider an amendment to Article 3, Section 3.04(E)(12) of the Zoning Code - Balcony, Railing and Porch Materials in the Downtown Overlay District.

CITY OF BIRMINGHAM  
**ORDINANCE NO.**

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

**TO AMEND ARTICLE 3, SECTION 3.04(E)(12), ARCHITECTURAL STANDARDS, TO REGULATE BALCONY, RAILING, AND PORCH MATERIAL.**

12. Balconies, railings, and porch structures shall be **glass**, metal, wood, cast concrete, or stone. **All materials must be compatible with each other and with the building, as determined by the Planning Board, Design Review Board or Historic District Commission.**

ORDAINED this \_\_\_\_\_ publication day of \_\_\_\_\_, 2019 to become effective 7 days after publication.

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Patty Bordman, Mayor

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Cherilynn Mynsberge, City Clerk



## MEMORANDUM

Planning Division

**DATE:** May 1, 2019

**TO:** Planning Board

**FROM:** Jana L. Ecker, Planning Director

**SUBJECT:** Public Hearing to Amend Article 3, Section 3.04(E)(12) of the Zoning Code - Balcony, Railing and Porch Materials in the Downtown Overlay District

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As a result of numerous site plan reviews that have come before the Planning Board requesting the use of metal screening gates and glass railings, the Planning Board has requested to consider minor ordinance amendments to include these as permitted materials. Current ordinance language does not allow glass railings for balconies & terraces, nor does it permit metal gates for trash receptacle screening.

Accordingly, the Planning Board requested and obtained confirmation from the City Manager that this topic may be undertaken for study by the Planning Board without modification to the Planning Board Action List in accordance with the City Commission's resolution dated November 12, 2018.

At the Planning Board meeting on April 10, 2019, the Planning Board discussed the attached amendments to Article 3, Section 3.04(E)(12) of the Zoning Ordinance to amend the permitted materials for balconies, railings, and porch structures in the Downtown Overlay District to allow the use of glass. There was consensus to do so, and thus the Planning Board set a public hearing to further discuss this. Please find the following ordinance language revisions for you review.

**Suggested Resolution:**

To recommend approval to the City Commission for an amendment to Article 3, Section 3.04(E)(12) of the Zoning Ordinance to amend the permitted materials for balconies, railings, and porch structures in the Downtown Overlay District to allow the use of glass.



CITY OF BIRMINGHAM  
**ORDINANCE NO.**

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

**TO AMEND ARTICLE 3, SECTION 3.04(E)(12), ARCHITECTURAL STANDARDS, TO REGULATE BALCONY, RAILING, AND PORCH MATERIAL.**

12. Balconies, railings, and porch structures shall be **glass**, metal, wood, cast concrete, or stone. **All materials must be compatible with each other and with the building, as determined by the Planning Board, Design Review Board or Historic District Commission.**

ORDAINED this \_\_\_\_\_ publication day of \_\_\_\_\_, 2019 to become effective 7 days after publication.

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Patty Bordman, Mayor

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Cherilynn Mynsberge, City Clerk

**PLANNING BOARD MINUTES**  
**APRIL 10, 2019**

**1. Railing and Screening Materials**

City Planner Cowan presented the item.

Planning Director Ecker advised the Board that structural issues regarding glass use are addressed by the City's Building Code. She said issues around the aesthetics of glass use could be addressed in the ordinance, but that the Board is also able to guide the aesthetic aspects of glass use during a site plan review. In addition, the section of the ordinance being discussed is only applicable to the Downtown Overlay.

Ms. Whipple-Boyce said it would be prudent to consider the aesthetic aspects of glass use, such as tinting, color, or items within the glass, in order to have clarity as to how the City would proceed with the review of such cases.

After further Board discussion, Mr. Boyle suggested the best approach might be to state that all "materials must be compatible with each other and with the building."

The Board concurred.

Planning Director Ecker explained that City Code already requires the use of non-combustible materials in appropriate circumstances, so she suggested it would be unnecessary to address it further within this ordinance.

The Board agreed that chain link should be excluded from acceptable screening materials for trash receptacles.

Ms. Whipple-Boyce suggested eliminating wood from the list of acceptable screening materials as well since it deteriorates over time as it is exposed to the elements. She said model screening set-ups exist across the street from The Townsend Hotel on Henrietta Street and by the Baldwin Public Library. The doors there are metal, well-maintained, lightweight, and remain closed except for occasions of ingress or egress by staff or maintenance workers.

Mr. Boyle opined that it might be a mistake to preclude wood as a material, especially with properties closer to residential areas.

Mr. Jeffares suggested requiring that the screening doors have hinges which cause the doors to rest in a closed position. In this way, a dumpster could be pushed out of its enclosure and the doors would automatically close behind it.

Planning Director Ecker apprised the Board of recent changes to the dumpster ordinances which included:

- Requiring doors be closed when the dumpster is not being accessed;
- Requiring lids be closed when the dumpster is not being accessed;
- Mandatory labelling for all commercial dumpsters; and,
- Mandatory registration with the City of the refuse companies which service each dumpster.

Chairman Clein suggested the language should be "a masonry screenwall with opaque gates made of wood, metal, or materials of a similar quality is required. The screenwall shall match the material of the principal building. Chain link fencing is prohibited." He noted the ambivalence among Board members about the inclusion of wood as a screening material.

The Board concurred on the language.

Planning Director Ecker clarified the railing material discussion only applies to the Downtown Overlay, while the screening material standards apply Citywide.

**Motion by Mr. Share**

**Seconded by Mr. Boyle to set a public hearing for May 8, 2019 for the ordinance amendments to Article 4, Section 4.54(B)(8) and Article 3, Section 3.04(E)(12) with the aforementioned agreed upon language.**

**Motion carried, 7-0.**

**VOICE VOTE**

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

Nays: None

**DATE:** May 9, 2019

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

**FROM:** Jana L. Ecker, Planning Director

**SUBJECT:** Set a Public Hearing to Amend Article 4, Section 4.54(B)(8) of the Zoning Code – Screening Materials for Trash Enclosures

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**INTRODUCTION:**

Current Zoning Ordinance language does not allow the use of metal screening gates for trash receptacle screening. However, many applicants for site plan review have requested to use metal gates or similar materials for trash receptacle screening.

**BACKGROUND:**

As a result of numerous site plan reviews that have come before the Planning Board requesting the use of metal gates for trash receptacle screening, the Planning Board requested consideration of a minor ordinance amendment to permit metal and other materials to be used.

Accordingly, the Planning Board requested and obtained confirmation from the City Manager that the Planning Board could undertake this topic for study without modifying the Planning Board Action List in accordance with the City Commission's November 12, 2018 resolution.

At the Planning Board meeting on April 10, 2019, the Planning Board voted to set a public hearing to further discuss the amendments to Article 4, Section 4.54(B)(8) of the Zoning Ordinance to amend the screening of trash enclosures to allow the use of metal and to prohibit the use of chain link fencing.

**LEGAL REVIEW:**

The City Attorney has reviewed the draft language and has no concerns.

**FISCAL IMPACT:**

There are no anticipated fiscal impacts of the proposed amendments.

**SUMMARY:**

On May 8, 2019, the Planning Board held a public hearing on the draft ordinance language and recommended approval to the City Commission to amend Article 3, Section 3.04(E)(12) of the Zoning Ordinance to amend the permitted materials to be used for the screening of trash enclosures to allow the use of metal and to prohibit the use of chain link fencing.

**ATTACHMENTS:**

- Proposed ordinance language
- Planning Board report from May 8, 2019
- Relevant meeting minutes

**SUGGESTED ACTION:**

To set a public hearing date of June 24, 2019 to consider an amendment to Article 4, Section 4.54(B)(8) of the Zoning Code – Screening Materials for Trash Enclosures.

CITY OF BIRMINGHAM  
**ORDINANCE NO.**

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

**TO AMEND ARTICLE 4, SECTION 4.54(B)(8), SCREENING STANDARDS, TO  
REGULATE TRASH RECEPTACLE SCREENING MATERIAL.**

8. When required to screen a trash receptacle or ground mounted mechanical or electrical equipment, a masonry screenwall **with a continuous poured concrete or concrete block footing** with ~~wood~~ **opaque** gates **made of wood, metal, or materials of a similar quality is required.** The screenwall shall match the material of the principal building. **Chain link fencing is prohibited.**

ORDAINED this \_\_\_\_\_ publication day of \_\_\_\_\_, 2019 to become effective 7 days after publication.

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Patty Bordman, Mayor

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Cherilynn Mynsberge, City Clerk

**DATE:** May 1, 2019

**TO:** Planning Board

**FROM:** Jana L. Ecker, Planning Director

**SUBJECT:** Public Hearing to Amend Article 4, Section 4.54(B)(8) of the Zoning Code – Screening Materials for Trash Enclosures

---

As a result of numerous site plan reviews that have come before the Planning Board requesting the use of metal screening gates and glass railings, the Planning Board has requested to consider minor ordinance amendments to include these as permitted materials. Current ordinance language does not allow metal gates to be used for trash receptacle screening.

Accordingly, the Planning Board requested and obtained confirmation from the City Manager that this topic may be undertaken for study by the Planning Board without modification to the Planning Board Action List in accordance with the City Commission's resolution dated November 12, 2018.

At the Planning Board meeting on April 10, 2019, the Planning Board discussed the attached amendments to Article 4, Section 4.54(B)(8) to amend the permitted materials to be used for the screening of trash enclosures to allow the use of metal and to prohibit the use of chain link fencing. There was consensus to do so, and thus the Planning Board set a public hearing to further discuss this. Please find the following ordinance language revisions for you review.

**Suggested Resolution:**

To recommend approval to the City Commission for an amendment to Article 4, Section 4.54(B)(8) to amend the permitted materials to be used for the screening of trash enclosures to allow the use of metal and to prohibit the use of chain link fencing.

CITY OF BIRMINGHAM  
**ORDINANCE NO.**

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

**TO AMEND ARTICLE 4, SECTION 4.54(B)(8), SCREEING STANDARDS, TO REGULATE TRASH RECEPTACLE SCREENING MATERIAL.**

8. When required to screen a trash receptacle or ground mounted mechanical or electrical equipment, a masonry screenwall **with a continuous poured concrete or concrete block footing** with ~~wood~~ **opaque** gates **made of wood, metal, or materials of a similar quality is required.** The screenwall shall match the material of the principal building. **Chain link fencing is prohibited.**

ORDAINED this \_\_\_\_\_ publication day of \_\_\_\_\_, 2019 to become effective 7 days after publication.

\_\_\_\_\_  
Patty Bordman, Mayor

\_\_\_\_\_  
Cherilynn Mynsberge, City Clerk



## **PLANNING BOARD MINUTES**

### **APRIL 10, 2019**

#### **1. Railing and Screening Materials**

City Planner Cowan presented the item.

Planning Director Ecker advised the Board that structural issues regarding glass use are addressed by the City's Building Code. She said issues around the aesthetics of glass use could be addressed in the ordinance, but that the Board is also able to guide the aesthetic aspects of glass use during a site plan review. In addition, the section of the ordinance being discussed is only applicable to the Downtown Overlay.

Ms. Whipple-Boyce said it would be prudent to consider the aesthetic aspects of glass use, such as tinting, color, or items within the glass, in order to have clarity as to how the City would proceed with the review of such cases.

After further Board discussion, Mr. Boyle suggested the best approach might be to state that all "materials must be compatible with each other and with the building."

The Board concurred.

Planning Director Ecker explained that City Code already requires the use of non-combustible materials in appropriate circumstances, so she suggested it would be unnecessary to address it further within this ordinance.

The Board agreed that chain link should be excluded from acceptable screening materials for trash receptacles.

Ms. Whipple-Boyce suggested eliminating wood from the list of acceptable screening materials as well since it deteriorates over time as it is exposed to the elements. She said model screening set-ups exist across the street from The Townsend Hotel on Henrietta Street and by the Baldwin Public Library. The doors there are metal, well-maintained, lightweight, and remain closed except for occasions of ingress or egress by staff or maintenance workers.

Mr. Boyle opined that it might be a mistake to preclude wood as a material, especially with properties closer to residential areas.

Mr. Jeffares suggested requiring that the screening doors have hinges which cause the doors to rest in a closed position. In this way, a dumpster could be pushed out of its enclosure and the doors would automatically close behind it.

Planning Director Ecker apprised the Board of recent changes to the dumpster ordinances which included:

- Requiring doors be closed when the dumpster is not being accessed;
- Requiring lids be closed when the dumpster is not being accessed;
- Mandatory labelling for all commercial dumpsters; and,
- Mandatory registration with the City of the refuse companies which service each dumpster.

Chairman Clein suggested the language should be "a masonry screenwall with opaque gates made of wood, metal, or materials of a similar quality is required. The screenwall shall match the material of the principal building. Chain link fencing is prohibited." He noted the ambivalence among Board members about the inclusion of wood as a screening material.

The Board concurred on the language.

Planning Director Ecker clarified the railing material discussion only applies to the Downtown Overlay, while the screening material standards apply Citywide.

**Motion by Mr. Share**

**Seconded by Mr. Boyle to set a public hearing for May 8, 2019 for the ordinance amendments to Article 4, Section 4.54(B)(8) and Article 3, Section 3.04(E)(12) with the aforementioned agreed upon language.**

**Motion carried, 7-0.**

**VOICE VOTE**

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

Nays: None



## MEMORANDUM

Planning Division

**DATE:** May 20<sup>th</sup>, 2019

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

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Piano in the Park

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### INTRODUCTION:

The Public Arts Board has considered placing pianos in various locations throughout downtown Birmingham for the public to play at any time.

### BACKGROUND:

On October 17<sup>th</sup>, 2018, the Public Arts Board reviewed suggested sites for a public piano and prioritized the pavilion in Shain Park as their top choice. There was consensus with the Board that they only wanted to place one piano in the City at this time.

On January 16<sup>th</sup>, 2019 the Public Arts Board voted to recommend adding a piano beneath the pavilion of Shain Park with the following conditions:

The Public Arts Board recommend up to \$750 to be used for picking up a piano from its current site and delivering it to Shain Park. Finances will also be used for potentially removing the piano for a certain amount of time.

Members of the Board find a piano to be donated for free and the piano must have wheels for the City to be able to move the piano when necessary.

The piano will be placed in Shain Park from June 1<sup>st</sup>, 2019 through August 31<sup>st</sup>, 2019. The piano will have a sign saying "this area is under surveillance" to deter vandalism. On August 21<sup>st</sup> the Public Arts Board will vote on whether or not to extend the amount of time the piano is kept in the park (Changed to City Commission in August 2019), and funding from the Public Arts Board will be used to have piano removed from the park if necessary.

Since the motion was approved, members of the Board posted advertisements seeking a free piano, and also coordinated with the City of Royal Oak's public piano coordinator. The City has received an application for a piano donated by Birmingham residents Michael and Maybeth Flynn whose piano is currently located at the Professional Movers warehouse in Walled Lake, MI. Please see attached application and photos.

On March 20<sup>th</sup>, 2019, Jason Gittinger of Detroit School of Rock and Pop Music joined the Public Arts Board to provide insight about policy for public pianos. Jason Gittinger discussed his

relationship with Professional Movers and how they help assist Royal Oak's public piano program. He discussed the process of a public painting event for the residents to paint the pianos and what the life cycle of the public pianos typically is, depending on the location. Jason Gittinger volunteered to help assist with moving the piano as well.

The Public Arts Board approved a recommendation to the City Commission to accept the piano donated by Michael and Maybeth Flynn for the recommended site beneath the pavilion at Shain Park with the condition that the piano is managed by the Detroit School of Rock and Pop, and would be replaced with another piano donated by Professional Movers if the current piano falls into disrepair.

The Public Arts Board then approved a motion to recommend a public painting event for the piano to be painted with an outdoor floral theme.

The Public Arts Board noted that a plaque recognizing the donors as well as the Detroit School of Rock and Pop will be placed on the piano.

On April 2<sup>nd</sup>, 2019, the Piano in the Park concept was presented to the Parks and Recreation Board. The board shared concerns about the piano being in the same space as concerts in the park, and inquired about who would be responsible for moving the piano during events. It was discussed that DPS would most likely be responsible to move the piano out of the way of any concert or event. The Parks and Recreation Board wanted to ensure that the wheels attached to the piano were sufficient enough to allow a person to move the piano without too much strain. They also wanted to have the piano covered during park events so that people could not interrupt the events. Staff also discussed that the City Commission should vote on whether or not to keep the piano beyond August 31<sup>st</sup> near the end of August.

The Parks and Recreation Board then voted to recommend the piano donated by Michael and Maybeth Flynn for the location beneath the pavilion at Shain Park as suggested by the Public Arts Board for the time period of June 1<sup>st</sup>, 2019 to August 31<sup>st</sup>, 2019, with the conditions that the piano be equipped with industrial grade lockable wheels, a cover be provided during Shain Park events, and that City Commission vote on whether or not to keep the piano in the park beyond August 31<sup>st</sup>, 2019 at a later date.

The Public Arts Board has identified a twin dolly set with wheels for upright pianos from Vanda King's Piano Showcase.

#### LEGAL REVIEW:

No concerns indicated by City Attorney.

#### FISCAL IMPACT:

The Public Arts Board has requested an amount not to exceed \$750 from account #101-299-000-811-0000 for expenses related to moving, maintaining, decorating, and covering the piano.

#### SUMMARY:

To recommend approval to the City Commission for the acceptance of a piano with wheels to be placed beneath the Shain Park pavilion for the time period of June 1<sup>st</sup> through August 31<sup>st</sup>, with the condition that the piano is equipped with industrial grade wheels, that the Public Arts Board

provide a covering to be used during Shain Park events, the painting be held at an event outside of Shain Park, and that the City Commission consider whether to keep the piano in the park beyond August 31<sup>st</sup>, 2019 in August 2019.

ATTACHMENTS:

- Application and photos for proposed piano
- Application and photos for backup pianos
- Wheel dolly and piano cover
- Photo and map of proposed Shain Park location
- Relevant Public Arts Board Memos
- April 2<sup>nd</sup>, 2019 Parks and Recreation Board Memo
- Relevant Minutes

SUGGESTED ACTION:

To recommend the piano donated by Michael and Maybeth Flynn be placed in the location beneath the pavilion at Shain Park as suggested by the Public Arts Board for the time period of June 1<sup>st</sup>, 2019 to August 31<sup>st</sup>, 2019, with the conditions that the piano be equipped with industrial grade wheels, a cover be provided during Shain Park events, and that the City Commission vote on whether or not to keep the piano in the park beyond August 31<sup>st</sup>, 2019 In August 2019. Also, that the painting of the piano occur at a space outside of Shain Park, and that the Public Arts Board be responsible for funding the moving of the piano if the City Commission chooses to have the piano removed on August 31<sup>st</sup>, 2019, or any time before that.

And further, to authorize funds in an amount not to exceed \$750 from account #101-299-000-811-0000.



APPLICATION  
TO THE PUBLIC ARTS BOARD  
FOR ARTWORK TO BE DISPLAYED ON PUBLIC  
PROPERTY

ARTIST (first and last) or PROJECT NAME

Piano in the Park

TITLE

DATE of ARTWORK

3-11-19

MEDIUM/TECHNIQUE

DESCRIPTION OF ARTWORK

Used Piano in Storage for Piano in the Park  
Pilot program.

DIMENSIONS ~~58~~ 42 in height x 59 in width x 25 in length/depth

OBJECT TYPE(S)/MATERIAL Piano (i.e. sculpture, mural, tile, fountain)

INSCRIPTION/FOUNDRY MARKS (if a multiple, please include edition number)

PROPOSED ☒ DONATION ☐ LOAN: DURATION OF LOAN (mos./yr.)

PRESENT LOCATION OF ARTWORK (where is the work of art?)

Walled Lake Warehouse

CONDITION Used - Great Condition

MAINTENANCE REQUIRED Tuning when placed (long term care/annual)

VALUE \$1500 ☐ APPRAISED ☒ OWNER'S STATED VALUE

STATE OWNER OR AGENT FOR OWNER'S RELATIONSHIP TO ARTIST

Michael C. Marybeth Flynn 424-634-2508

NARRATIVE/RATIONALE FOR GIFT/LOAN/TEMPORARY INSTALLATION

We were approached by Jason Eckstein from Bham Public Arts Board about our piano and decided it was a very worthwhile program to donate it to for the enjoyment of the residents of Birmingham.

OWNER/AGENT FOR OWNER

Michael & Marybeth Flynn

DAYTIME PHONE

474-634-2508

EVENING PHONE

EMAIL

SIGNATURE

DATE

3-11-19

Submit application together with SLIDES OR DIGITAL IMAGES of artwork and a VITEA or RESUMÉ of the artist to:

City of Birmingham  
Attn: City Clerk – c/o Public Arts Board  
151 Martin St.  
P.O. Box 3001  
Birmingham, MI 48012

For Office use only

Date Received \_\_\_\_\_

REVIEW/APPROVAL (date)

Presented for Arts Board discussion \_\_\_\_\_

Board Action ☐ approved for continuation ☐ approved ☐ not approved/decline

Recommendation(s)/Action Taken \_\_\_\_\_

Routing and dates approved:

Y N

- ☐ Planning Board \_\_\_\_\_
- ☐ Engineering \_\_\_\_\_
- ☐ Public Safety (Police/Fire) \_\_\_\_\_
- ☐ Parks and Recreation \_\_\_\_\_
- ☐ Presented to City Commission \_\_\_\_\_

Site Location: \_\_\_\_\_

Y N

- ☐ Parking \_\_\_\_\_
- ☐ Building \_\_\_\_\_
- ☐ Other \_\_\_\_\_
- ☐ Other \_\_\_\_\_
- ☐ Final approval \_\_\_\_\_











APPLICATION  
TO THE PUBLIC ARTS BOARD  
FOR ARTWORK TO BE DISPLAYED ON PUBLIC  
PROPERTY

ARTIST (first and last) or PROJECT NAME

Piano in the Park

TITLE

DATE of ARTWORK

3-26-19

MEDIUM/TECHNIQUE

DESCRIPTION OF ARTWORK

Used Pianos in Storage for Piano in the Park  
pilot program

ALTERNATE

PIANO # 1

PIANO # 2

DIMENSIONS	height	x	width	x	length/depth
	42"		59"		24 1/2"
	42"		59"		24"

OBJECT TYPE(S)/MATERIAL Pianos (i.e. sculpture, mural, tile, fountain)

INSCRIPTION/FOUNDRY MARKS (if a multiple, please include edition number)

PROPOSED ☐ DONATION ☒ LOAN: DURATION OF LOAN (mos./yr.)

PRESENT LOCATION OF ARTWORK (where is the work of art?)

Walled Lake Warehouse

CONDITION

Used - Great Condition

MAINTENANCE REQUIRED

(long term care/annual)

VALUE \$500 Each ☐ APPRAISED

☒ OWNER'S STATED VALUE

STATE OWNER OR AGENT FOR OWNER'S RELATIONSHIP TO ARTIST



NARRATIVE/RATIONALE FOR GIFT/LOAN/TEMPORARY INSTALLATION

These would be back-up Pianos that would only be used in the event that the main piano, previously submitted, would break down and not be reasonably repaired.

OWNER/AGENT FOR OWNER

DAYTIME PHONE

EVENING PHONE

EMAIL

SIGNATURE

DATE

*Andrew Androff*

3-26-19

Submit application together with SLIDES OR DIGITAL IMAGES of artwork and a VITEA or RESUMÉ of the artist to:

City of Birmingham  
Attn: City Clerk – c/o Public Arts Board  
151 Martin St.  
P.O. Box 3001  
Birmingham, MI 48012

For Office use only

Date Received \_\_\_\_\_

REVIEW/APPROVAL (date)

Presented for Arts Board discussion \_\_\_\_\_

Board Action ☐ approved for continuation ☐ approved ☐ not approved/decline

Recommendation(s)/Action Taken \_\_\_\_\_

Routing and dates approved:

Y N

☐ ☐ Planning Board \_\_\_\_\_

☐ ☐ Engineering \_\_\_\_\_

☐ ☐ Public Safety (Police/Fire) \_\_\_\_\_

☐ ☐ Parks and Recreation \_\_\_\_\_

☐ ☐ Presented to City Commission \_\_\_\_\_

Site Location: \_\_\_\_\_

Y N

☐ ☐ Parking \_\_\_\_\_

☐ ☐ Building \_\_\_\_\_

☐ ☐ Other \_\_\_\_\_

☐ ☐ Other \_\_\_\_\_

☐ Final approval \_\_\_\_\_



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### Twin Dollies Set for Upright Pianos

Average rating:

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Retail Price: \$340.00

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SKU #:731A

**Twin Dolly set for Full size Upright Pianos with toe blocks**

For use anywhere an upright piano needs to be moved quickly and easily.

Can be permanently left on the piano. The dollies slip under each end of the piano.

Sold per Set of 2

**731A** They are equipped with 2-1/2" diameter, 1" face, heavy duty ball bearing swivel rubber wheels for ease and maneuverability. Will fit any piano up to 15" deep at bottom exclusive of legs.

*This set allows the piano to be raised 2" off the floor.*

**PLEASE NOTE:**

***These dollies are for full size upright pianos and cannot be used on pianos with free standing front legs.***

See related items below for pianos with free standing front legs.

Piano dimensions are 42" in height, 59" in length, and 25" in depth.

Cover for Piano during Shain Park event from "The Cover Store"



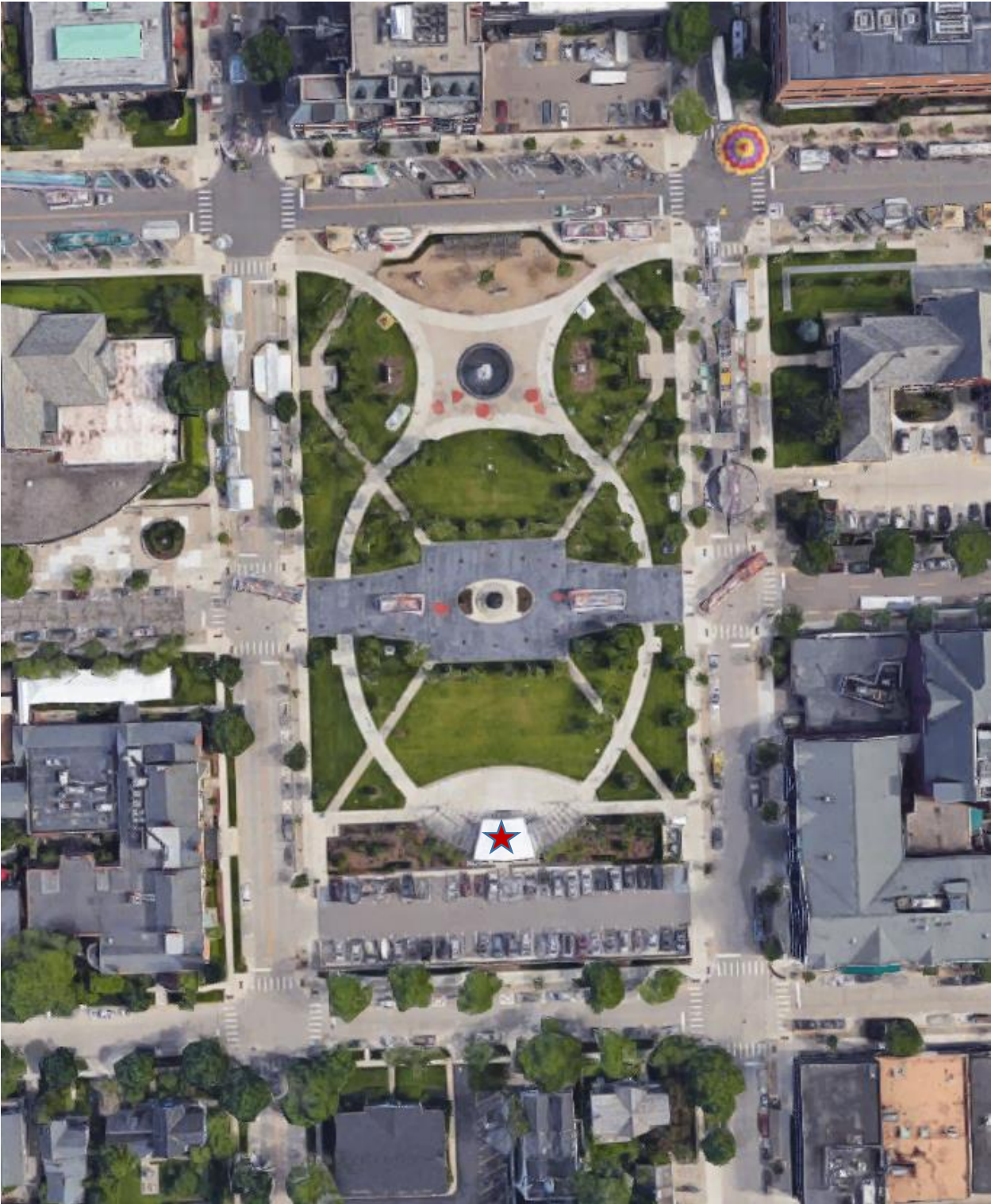
Specifications	Description	Warranty & Care
<ul style="list-style-type: none"><li>• 74W x 38D x 44H</li><li>• Made with thick 12-gauge commercial vinyl</li><li>• Elastic hem provides secure fit</li><li>• Mesh vent for breathability</li></ul>		

<https://www.the-cover-store.com/island-grill-covers-123-classic?color=Black>













## MEMORANDUM

Planning Division

**DATE:** October 17<sup>th</sup>, 2018

**TO:** Public Arts Board Members

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Project Group Reports

---

Members of the Public Arts Board have prioritized projects that they would like to pursue and indicated which projects they would like to volunteer for. Board members were divided into groups who each created a general outline of short term and long term goals, an implementation plan, and a budget request. Each project group provides updates each meeting related to their project.

- Alleyway Project: Rabbi Cohen, Jason Eddleson, Cole Wohlfiel, Amelia Barrie
  - Create basic outline of idea and potentially schedule a meeting with adjacent property owners of desired allies for activities
- PAB Branding: Monica Neville, Anne Ritchie
  - Finalizing brochure and poster designs
  - Need addendum signatures from Tim Hill for two more sculptures
- Public Art Tours & Lectures: Barbara Heller and Linda Wells
  - Waiting for two new installations and new map to be posted online
- Art Gallery Tours: Rabbi Cohen and Jason Eddleson
  - Plans in progress
- Artistic Self Expression: Natalie Bishai, Rabbi Cohen, Amelia Berry, Cole Wohlfiel
  - Participated in Day on the Town and two Farmers Market events. Thoughts and comments?
- Free Pianos: Jason Eddelson, Rabbi Cohen, Amelia Berry
  - Plans in Progress

## Potential Piano Locations



## MEMORANDUM

Planning Division

**DATE:** January 16<sup>th</sup>, 2019

**TO:** Public Arts Board Members

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Piano in the Park Policy

---

The Public Arts Board has considered placing pianos in various locations throughout downtown Birmingham for the public to play at any time. On October 17<sup>th</sup>, 2018, the Public Arts Board reviewed suggested sites for a public piano and prioritized the amphitheater in Shain Park as their top choice. There was consensus with the Board that they only wanted to place one piano in the City at this time. Members of the Board have identified potential pianos to be used for the program. The use of Shain Park will require approval from both the Parks and Recreation Board and the City Commission.

It is recommended that the Public Arts Board review the proposed process and make amendments as necessary:

- 1.) The Public Arts Board approve finances for picking up piano from site and delivering it to Shain Park. Finances will also be used for potentially removing piano for a certain amount of time.
- 2.) Members of the "Free Piano Committee" find a piano being donated for free.
  - a. The piano must have wheels for the City to be able to move when necessary.
- 3.) The piano will be placed in Shain Park from June 1<sup>st</sup> through August 31<sup>st</sup>
  - a. Piano will have sign "this area is under surveillance" to deter vandalism.
  - b. On August 21<sup>st</sup> the Public Arts Board will vote on whether or not to extend the amount of time the piano is kept in the park.
  - c. Funding from the Public Arts Board will be used to have piano removed from park if necessary.



## MEMORANDUM

Planning Division

**DATE:** March 20<sup>th</sup>, 2019

**TO:** Public Arts Board Members

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Piano in the Park Policy

---

The Public Arts Board has considered placing pianos in various locations throughout downtown Birmingham for the public to play at any time. On October 17<sup>th</sup>, 2018, the Public Arts Board reviewed suggested sites for a public piano and prioritized the amphitheater in Shain Park as their top choice. There was consensus with the Board that they only wanted to place one piano in the City at this time. Members of the Board have identified potential pianos to be used for the program. The use of Shain Park will require approval from both the Parks and Recreation Board and the City Commission.

On January 16<sup>th</sup>, 2019 the Public Arts Board approved a Piano beneath the ampitheatre of Shain Park with the following conditions:

- 1.) The Public Arts Board approve \$750 to be used from its budget for picking up piano from site and delivering it to Shain Park. Finances will also be used for potentially removing piano for a certain amount of time.
- 2.) Members of the "Free Piano Committee" find a piano being donated for free.
  - a. The piano must have wheels for the City to be able to move when necessary.
- 3.) The piano will be placed in Shain Park from June 1<sup>st</sup> through August 31<sup>st</sup>
  - a. Piano will have sign "this area is under surveillance" to deter vandalism.
  - b. On August 21<sup>st</sup> the Public Arts Board will vote on whether or not to extend the amount of time the piano is kept in the park.
  - c. Funding from the Public Arts Board will be used to have piano removed from park if necessary.

Since this motion was made, it was determined by City Staff that a piano must follow the same application procedure and approval process as a sculpture. Therefore, applicants must fill out an application, and the Board must vote whether or not to accept the loan/donation. Once approved, the Parks and Recreation Board must approve the Piano for Shain Park, as well as City Commission.

The City has received an application for a piano donation. Please see attached application and photos.





## MEMORANDUM

Planning Division

**DATE:** April 2, 2019

**TO:** Parks and Recreation Board

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Piano in the Park

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The Public Arts Board has considered placing pianos in various locations throughout downtown Birmingham for the public to play at any time. On October 17<sup>th</sup>, 2018, the Public Arts Board reviewed suggested sites for a public piano and prioritized the pavillion in Shain Park as their top choice. There was consensus with the Board that they only wanted to place one piano in the City at this time.

On January 16<sup>th</sup>, 2019 the Public Arts Board voted to recommend adding a Piano beneath the pavilion of Shain Park with the following conditions:

- 1.) The Public Arts Board approved \$750 to be used from its budget for picking up a piano from site and delivering it to Shain Park. Finances will also be used for potentially removing the piano for a certain amount of time.
- 2.) Members of the Board find a piano to be donated for free.
  - a. The piano must have wheels for the City to be able to move when necessary.
- 3.) The piano will be placed in Shain Park from June 1<sup>st</sup> through August 31<sup>st</sup>
  - a. Piano will have sign "this area is under surveillance" to deter vandalism.
  - b. On August 21<sup>st</sup> the Public Arts Board will vote on whether or not to extend the amount of time the piano is kept in the park.
  - c. Funding from the Public Arts Board will be used to have piano removed from the park if necessary.

Since the motion was approved, members of the Board posted advertisements seeking a free piano, and also coordinated with the City of Royal Oak's public piano coordinator. The City has received an application for a piano donated by Birmingham residents Michael and Maybeth Flynn whose piano is currently located at the Professional Movers warehouse in Walled Lake, MI. Please see attached application and photos.

On March 20<sup>th</sup>, 2019, Jason Gittinger of Detroit School of Rock and Pop Music joined the Public Arts Board to provide insight about policy for public pianos. Jason Gittinger discussed his relationship with Professional Movers and how they help assist Royal Oak's public piano program.

He discussed the process of a public painting event for the residents to paint the pianos and what the life cycle of the public pianos typically is, depending on the location.

The Public Arts Board approved a recommendation to the City Commission to accept the piano donated by Michael and Maybeth Flynn for the recommended site beneath the pavilion at Shain Park with the condition that the piano is managed by the Detroit School of Rock and Pop, and would be replaced with another piano donated by Professional Movers if the current piano falls into disrepair.

The Public Arts Board then approved a motion to recommend a public painting event for the piano to be painted with an outdoor floral theme.

The Public Arts Board noted that a plaque recognizing the donors as well as the Detroit School of Rock and Pop will be placed on the piano.

Photos of the recommended pavilion location are provided below, as well as the attached application and piano photos.

**Suggested Action:**

To recommend approval to the City Commission of a piano with wheels beneath the Shain Park pavilion for the time period of June 1<sup>st</sup> through August 31<sup>st</sup>. Also to recommend a public painting event for the piano to be painted with an outdoor floral theme.



## **Public Arts Board Minutes**

**Rooms 202 & 203 Birmingham City Hall – October 17<sup>th</sup>, 2018**

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### **A. Roll Call:**

**Members Present:** Rabbi Baruch Cohen, Monica Neville, Linda Wells, Barbara Heller, Mary Roberts, Anne Ritchie, Amelia Berry (Student), Cole Wohlfiel (Student)

**Members Absent:** Jason Eddleston

**Administration:** Brooks Cowan, City Planner

### **B. Approval of Minutes – August 15<sup>th</sup>, 2018**

Barbara Heller mentioned that "Marshall Fredericks" was missing an "s". Motion by Linda Wells, Second by Barbara to approve minutes.

**Yeas: 6                Nays: 0**

The motion carried.

### **C. Sculpture Donation**

The Sculpture "Michigan Spring" by Jim Miller-Melburg was donated to the City of Birmingham by the artist's representative James Robb. Doug Kosich of the Library Board said the members of the Library Board like the sculpture and would be open to placing the sculpture on their property. Members of the Public Arts Board were also in support of recommending the sculpture for the location at the Library. A motion to recommend the sculpture "Michigan Spring" for the Library Location was made by Linda Wells, seconded by Anne Ritchie.

**Yeas: 6                Nays: 0**

The motion carried.

### **D. Committee Report**

The Public Arts Board committee reports began with the Alleys and passages groups. Rabbi Baruch Cohen indicated that his group still needs to come up with a proposal for an art in the alley event that includes a basic outline of ideas. Once this is put together they would like to schedule a meeting with property owners. Getting together as a group is step one for them.

The branding group shared their poster design that includes multiple photos of City sculptures. They are still waiting on addendum signatures from artists and City Commission approval.

Public art tours and lectures indicated changes for the public art map and indicated that plans are a work in progress. They would like to see the map uploaded to the website. They would also like a QR code on the map that links to the art board website.

Art gallery tours had no update.

Artistic self-expression discussed potentially participating in Winter Market.

Free pianos prioritized locations as the Amphitheatre in Shain Park, Panera, Clark Hill Alley, Birmingham 8 Theater, and then Vinoteca. Just one piano seemed reasonable at the time.

## **E. New Business**

Two paintings by Gretchen Maricak were donated to the City by the artist's representative Russell Dixon. The Public Arts Board determined that it generally does not deal with determining painting locations within Birmingham's municipal building. Staff indicated they would ask around if anyone would like to have a painting to go in their office and then let the Russell Dixon know.

The Public Arts Board considered the electrical box in front of Birmingham 8 Theater as potential site for a sculpture. It was determined that doing so was impractical but that it would be good site for a painting design. The Board decided they would evaluate how other cities around the world have painted their electrical boxes in the next meeting.

## **Communication**

Kroger was told they had to install Soundheart by the end of the month or they would receive a ticket for failure to comply with Site Plan Approval.

Robert Lobe received approvals from City departments for his installation at Booth Park.

## **Comments**

Cindy Rose expressed concern about the City's current sculpture loan policy. She believes making the artist pay for installation and removal of loans reduces the likelihood of artists to loan their sculptures to the City. She would like to see a policy brought forth that assists artists with the installation and removal process. Members of the Board agreed with this sentiment. Staff agreed to bring forth potential solutions to this issue at the next meeting.

## **F. Adjournment**

The meeting adjourned at 7:55 pm

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Brooks Cowan  
City Planner



## **Public Arts Board Minutes**

**Rooms 202 & 203 Birmingham City Hall – January 16<sup>th</sup>, 2019**

---

### **A. Roll Call:**

**Members Present:** Rabbi Boruch Cohen, Barbara Heller, Monica Neville, Linda Wells, Anne Ritchie, Natalie L. Bishai, Amelia Berry (Student), Cole Wohlfiel (Student)

**Members Absent:** Jason Eddleston, Mary Roberts

**Administration:** Brooks Cowan, City Planner, Laura Eichenhorn, Transcriptionist

### **B. Approval of Minutes – December 19, 2018**

Linda Wells clarified that Eastern Hophornbeam was 'waiting to be installed', not that Eastern Hophornbeam was 'waiting to install' a sculpture. Motion to approve was made by Linda Wells, seconded by Anne Ritchie.

**Yeas: 5                Nays: 0**

The motion carried.

Rabbi Boruch Cohen arrived at 6:41 p.m.

### **C. Committee Report**

The Public Arts Board committee report began with the Alleys and Passages committees.

Cole Wohlfiel reported three different clubs are interested in talking to alleyway owners about potential art projects.

City Planner Cowan requested a summary of the proposed projects in writing. The alleyway owners would be sent the proposal summaries, and a meeting would be scheduled between the owners, City Planner Cowan, the relevant members of the Board, and the parties interested in creating the art in the alleys.

City Planner Cowan asked that the summary include the involved parties and the specifics of the proposed projects.

Cole Wohlfiel confirmed that he would reach out to the interested clubs in the next two weeks requesting proposal summaries and confirmation that they would be able to attend a meeting with an alleyway owner. He said he would forward the information to Amelia Berry, Rabbi Cohen, and City Planner Cowan once he receives responses.

City Planner Cowan reported that the City Commission approved the photographic use of LOL, Windswept and Eastern Hophornbeam in City promotional materials. He confirmed that the four sculptures listed in the full agenda packet cannot be used in promotional materials at this time,

and added the City is working on obtaining approval to eventually use said sculptures in City promotional materials.

Anne Ritchie requested confirmation that unapproved sculptures would need to be removed from current promotional materials at this time. City Planner Cowan confirmed.

The branding committee discussed plans to fix errors on the City's website.

Barbara Heller provided the branding committee with the Board's most current mission statement and information on art installations around the City. She confirmed that she would send Anne Ritchie the correct logo, and confirmed that all sculptures could remain on the art installation list.

Monica Neville stated the branding committee would like to generate enough arts content to post to the City's social media account once a month. It was suggested that Commissioner DeWeese be asked to take photos of the City's art installations in the near future.

Anne Ritchie said it would benefit the Board to have a database of all City art holdings.

The branding committee presented a calendar of all City events in the next year, and a calendar of all intended Board meetings. They suggested the Board decide on the intended scope of its presence and engagement at various events, and suggested they begin planning those activities well in advance using this information.

Anne Ritchie confirmed for Natalie Bishai that the Board's posters could not be sold.

City Planner Cowan confirmed he would look into the policy on accepting donations both for the Board's posters and in general.

Barbara Heller said she would look for the Board's information on various ways the public could support the Board financially, including 'adopting a sculpture'.

Anne Ritchie said decisions regarding the Board's event attendance and engagement should be finalized at the February meeting.

City Planner Cowan said he would email the Board and ask that each committee have their event dates and plans in writing for the February meeting.

Rabbi Cohen suggested that coordinated whole-Board endeavors could be more effective than working in smaller committees. He also suggested the Board make coloring book pictures of the City's art holdings.

The Board confirmed that larger, independent efforts would require a permit at least ninety days out from the intended event. Smaller engagement opportunities, like setting up a table at another committee's event, would not require permits.

Rabbi Cohen said the Board should clarify its focus. He said his impression is that the Board seeks to promote public awareness of the City's arts holdings, with a smaller focus on promotion of art in general.

City Planner Cowan confirmed that no more than three people from the Board could meet at a time outside of the official Board meetings.

Rabbi Cohen suggested putting some of the committee projects on hold so the Board could focus its efforts on a few specific activities.

The Board agreed to focus on spending the next meeting selecting events the Board will attend.

City Planner Cowan said committees will be required to submit written memos of their plans and accomplishments in advance of future Board meetings moving forward.

Monica Neville suggested that the committees' goals be overlaid onto the City's calendar of events at the next meeting in order to decide on the Board's presence at the events.

Linda Wells said the Board should focus on what it can accomplish. Projects that are not gaining traction could be paused until a later date.

The Board proposed painting the electrical box outside the Birmingham Theatre with a popcorn box in the style of the popcorn containers used in the Birmingham Theatre, as proposed by Rabbi Cohen at the December 19, 2018 meeting and by Anne Ritchie and Monica Neville presently. The Board discussed asking the Theatre to possibly help sponsor the painting.

Anne Ritchie volunteered to go with City Planner Cowan to meet with the Birmingham Theatre for a discussion of potential sponsorship.

City Planner Cowan confirmed there would need to be a mock-up of the painting and that the plan would require approval by the City Commission.

A motion was made by Monica Neville to paint the electrical box outside of the Birmingham Theatre like one of the Theatre's popcorn boxes with a design by Board member Anne Ritchie. Motion was seconded by Anne Ritchie.

Yeas: 6          Nays: 0

The motion carried.

The Board proposed looking for free pianos on Craigslist, and allocating an amount not to exceed \$750 for moving the piano into Shain Park June 1, 2019 and out of Shain Park on August 31, 2019. On August 21, 2019 the Board would hear from the public regarding the project and vote whether to extend the time the piano would remain in Shain Park.

Cole Wohlfiel said he would look into options and costs for piano movers.

The Board discussed finding a piano with wheels in order to allow the piano to be moved around Shain Park during the season in an effort to increase traffic and engagement. The sidewalk outside of Panera or outside of Pierce garage were discussed, but were determined to be either too crowded or too out-of-the-way to generate enough engagement.

Natalie Bishai said her daughter could test-play any potential free pianos to make sure they are somewhat in-tune.

Anne Ritchie made a motion to approve Shain Park as the location, with the option to move the piano around the park, to approve an amount not to exceed \$750 for the moving of the piano from its original location, installation of the piano on June 1, 2019 in Shain Park, and removal of the piano on August 31, 2019, with the option for an extension of the term to be discussed on August 21, 2019. Motion was seconded by Rabbi Cohen.

Yeas: 6          Nays: 0

The motion carried.

City Planner Cowan said he would bring this proposal in front of the Parks and Recreation Board next.

#### **D. New Business**

City Planner Cowan said the discussion of the calendar and event engagement planned for the February 2019 Board meeting is in line with the mandate of the public space activation committee. He recommended coordinating joint projects with the Birmingham-Bloomfield Art Center, and confirmed permits require a 90-day lead time for any projects the Board undertakes that would utilize public space independently of another City event.

The Board discussed asking the Birmingham Shopping District to allocate some space for public arts activities at the Farmer's Market subsequent to the February 2019 Board meeting.

Barbara Heller said she would give another talk at the Library about the City's art holdings once all the public arts materials are finalized.

#### **Communication**

Barbara Heller discussed the Sound Heart article in the Birmingham Eccentric and noted that Christina Heidrich should be credited as the sole donor.

Eastern Hophornbeam will likely be installed in April 2019.

The Board reviewed the information on Michigan Spring that was included in the full agenda packet. There was consensus on a 30" base for the sculpture.

City Planner Cowan said he would email Kroger and request that Kroger illuminates Sound Heart.

The Board commented that the sculpture looks wonderful, and the goal is to draw more attention to it. They added that if Sound Heart is illuminated in the right way Kroger could also illuminate its own sign at the same time.

#### **Comments**

Barbara Heller asked the Board for consensus about keeping Amelia Berry and Cole Wohfiel on as alternates. The Board consented.

Cindy Rose and City Planner Cowan reminded the Board that they would need to have representatives prepared to present the Board's request for funding at the City's Budget meeting in March.

City Planner Cowan suggested doing a project either with the road stops or potential benches at Bird Avenue by Dairy Deluxe. He also suggested that Birmingham high school students could be involved in the project.

The Board agreed to put this project on the calendar during their next meeting.

Cole Wohlfel and Amelia Berry said they would talk to students at the high school to see who might want to be involved.

Linda Wells asked for approval for Birmingham in Stitches during the Fall Art Fair. She said Birmingham in Stitches would also probably be done during Winter Markt 2019.

Barbara Heller explained that the charity poker dates for evenings in April, May and June 2019 are already full, meaning the Board does not have fundraising opportunities for the next two quarters.

The Board discussed smaller opportunities to solicit donations, such as having a box for donations available, at events where they are engaging the public.

Cole Wohlfel told the Board this was his and Amelia Berry's last meeting.

Barbara Heller explained that the City Commission appoints students to the Board, and that the City will be writing Cole Wohlfel and Amelia Berry their community service letters.

Barbara Heller also officially thanked Cole Wohlfel and Amelia Berry for their service on behalf of the Board.

### **E. Adjournment**

The meeting adjourned at 8:06 p.m.

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Brooks Cowan  
City Planner

## **Public Arts Board Minutes DRAFT**

**Rooms 202 & 203 Birmingham City Hall – March 20<sup>th</sup>, 2019**

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### **A. Roll Call:**

**Members Present:** Barbara Heller, Monica Neville, Linda Wells, Anne Ritchie, Jason Eddleson, Cole Wohlfel (Student)

**Members Absent:** Rabbi Boruch Cohen, Amelia Berry (Student)

**Administration:** Brooks Cowan, City Planner

### **B. Approval of Minutes – February 20<sup>th</sup>, 2019**

Motion to approve minutes made by Jason Eddleson, seconded by Linda Wells.

**Yeas: 5              Nays: 0**

The motion carried.

### **C. Unfinished Business**

The Public Arts Board had previously approved a recommendation to have board member Anne Ritchie create a popcorn box design to recommend to City Commission for the electrical box in the sidewalk planter in front of the Birmingham 8 theater. Anne Ritchie brought in her designs this day which indicated a red and white striped box with popcorn on the top. The Public Arts Board was enthusiastic about the idea and thought it would be a fun addition to the downtown.

It was suggested that the text “#BirminghamPublicArt” be added to the box for a way to encourage people to tag Birmingham Public Art in online platforms. This text is planned to be placed in the lower box where the ingredients are currently listed. The Public Arts Board motioned to approved the recommendation to City Commission of the popcorn box design with “#BirminghamPublicArt” added for the electrical box in the sidewalk planter at S. Old Woodward and Merrill.

The motion approved 5-0.

The Public Arts Board had been working on creating a public piano program and had previously recommended the pavilion at Shain Park as their desired space. The Public Arts Board recently received an application for review from a Birmingham resident to have their piano placed in Shain park for the public to play. Along with the application, Jason Gittinger of Detroit School of Rock and Pop Music came and spoke with the Public Arts Board about how Royal Oak manages their public piano program. He described how moving parts are bolted down and then the City hosts a community painting event for the pianos where they are stored. He also described how professional movers assists with the storage and transportation for this program. Questions regarding vandalism were raised by the board. Jason Gittinger noted that two of the roughly 40 or so pianos had been vandalized, and his outlook was that the program created far more good than harm.

The Public Arts Board motioned to approve the recommendation to City Commission for the piano donated by Michael and Maybeth Flynn for the recommended location at Shain Park for the time period of June 1<sup>st</sup>, 2019 to August 31<sup>st</sup>, 2019, with the condition that the piano maintenance is managed by Jason Gittinger of Detroit School of Rock and Pop Music and Professional Movers.

The motion approved 5-0.

The Public Arts Board then motioned to approve a recommendation to City Commission for a public painting event where the piano is painted with an outdoor floral theme.

The motion approved 5-0.

It was noted that a plaque would be created stating that the piano is donated on behalf of Michael and Maybeth Flynn, and managed by Detroit School of Rock and Pop Music and Professional Movers.

In discussion of planning for special events, The Art Board continued to finalize details for the Art in the Alley event. The group of board members working on this project indicated they would get a detailed summary of the event and its participants before the City Commission hearing for it. The promotional material group then discussed the flyers with description of Birmingham Public Arts Board mission statement and the goals of Art in Public Spaces. It was determined that the header for the flyer would be "Birmingham Public Art".

#### **D. New Business**

#### **E. Communication**

The Birmingham in Stitches application had been submitted and the board would like to create more promotional material for the event to recruit more participants.

#### **F. Comments**

#### **G. Adjournment**

The meeting adjourned at 7:50 p.m.

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Brooks Cowan  
City Planner

## **PARKS AND RECREATION BOARD MEETING MINUTES**

**April 2, 2019**

Therese Longe, Chairperson, called the meeting to order at 6:30 p.m. at 851 S. Eton.

**MEMBERS PRESENT:** Therese Longe, Ross Kaplan, John Meehan, Ellie Noble, and John Rusche

**MEMBERS ABSENT:** Heather Carmona, Dominick Pulis and Bill Wiebrecht

**STUDENT REPRESENTATIVES PRESENT:** John Butcher, Seaholm High School

**ADMINISTRATION:** Lauren A. Wood, Director of Public Services  
Carrie A. Laird, Parks and Recreation Manager  
Brooks Cowan, City Planner  
Connie Folk, Recreation Coordinator

**GUESTS:** Cheryl Couretas, Pam Graham, Cindy Rose and David Young

It was moved by Ross Kaplan, seconded by John Rusche that the minutes of the March 5, 2019 regular meeting be approved.

**Yeas – 5** Therese Longe, Ross Kaplan, John Meehan, Ellie Noble, and John Rusche

**Nays – 0**

**Absent -3** Heather Carmona, Dominick Pulis and Bill Wiebrecht

### **AGENDA ITEM #1: Recommended Parks & Recreation Bond Priority List**

Lauren stated that a very detailed packet has been provided based on the directive from the City Commission that states, To direct the Parks and Recreation Board to review the 2018 Parks and Recreation Master Plan's Five-Year Capital Improvement Plan and work with staff to identify facility needs related to the Parks and recreation operation through a public engagement process to identify a priority list of projects and associated amounts to be considered for a potential parks bond to be implemented over the next 3 to 5 years, and further, to return to the City Commission with a recommendation for consideration.

Lauren stated that an extensive Parks and Recreation Bond Priority List with estimated cost was created by the Master Plan Sub-Committee and City Administration.

Therese stated that since the full Parks and Recreation Board is not present that she would like to hear feedback from the public and from the Parks and Recreation Board in attendance but to postpone the suggested resolution until the May 7, 2019 Parks and Recreation Board meeting.



Therese stated that all ten projects were supported by the public and that the Master Plan Sub-Committee would like to proceed on all ten projects to the City Commission based on public support.

John Rusche likes the order of the Parks and Recreation Bond Priority List.

Therese stated that Parks and Recreation Board would make a motion to recommend the ten projects in the Parks and Recreation Bond Priority List with the costs listed in the order and then have them presented to the City Commission, the City Commission can choose to endorse the Parks and Recreation Board recommendation or modify it and once they have, they would direct the City Manager to then go to bond council to complete a financial forecast about what kinds of bonds could be issued, when the bond language for a vote would have to be completed and when an election could occur.

Therese stated that the next regularly election is November.

**No Action was taken by the Parks and Recreation Board**

### **AGENDA ITEM #2: Maintenance of Natural Areas**

Carrie stated that over the past five years, the Department of Public Services has hired Cardno to assist in the maintenance of various natural areas throughout Birmingham, including Quarton Lake, Barnum Park, Martha Baldwin Park, and the Birmingham Museum & Park. Cardno has a dedicated division in environmental management.

Carrie stated that Cardno has consistently provided competitive pricing as they are an approved vendor for a cooperative agreement with Oakland County. The City has hired them to perform various small tasks from year to year as needed, totaling under \$6,000 per project. In addition, they have been awarded larger projects that went out to bid including Invasive Species Removal Project 2015 taking place at Quarton Lake and the Museum Park property, approved by the City Commission in November 2015 and Martha Baldwin Native Wet Meadow Garden, City Commission approved in May of 2018.

Carrie stated that in December of 2018, Cardno was asked to provide pricing for maintenance of Quarton Lake, Barnum Park and the Museum for the upcoming 2019 season. Scope of work includes cutting, treating and removing woody invasive species including black alder and spot treatment of herbaceous invasive species such as purple loosestrife, burdock, and garlic mustard along the shoreline at Quarton Lake and planting 700 native plants (plugs) to fill in the areas of which invasive species were removed.

Carrie stated that at Quarton Lake there is an area near the bridge at Oak that will be planted with 30 native quart size species in order to stabilize the slope. Further, work includes planting more native plants at Barnum Park in the natural areas and continuing maintenance of follow up treatment of invasive species including Canada Thistle at Barnum Park and Phragmites at the Museum Park property near the pond and in the nearby woods.

Caries stated that it's important to note that the invasive species removals are site specific and include spot treatment of woody and herbaceous invasive species to the cut area directly and does not involve mass treatment using a large quantity of approved chemicals.

It was moved by Ellie Noble, seconded by Ross Kaplan to approve the project for Natural Areas Maintenance with Cardno for a total cost not to exceed \$20,650.00. Funds are available from the General Fund-Parks Other Contractual Services account #101-751.000-811.0000 for these services. Further, to recommend this project to be considered for approval by the City Commission.

**Yeas – 5**

Therese Longe, Ross Kaplan, John Meehan, Ellie Noble, and John Rusche

**Nays – 0**

**Absent -3**

Heather Carmona, Dominick Pulis and Bill Wiebrecht

### **AGENDA ITEM #3: Piano in Shain Park**

Brooks Cowan, City of Birmingham Planner stated that the Public Arts Board has considered placing pianos in various locations throughout downtown Birmingham for the public to play at any time. On October 17, 2018, the Public Arts Board reviewed suggested sites for a public piano and prioritized the pavilion in Shain Park as their top choice. There was consensus with the Board that they only wanted to place one piano in the City at this time.

Brooks stated that Public Arts Board voted to recommend adding a Piano beneath the pavilion of Shain Park with the following conditions:

- 1.) The Public Arts Board approved \$750 to be used from its budget for picking up a piano from site and delivering it to Shain Park. Finances will also be used for potentially removing the piano for a certain amount of time.
- 2.) Members of the Board find a piano to be donated for free.
  - a. The piano must have wheels for the City to be able to move when necessary.
- 3.) The piano will be placed in Shain Park from June 1st through August 31st
  - a. Piano will have sign "this area is under surveillance" to deter vandalism.
  - b. On August 21st the Public Arts Board will vote on whether or not to extend the amount of time the piano is kept in the park.
  - c. Funding from the Public Arts Board will be used to have piano removed from the park if necessary.

Brooks stated that Jason Gittinger of Detroit School of Rock and Pop Music joined the Public Arts Board to provide insight about policy for public pianos. Jason Gittinger discussed his relationship with Professional Movers and how they help assist Royal Oak's public piano program.

Brooks stated that the Public Arts Board approved a recommendation to the City Commission to accept the piano donated by Michael and Marybeth Flynn for the recommended site beneath the pavilion at Shain Park with the condition that the piano is managed by the Detroit School of Rock and Pop, and would be replaced with another piano donated by Professional Movers if the current piano falls into disrepair.

Brooks stated that the Public Arts Board then approved a motion to recommend a public painting event for the piano to be painted with an outdoor floral theme and that the Public Arts Board noted that a plaque recognizing the donors as well as the Detroit School of Rock and Pop will be placed on the piano.

Therese stated that both Ferndale and Royal Oak have struggled with vandalism of their public placed pianos. Therese stated that the Shain Park band shell is already scheduled for the summer concert series, weddings and special events.

Therese asked Brooks who would be responsible for moving the piano prior to the summer concert series, weddings and special events.

Brooks stated he does not believe so and that the Public Arts Board proposed a good faith sort of like a Community Garden. The Public Arts Board is proposing this for the public good it will bring and there might be some vandalism or children banging on the keys causing a distraction.

Brooks stated that the City of Department of Public Services (DPS) staff would move the piano prior to the scheduled events. Brooks stated the vandalism is very small percentage in Royal Oak.

Therese stated that the pianos that have been placed in Ferndale and Royal Oak are on public thoroughfares. Therese stated that in Shain Park there are children running around without parent supervision. Therese stated from an injury prevention standpoint whether there is a tipping safety hazard, children could be playing on the piano and having the piano be pulled over on them since it will not be anchored in anyway.

Brooks stated that any moving parts would be anchored down.

Therese stated that there are concerns making the DPS staff in charge of having to watch the piano, maintaining the piano and pushing the piano out of the way on concert nights, weddings and special events.

Ross stated that there is not a long term commitment, if it does not work in two months or after the first concert.

Connie stated that on Wednesday nights she is by herself, large crowds and the band setup with children running around and during the concert the child is banging on the piano while the band is performing and she would have to stop the concert and sometimes bands will take up the full length of the band shell.

Brooks stated a cover could be placed on the piano. Therese asked if a Public Arts Board member would like to babysit the piano and or move the piano out of the way on Wednesday nights, if there is a sole person is there a way to get help.

Brooks states that the Public Arts Board wants to set up a deciding factor that at the last City Commission meeting in August, 2019 if there have been complaints that the piano can be removed based on funds from the Public Arts Board.

Therese asked if other department heads would review the piano proposal, would the city attorney review the proposal. Therese stated that she is still concerned about the piano being pulled over on a child or dragging it into the fountain.

Lauren asked Brooks if other departments such as police, fire or the engineering department will be reviewing this request.

Brooks stated that based on an art installation that the proposal goes through the boards channels like any other art installation like the foundations of art pieces once it is approved by City Commission.

Therese stated that the installation at Shain Park is a lot different than an installation in front of a business, library or on a sidewalk.

Connie stated that the sidewalk is exposed aggregate and based on the weight of the piano how easy would the piano be able to move?

Ross stated he liked the concept of the idea but his concerns would be the humidity and heat and how it will affect the piano and how long would the piano last.

Brooks stated the life of the piano is short lived but it's the experience of having the piano at Shain Park.

John Rusche asked if the piano could be anchored to a pillar.

Connie stated that she would not want it to be anchored in case the piano has to be moved and then how about the trip hazard.

Brooks stated that it was the intention to have the piano mobile and the use of the piano would be used during Shain Park hours.

John Meehan stated that the plaza in front of City Hall would be a lovely spot for the piano.

It was moved by Ellie Noble, seconded by John Meehan to recommend approval to the City Commission of a piano on a trial basis for the time period of June 1<sup>st</sup> through August 31<sup>st</sup>, 2019 with sufficient sturdy size lockable wheels suitable for exposed aggregate and that the piano would be placed in the Shain Park pavilion area in a location as directed by the DPS staff, in addition a piano cover would be provided by the Public Arts Board to prevent public access during all scheduled events, such as weddings and concerts in the park and that the desired piano painting event be off-site.

**Yeas – 5**

Therese Longe, Ross Kaplan, John Meehan, Ellie Noble, and John Rusche

**Nays – 0**

**Absent -3**

Heather Carmona, Dominick Pulis and Bill Wiebrecht

### **COMMUNICATION/DISCUSSION ITEM #1: Dog Park Report**

Carrie provided the Off Leash Dog Park revenue and expenses from 2011- present. Carrie stated that the department would like to hydro-seed in late April, early May.

Connie stated that most sales occur May – July.

**No Action was taken by the Parks and Recreation Board**

### **COMMUNICATION/DISCUSSION ITEM #2: Proposed 2019-2020 Capital Projects**

Lauren stated as part of the budget process, the Department of Public Services submits recommended budget requests for the upcoming fiscal year to the City Manager. These are recommended expenditures and may not become part of the final budget.

Lauren stated all of the Capital Improvement requests are considered expenditure items over and above regular department operational expenditures.

**No Action was taken by the Parks and Recreation Board**

### **COMMUNICATION/DISCUSSION ITEM #3: January/February 2019 "The Review" Michigan Municipal League magazine**

Connie stated that this article is being presented as a communication.

**No Action was taken by the Parks and Recreation Board**

### **UNFINISHED BUSINESS:**

Carrie stated that the prescribed burn will be take place at Booth Park the week of April 8, 2019

**No Action was taken by the Parks and Recreation Board**

**NEW BUSINESS:**

The Annual DPS Open House has been changed to Saturday, May 4, 2019, from 10:00 am – 2:00 pm

Newspaper Articles were presented at this evening's meeting on other community happenings.

**OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA:**

Therese Longe stated the next regular meeting will be held on Tuesday, May 7, 2019 at 6:30 pm at DPS.

Meeting was adjourned at 7:52 pm  
Connie J. Folk, Recreation Coordinator

**Parks and Recreation Board Meeting 4/2/2019**



# MEMORANDUM

Engineering Department

**DATE:** May 8, 2019  
**TO:** Joseph A. Valentine, City Manager  
**FROM:** Austin W. Fletcher, Assistant City Engineer  
**SUBJECT:** SOCWA Board of Trustees Membership

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## INTRODUCTION:

Article VII of the Articles of Incorporation of Southeastern Oakland County Water Authority (SOCWA) provides that each member municipality shall annually appoint a representative and an alternate to the Board of Trustees.

## BACKGROUND:

Historically, the City Commission has appointed the City Engineer as the Representative and Assistant City Engineer as the Alternate.

## LEGAL REVIEW:

n/a

## FISCAL IMPACT:

n/a

## SUMMARY:

The City Commission is being asked to appoint City Engineer O'Meara and Assistant City Engineer Fletcher to the SOCWA Board of Trustees as Representative and Alternate Representative for the Fiscal year 2019/2020.

## ATTACHMENTS:

May 1, 2019 Letter from SOCWA

## SUGGESTED RESOLUTION:

To appoint City Engineer Paul T. O'Meara as Representative and Assistant City Engineer Austin W. Fletcher as Alternate Representative of the City of Birmingham on the SOCWA Board of Trustees for the fiscal year starting July 1, 2019.



\* Berkley \* Beverly Hills \* Bingham Farms \* Birmingham  
\* Clawson \* Huntington Woods \* Lathrup Village \* Pleasant Ridge  
\* Royal Oak \* Southfield \* Southfield Township

May 1, 2019

Cherilynn Mynsberge  
City Clerk  
City of Birmingham  
P.O. Box 3001  
Birmingham, MI 48012

Subject: Appointment of Representative & Alternate

Dear Ms. Mynsberge:

Article VII of the Articles of Incorporation of the Southeastern Oakland County Water Authority provides that each municipality shall annually appoint a representative and an alternate to the Board of Trustees. This representative shall serve during the next fiscal year following his appointment and/or until his successor is appointed.

The present representative and alternate representative for the City of Birmingham are as follows:

Representative

P. T. O'Meara

Alternate

A. Fletcher

It is requested that the City Commission, by resolution, appoint a representative and alternate representative to represent the City of Birmingham on the Board of Trustees of the Southeastern Oakland County Water Authority for the fiscal year beginning July 1, 2019.

Please forward a certified copy of this resolution to the Southeastern Oakland County Water Authority, 3910 W. Webster Road, Royal Oak, MI 48073-6764.

Very truly yours,

Jeffrey A. McKeen, P.E.  
General Manager

JAM/cf





# MEMORANDUM

(Department Name)

**DATE:** May 3, 2019

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

**FROM:** J. Cherilynn Mynsberge, City Clerk

**SUBJECT:** SOCRRA Board of Trustees Representatives

## INTRODUCTION:

Article VII of the Articles of Incorporation of SOCRRA provides that each member municipality shall annually appoint a representative and an alternate to the Board of Trustees.

## BACKGROUND:

Since 2015 the City Commission has appointed the City Manager as the Representative and the DPS Director as the Alternate.

## LEGAL REVIEW:

n/a

## FISCAL IMPACT:

n/a

## SUMMARY

The City Commission is being asked to appoint City Manager Valentine and DPS Director Wood to the SOCCRA Board of Trustees as Representative and Alternate respectively for Fiscal Year 2019/2020.

## ATTACHMENTS:

May 1, 2019 Letter from SOCRRA

## SUGGESTED RESOLUTION:

To appoint City Manager Joseph A. Valentine as Representative and DPS Director Lauren Wood as Alternate Representative of the City of Birmingham on the SOCRRA Board of Trustees for the fiscal year starting July 1, 2019.



Berkley • Beverly Hills • Birmingham • Clawson • Ferndale • Hazel Park • Huntington Woods • Lathrup Village • Oak Park • Pleasant Ridge • Royal Oak • Troy

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May 1, 2019

Cherilynn Mynsberge  
City Clerk  
City of Birmingham  
P.O. Box 3001  
Birmingham, MI 48012

Subject: Appointment of Representative & Alternate

Dear Ms. Mynsberge:

Article VII of the Articles of Incorporation of SOCRRA provides that each municipality shall annually appoint a representative and an alternate to the Board of Trustees. This representative shall serve during the next fiscal year following his appointment and/or until his successor is appointed.

The present representative and alternate representative for the City of Birmingham are as follows:

Representative

J. Valentine

Alternate

L. Wood

It is requested that the City Commission, by resolution, appoint a representative and alternate representative to represent the City of Birmingham on the Board of Trustees of SOCRRA for the fiscal year beginning July 1, 2019.

Please forward a certified copy of this resolution to SOCRRA, 3910 W. Webster Road, Royal Oak, MI 48073-6764.

Very truly yours,

Jeffrey A. McKeen, P.E.  
General Manager

JAM/cf



## MEMORANDUM

Office of the City Manager

**DATE:** May 20, 2019

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

**FROM:** Tiffany J. Gunter, Assistant City Manager

**SUBJECT:** Engineering Consultant Engagement – Unimproved Roads Alternatives, Peer Review, and Trade-Off Analysis

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### INTRODUCTION:

The purpose of the Ad Hoc Unimproved Street Study Committee is 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. The Ad Hoc Unimproved Streets Committee held its first meeting in June 2018. Since that time, the Committee has worked to develop a common understanding of the history of unimproved roads in the City, the City Charter and ordinance as they relate to unimproved streets, special assessment districts, pavement types and their associated life cycles, the cape seal program, and road funding fundamentals.

At the April 18, 2019 meeting of the Ad Hoc Unimproved Streets Committee, a staff presentation was made in response to the committee's request to explore potential funding scenarios as they began the process considering alternatives for recommendation. The presentation was received well by the committee and it was understood that there would be a need for on-going discussion and further iterations of model inputs and subsequent outputs. It was agreed that further study of the universe of road design alternatives may ultimately result in either a shorter timeframe for completion and/or reduced overall cost.

As staff began working internally to establish revised assumptions to adjust the model, it was suggested that a more in-depth peer review of our neighboring communities and their experiences with improving streets would provide better data to support any adjustments to the model. Staff recommended that engaging an outside engineering firm to provide a broader perspective regarding the range of possible road design alternatives would enhance the quality of future recommendations.

### BACKGROUND:

The decision of the committee regarding road design will provide critically important input to support any further iterations of model output. Staff requested that the committee consider a recommendation to authorize an engineering firm, for a cost not to exceed, \$7,000 to conduct the necessary research and information gathering and present a findings summary to the committee.

The work will conclude with a findings summary that will equip the committee with the necessary background and understanding of the associated trade-offs with evaluating road design alternatives to determine the path forward, primarily with respect to funding options.

The Engineering Department agrees that the authorization amount is sufficient to carry out the task as described, which includes approximately 34-40 hours of time split between a Graduate and Professional Engineer, as well as attendance for up to three meetings with the committee to discuss their findings. Engineering has secured firms on retainer that will be considered for participation in the exercise based on their work with other communities regarding road design.

The findings summary will be used to guide the recommendation for a road design alternative that can then be used to update the financial model. Following consensus on a preferred road design alternative, a second iteration of the model will be presented to the committee for consideration, which will be followed by a discussion regarding policy recommendations. If there are policy recommendations made that will have a fiscal impact, the financial model will be updated and shared with the committee for further evaluation.

#### LEGAL REVIEW:

N/A

#### FISCAL IMPACT:

The scope for the project will not exceed \$7,000. The City will work with an engineering firm that is currently on retainer to carry out the requested professional services. The funds will be paid through the Engineering Department.

#### SUMMARY:

The Committee recognizes and discusses the importance of thorough evaluation of all elements of road design alternatives. The Committee seeks to understand the pros and cons of different road design options as they work to develop the most credible and feasible recommendation on how to proceed with the long term improvement program.

#### ATTACHMENTS:

N/A

#### SUGGESTED RESOLUTION:

To accept the recommendation of the Ad Hoc Unimproved Streets Committee to authorize engagement with an outside Engineering firm, for a cost not to exceed, \$7,000 to conduct research and information gathering and provide a final report to the committee regarding road design alternatives for converting unimproved roads to be paid using fund #203-449.007-804.0100.



## MEMORANDUM

Clerk's Office

**DATE:** May 14, 2019

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

**FROM:** J. Cherilynn Mynsberge, City Clerk

**SUBJECT:** Woodward Camera Veteran's Hospitality Tent - Cruise

### INTRODUCTION:

Woodward Camera submitted a Special Event application for the Veterans Hospitality Tent during the Cruise on Saturday, August 17, 2019 from 9:00 AM-9:00 PM. Set-up will take place on August 16<sup>th</sup> from 12:00 noon-8:00 PM. Tear-down will be August 18<sup>th</sup> from 9:00 AM-2:00 PM.

### BACKGROUND:

Prior to application submission the Police Department reviewed the proposed event details for street closures and the need for safety personnel and approved the details. DPS, Planning, Building, Police, Fire, and Engineering have indicated their approval. SP+ Parking has been notified of the event for planning purposes.

The following events occur in August in Birmingham and do not pose a conflict for this event:

Farmers Market	Sundays	Lot 6
In the Park concerts	Wednesdays	Shain Park
Oral Cancer/Seaholm H.S. 5K (tentative)	Sunday, August 4	Seaholm H.S. and neighborhood
Bird Avenue Chair Bombing (tentative)	Friday, August 9	Woodward & Bird Ave.
Blessing of the Animals (tentative)	Sunday, August 18	Shain Park
Movies in Booth Park	Friday, August 23	Booth Park

### LEGAL REVIEW:

n/a

### FISCAL IMPACT:

n/a

#### SUMMARY

The City Commission is being asked to approve a special event permit for the Veterans Hospitality Tent hosted by Woodward Camera to be held on Saturday, August 17<sup>th</sup>, with set-up on August 16<sup>th</sup> and tear-down on August 18<sup>th</sup>.

#### ATTACHMENTS:

1. Special Event application
2. Notification letter with map of event area distributed to residents/businesses within 300 feet of the event area on May 1, 2019. Notification addresses are on file in the Clerk's Office.
3. Department Approval page with comments and estimated costs

#### SUGGESTED RESOLUTION:

To approve a special event permit as requested by Woodward Camera for the Veterans Hospitality Tent during the Cruise on Saturday, August 17, 2019 from 9:00 AM – 9:00 PM, with set-up on August 16 and tear-down on August 18, 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.

19-00011542

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

**IMPORTANT: EVENTS UTILIZING CITY SIDEWALKS AND/OR STREETS MUST MEET WITH POLICE DEPARTMENT SPECIAL EVENT OFFICER TO REVIEW PROPOSED EVENT DETAILS PRIOR TO SUBMITTING APPLICATION.**

Police Department acknowledgement: \_\_\_\_\_

**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:**      **\$200.00**  
                 **ANNUAL APPLICATION FEE:**      **\$165.00** ✓

(Please print clearly or type)

Date of Application 4/15/19

Name of Event Dream Cruise Hospitality Tent for Veterans

Detailed Description of Event (attach additional sheet if necessary) Dream Cruise

reception for Veterans sponsored by Piety Hill Chapter  
Daughters of the American Revolution & Woodward  
Camera at 3350 place for Vets & families to enjoy cars.

Location 3350 Woodward Ave - Tent in front of Park

Date(s) of Event AUG 17, 2019 Hours of Event 9 -

Date(s) of Set-up AUG 16, 2019 Hours of Set-up 8am - 2pm

NOTE: No set-up to begin before 7:00 AM, per City ordinance.

Date(s) of Tear-down AUG 18, 2019 Hours of Tear-down between 8am - 2pm

Organization Sponsoring Event Daughters of Am. Rev & Woodward Camera

Organization Address 33501 Woodward Ave, Birmingham

Organization Phone 248 642 6974

Contact Person Ruby Weidner or Thomas Weidner

Contact Phone 248 766 7761

Contact Email Ruby.samm@hotmail.com

## II. EVENT INFORMATION

1. Organization Type NSDAR 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.) Piety Hill Chapter  
NSDAR - Contact person Regent  
Janice Stafford 248-647-2476
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 ☒ 9th  
If no, describe this is the ninth year -  
Reception for Veterans - active personnel  
& families
5. Total number of people expected to attend per day perhaps 200
6. The event will be held on the following City property: (Please list)  
☐ Street(s) the parking spaces in front of  
Woodward Camera  
☐ Sidewalk(s) \_\_\_\_\_  
☐ Park(s) \_\_\_\_\_
7. Will street closures be required? YES ☐ NO ☒  
(Police Department acknowledgement prior to submission of application is required) (initial here) [initials]
8. What parking arrangements will be necessary to accommodate attendance? NONE



9. Will staff be provided to assist with safety, security and maintenance? YES ☒ NO ☐

If yes, please provide number of staff to be provided and any specialized training received.

Describe We will have two people taking pictures of Vets (provided free) Trained in photo graphy & development of pictures - NSDAR Ladies attending

10. Will the event require safety personnel (police, fire, paramedics)? YES ☐ NO ☒

(Police Department acknowledgement prior to submission of application is required.) (initial here) sl

Describe \_\_\_\_\_

11. Will alcoholic beverages be served? YES ☐ NO ☒

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 ☒

\_\_\_\_\_ 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? YES ☐ NO ☒

Number of signs/banners \_\_\_\_\_

Size of signs/banners \_\_\_\_\_

Submit a photo/drawing of the sign(s). **A sign permit is required.**

14. Will food/beverages/merchandise be sold? YES ☐ NO ☒

- Peddler/vendor permits must be submitted to the Clerk's Office, **at least two weeks prior to the event.**
- You must obtain approval from the Oakland County Health Department for all food/beverage sales/donations. Contact [ehclerk@oakgov.com](mailto:ehclerk@oakgov.com) or 248-535-9612 to obtain Health Department approval.
- There is a \$50.00 application fee for all vendors and peddlers, in addition to the \$10.00 daily fee, per location.

### 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 \$500.00	A request for more than six tables will be evaluated based on availability.
Trash Receptacles		\$6.00 each includes 1 bag. For additional bags, the cost is \$32/per case.	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		\$350.00/per dumpster 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		\$224.75/per hydrant. Includes the use of 5,000 gallons of water. Any additional water usage will be billed.	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		\$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)	1	9 x 40
Portable Toilets		
Rides		
Displays		
Vendors		
Temporary Structure (must attach a photo)		
Other (describe)		

**SIGNATURE OF APPLICANT REQUIRED**

EVENT NAME Ruby & Heather Hospitality tent for Veterans  
EVENT DATE AUG 17, 2019

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.

Ruby & Heather 4/16/19  
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.

## WOODWARD CAMERA

33501 Woodward Avenue  
Birmingham, Michigan 48009  
248-642-6974  
Fax 248-642-1810  
April 30, 2019

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.

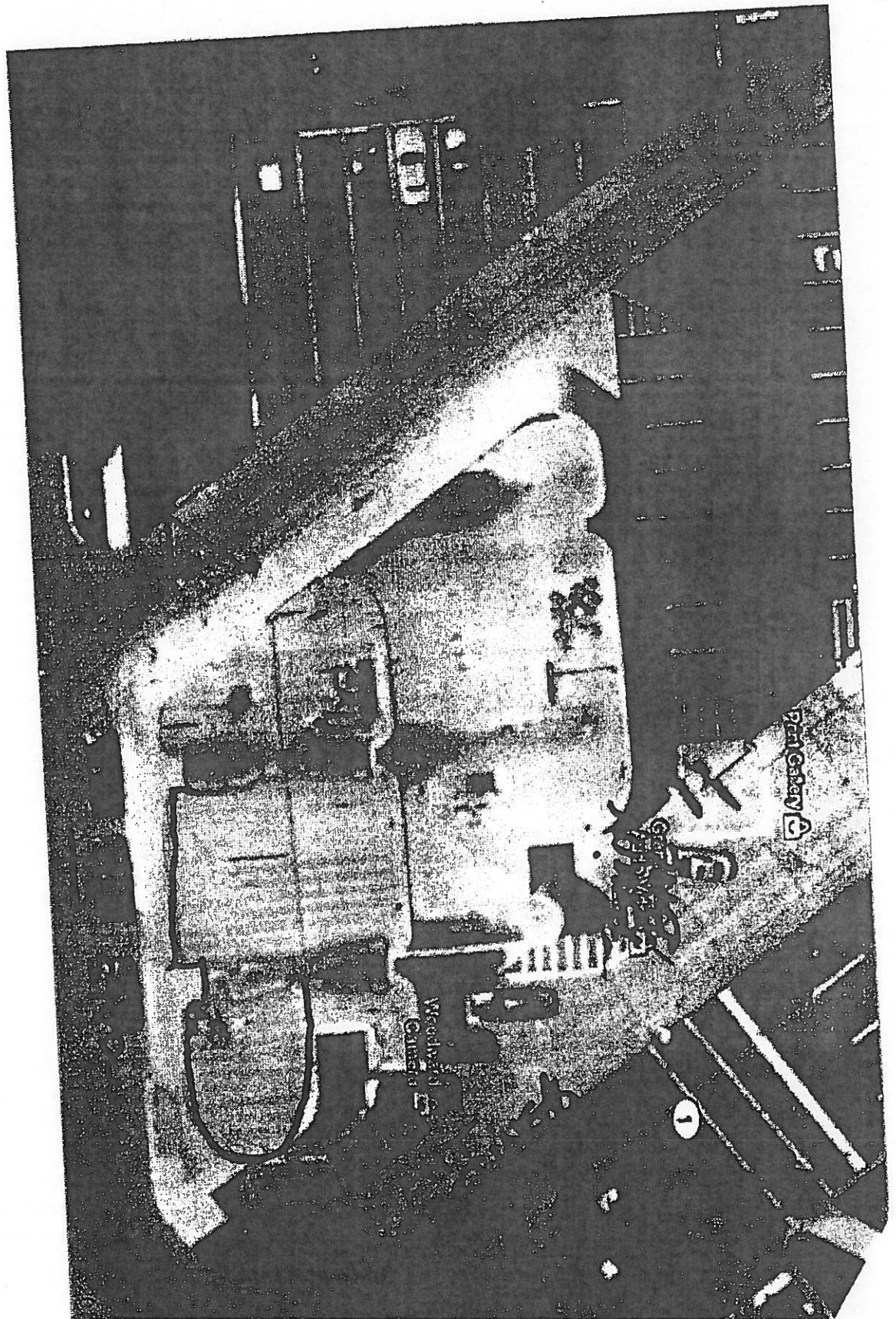
NAME OF EVENT: Dream Cruise Hospitality Tent for Veterans  
LOCATION: Woodward Camera, 33501 Woodward Avenue, Birmingham, MI.  
DATE OF EVENT: August 17, 2019 HOURS OF EVENT: 9:00 am to 9:00 pm.  
BRIEF DESCRIPTION OF EVENT/ACTIVITY: A place for veterans to sit and enjoy the classic cars during the WOODWARD DREAM CRUISE.  
DATE OF SET-UP: August 16, 2019 HOURS OF SET-UP: 12 to 8  
DATE OF TEAR-DOWN: August 18, 2019 HOURS OF TEAR DOWN 9 am to 2 pm  
DATE OF CITY COMMISSION MEETING: May 20, 2019 7:30 pm.

The City commission meets in room 205 of the Municipal Building at 151 Martin at 7:30 pm. **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](http://www.bhamgov.org/events) for a complete list of special events.

EVENT ORGANIZER; WOODWARD CAMERA  
33501 WOODWARD AVENUE  
BIRMINGHAM, MI 48009

FOR QUESTIONS ON THE DAY OF THE EVENT, CONTACT: Dennis Knoerl  
248-642-6974

Maps -



**WOODWARD CAMERA**  
33501 Woodward Avenue  
Birmingham, Michigan 48009

April 20, 2019

"To the fullest extent permitted by law, Woodward Camera and the Daughters of the American Revolution, Piety Hill Chapter, Birmingham, MI is legally liable and agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed official, 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."

A handwritten signature in black ink, appearing to read "Ruby G. Meadows", is written over a horizontal line.

Applicant's signature

**WOODWARD CAMERA**  
33501 Woodward Avenue  
Birmingham, Michigan 48009

April 30, 2019

Bank of Ann Arbor  
33583 Woodward Avenue  
Birmingham, Michigan, 48009

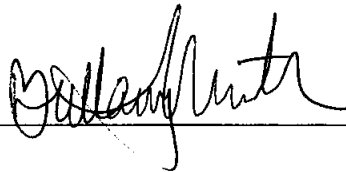
To Whom It May Concern:

This letter is to inform you that during the Dream Cruise Woodward Camera will have a hospitality tent for veterans. The tents will be placed directly in front of Woodward Camera, in the front parking spaces, August 16 through the 18th, 2019.

Very truly yours,

Bert Weidner  
Woodward Camera

Bank of Ann Arbor acknowledgement

A handwritten signature in black ink, appearing to read 'Bert Weidner', is written over a horizontal line.

**WOODWARD CAMERA**  
33501 Woodward Avenue  
Birmingham, Michigan 48009

April 30, 2019

Brain Balance of Birmingham  
33535 Woodward Avenue  
Birmingham, Michigan 48009

To Whom It May Concern:

This letter is to inform you that during the Dream Cruise Woodward Camera will have a hospitality tent for veterans. The tents will be placed directly in front of Woodward Camera, in the front parking spaces, August 16 through the 18th, 2019.

Very truly yours,

Bert Weidner  
Woodward Camera

Brain Balance acknowledgement

A handwritten signature in cursive script, appearing to read "Amy Smith", is written over a horizontal line.





# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
04/17/2019

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 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 lieu of such endorsement(s).

PRODUCER Jarvis Insurance Agency Inc 2045 Orchard Lake Rd Sylvan Lake MI 48320-	CONTACT NAME:	
	PHONE (A/C No. Ext): (248)324-9050	FAX (A/C No.): (248)324-9055
	E-MAIL ADDRESS:	
INSURED Woodward Camera Inc 33501 Woodward Ave Birmingham MI 48009-0909	INSURER(S) AFFORDING COVERAGE	
	INSURER A: EMC Asco	NAIC #: 21407
	INSURER B: Employers Mutual Cas	21415
	INSURER C:	
	INSURER D:	
	INSURER E:	

## COVERAGES

## CERTIFICATE NUMBER:

## REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR INSD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
B	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> PROFESSIONAL LIAB			3W68270	02/14/2019	02/14/2020	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Per occurrence) \$ 300,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 OTHER \$
	GEN'L AGGREGATE LIMIT APPLIES PER <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC <input type="checkbox"/> OTHER						
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Per accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ OTHER \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB DED: <input type="checkbox"/> RETENTION \$			3J68270	02/14/2019	02/14/2020	EACH OCCURRENCE \$ 2,000,000 AGGREGATE \$ 2,000,000 OTHER \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	3H68270	02/14/2019	02/14/2020	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 500,000 E.L. DISEASE - EA EMPLOYEE \$ 500,000 E.L. DISEASE - POLICY LIMIT \$ 500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
Regarding Woodward Dream Cruise 08/17/2019

The City Of Birmingham, including all elected and appointed officials, all employees and volunteers, all boards, commissions and/or authorities and board members, including employees and volunteers thereof. This coverage shall be primary to any other coverage that may be available to the additional insured, whether any other available coverage be primary

## CERTIFICATE HOLDER

## CANCELLATION

AJ 003024

CITY OF BIRMINGHAM 151 MARTIN ST PO BOX 3001 BIRMINGHAM MI 48012-	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE <i>Leanne Williams</i>

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# WOODWARD CAMERA

33501 Woodward Avenue  
Birmingham, MI 48009

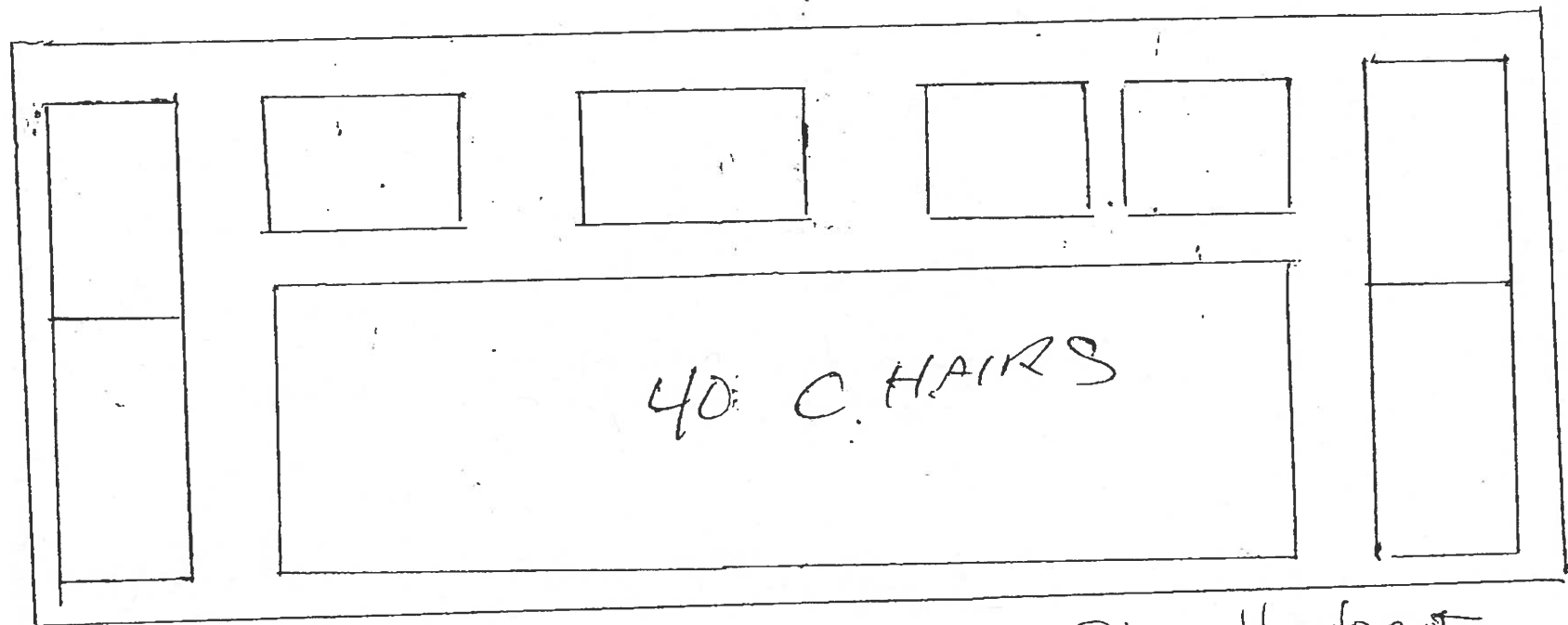
April 19, 2019

Woodward Camera will not be driving any cars in the Woodward Dream Cruise.

Ruby Weidner, President



9' X 40' TENT  
FLOOR PLAN



2 Fire Hydrants  
2 Exit Signs

# DEPARTMENT APPROVALS

EVENT NAME Veterans Hospitality Tent - Cruise

LICENSE NUMBER #

COMMISSION HEARING DATE: May 20, 2019

NOTE TO STAFF: Please submit approval by **May 1, 2019**

DATE OF EVENT: Aug. 17, 2019

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)
<b>PLANNING</b> 101-000.000-634.0005 248.530.1855	BC	No cost no comment			
<b>BUILDING</b> 101-000.000.634.0005 248.530.1850	MJM	Tent permits required over 120 sqft. Tents to be weighed down.	Tents over 120 sqft.	\$50.00	
<b>FIRE</b> 101-000.000-634.0004 248.530.1900	JMC	<ol style="list-style-type: none"> <li>1. No Smoking in any tents or canopy. Signs to be posted.</li> <li>2. All tents and Canopies must be flame resistant with certificate on site.</li> <li>3. 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.</li> <li>4. Tents and Canopies must be properly anchored for the weather conditions, no stakes allowed.</li> <li>5. 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</li> </ol>		\$45	

		<p>Marshal.</p> <ol style="list-style-type: none"> <li>6. Pre-event site inspection required.</li> <li>7. A prescheduled inspection is required for food vendors through the Bldg. dept. prior to opening.</li> <li>8. All food vendors are required to have an approved 5lbs. multi-purpose (ABC) fire extinguisher on site and accessible.</li> <li>9. Cords, hoses, etc. shall be matted to prevent trip hazards.</li> <li>10. Exits must be clearly marked in tents/structures with an occupant load over 50 people.</li> <li>11. Paramedics will respond from the fire station as needed. Dial 911 for fire/rescue/medical emergencies.</li> <li>12. A permit is required for Fire hydrant usage.</li> <li>13. Do Not obstruct fire hydrants or fire sprinkler connections on buildings.</li> <li>14. Provide protective barriers between hot surfaces and the public.</li> <li>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.</li> <li>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</li> </ol>			
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		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.			
<b>POLICE</b> 101-000.000.634.0003 248.530.1870	SG	No participants in the roadway. On duty officers to provide extra patrol.		\$0	\$0
<b>PUBLIC SERVICES</b> 101-000.000-634.0002 248.530.1642	CL 4/22/2019	There will be no costs from the Department of Public Services.		\$0	
<b>ENGINEERING</b> 101-000.000.634.0002 248.530.1839	A.F.	Public Sidewalk to be maintained at all times (5' minimum)	None	\$0	\$0
<b>SP+ PARKING</b>					
<b>INSURANCE</b> 248.530.1807	CA	Hold Harmless agreement on file w/clerk. COI approved			
<b>CLERK</b> 101-000.000-614.0000 248.530.1803		Notification letters mailed by applicant on 5/1/19. Notification addresses on file in the Clerk's Office.	Applications for vendors license must be submitted no later than 8/2/19.	\$165 pd	
				<b>TOTAL DEPOSIT REQUIRED</b>  \$95.00	<b>ACTUAL COST</b>

**FOR CLERK'S OFFICE USE**

Deposit paid \_\_\_\_\_

Actual Cost \_\_\_\_\_

Rev. 5/17/19

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## **-MEMORANDUM**

**Engineering Dept.  
Planning Dept.  
Police Dept.**

**DATE:** May 10, 2019

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

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. Reconstruction  
Southfield Rd. to Woodward Ave.  
Tree and Planter Alignment

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### INTRODUCTION:

At the meeting of November 19, 2018 the City Commission passed a resolution directing staff to proceed with the detailed design work and bid package preparation for the above project. The City Commission approved the design for Maple Road with the exception of the alignment of the trees and planter boxes in the area of the intersections and mid-block crossing.

### BACKGROUND:

As a part of the November 19, 2018 presentation, the planter boxes and trees at the mid-block crossing were shown stepped out closer to the center of the road, to define the crossing and alert drivers to slow down, and to maximize sidewalk space adjacent to buildings. The City Commission requested that MKSK provide additional options for tree placement at the mid-block crossing and intersections, including keeping all trees in line with the standard street trees.

On December 10, 2018, three different design options were prepared by MKSK, including one showing all street trees in alignment as requested by the City Commission. Before the presentation was conducted, the City Commission advised that they would also like to see a final design plan for the entire corridor completed, including the placement of all street furnishings (benches, trash receptacles etc.), street lights, parking meters, street trees, plantings and public art. Further, the City Commission requested clarification on the type of street trees proposed throughout the corridor, and drawings of each intersection to illustrate the new design from a pedestrian perspective.

In response, the attached presentation has been prepared by MKSK, depicting eight options for the design theme of trees, planters, and benches in the project corridor. Recommended street tree species include Frontier Elm and Honey Locust, with a recommendation to use Frontier Elms along all parking zones, and Honey Locust at pedestrian crossing locations to identify pedestrian zones and promote species diversity. The options for street alignment can be summarized as follows:

<b>OPTION</b>	<b>TREE</b>	<b>PLANTER</b>	<b>BENCH</b>	<b>SIDEWALK WIDTH (FT.)</b>
1A	None	Large	No	12
1B	None	Large	Yes	12
2A	Aligned	None	No	12.5
2B	Aligned	Medium	Yes	12.5
3A	None	Large	Yes	11
3B	Aligned	Large	No	12.5
4	Aligned	None	Yes	12.5
5	Staggered	Large	Yes	14

**LEGAL REVIEW:**

No legal review is required.

**FISCAL IMPACT:**

None of the options offered make a measurable impact on the overall budget for the Maple Rd. project.

**SUMMARY:**

After review of the attached presentation by MKSK, the City Commission is asked to provide direction on which of the options are preferred theme for design of the street trees, planter beds and street furnishings on bump outs and mid-block crossing on Maple Road.

**ATTACHMENTS:**

- Presentation from MKSK providing details on the landscape and street furnishing design options.
- City Commission minutes of November 19, 2018
- City Commission minutes of December 10, 2018

**SUGGESTED RESOLUTION:**

To direct staff to use Option \_\_\_\_\_ for the landscape and street furnishing design of the Maple Road Reconstruction Project and further, to use Frontier Elms along all on-street parking zones, and to use Honey Locusts at pedestrian crossing and street transition locations.

**City Commission Minutes  
November 19, 2018**

**11-314-18 MAPLE ROAD RECONSTRUCTION – SOUTHFIELD RD. TO WOODWARD AVE.  
CONCEPTUAL PLANS**

Planning Director Ecker reviewed the staff report submitted to City Manager Valentine dated October 31, 2018, by her, Police Commander Grewe, and City Engineer O'Meara.

Brad Strader, MKSK, and Justin Rose, Fleis and Vandenbrink presented suggested revisions to address concerns raised by the City Commission.

Commissioners Nickita and DeWeese voiced support for the suggested revisions to the ADA Accessible Spaces Design.

Mayor Bordman said she would prefer trees native to Michigan, encouraging the use of frontier elm instead of zelkova trees.

Commissioner Nickita said he would prefer the trees be aligned instead of staggered. Mr. Strader explained staggering the trees allowed for a larger pedestrian area near the bump-outs.

Commissioner Nickita said he would like to see a redesign of the bump-outs that allow the trees to be aligned.

Mr. Strader said he could have a redesign of the trees and bump-outs to the City before the December 3, 2018 Commission meeting.

Commissioner DeWeese noted that lining the trees up could be an issue for the trees with a wider canopy. He suggested that if the trees are aligned the narrower-canopied trees should be used exclusively.

Commissioner DeWeese noted that a 60' truck could navigate the proposed changes at the Southfield Road intersection, it would just need to proceed slowly.

Mr. Rose explained that option 3 for the Southfield Road intersection is the FHWA's preferred option.

Mr. Strader reviewed the decisions indicated by the City Commission.

**MOTION:** Motion by Commissioner Hoff, seconded by Commissioner:  
Resolution directing staff to proceed to final design for the Maple Rd. Reconstruction Project from Southfield Rd. to Woodward Ave., intended for construction in 2020, featuring the seven recommended design elements, except the tree alignment element will come back at Dec 3 meeting.

VOTE: Yeas, 7  
Nays, 0  
Absent, 0

**City Commission Minutes  
December 10, 2018**

**12-340-18 MAPLE ROAD RECONSTRUCTION SOUTHFIELD ROAD TO WOODWARD AVENUE, TREE AND PLANTER ALIGNMENT**

Commissioner Sherman shared concerns that information is coming to the Commission incomplete. He said this issue also occurred during the Old Woodward project.

Mayor Bordman reiterated her opposition to zelkova trees.

Commissioners DeWeese and Sherman stated that they did not recall approving zelkovas at the last meeting.

Planning Director Ecker said:

- She would return to the record for the November 19, 2018 Commission meeting and double-check the question of tree approval.
- The tree alignment chosen for the mid-block crossings can also be applied to the intersections with the bump-outs.

Commissioner Nickita stated the Commission had asked staff for clarification at their November 19, 2018 meeting regarding:

- How the streets would look with all the trees aligned; and,
- If the trees are all aligned, how other features of the intersections would be changed, such as landscaping, benches, extra space for pedestrians, and ramps.

Commissioner Nickita further commented:

- He was surprised that no information regarding proposed intersection feature changes had been submitted in the agenda materials.
- He would rather have all the information instead of addressing this issue piecemeal.

Commissioner DeWeese agreed with Commissioners Nickita and Sherman, adding that features such as benches should be approved once seen in-context as part of a plan. He noted the absence of plans that contextualized the recommended features.

Commissioner Sherman suggested postponing until staff returned with the requested information.

City Manager Valentine confirmed there would be time to clarify the plans for the space between the curb and the sidewalk.

Mayor Bordman requested a more complete picture of staff proposals for each of the places that are currently an issue: the Henrietta intersection, the crosswalks, and the tree types.

City Manager Valentine asked Mr. Strader and Ms. Wolfe if they had any questions.

Commissioner Nickita said he would like to see plans for a seating option and the landscape condition once the trees are aligned.

# MAPLE ROAD PROJECT

May 20, 2019

**MKSK**

**Team:**

Brad Strader  
Haley Wolfe



Justin Rose

**Presentation Prepared by MKSK**

## **ITEMS PREVIOUSLY AGREED UPON**

- 1. Southfield/Maple Mast Arm**
- 2. Southfield/Maple Intersection Design**
- 3. Bates/Maple Design**
- 4. Park/Peabody/Maple Intersection Design**
- 5. Street items:**
  - 1. Lane widths**
  - 2. Parking layout**
  - 3. Barrier-free Parking Locations**
  - 4. Pedestrian Crossings**
- 6. Streetscape items:**
  - 1. Sidewalk widths**
  - 2. Terminating vista at Henrietta**
  - 3. Street tree types (non-columnar)**
  - 4. Street tree spacing**

## ITEMS TO BE DECIDED

### 1. Street tree species (and how this may affect tree alignment):

Frontier Elm adjacent to parking, Honeylocust at bump-outs and mid-block crossings

### 2. Tree alignment at the midblock-crossings and bump-outs (includes street furnishings):

**ALIGNED TREES**      or      **OFFSET TREES**

#### Options:

1a. No trees, full planter

1b. Full planters, with bench

2a. Planter with tree grate

2b. Planter with tree grate and bench

3a. Square planter with bench

3b. Square planter with tree grate

4. Tree grate with bench

5. Offset trees in planters with bench

# 1.

## TREE SPECIES

### Street tree species (and how this may affect tree alignment):

Frontier Elm adjacent to parking, Honeylocust at bump-outs and mid-block crossings

- Frontier Elm are **hardy street trees**
- Honey Locust used in Old Woodward project, historically as a reliable street tree
- Changes in species at bump-outs and mid-block crossings **indicate pedestrian zones**
- Branching habits similar between species, **will not affect perception of tree alignment**
- **Monocultures should be avoided** due to disease, pests, and reduced forest diversity



1.

# FRONTIER ELM ADJACENT TO PARKING, HONEY LOCUST AT BUMP-OUTS AND MID-BLOCK CROSSING

## ADJACENT TO PARKING:

Frontier Elm

*Ulmus x Frontier*

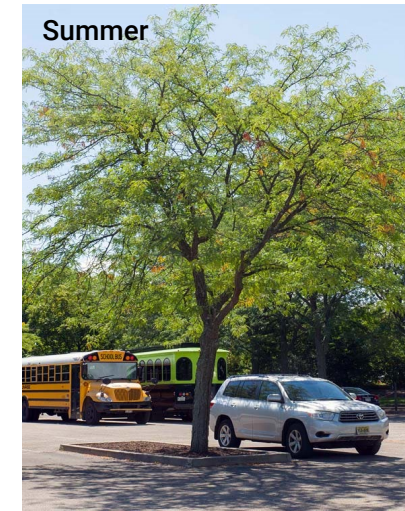


- Frontier Elms are **hardy street trees**
- **Purple-red fall color** (ode to Maples)
- Resistant to Dutch Elm Disease due to hybridization
- Make up only 2% of trees in Birmingham\*

## BUMP-OUTS AND MID-BLOCK CROSSING:

Thornless Honeylocust

*Gleditsia triacanthos f. inermis*

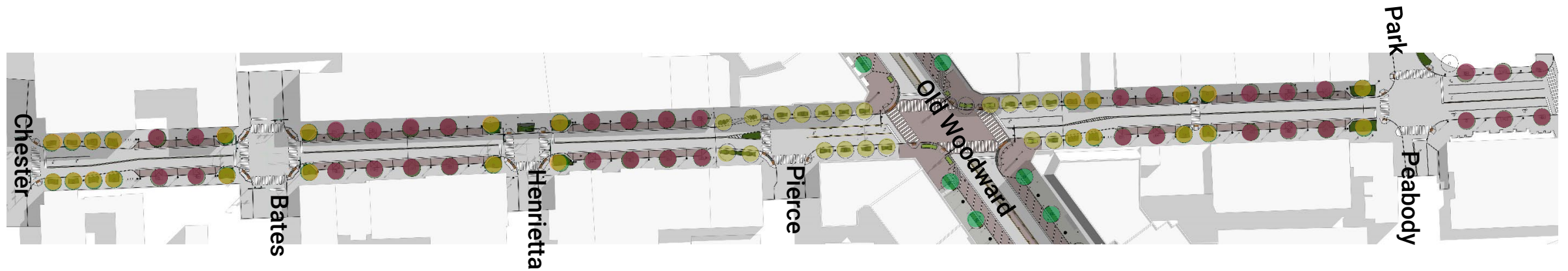


- Honeylocust used on Old Woodward, historically as a reliable street tree
- Branching habits similar to Frontier Elm, **does not affect perception of tree alignment**
- Used in fewer locations in order to boost Birmingham urban tree diversity

1.

## FRONTIER ELM ADJACENT TO PARKING, HONEY LOCUST AT BUMP-OUTS AND MID-BLOCK CROSSING

### TREE PLANTING CONCEPT



Honeylocust



Frontier Elm





Swamp White Oak (Phase 1)

1.

# FRONTIER ELM ADJACENT TO PARKING, HONEY LOCUST AT BUMP-OUTS AND MID-BLOCK CROSSING

TREE PLANTING CONCEPT  
AUTUMN COLOR

-  Honeylocust
-  Frontier Elm



## 2.

## TREE ALIGNMENT STUDY

Tree alignment at the midblock-crossings and bump-outs (includes street furnishings):

**ALIGNED TREES**      or      **OFFSET TREES**

### Options:

1a. No trees, full planter

1b. Full planters, with bench

2a. Planter with tree grate

2b. Planter with tree grate and bench

3a. Square planter with bench

3b. Square planter with tree grate

4. Tree grate with bench

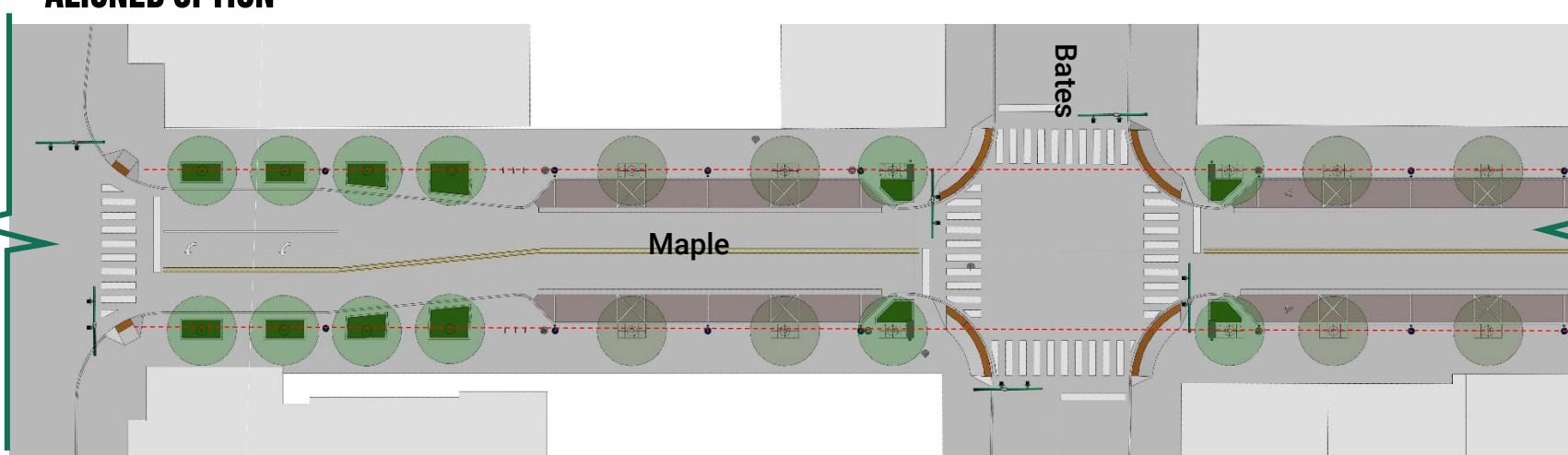
5. Offset trees in planters with bench



## 2.

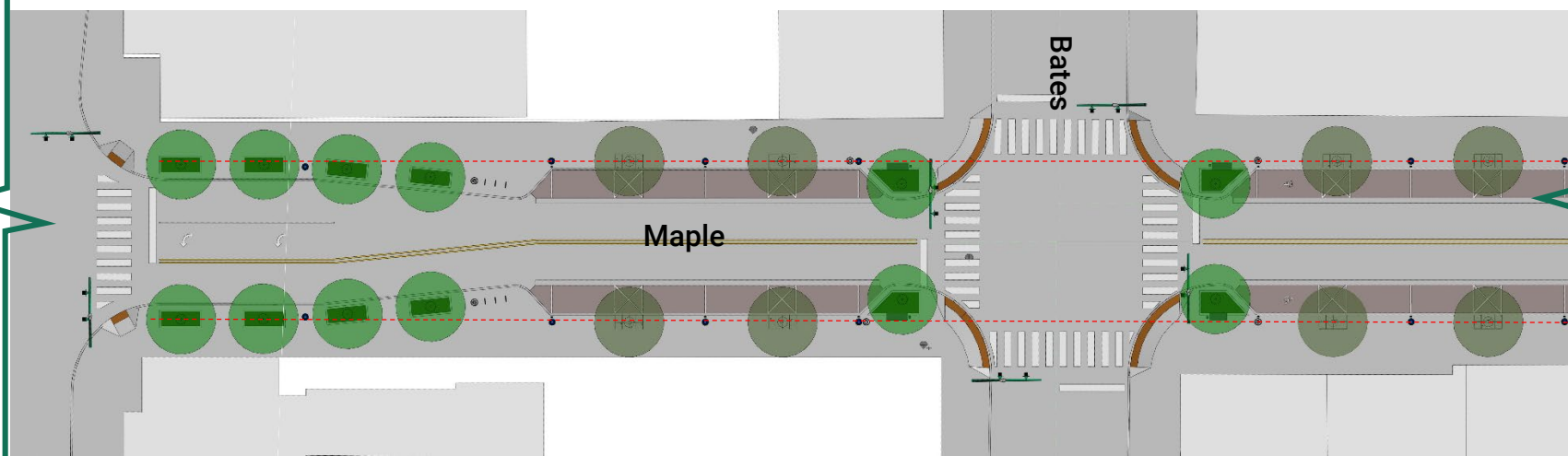
## TREE ALIGNMENT STUDY – OVERVIEW

### ALIGNED OPTION



- All trees, light posts, litter bins, and bike racks are in alignment

### OFFSET OPTION

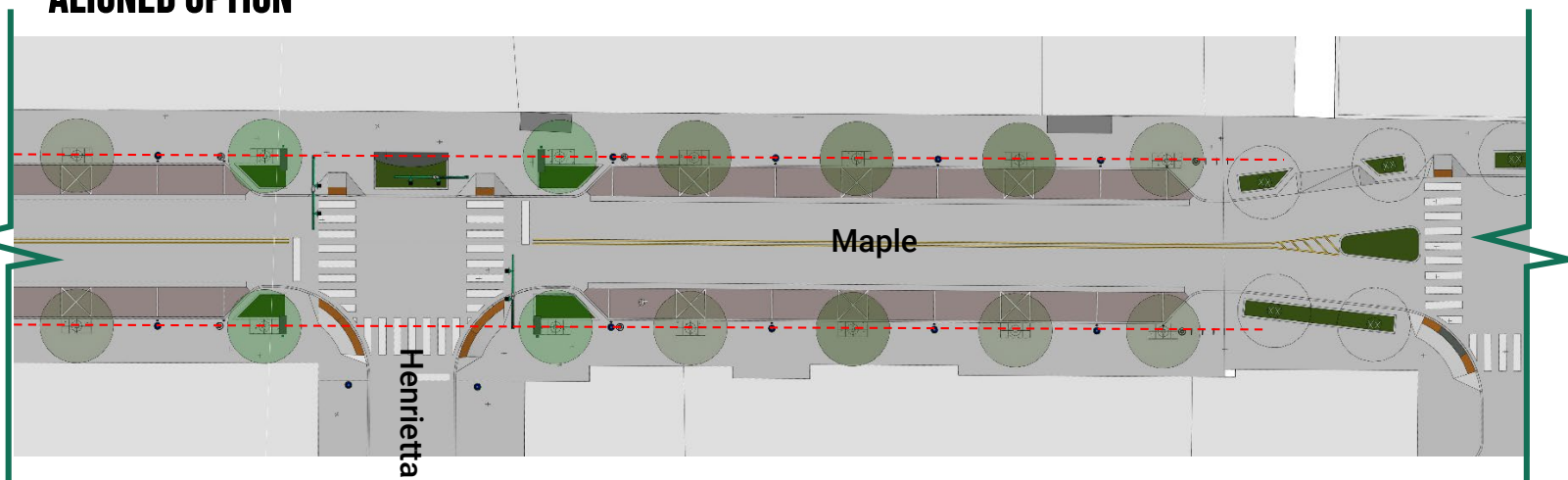


- All trees, except those in bump outs and transitions, are in alignment
- Bike racks, litter bins, and planters may vary in alignment

## 2.

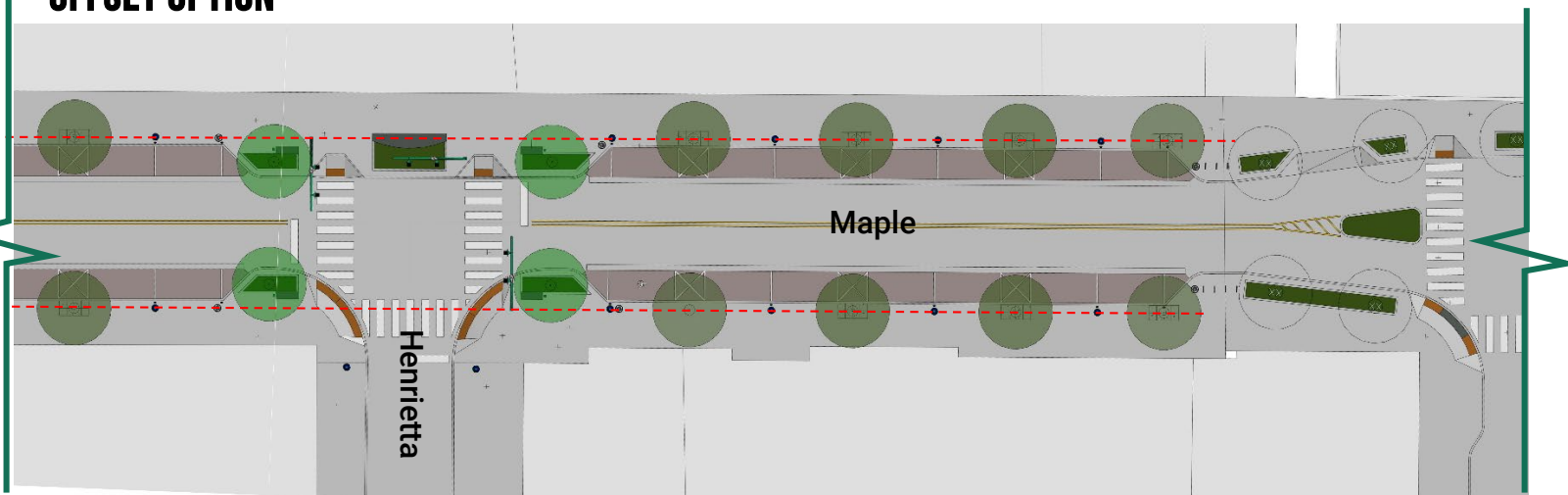
## TREE ALIGNMENT STUDY – OVERVIEW (CONTINUED)

### ALIGNED OPTION



- All trees, light posts, litter bins, and bike racks are in alignment

### OFFSET OPTION

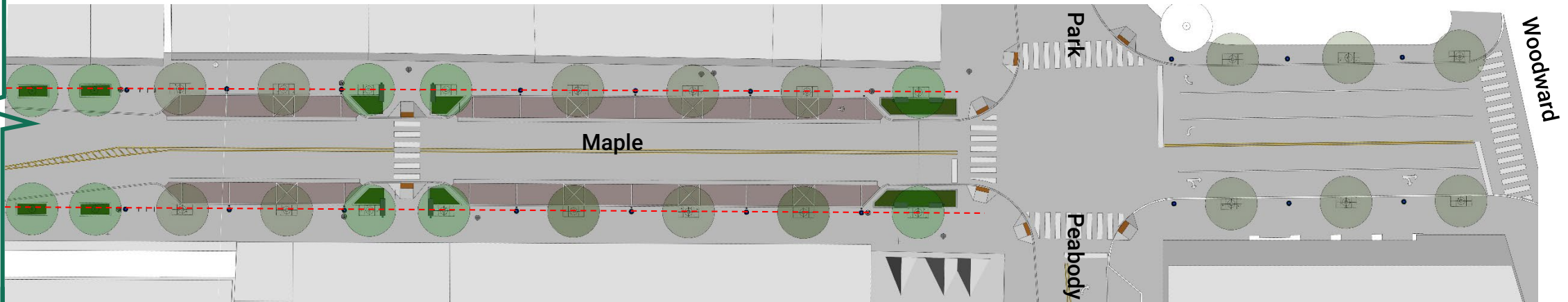


- All trees, except those in bump outs and transitions, are in alignment
- Bike racks, litter bins, and planters may vary in alignment

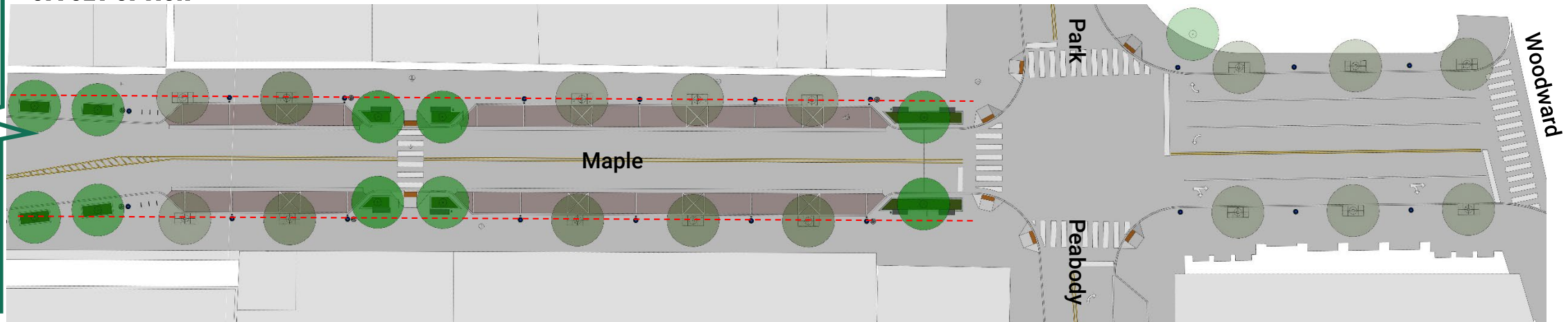
## 2.

## TREE ALIGNMENT STUDY — OVERVIEW (CONTINUED)

### ALIGNED OPTION



### OFFSET OPTION





## 2.

# TREE ALIGNMENT STUDY— SITE FURNISHINGS

Old Woodward - Existing

Parking  
Meter

Bike  
rack

Trash  
Bin

Light post



Cell Phone  
Charging  
Station

Old Woodward - Existing

Planter

Bench

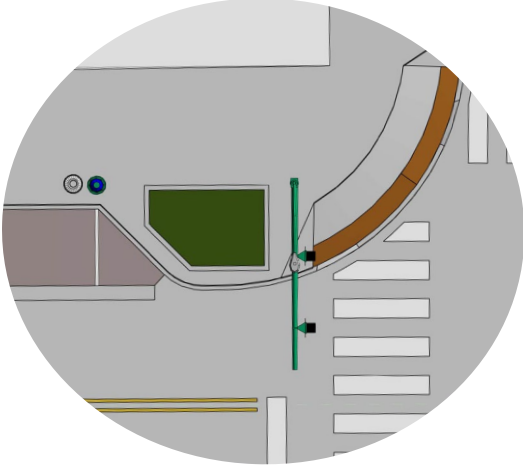




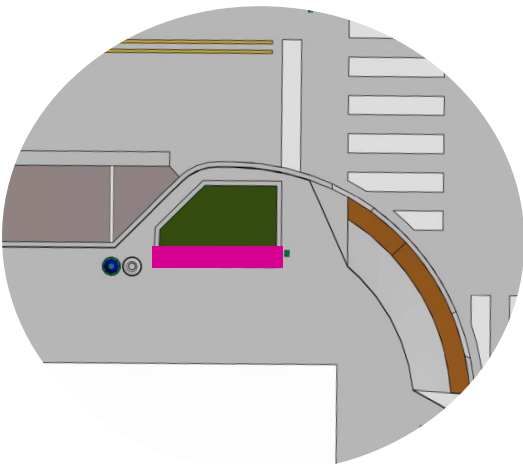
# 2.

## TREE ALIGNMENT STUDY – OPTIONS

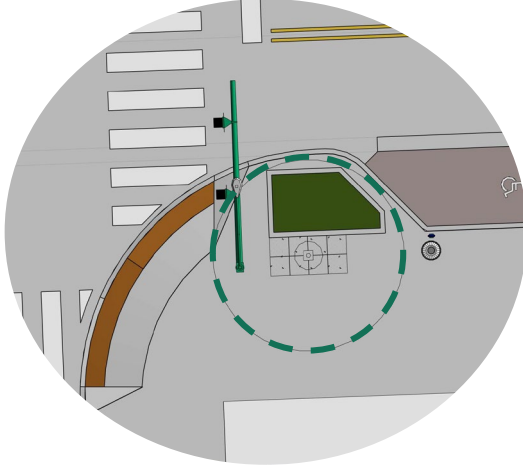
**OPTION 1 A:**  
NO TREES, FULL PLANTERS



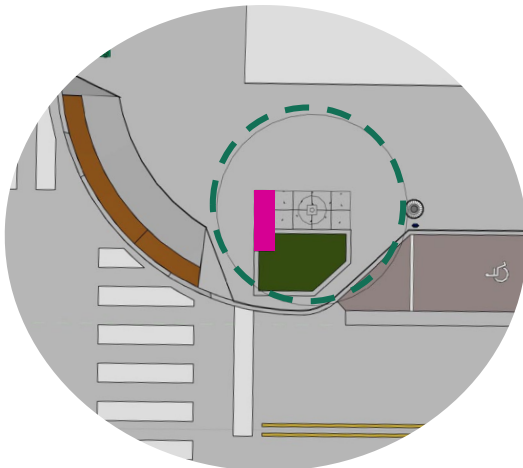
**OPTION 1 B:**  
FULL PLANTERS WITH BENCH



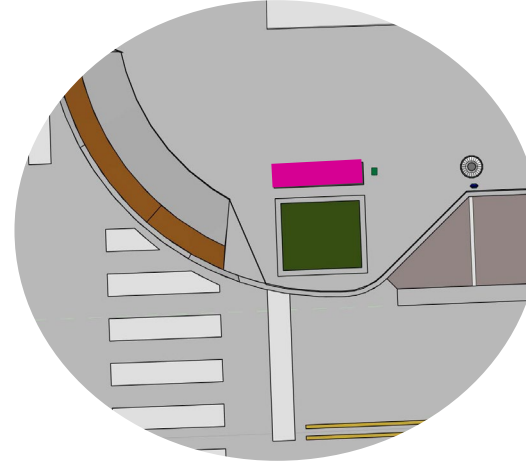
**OPTION 2 A:**  
PLANTER WITH TREE GRATE



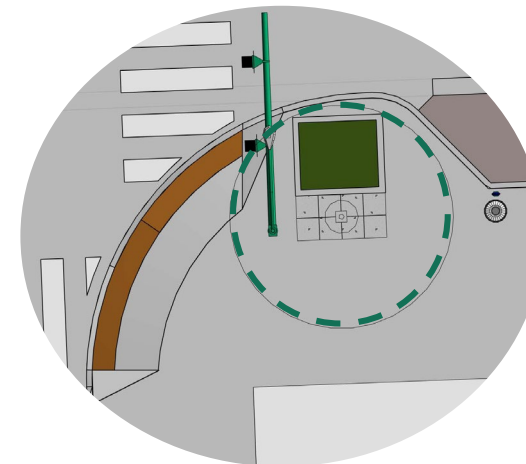
**OPTION 2 B:**  
PLANTER WITH TREE GRATE AND BENCH



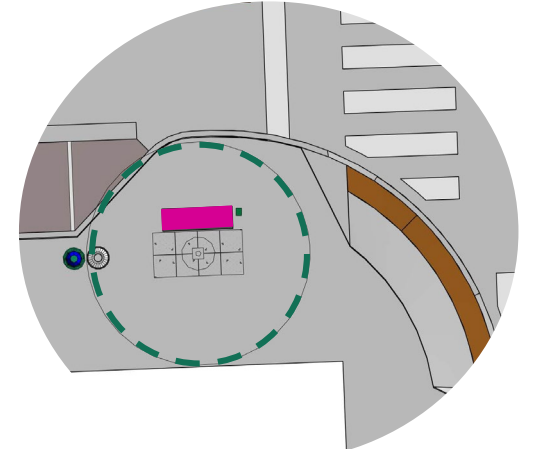
**OPTION 3 A:**  
SQUARE PLANTER WITH BENCH



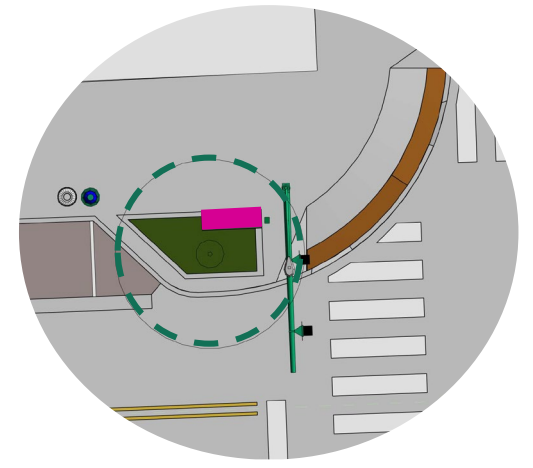
**OPTION 3 B:**  
SQUARE PLANTER WITH TREE GRATE



**OPTION 4:**  
TREE GRATE WITH BENCH

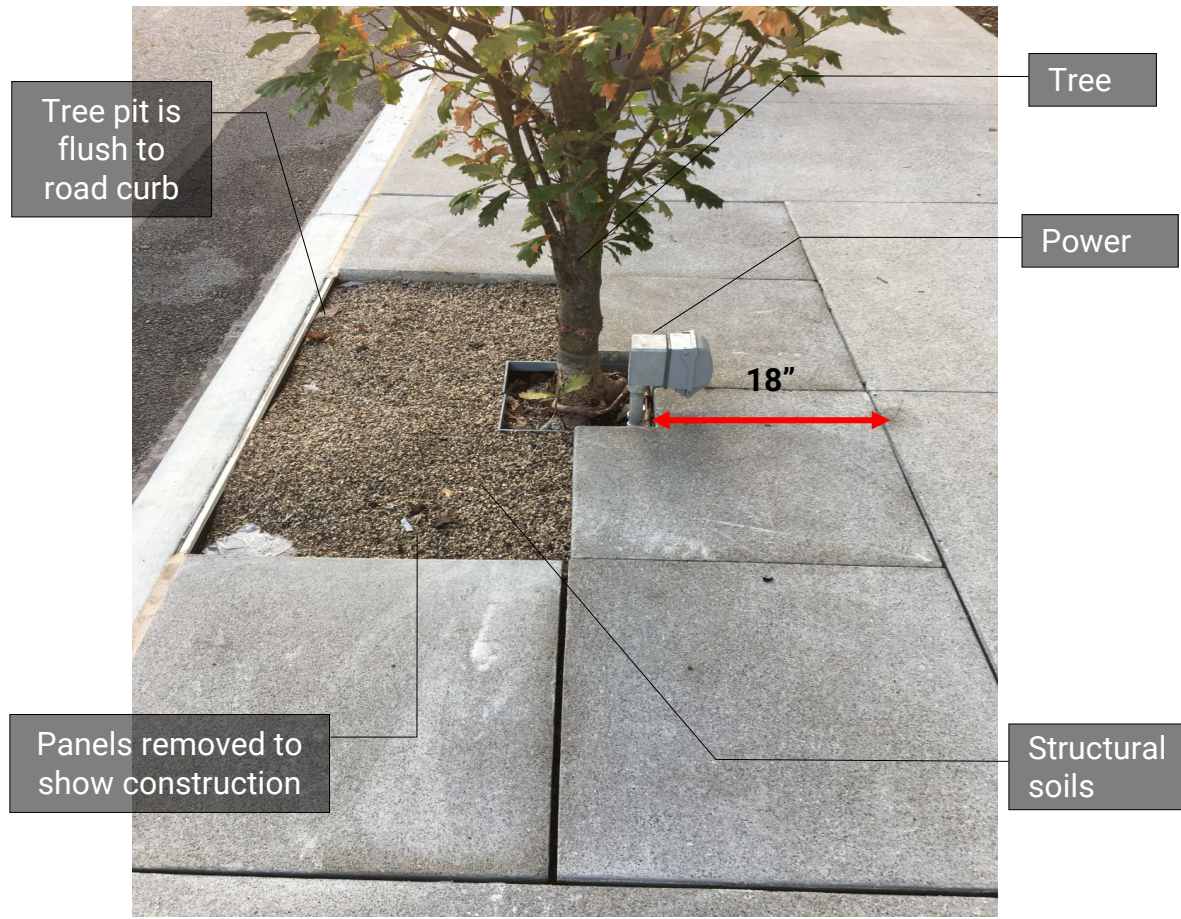


**OPTION 5:**  
OFFSET TREES IN PLANTERS WITH BENCH

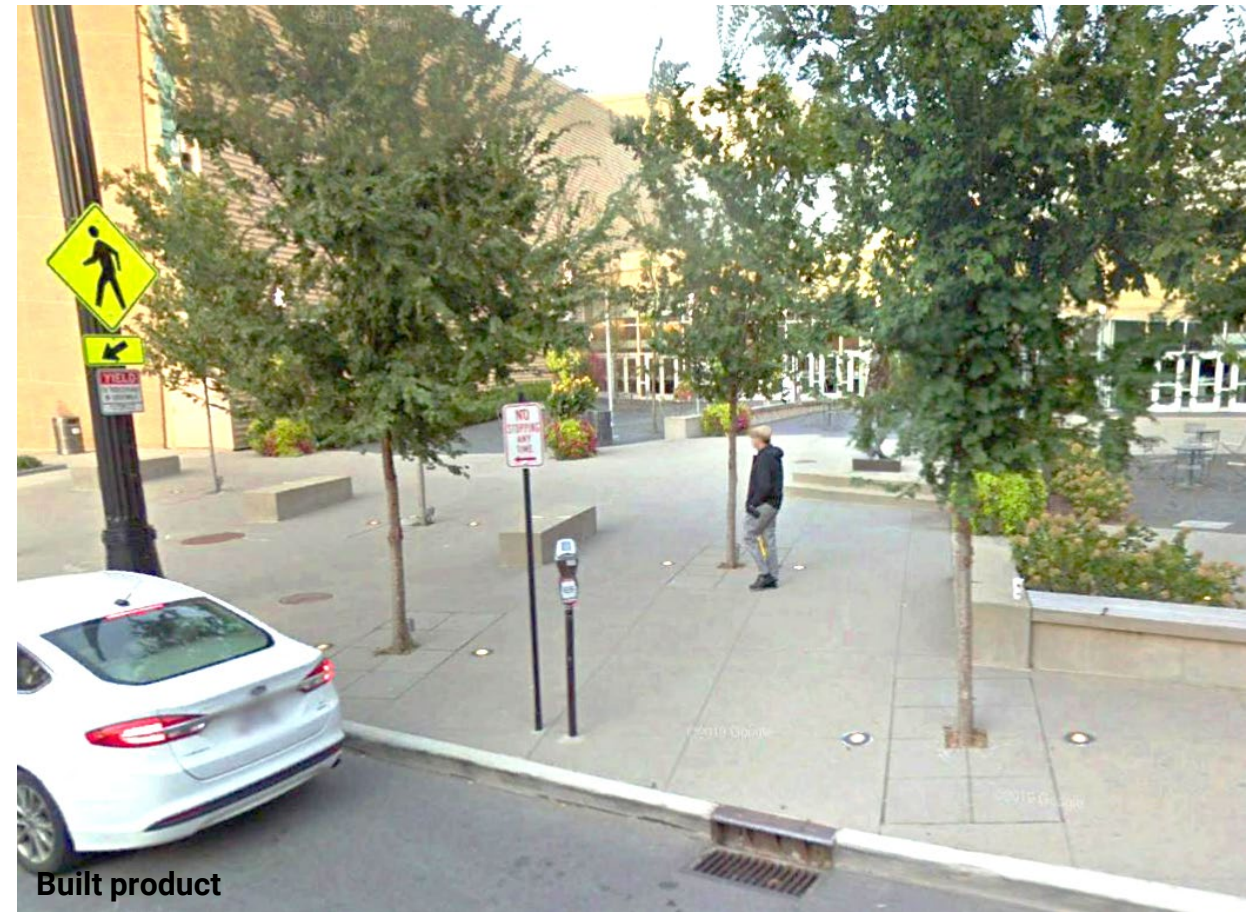


## 2.

## TREE ALIGNMENT STUDY— FLUSH TREE GRATE



**FLUSH TREE GRATE**





**OPTION 1 A:  
NO TREES, FULL PLANTERS**

12'

Raised planter

Light Post & Parking Meter

Trash Bin

**PROS:**

- Maximize walkable area
- Increase green at ground level
- Clearer sight distance without tree
- All trees aligned

**CONS:**

- No seating
- Lack of shade at corners

**OPTION 1 A:  
NO TREES, FULL PLANTERS**

12'

Raised planter

Light Post & Parking Meter

Trash Bin

**PROS:**

- Maximize walkable area
- Increase green at ground level
- Clearer sight distance without tree
- All trees aligned

**CONS:**

- No seating
- Lack of shade at corners

**OPTION 1 A:  
NO TREES, FULL PLANTERS**

12'

Raised planter

Light Post & Parking Meter

Trash Bin

**PROS:**

- Maximize walkable area
- Increase green at ground level
- Clearer sight distance without tree
- All trees aligned

**CONS:**

- No seating
- Lack of shade at corners

**OPTION 1 A:  
NO TREES, FULL PLANTERS**

12'

Raised planter

Light Post & Parking Meter

Trash Bin

**PROS:**

- Maximize walkable area
- Increase green at ground level
- Clearer sight distance without tree
- All trees aligned

**CONS:**

- No seating
- Lack of shade at corners

- 
- OPTION 1 A:  
NO TREES, FULL PLANTERS**
- 12'
- Raised planter
- Light Post & Parking Meter
- Trash Bin
- PROS:**
- Maximize walkable area
  - Increase green at ground level
  - Clearer sight distance without tree
  - All trees aligned
- CONS:**
- No seating
  - Lack of shade at corners

**OPTION 1 A:  
NO TREES, FULL PLANTERS**

12'

Raised planter

Light Post & Parking Meter

Trash Bin

**PROS:**

- Maximize walkable area
- Increase green at ground level
- Clearer sight distance without tree
- All trees aligned

**CONS:**

- No seating
- Lack of shade at corners

- 
- OPTION 1 A:  
NO TREES, FULL PLANTERS**
- 12'
- Raised planter
- Light Post & Parking Meter
- Trash Bin
- PROS:**
- Maximize walkable area
  - Increase green at ground level
  - Clearer sight distance without tree
  - All trees aligned
- CONS:**
- No seating
  - Lack of shade at corners

**OPTION 1 A:  
NO TREES, FULL PLANTERS**

12'

Raised planter

Light Post & Parking Meter

Trash Bin

**PROS:**

- Maximize walkable area
- Increase green at ground level
- Clearer sight distance without tree
- All trees aligned

**CONS:**

- No seating
- Lack of shade at corners

**OPTION 1 A:  
NO TREES, FULL PLANTERS**

12'

Raised planter

Light Post & Parking Meter

Trash Bin

**PROS:**

- Maximize walkable area
- Increase green at ground level
- Clearer sight distance without tree
- All trees aligned

**CONS:**

- No seating
- Lack of shade at corners

**PROS:**

- Maximize walkable area
- Increase green at ground level
- Seating area
- All trees aligned

**CONS:**

- Lack of shade at corners for seating area

Raised planter

Cell Phone  
Charging Station

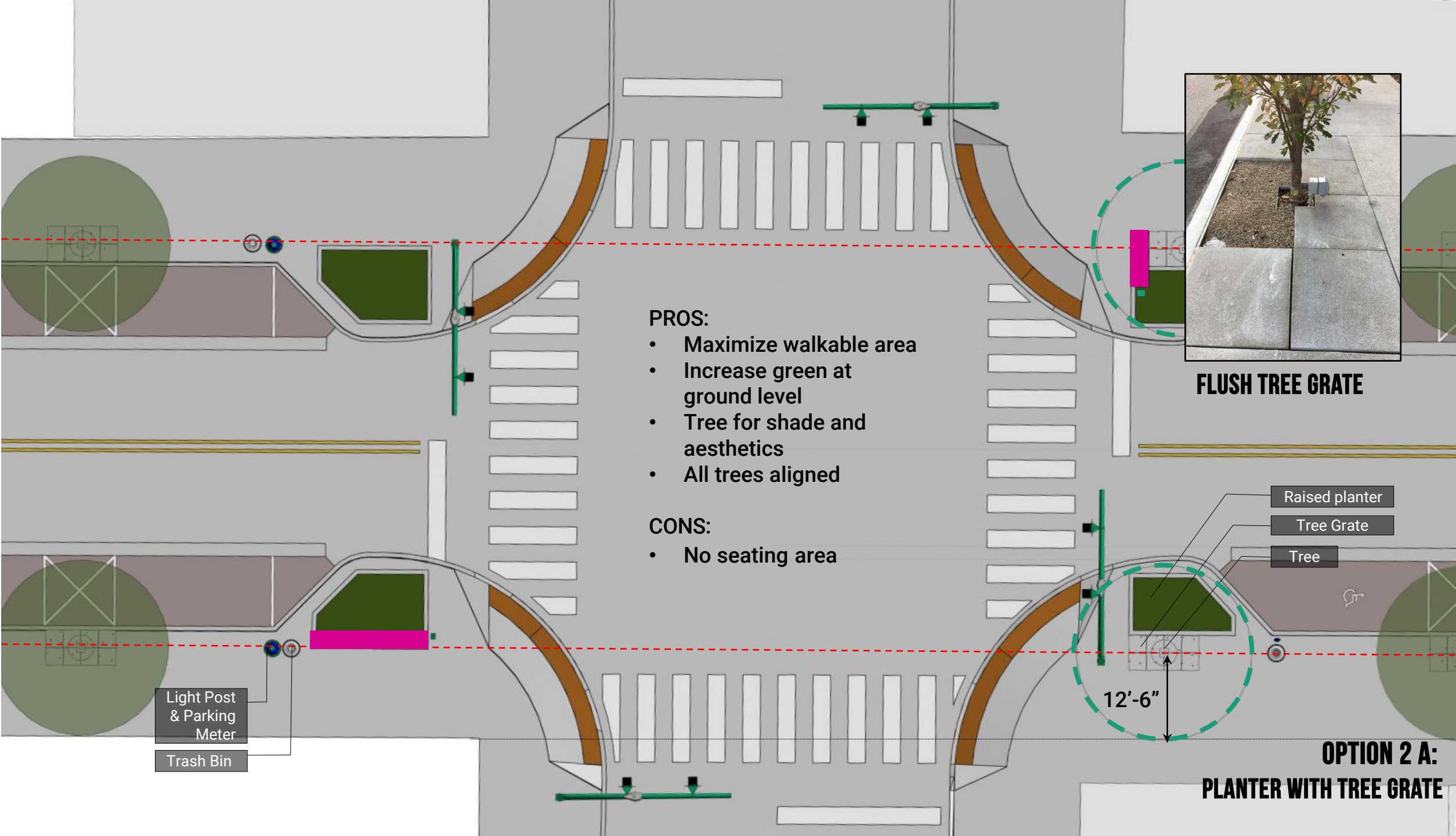
Bench

Light Post  
& Parking  
Meter

Trash Bin

12'

**OPTION 1 B:**  
**NO TREES, BENCH**



**PROS:**

- Maximize walkable area
- Increase green at ground level
- Tree for shade and aesthetics
- All trees aligned

**CONS:**

- No seating area



**FLUSH TREE GRATE**

Raised planter

Tree Grate

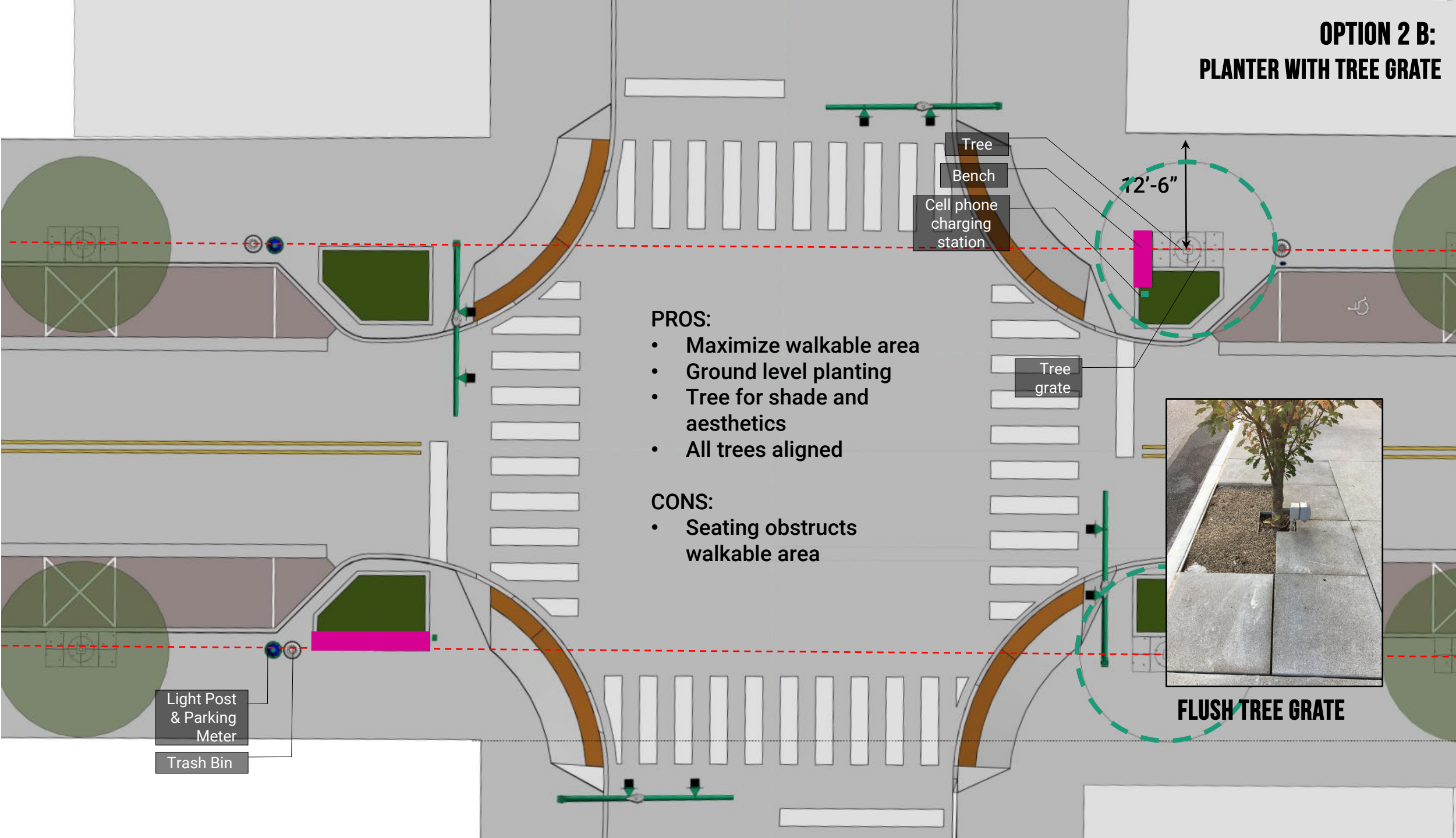
Tree

12'-6"

**OPTION 2 A:  
PLANTER WITH TREE GRATE**



## OPTION 2 B: PLANTER WITH TREE GRATE



**OPTION 3 A:  
SQUARE PLANTER WITH BENCH**

11'

Bench

Cell phone charging station

Raised planter

**PROS:**

- Maximize walkable area
- Seating area
- Ground level planting
- All trees aligned

**CONS:**

- No shade for seating
- Some "leftover" surface area

Light Post & Parking Meter

Trash Bin

Cell phone  
charging  
station

11'

Raised planter

Light Post  
& Parking  
Meter

Trash Bin

- Maximize walkable area
- Seating area
- Ground level planting
- All trees aligned

- No shade for seating
- Some “leftover” surface area



**FLUSH TREE GRATE**

Raised planter

Tree

Tree grate

Light Post  
& Parking  
Meter

Trash Bin

12'-6"

**PROS:**

- Maximize walkable area
- Tree for shade and aesthetics
- Ground level planting
- All trees aligned

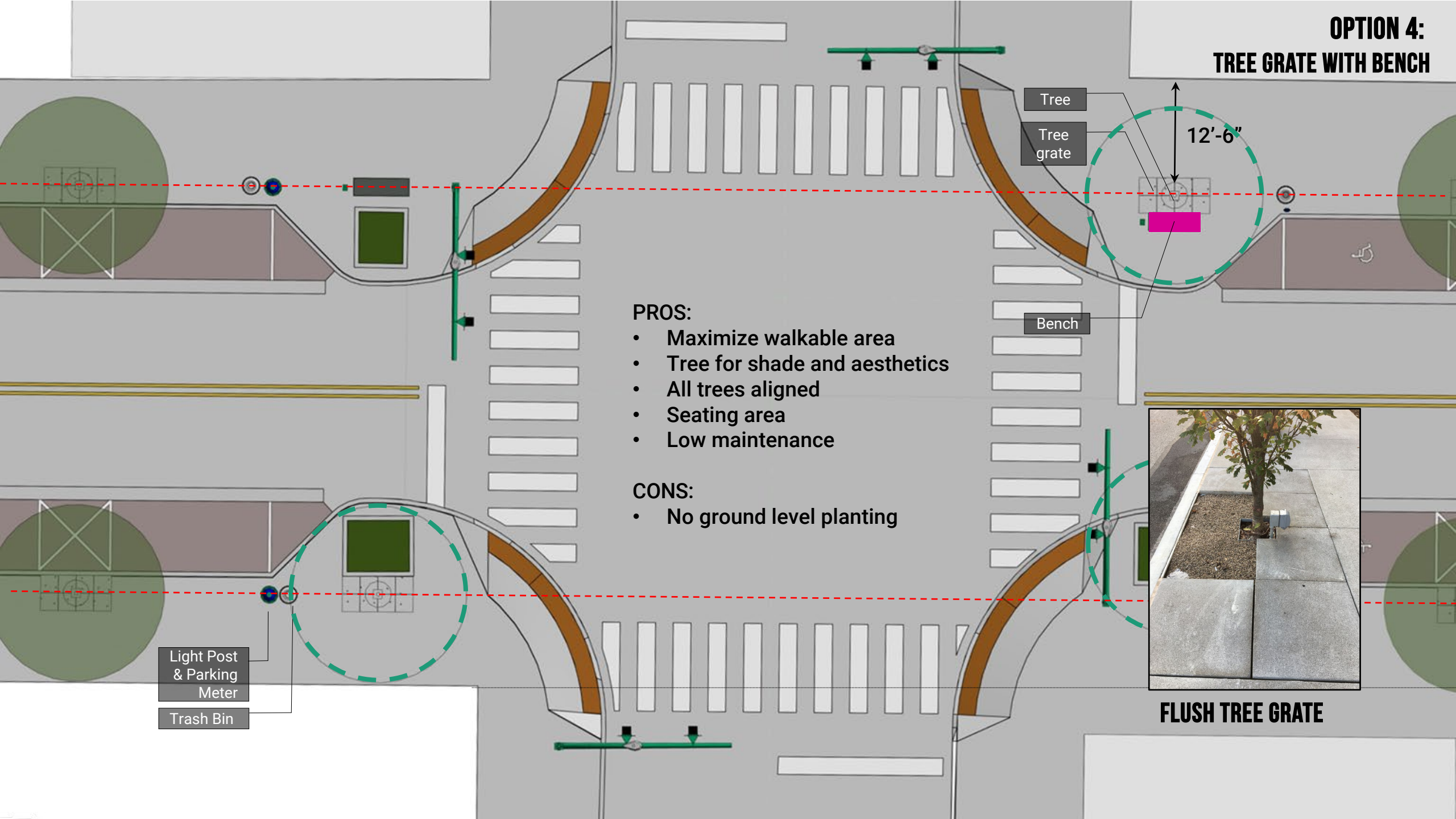
**CONS:**

- No seating area

**OPTION 3 B:  
SQUARE PLANTER WITH TREE GRATE**



## OPTION 4: TREE GRATE WITH BENCH



### PROS:

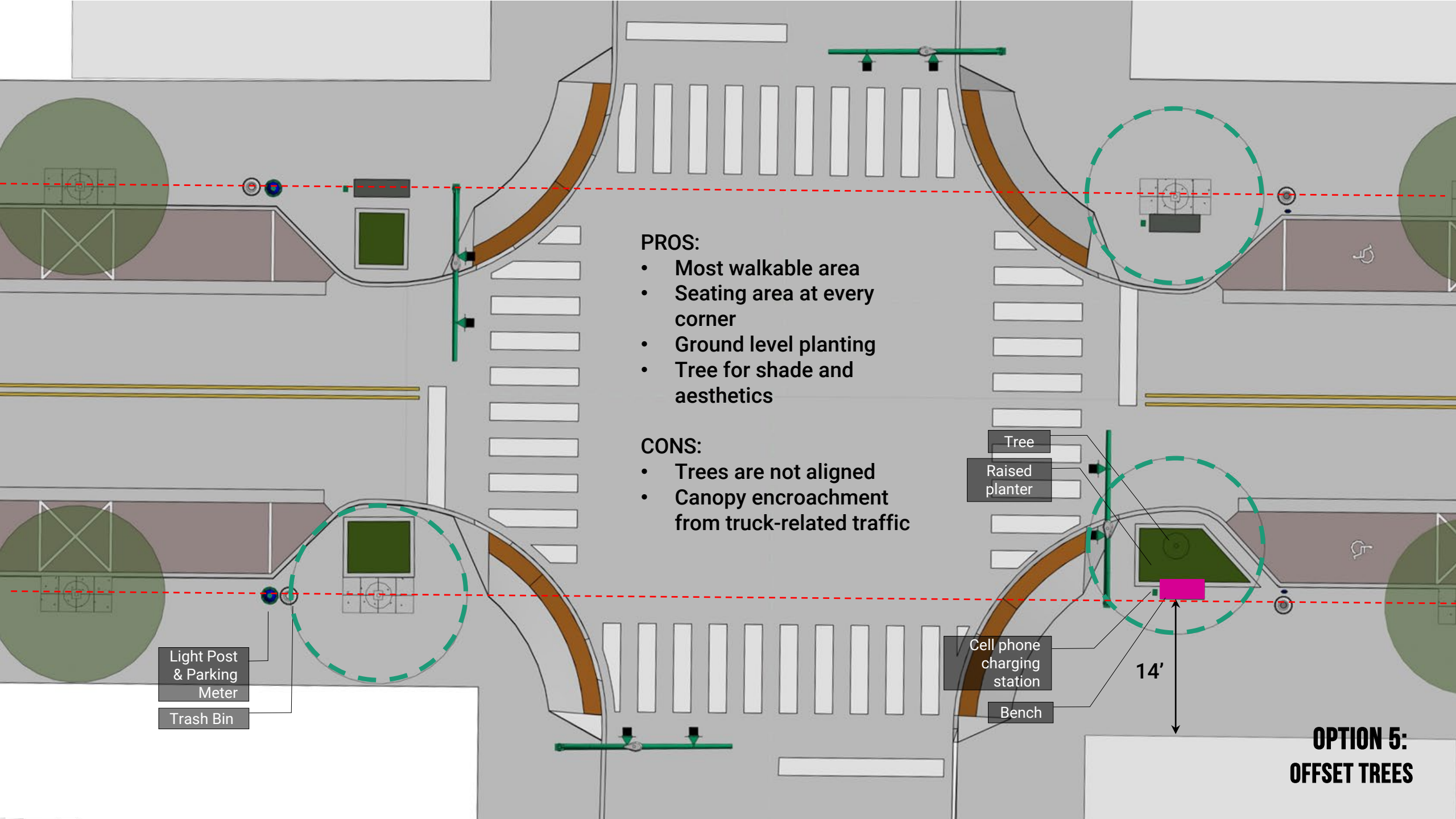
- Maximize walkable area
- Tree for shade and aesthetics
- All trees aligned
- Seating area
- Low maintenance

### CONS:

- No ground level planting



**FLUSH TREE GRATE**



**PROS:**

- Most walkable area
- Seating area at every corner
- Ground level planting
- Tree for shade and aesthetics

**CONS:**

- Trees are not aligned
- Canopy encroachment from truck-related traffic

Tree

Raised planter

Cell phone charging station

Bench

14'

Light Post & Parking Meter

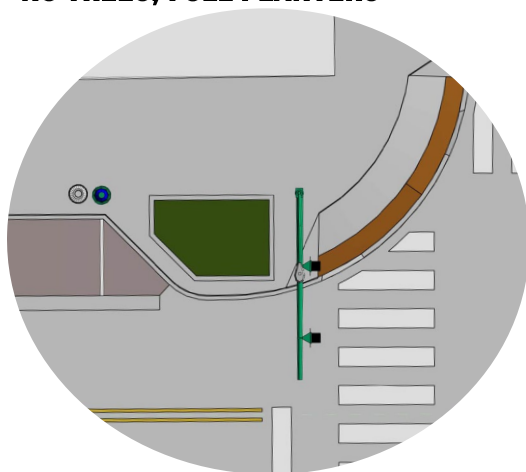
Trash Bin

**OPTION 5:  
OFFSET TREES**

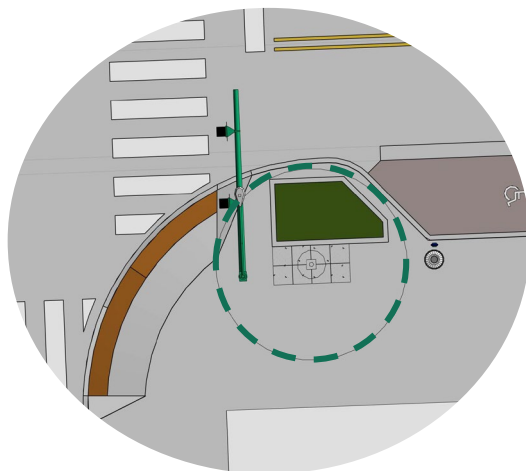
# 2.

## TREE ALIGNMENT STUDY – OPTIONS

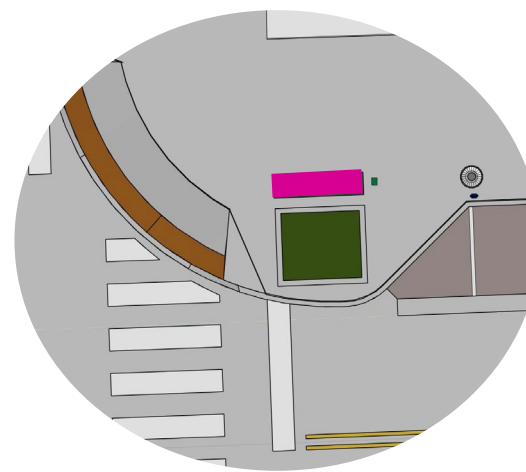
**OPTION 1 A:**  
**NO TREES, FULL PLANTERS**



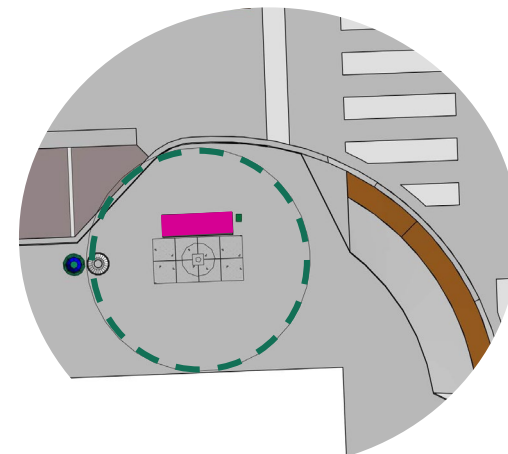
**OPTION 2 A:**  
**PLANTER WITH TREE GRATE**



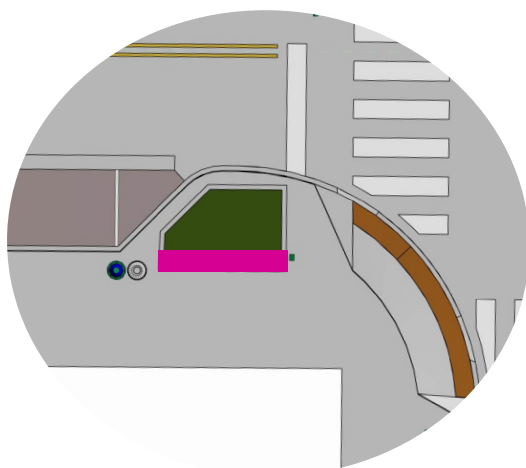
**OPTION 3 A:**  
**SQUARE PLANTER WITH BENCH**



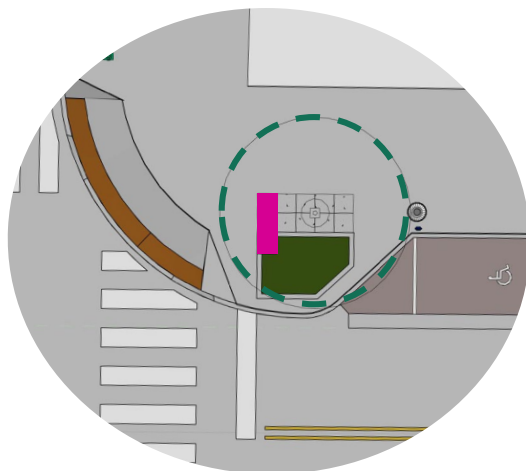
**OPTION 4:**  
**TREE GRATE WITH BENCH**



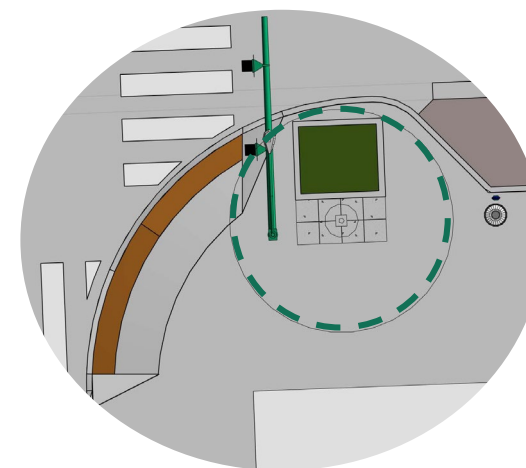
**OPTION 1 B:**  
**FULL PLANTERS WITH BENCH**



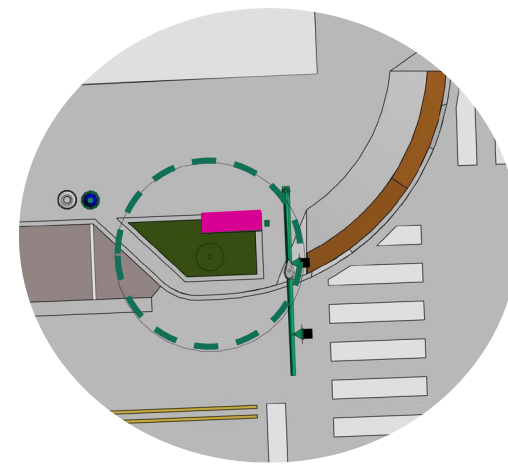
**OPTION 2 B:**  
**PLANTER WITH TREE GRATE AND BENCH**



**OPTION 3 B:**  
**SQUARE PLANTER WITH TREE GRATE**



**OPTION 5:**  
**OFFSET TREES IN PLANTERS WITH BENCH**





## 2.

## TREE ALIGNMENT STUDY — VISUAL IMPACT

**ALIGNED:**



**OFFSET:**



## 2.

## TREE ALIGNMENT STUDY

Tree alignment at the midblock-crossings and bump-outs (includes street furnishings):

**ALIGNED TREES**      or      **OFFSET TREES**

### Options:

1a. No trees, full planter

1b. Full planters, with bench

2a. Planter with tree grate

2b. Planter with tree grate and bench

3a. Square planter with bench

3b. Square planter with tree grate

4. Tree grate with bench

5. Offset trees in planters with bench

## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** May 10, 2019

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

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** E. Maple Rd. & Eton Rd. Intersection  
Multi-Modal Transportation Board Recommendations

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### INTRODUCTION:

As you know, both the Multi-Modal Transportation Board (MMTB), as well as the City Commission, has been considering various pedestrian improvement proposals at the Maple Rd. and S. Eton Rd. intersection. Recommendations finalized by the MMTB at their meeting of March 6, 2019 were forwarded to the City Commission for their meeting of April 8, 2019. The City Commission reviewed the two options, and requested additional information.

### BACKGROUND:

As a result of the discussion on April 8, new options have been prepared to consider the impact on the island if various truck turning restrictions are introduced. When considering the creation of new truck turn bans, it is important to consider existing truck operation restrictions on the other City streets in the area. All trucks entering or exiting the Rail District commercial area must travel on Eton Rd., and then use Maple Rd. to head either east or west. (A map showing the geography of this restriction is attached for clarity.)

For the options presented below, note that all design options ban right turns from semi-trucks pulling trailers 40 ft. or longer from northbound Eton Rd. This decision was based on information obtained from local businesses indicating that large trucks cannot make this turn now given the location of the railroad bridge pier.

The following options have been attached:

OPTION 1A – NO TURN RESTRICTIONS (FROM MAPLE),  
NO MODIFICATIONS TO WEST SIDE OF ETON

Option 1A provides a 16 ft. wide pedestrian island as shown, designed for any truck to turn left or right from Maple Rd. on to S. Eton Rd. In order to maximize the island, the west edge of the street (and the west sidewalk) remains as it is today.

OPTION 1B – NO TURN RESTRICTIONS (FROM MAPLE),  
WEST SIDE SIDEWALK WIDENED BY THREE FEET

Option 1B provides a 12 ft. wide pedestrian island as shown, designed for any truck to turn left or right from Maple Rd. on to S. Eton Rd. The island is reduced in size in order to provide an enhanced pedestrian sidewalk on the west side of the street (from Maple Rd. to Yosemite Blvd.).

OPTION 2 – TURN RESTRICTION FOR WESTBOUND WB50 TRUCKS  
WEST SIDE SIDEWALK WIDENED BY THREE FEET

Option 2 provides a 24 ft. wide pedestrian island as shown. Signs would be installed on the railroad bridge easterly face banning semi-trucks pulling trailers 50 ft. and longer, as shown. The sidewalk enhancements on the west side of S. Eton Rd. are included.

OPTION 3 - TURN RESTRICTION FOR WESTBOUND WB40 TRUCKS  
WEST SIDE SIDEWALK WIDENED BY THREE FEET

Option 3 provides a 32 ft. wide pedestrian island as shown. Signs would be installed on the railroad bridge easterly face banning semi-trucks pulling trailers 40 ft. and longer, as shown. The sidewalk enhancements on the west side of S. Eton Rd. are included.

Similar to other pedestrian islands that have been constructed in the past few years, plant selection will be limited given the lack of irrigation, and the challenging conditions that will exist in the winter time. Sight distance also must be maintained. The attached plan was prepared previously by Mike Jurek, the City's staff landscape designer who oversees maintenance of all of the City's landscape features. The design will be modified as needed once a final layout of the island has been determined. Photos of the four types of plants being recommended are attached as well.

FISCAL IMPACT:

Preliminary cost estimates for the various options are provided below. All cost estimates include landscaping in the island, and widened sidewalk at the southeast corner of the intersection. The cost of the curb relocation and sidewalk widening on the west side of the entire block of S. Eton Rd. is not included for Option 1A.

OPTION 1A	\$ 33,000
OPTION 1B	\$ 83,000
OPTION 2	\$103,000
OPTION 3	\$113,000

If approved by the Commission, the Engineering Dept. anticipates that this work may be added to the 2019 Concrete Sidewalk Replacement Program, which will be underway during the upcoming summer. The project was not included in the 2018 - 2019 budget and a budget amendment is necessary to fund this project and is included in the resolution below.

## SUMMARY:

In accordance with the recommendations of the Multi-Modal Transportation Board, the City Commission is asked to provide direction relative to proceeding with the proposed pedestrian improvements at the intersection of Maple Rd. and S. Eton Rd.

## ATTACHMENTS:

- Map depicting legal trucking routes to and from the Rail District commercial area.
- Plan views with truck turning diagrams, for Options 1A, 1B, 2, and 3.
- Sample landscape plan with photos.
- Staff cover memo to the City Commission, dated March 20, 2019.
- Plan views of MMTB recommended Options 1 and 6 (presented on April 8, 2019).
- Staff cover memo to MMTB, January 31, 2019.
- S. Eton Rd. intersection pedestrian improvements comprehensive study from F&V, February 1, 2019.
- MMTB minutes, meeting of February 7, 2019.
- March 1, 2019 memo to the MMTB regarding the splitter island recommendation for the S. Eton Rd. intersection.
- Follow up memo to the MMTB regarding MDOT safety review relative to Option 6, March 1, 2019.
- FHWA Issue Brief, "Engineering Countermeasures to Reduce Red-Light Running."
- MMTB minutes, meeting of March 7, 2019.
- City Commission package of information for meeting of July 24, 2017:
  - Staff cover memo, July 19, 2017.
  - Truck turning diagrams, pedestrian island proposal.
  - Cross-sections and plans for S. Eton Rd. corridor pavement marking concept plans.
  - Ad Hoc Rail District Committee Final Report
  - City Commission minutes, meeting of December 12, 2016.
  - Memo to MMTB, January 27, 2017.
  - Plan of existing conditions.
  - Photos of existing conditions.
  - Minutes of MMTB meeting, February 2, 2017.
  - Memo to MMTB, February 24, 2017.
  - Minutes of MMTB meeting, March 2, 2017.
  - Memo to MMTB, April 4, 2017.
  - Concept plan of proposed improvements at Maple Rd. & S. Eton Rd., March 2017.
  - City Commission minutes, meeting of April 13, 2017.
  - Memo to MMTB, April 28, 2017.
  - F&V Memo, April 13, 2017.
  - Minutes of MMTB meeting, May 4, 2017.
  - Memo to MMTB, May 25, 2017.
  - Minutes of MMTB meeting, June 1, 2017.
  - Memo to MMTB, July 14, 2017.
  - Results of Survey, S. Eton Commercial Traffic Review.
- City Commission meeting minutes, July 24, 2017.
- Staff cover memo, August 4, 2017.
- F&V Memo, dated August 4, 2017.



- Traffic count summary and detailed data, dated August 2, 2017.
- City Commission meeting minutes, August 14, 2017.

**SUGGESTED RESOLUTION :**

To direct staff to proceed with the pedestrian enhancement Option \_\_\_\_ for the block of S. Eton Rd. from Maple Rd. to Yosemite Blvd.

Further, to direct staff to amend the 2019 Concrete Sidewalk Program, Contract #6-19(SW), to construct these improvements in the 2019 construction season.

Further, to approve the appropriations and amendments to the 2018 - 2019 Major Street Fund budget as follows:

Revenues:

Draw from Fund Balance 202-000.000-401.0000	\$113,000
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Expenditures:

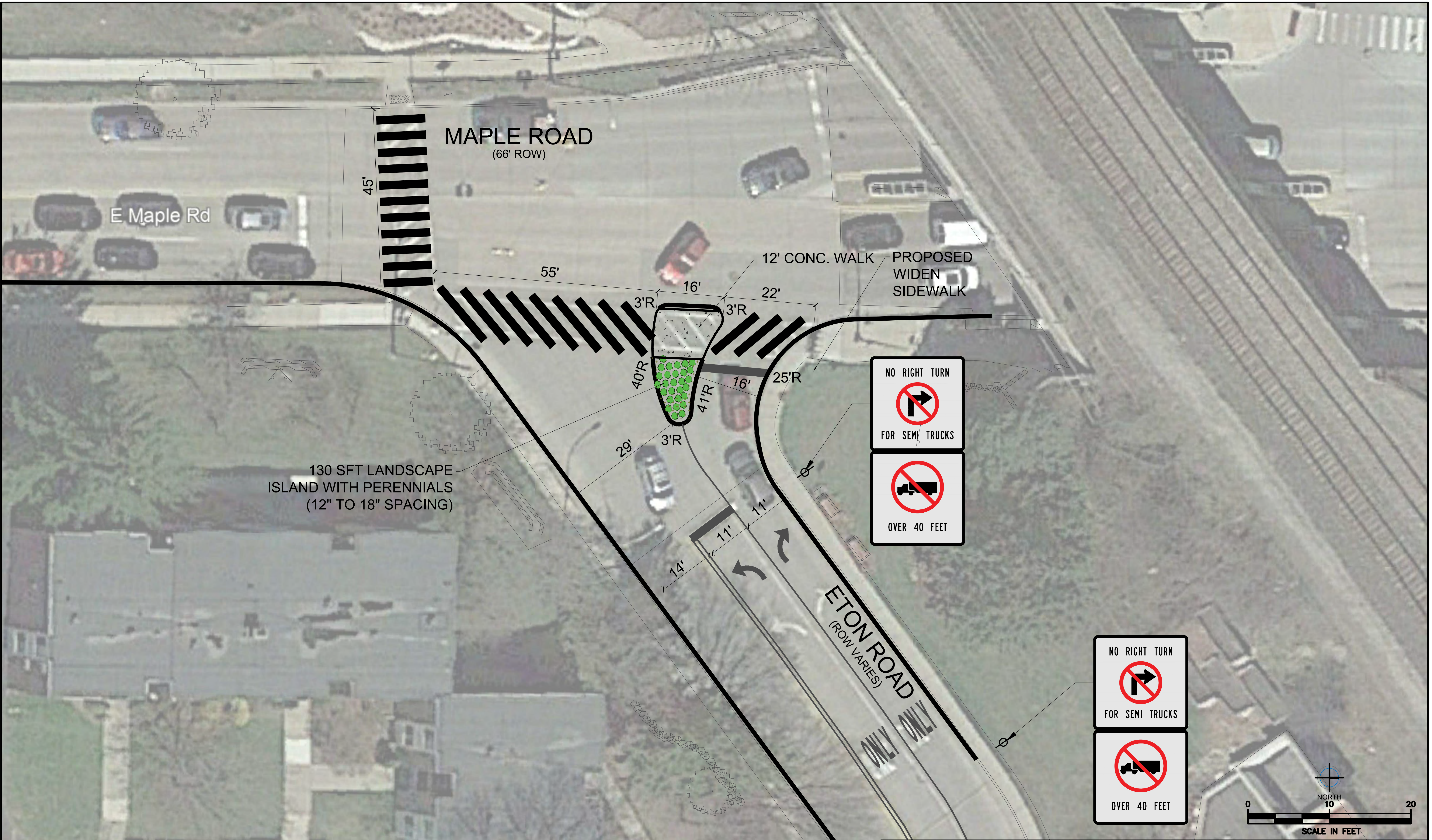
Public Improvements 202-449.001-981.0100	\$113,000
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**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON STREET AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

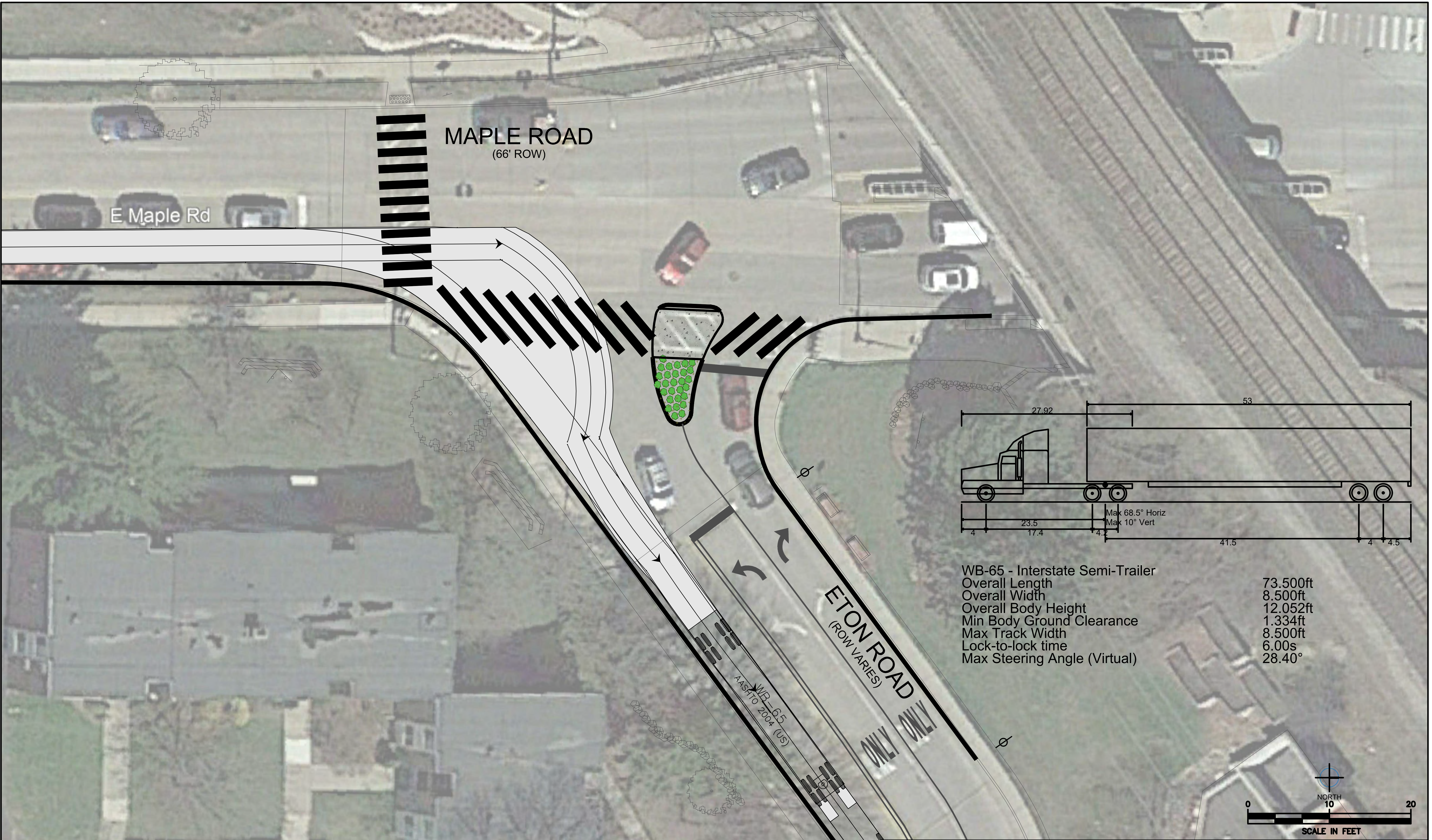




**OPTION 1A WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

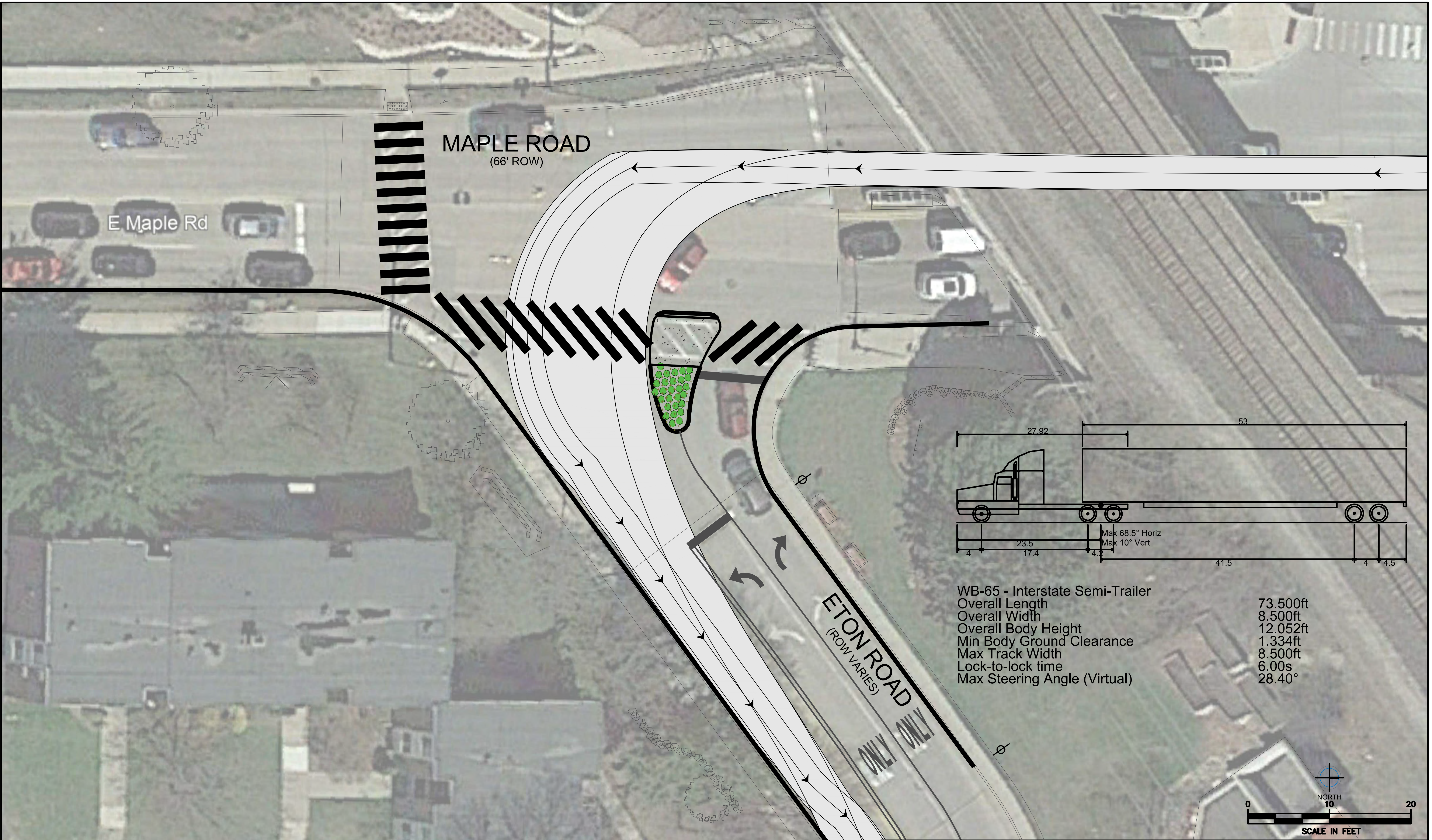




**OPTION 1A WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**





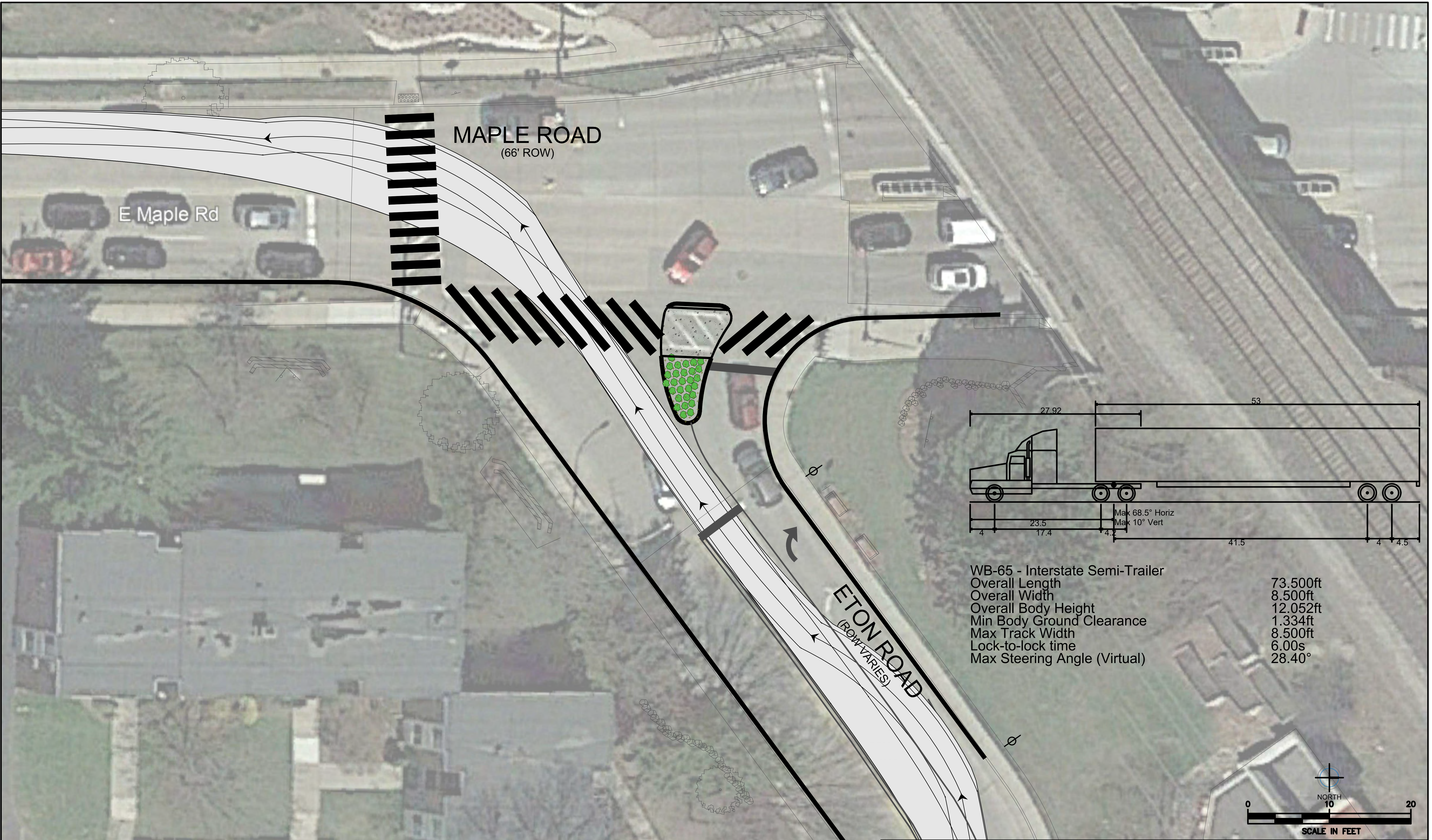
## OPTION 1A WB65 SPLITTER ISLAND

**CITY OF BIRMINGHAM**  
OAKLAND COUNTY, MICHIGAN  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

823901  
F&V PROJECT NO.



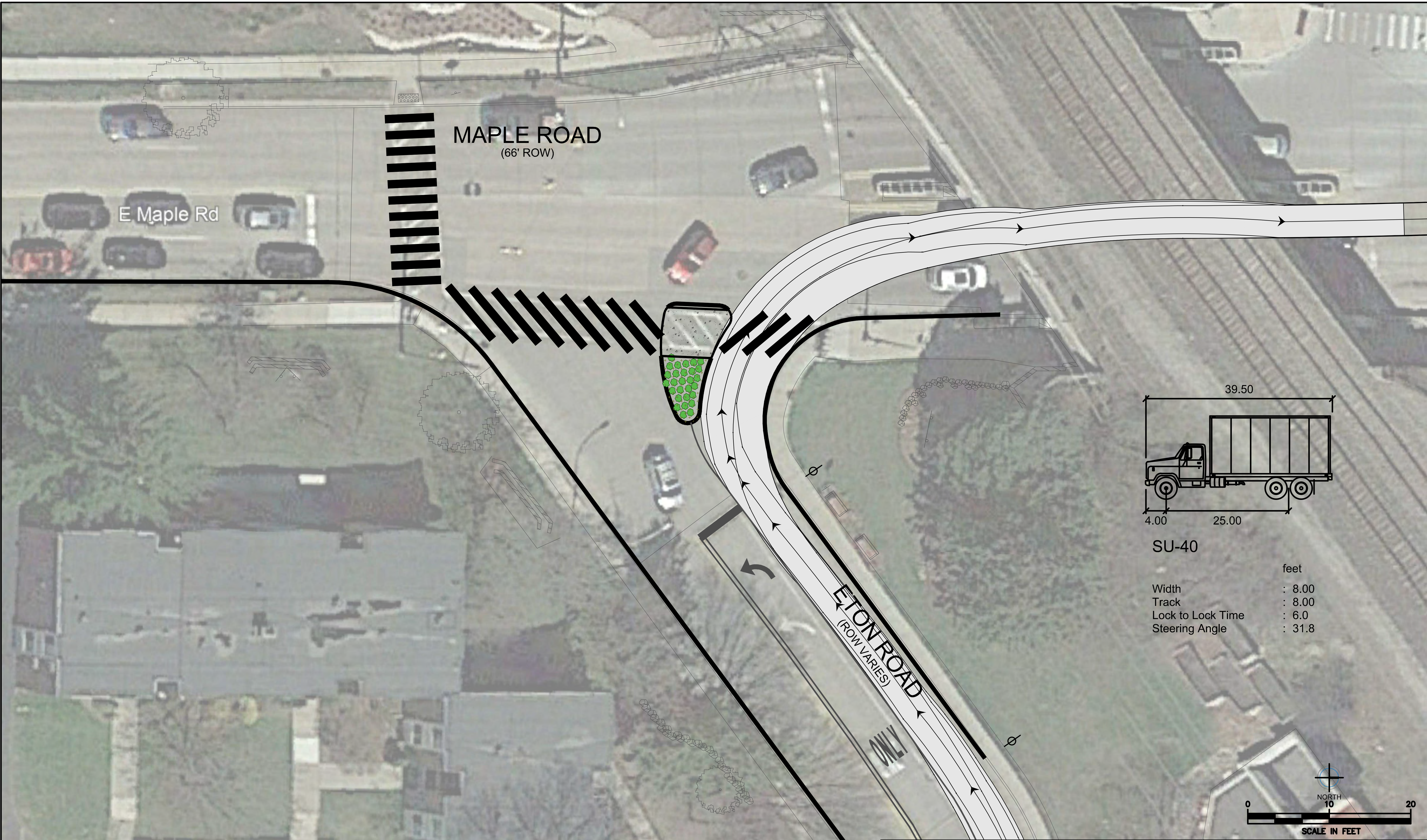




**OPTION 1A WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**





**OPTION 1A WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

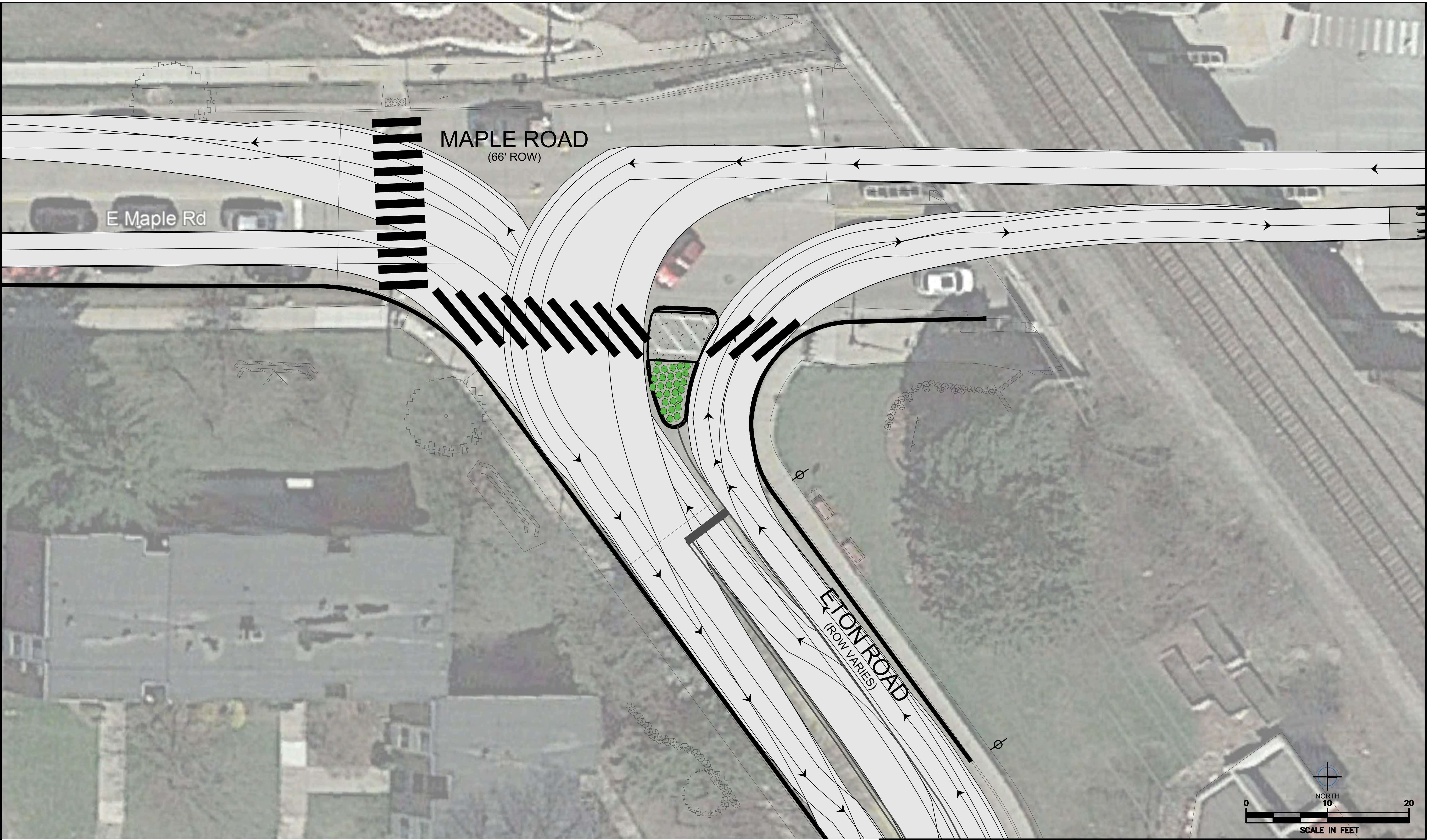
823801

FAV PROJECT NO.

**FLEIS&VANDENBRINK**

DESIGN. BUILD. OPERATE.

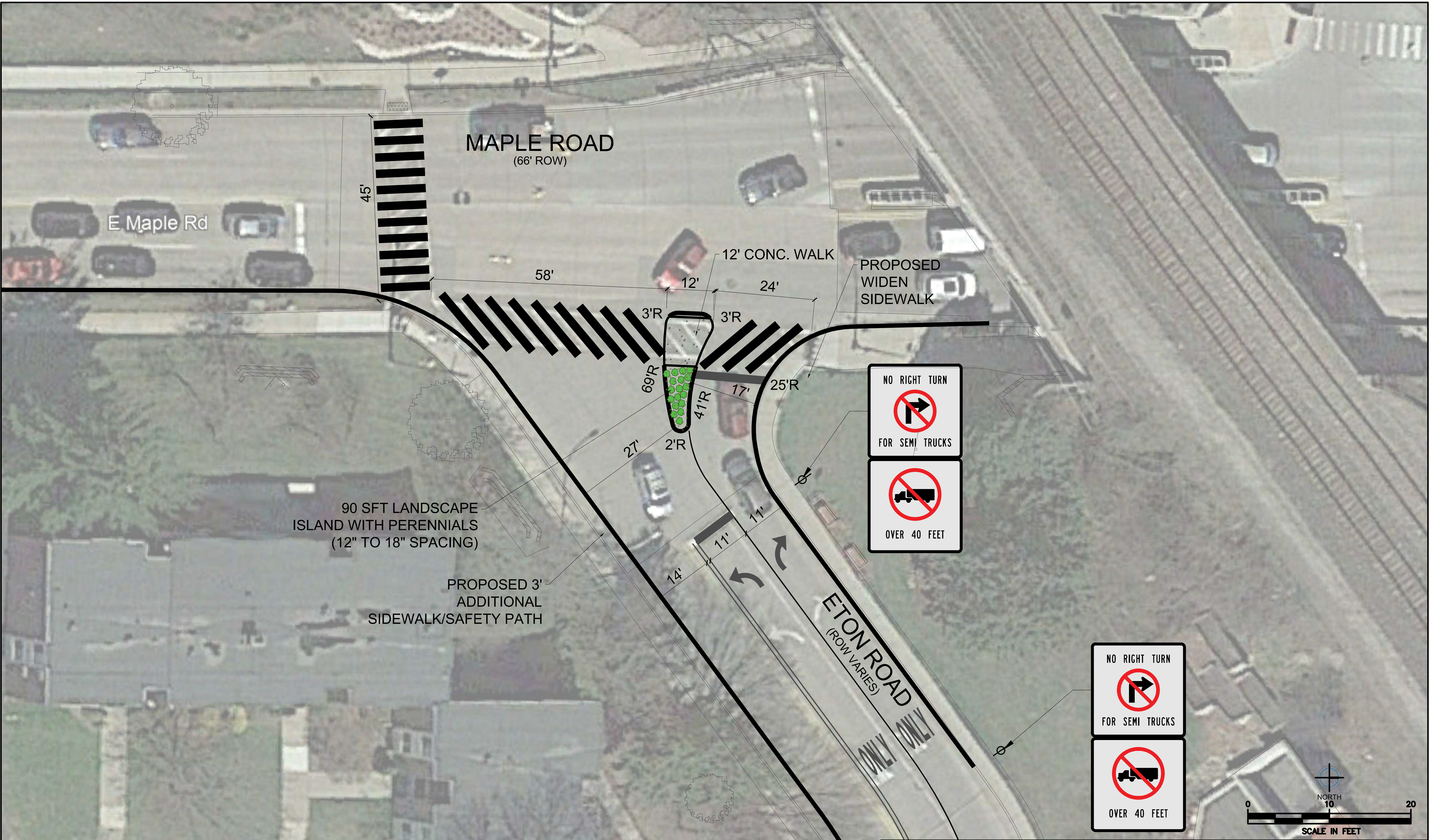




**OPTION 1A WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

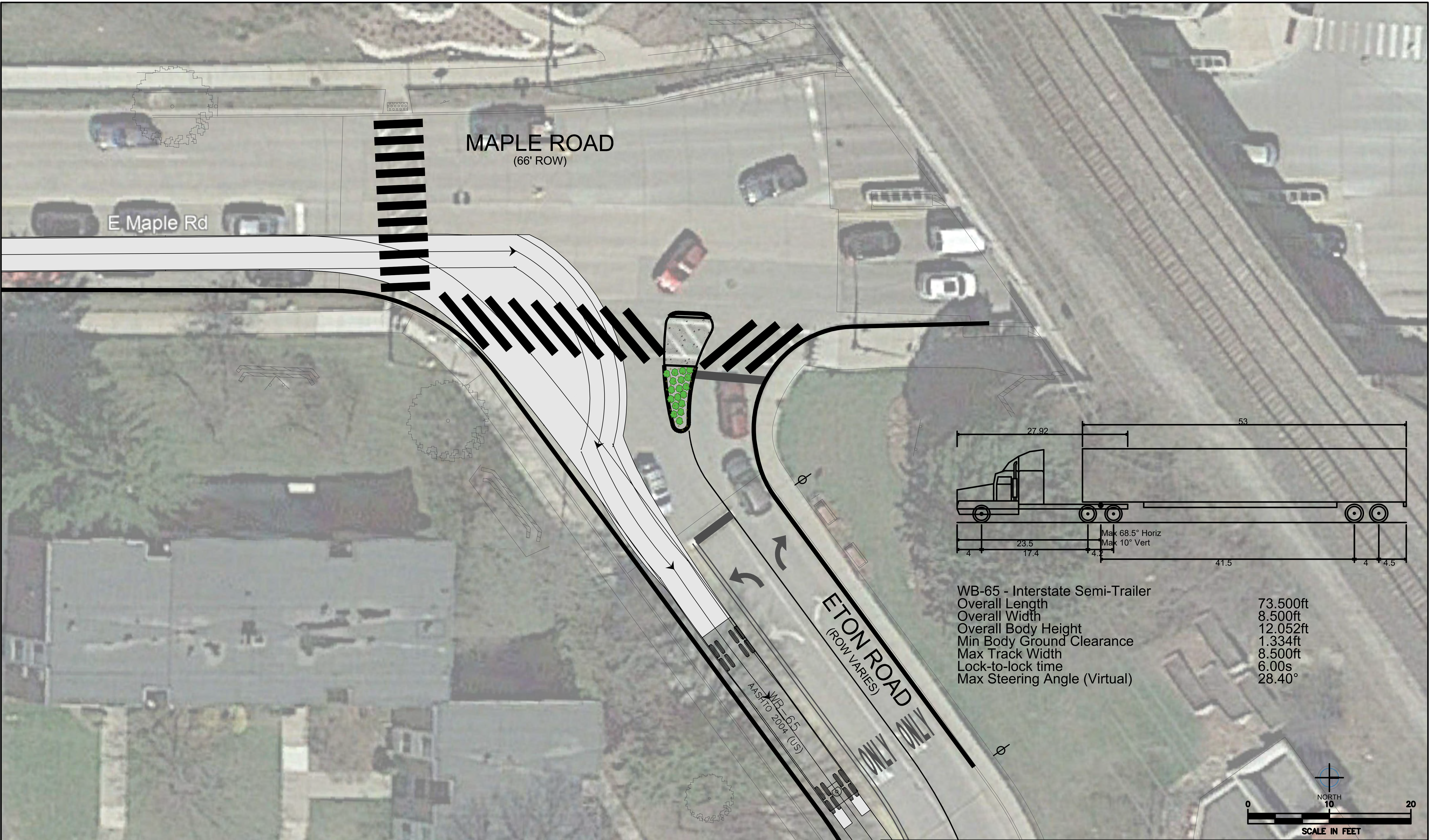




**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

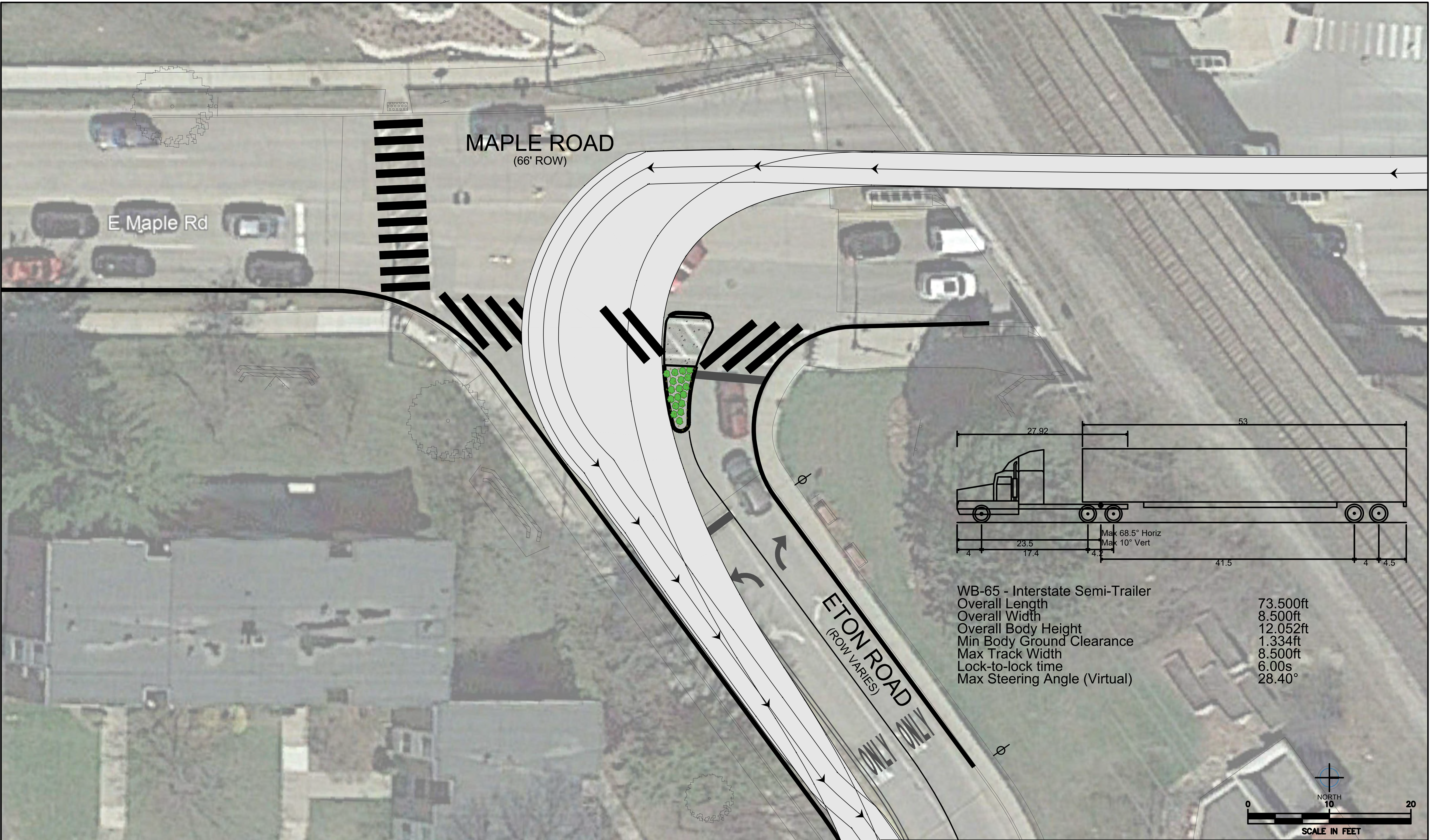




**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**



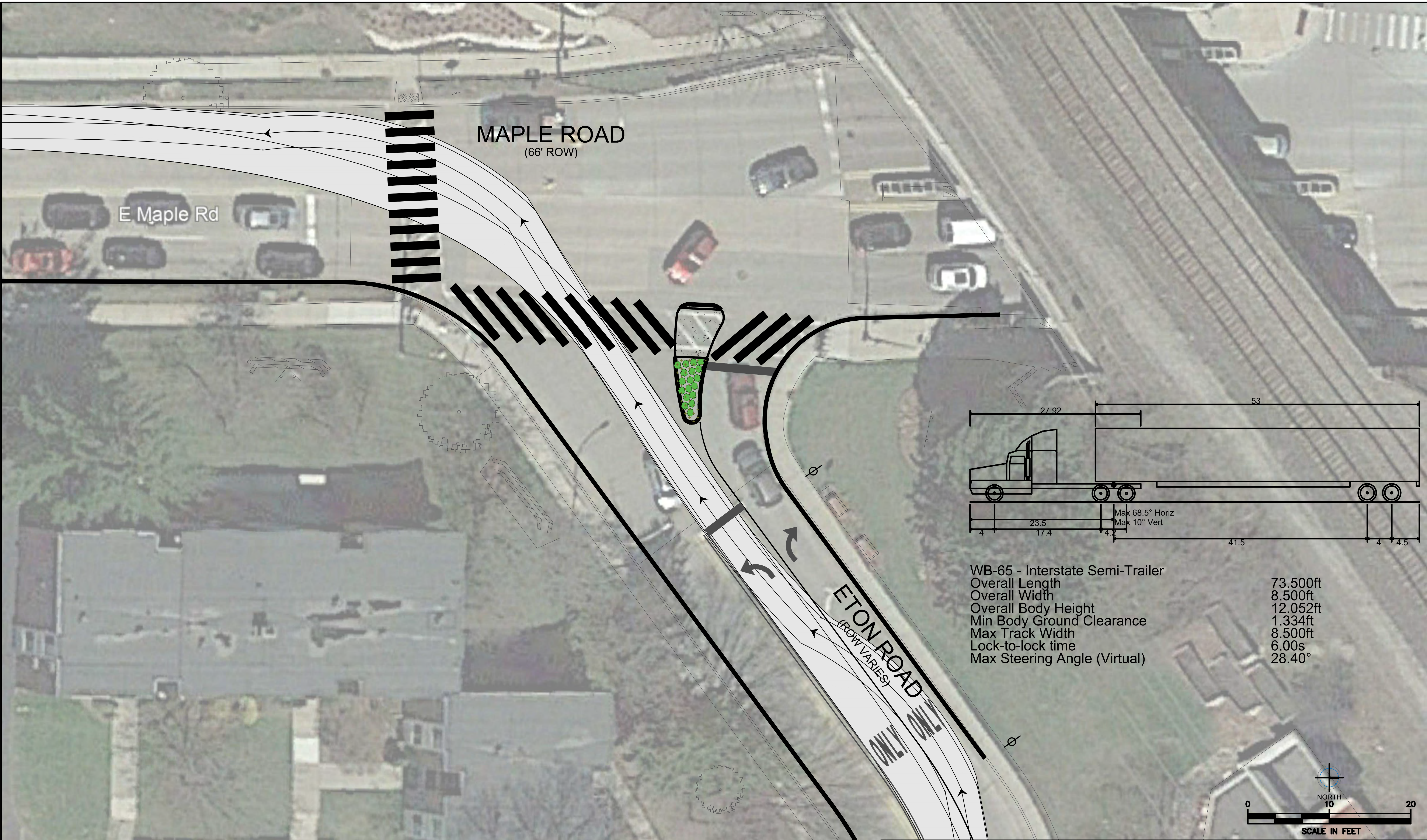


WB-65 - Interstate Semi-Trailer	
Overall Length	73.500ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
OAKLAND COUNTY, MICHIGAN  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

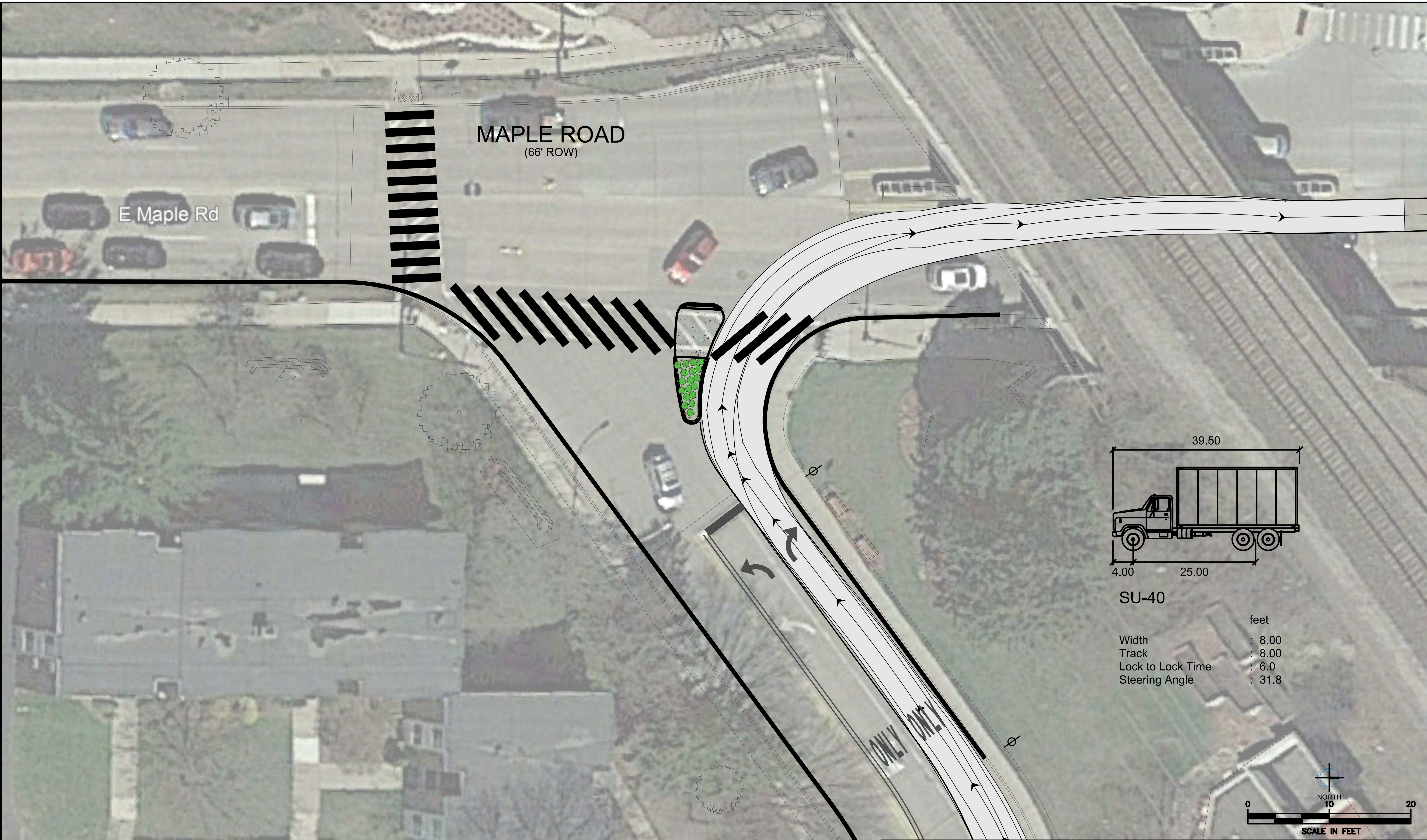




**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

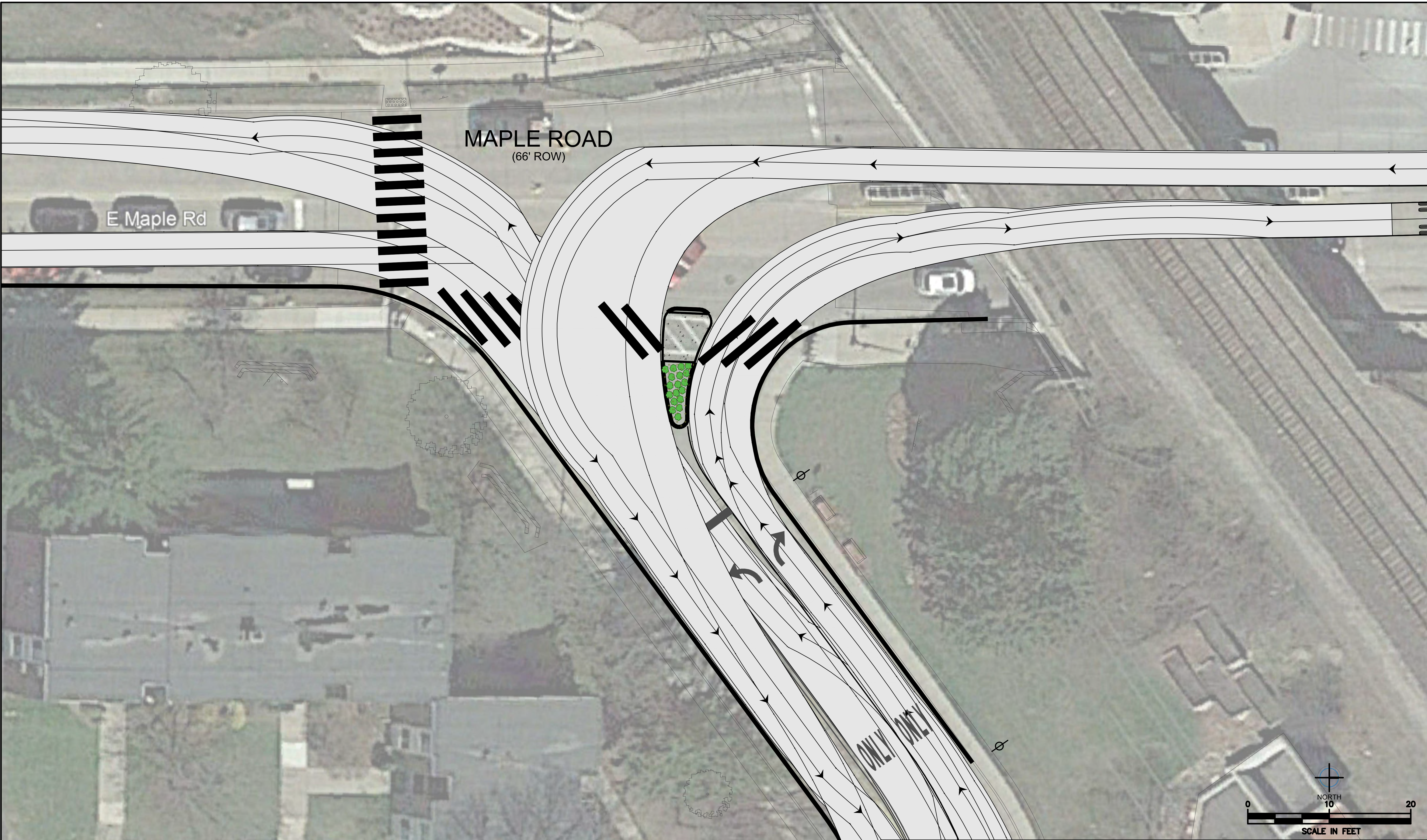




**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

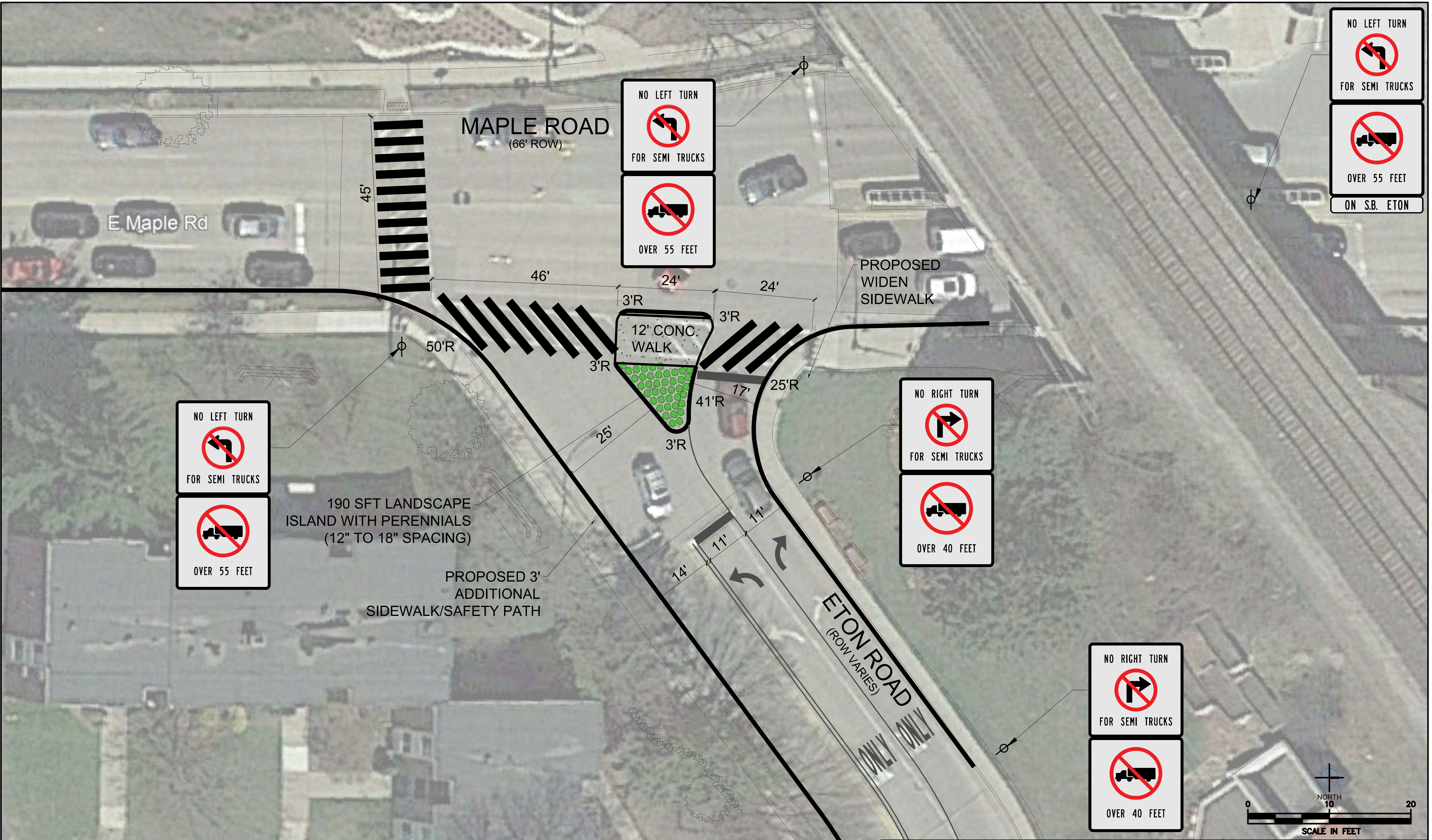




**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





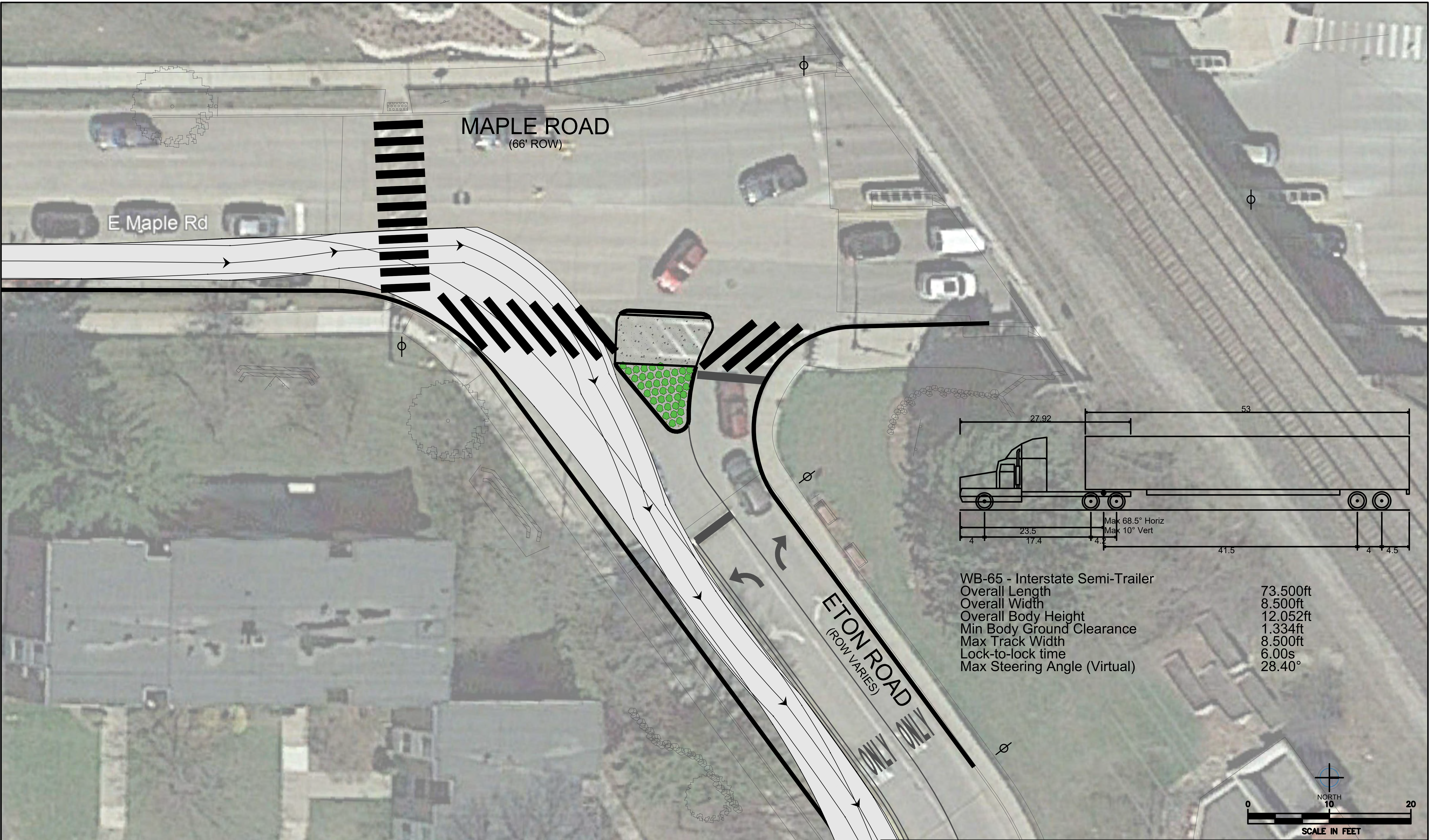
**OPTION 2 WB50  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

823901  
F&V PROJECT NO.







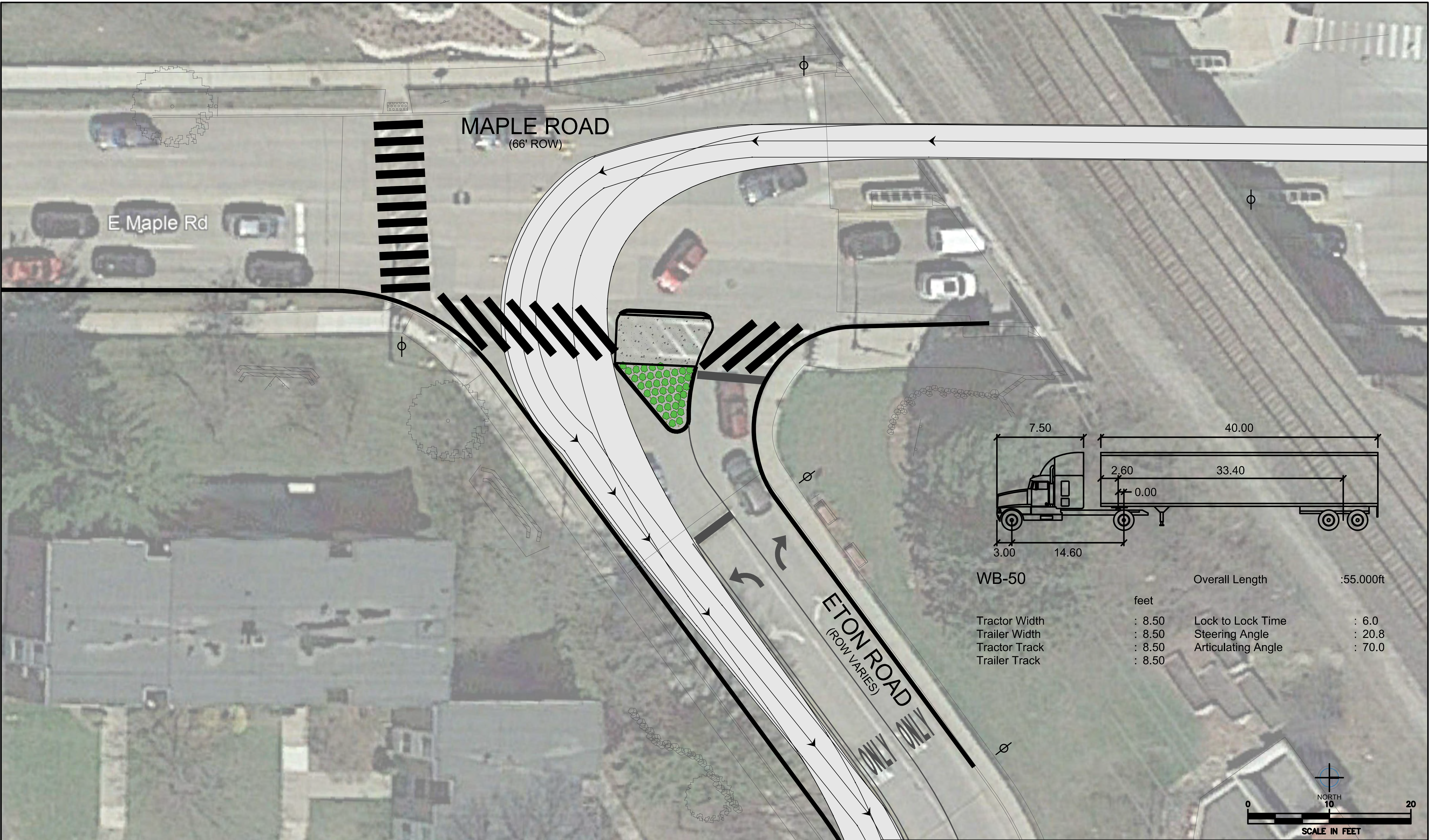
**OPTION 2 WB50  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

823801  
F&V PROJECT NO.



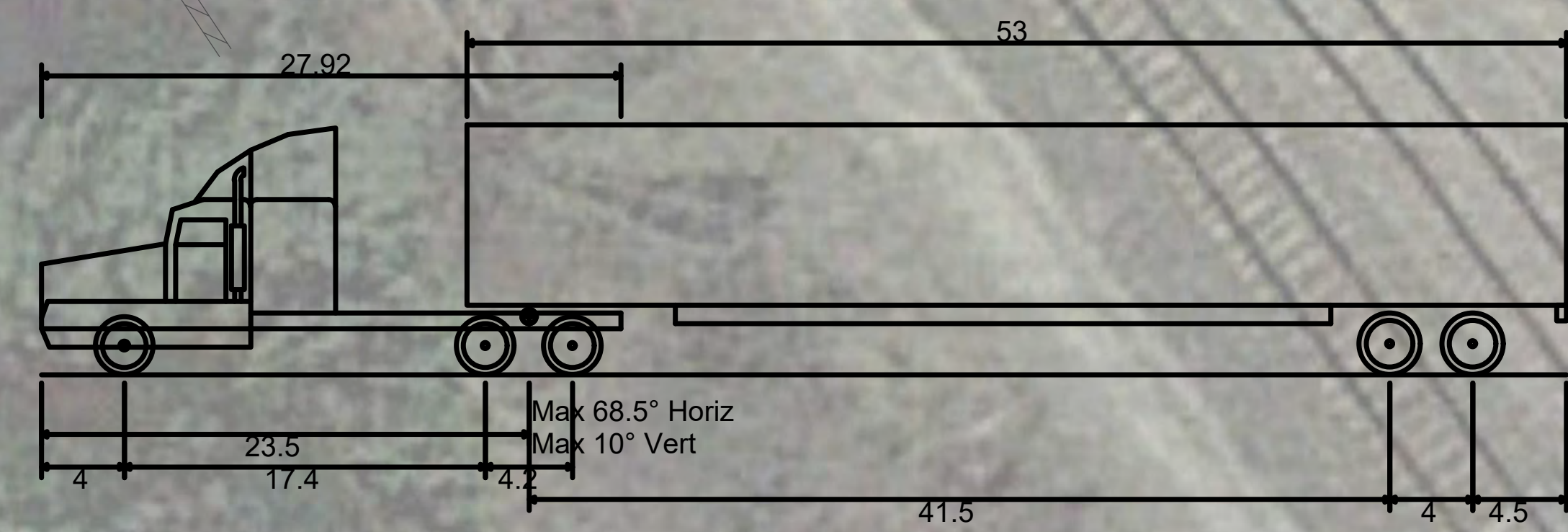
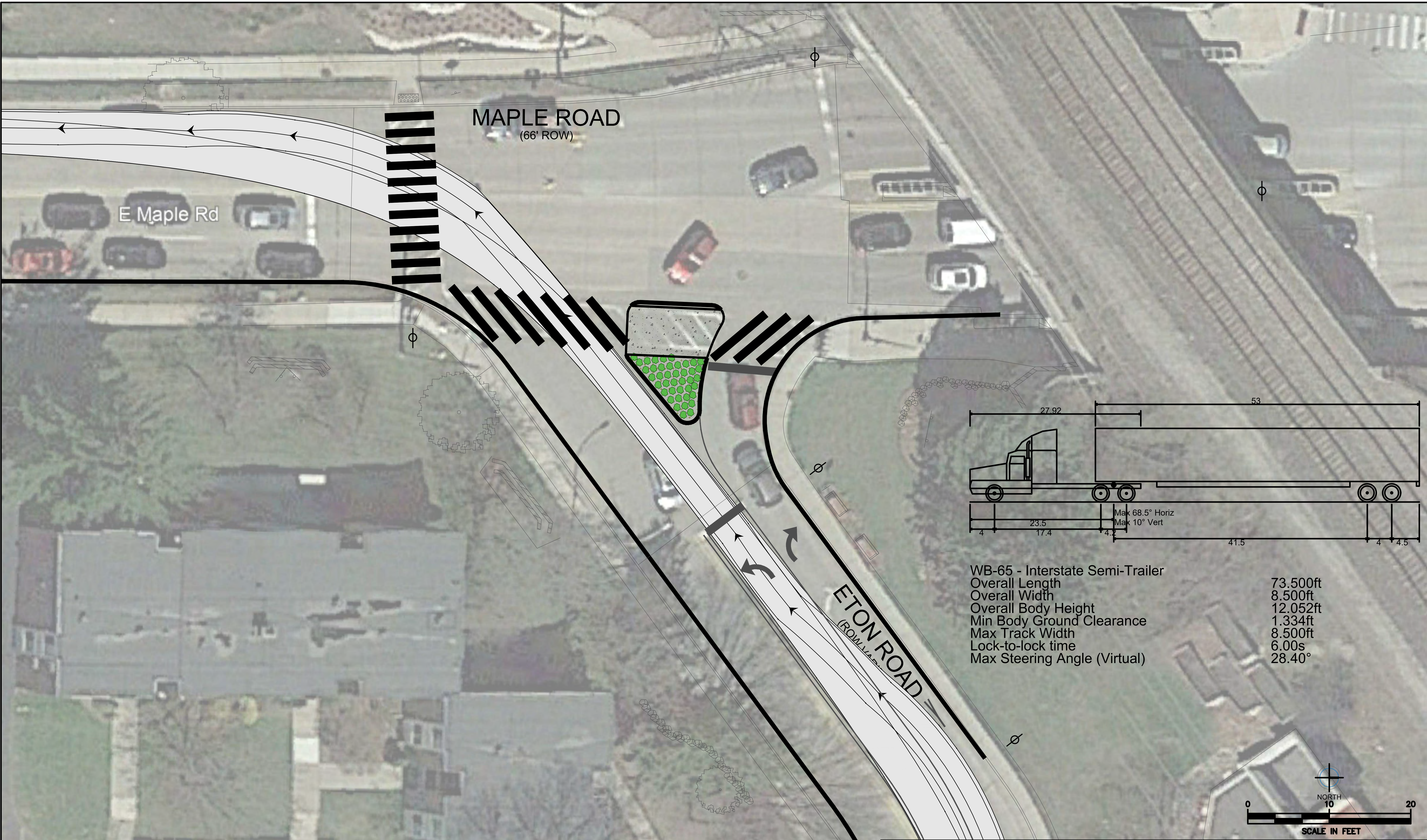




## OPTION 2 WB50 SPLITTER ISLAND

**CITY OF BIRMINGHAM**  
OAKLAND COUNTY, MICHIGAN  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**



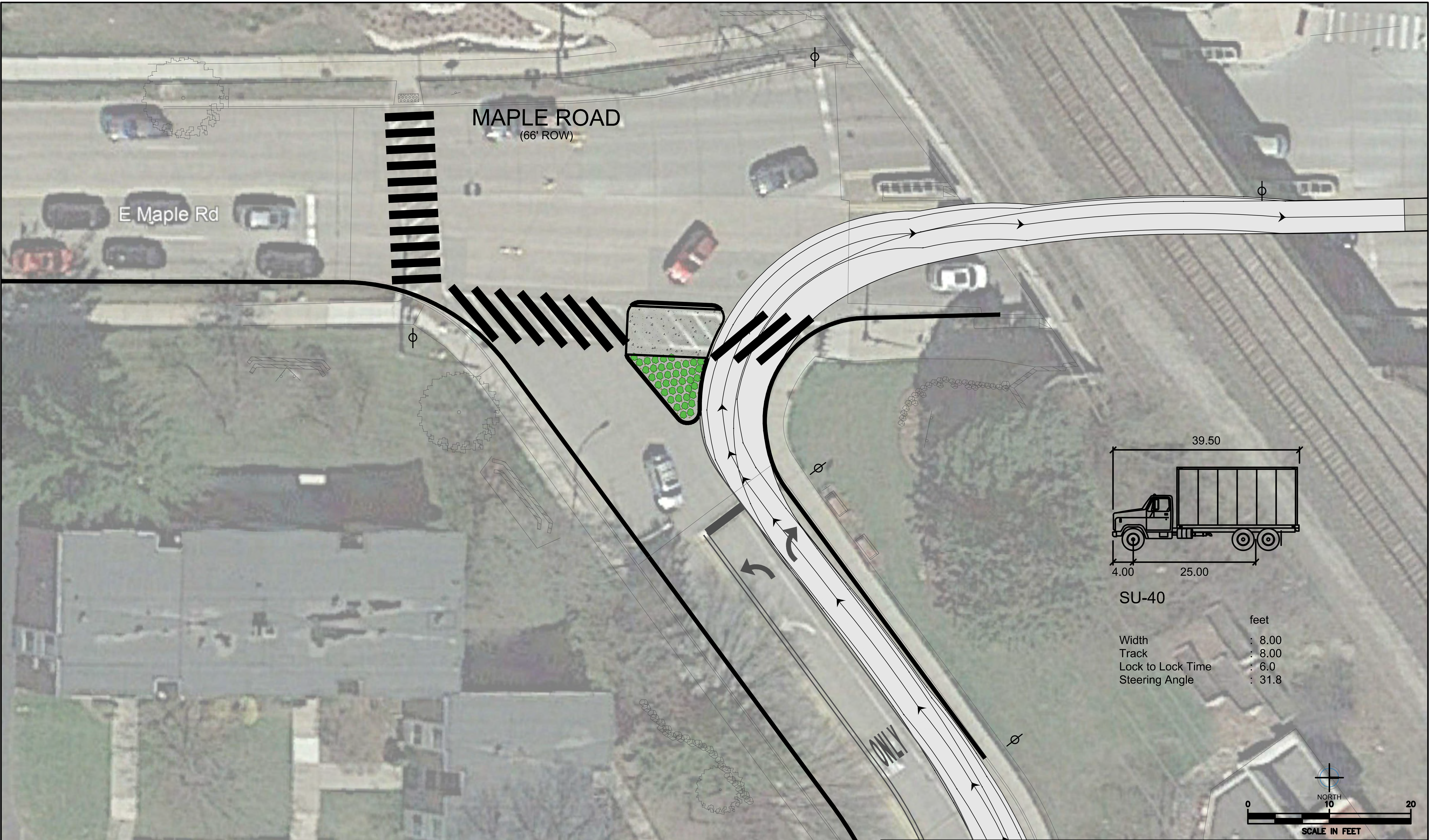


WB-65 - Interstate Semi-Trailer  
Overall Length 73.500ft  
Overall Width 8.500ft  
Overall Body Height 12.052ft  
Min Body Ground Clearance 1.334ft  
Max Track Width 8.500ft  
Lock-to-lock time 6.00s  
Max Steering Angle (Virtual) 28.40°

# OPTION 2 WB50 SPLITTER ISLAND

CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN

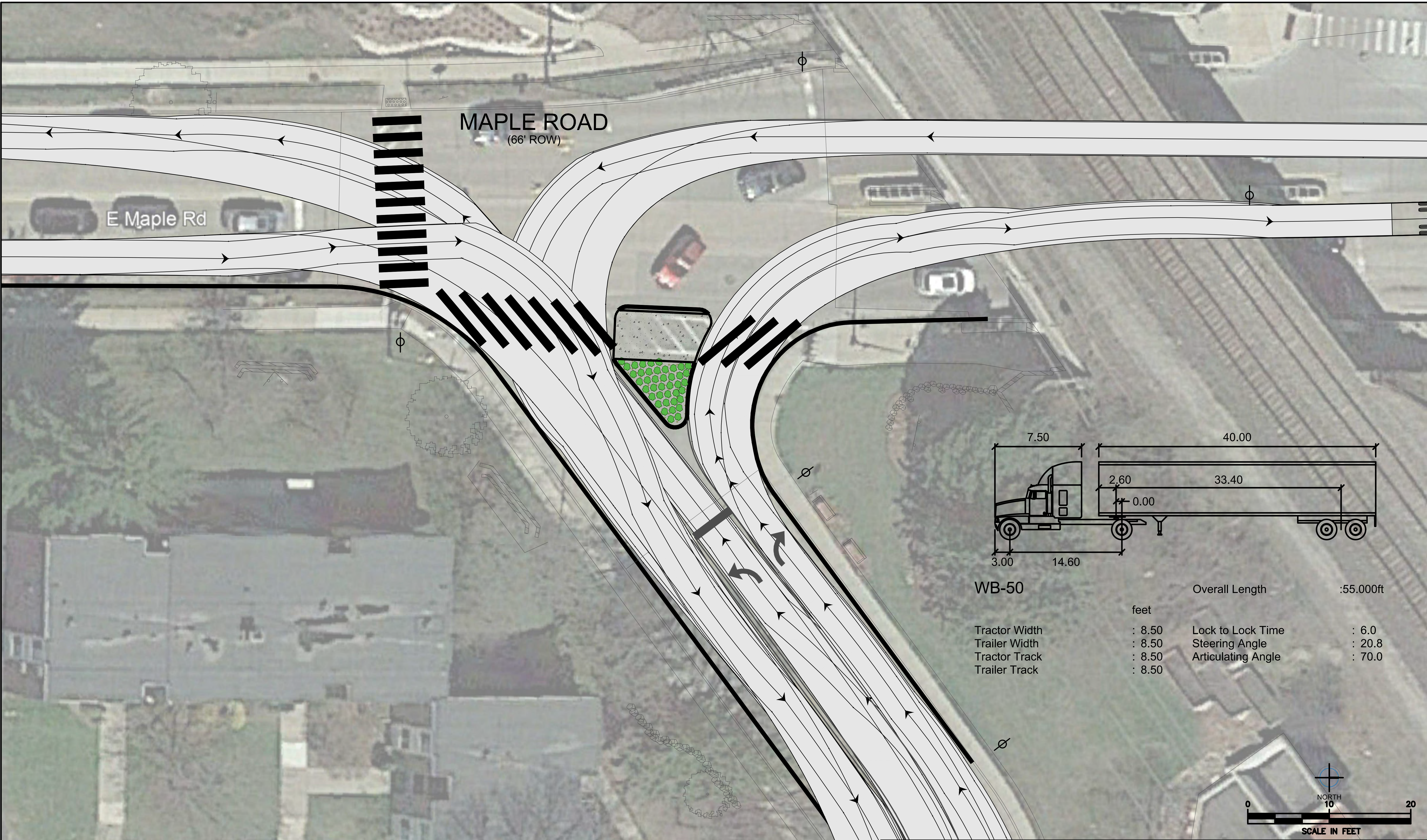




**OPTION 2 WB50  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





WB-50

Tractor Width  
Trailer Width  
Tractor Track  
Trailer Track

feet

: 8.50  
: 8.50  
: 8.50  
: 8.50

Overall Length

Lock to Lock Time  
Steering Angle  
Articulating Angle

:55.000ft

: 6.0  
: 20.8  
: 70.0

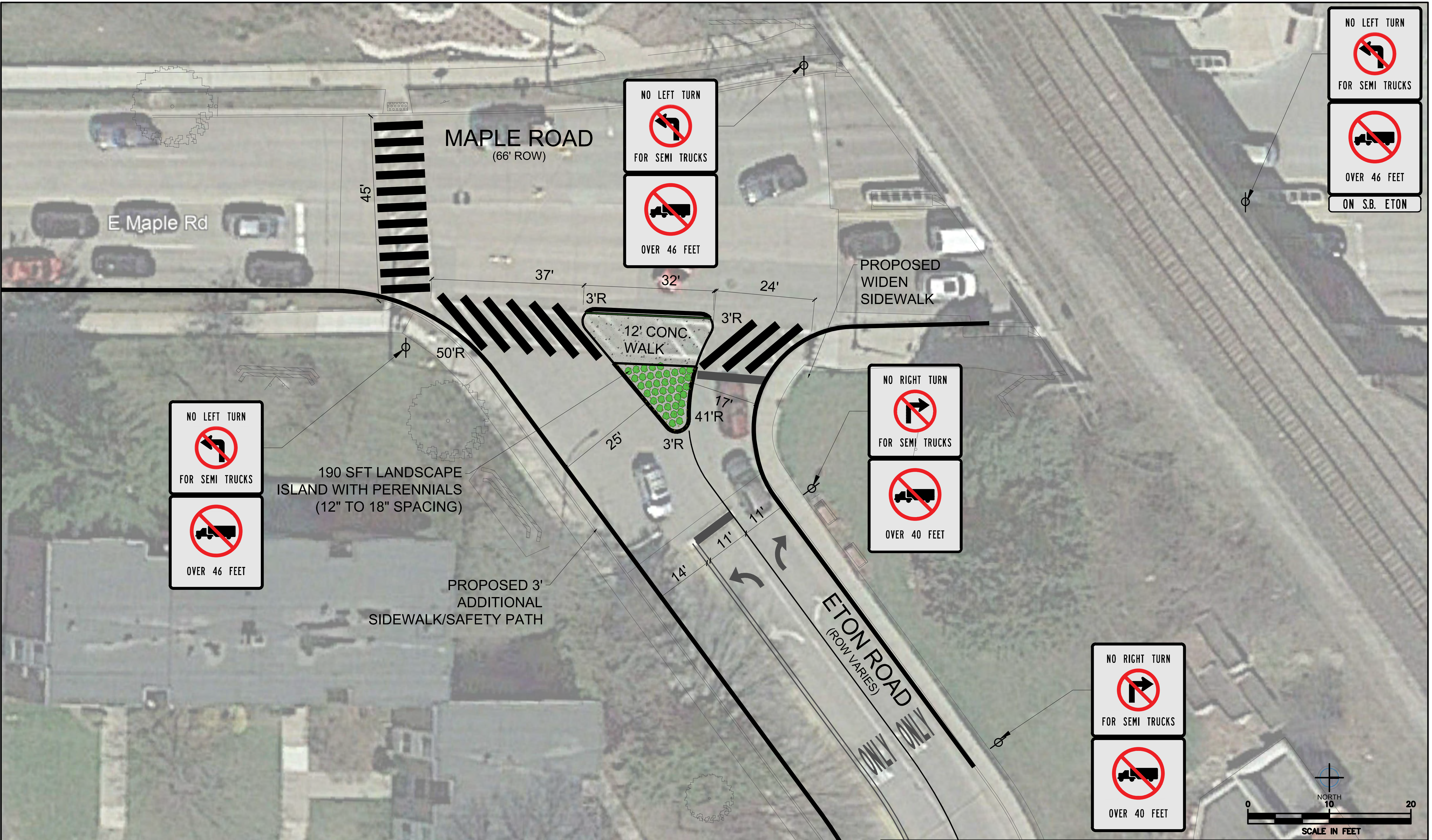
# OPTION 2 WB50 SPLITTER ISLAND

CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN

823901  
F&V PROJECT NO.



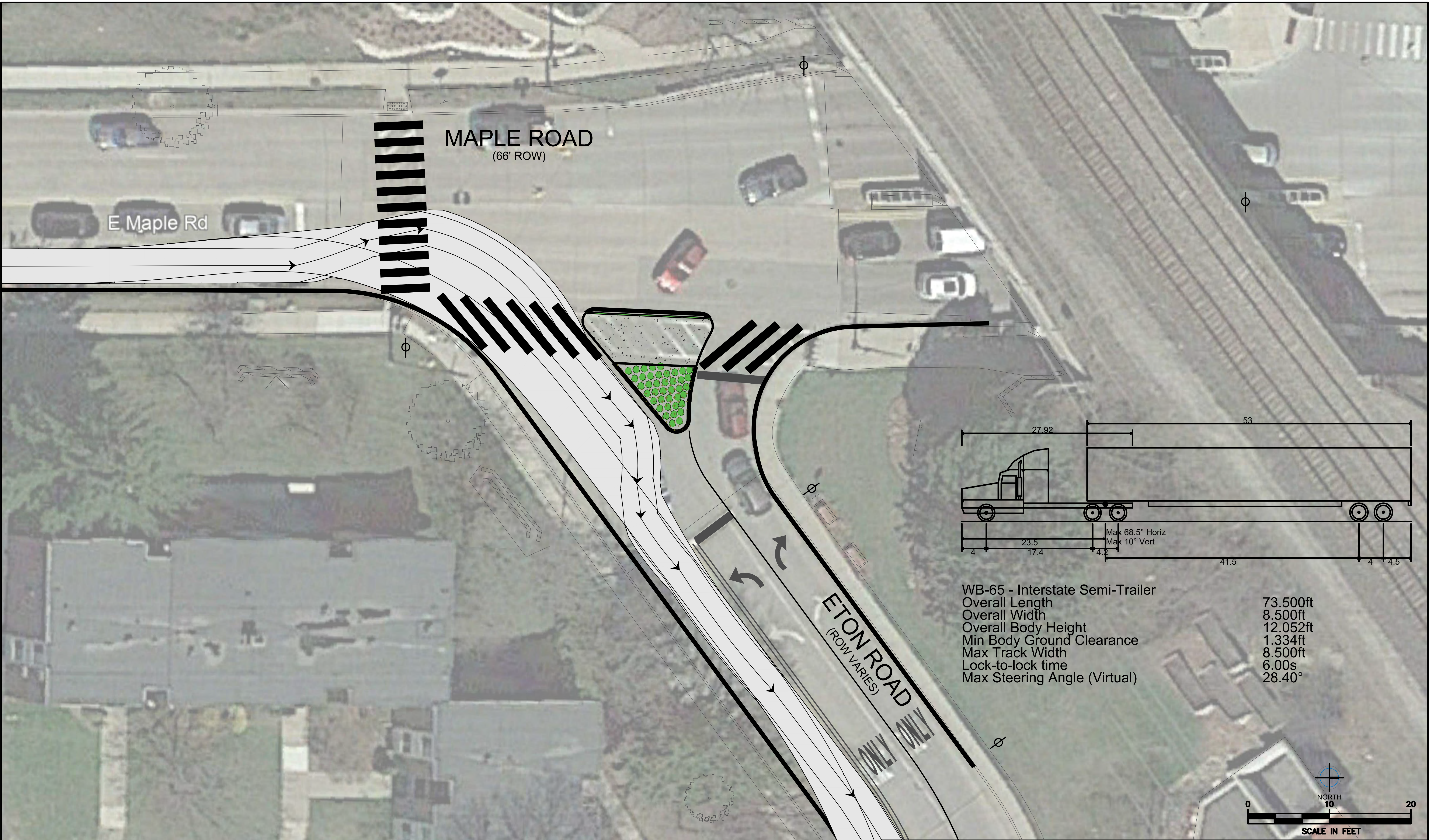




**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

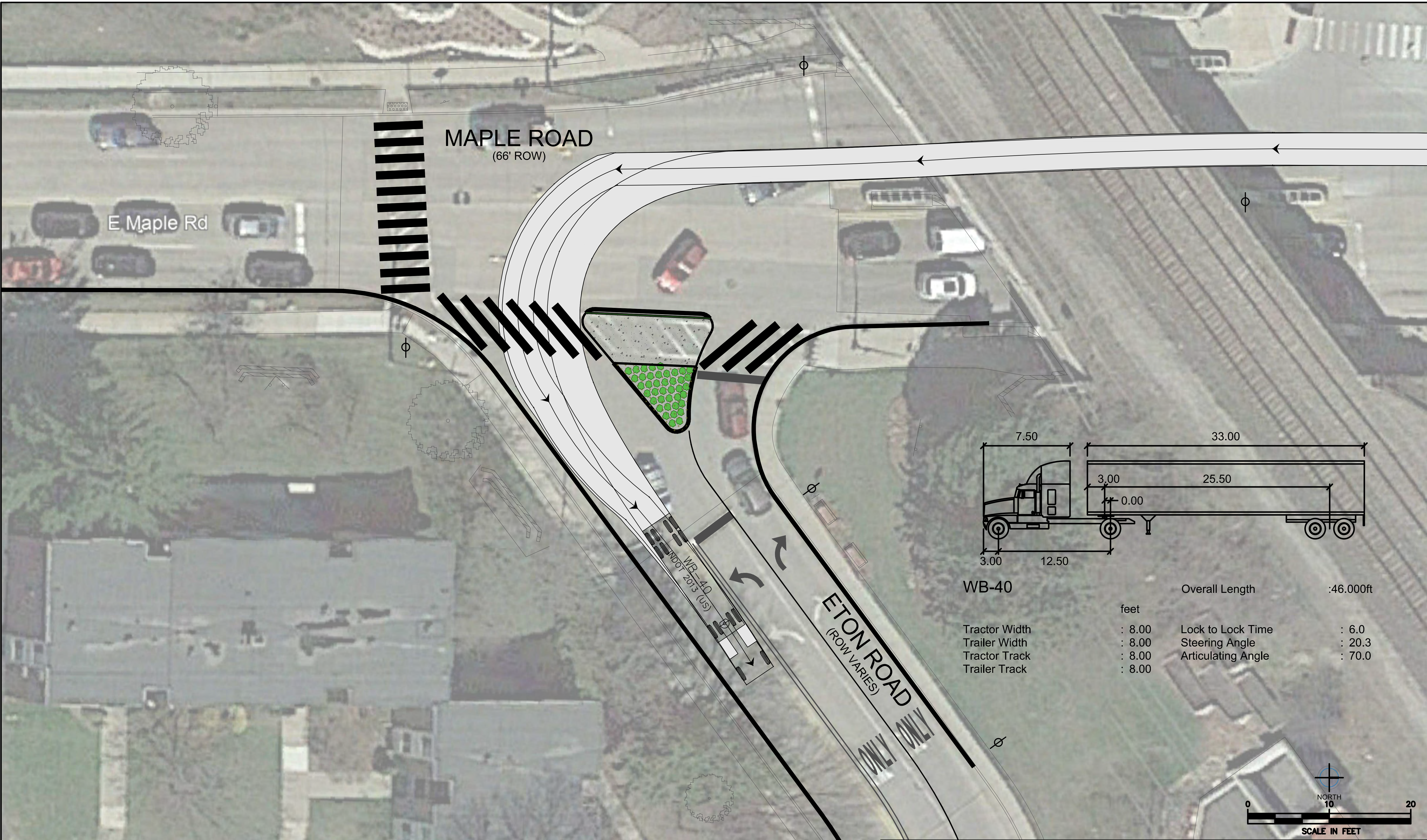




**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

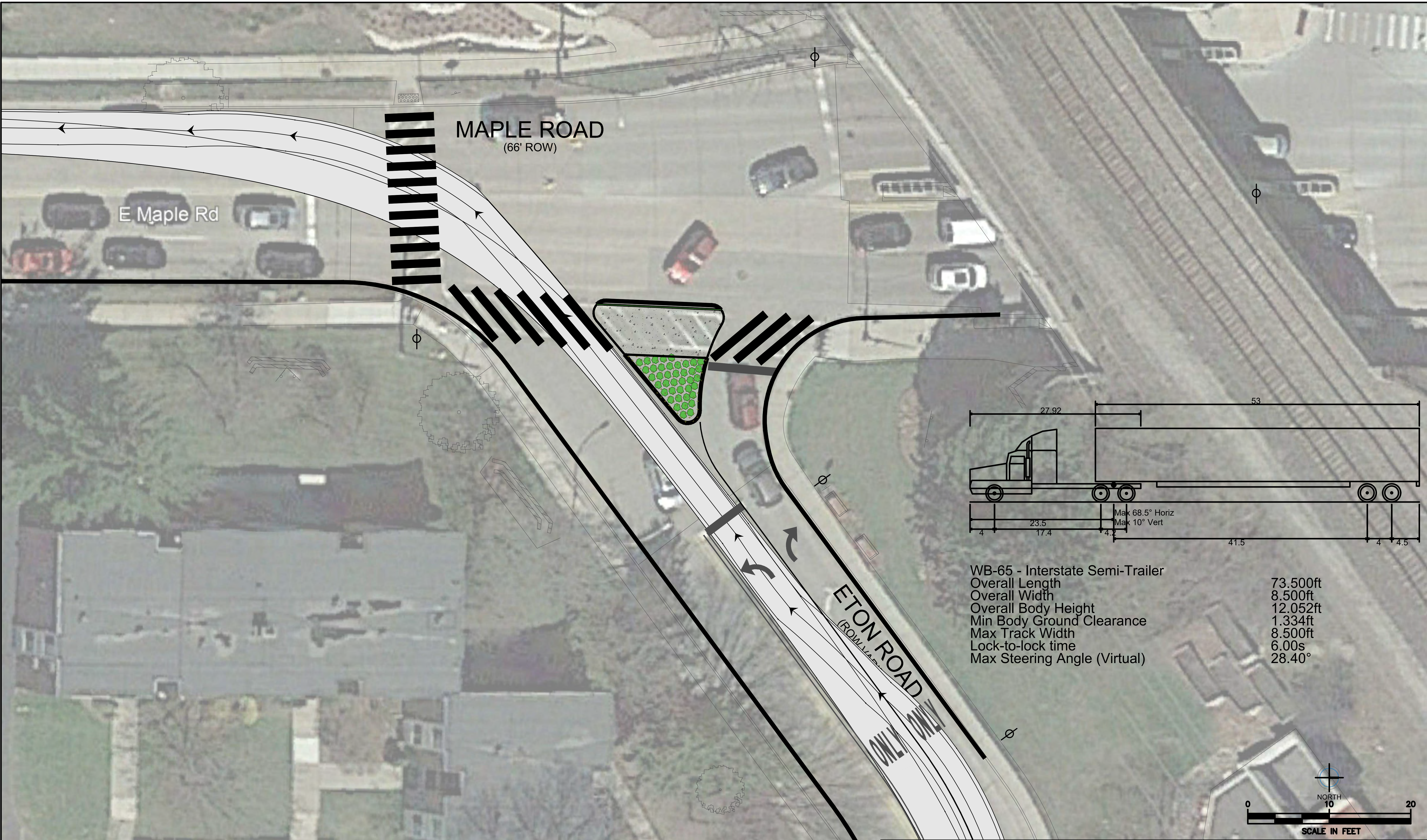




**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

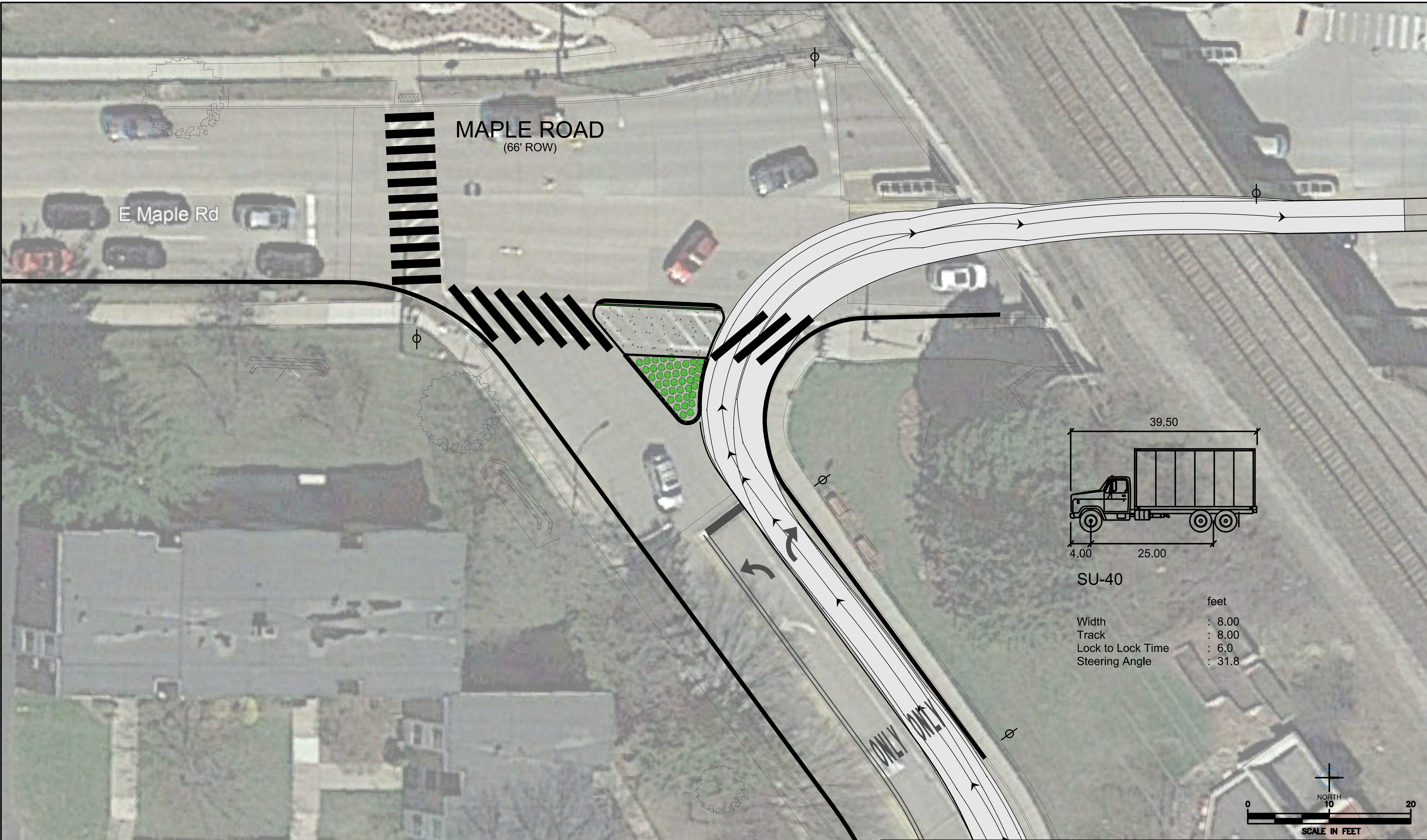




**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

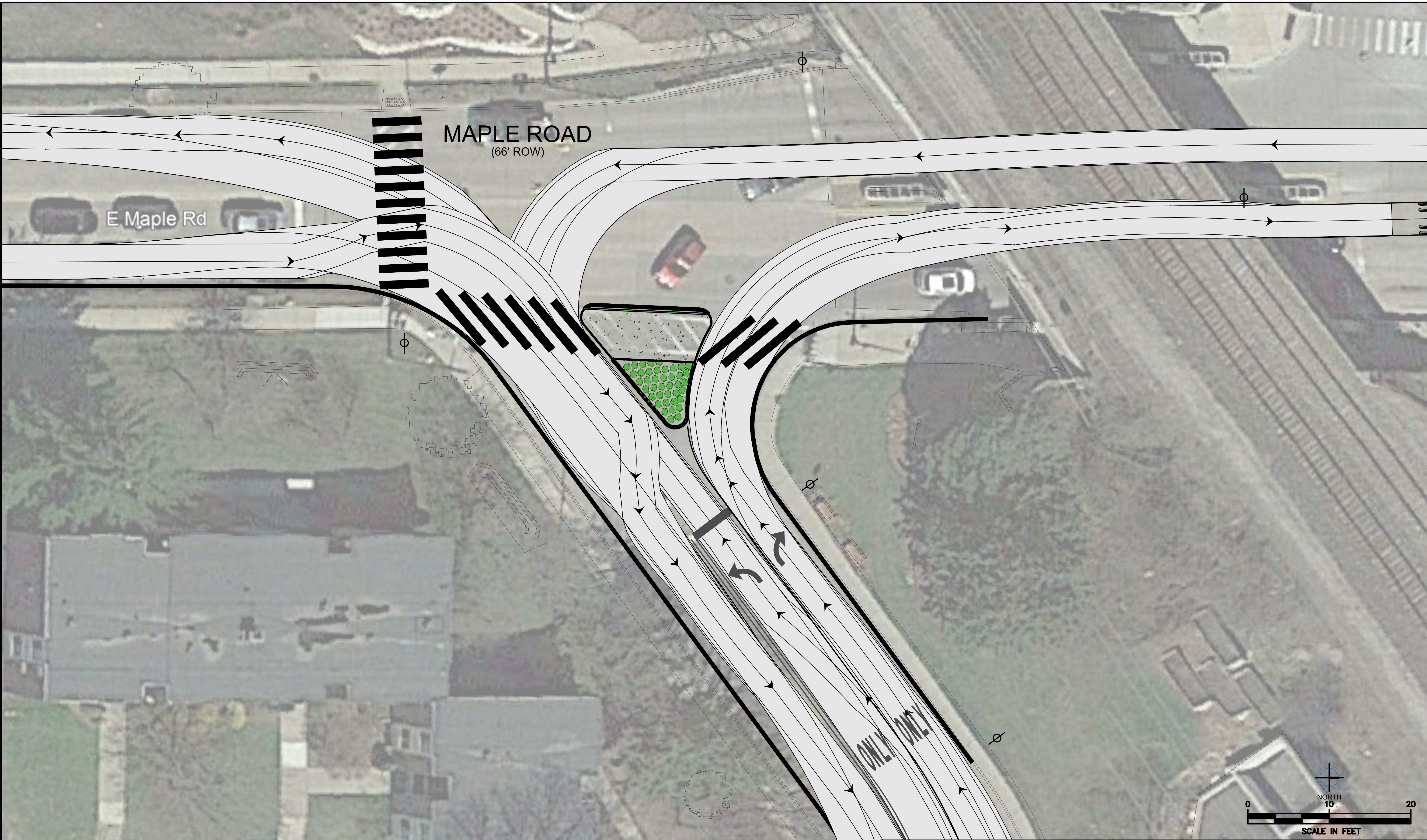




**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**



# Maple Road & South Eton Street

## Pedestrian Island

Maple Road

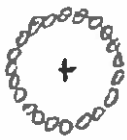
CONCRETE

SIDEWALK

### SYMBOL LEGEND



Potentilla



Yarrow



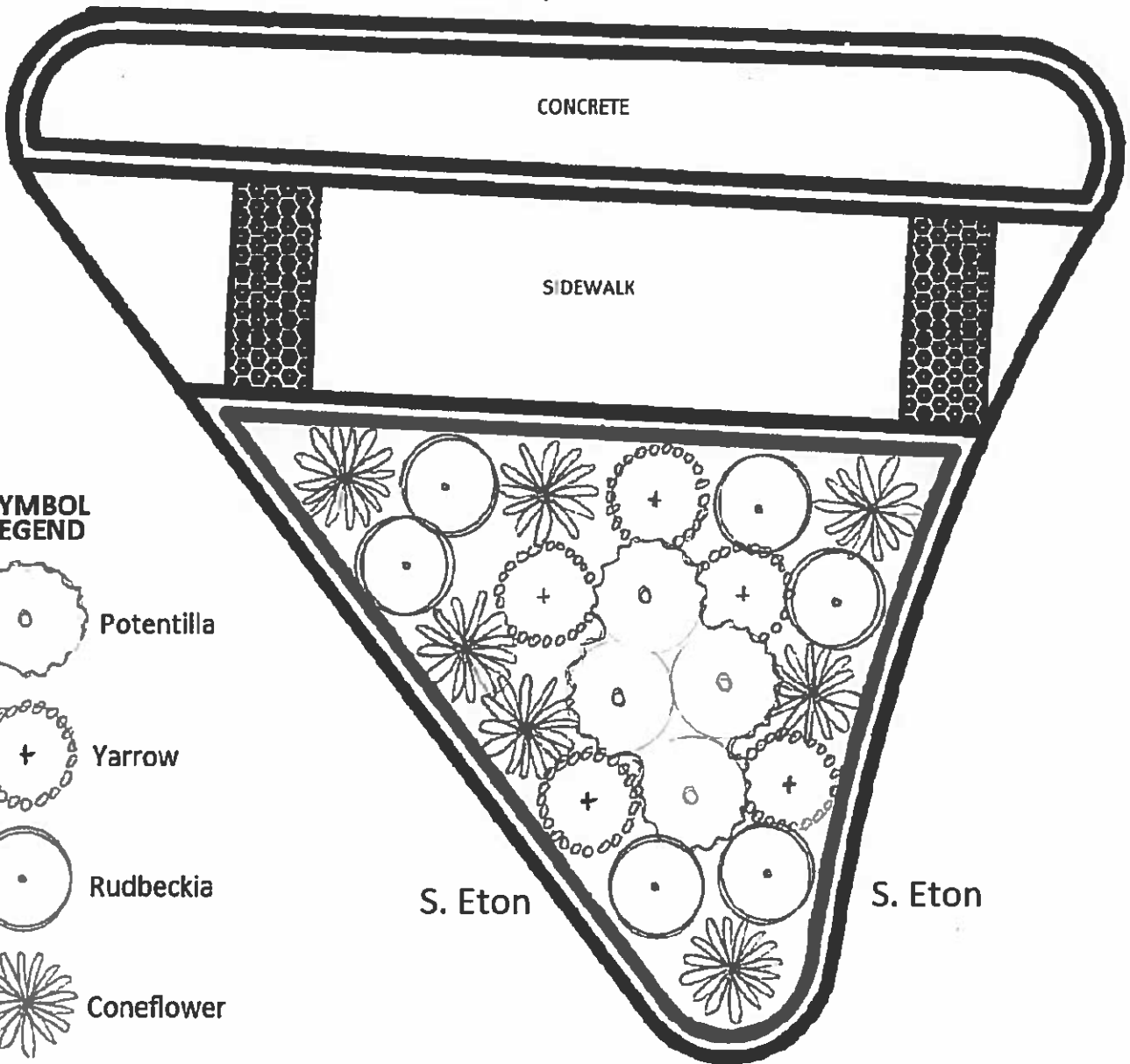
Rudbeckia



Coneflower

S. Eton

S. Eton







Potentilla



Yarrow





Rudbeckia



Coneflower



## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** March 20, 2019

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

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** E. Maple Rd. & Eton Rd. Intersection  
Multi-Modal Transportation Board Recommendations

### INTRODUCTION:

In the fall of 2017, a new Whole Foods grocery store opened at 2100 E. Maple Rd., replacing an office building. Given that the new store would have a driveway entering into the Maple Rd. & N. Eton Rd. intersection, it was anticipated that there would be an impact on traffic flows and demand in this area. Considerable discussion and study went into traffic signal modifications at the Planning Board level, and at the staff level, prior to issuing a building permit. Concurrently, the City formed an Ad Hoc Rail District Committee that studied many issues relative to traffic and parking along the S. Eton Rd. corridor. The findings of the committee were referred to the Multi-Modal Transportation Board (MMTB) for several recommendations. Since certain issues remain unresolved at this intersection, it has been studied again recently by the MMTB. Recommendations in two areas are provided below for consideration of the City Commission.

### BACKGROUND:

#### **A. South Eton Rd. Intersection (West of CN Railroad)**

At the City Commission meeting of August 14, 2017, the City Commission reviewed a recommendation from the MMTB to install a pedestrian island to improve the S. Eton Rd. crosswalk at Maple Rd., in conjunction with other modifications for the S. Eton Rd. block south to Yosemite Blvd. After discussion and review, the Commission did not feel the issues of pedestrian demand vs. the needs of truck turns and vehicle turns had been explored fully. Further, there was interest in seeing if pedestrian traffic patterns changed upon the opening of the Whole Foods grocery store.

New traffic count data was obtained in September, 2018. It was compared to data collected in 2015. F&V noted the following points of interest:

- Vehicular traffic overall did not change much, except that southbound right turns from N. Eton Rd., as well as through westbound traffic increased measurably. Neither of these increases could be attributed to Whole Foods.



- Pedestrian activity on the west side of the intersection remains stable both before and after the opening of Whole Foods. Pedestrian traffic did increase measurably for the crosswalk crossing Maple Rd. at N. Eton Rd. (traffic to and from the Pembroke Park Subdivision).

With the above data, traffic consultant F&V was asked to consider every possible option of ways to modify the S. Eton Rd. intersection to improve walkability. As noted in their memo, the following base parameters were used in the design:

- The existing south side crosswalk at S. Eton Rd. exceeds the maximum length of a crosswalk per AASHTO recommendations. While it is recommended that crosswalks not exceed 60 ft. in length, the current crosswalk is 88 ft.
- If a splitter island is installed as was recommended initially, the raised island must have a minimum width of 6 ft., preferably 8 to 10 ft., to provide a safe feeling refuge if a pedestrian needs to stop and wait there. (The time provided to use this crosswalk is more than sufficient for pedestrians to cross without stopping at the island, however, if a pedestrian starts crossing late in the cycle, they may need to stop in the middle.)
- Since there are commercial tenants located in the Rail District that routinely ship materials using large semi-trailers, and there is no other legal entry and exit point for these vehicles, F&V recommends that the WB-65 truck turning template be used in the design (for more information, the dimensions of a WB-65 truck is featured in the attached memo).

Overall, F&V was able to present nine different design concepts to modify the intersection in an effort to improve conditions for pedestrians. The various reasons that most were eliminated is detailed in the memo. The top candidates for further consideration were Options 1 and 6, which both feature a splitter island design similar to what was recommended previously. The difference between the two is that the crosswalk crossing Maple Rd. was relocated further east on Option 6. When first discussed at the meeting of February 7, 2019, the Board saw benefits in both options. While pedestrians using the crosswalk on Option 6 would benefit from not having potential conflicts with northbound left turns from S. Eton Rd., the close proximity of the bridge abutments, which greatly impacts sight distance for westbound motorists, made some Board members hesitate. Additional time was provided to have an outside pedestrian safety expert that works for the Michigan Dept. of Transportation (MDOT) review the proposed designs. After considering current crash patterns and traffic behaviors, she recommended that Option 6 is the best design, although Option 1 has merit as well.

The MMTB considered the additional information at their meeting of March 6, 2019. The Board considered not only the perceived safety of the relocated crosswalk, but also the level of convenience or lack thereof that pedestrians would feel having to use the island to cross Maple Rd. Issues raised included:

- It had already been established that the small splitter island is not a positive environment for pedestrians to have to stand and wait for traffic to clear. If Option 6 were built, all northbound/southbound pedestrians would be required to wait on the island.
- Northbound pedestrians from S. Eton Rd. coming from the west side of the street wishing to head north and west down Maple Rd. would be forced to go out of their



way to cross Maple Rd., which may result in attempts to cross Maple Rd. where the crosswalk is today, even if not recommended or signed to do so.

In the end, the MMTB did not feel that the benefits of Option 6 outweighed its drawbacks, and recommended on a 7-0 vote to recommend the installation of Option 1, the splitter island with the Maple Rd. crosswalk remaining as it is today.

Although not discussed in detail, the MMTB members clarified that the recommendation includes the other components of the recommendation that existed previously:

- Relocation of the west side curb on S. Eton Rd. from Maple Rd. to Yosemite Blvd., so that the west side sidewalk can be reconstructed at 8 ft. wide instead of its current 5 ft.
- Additional sidewalk width will be added to the southeast corner of the intersection, to improve the waiting area for pedestrians, where additional right-of-way allows this opportunity.
- Sharrows will be added to this block of S. Eton Rd. to encourage the use of the traffic lanes by bicyclists.

## **B. North Eton Intersection (East of CN Railroad)**

The Maple Rd. and Eton Rd. intersection has been operating for over a year in its revised mode. During the months of October through the end of the year, the partial blockage of other streets in the area, such as Coolidge Hwy., 14 Mile Rd., and Adams Rd. due to construction projects resulted in higher than normal demand for this intersection. Additionally, Whole Foods experienced strong traffic demand during the Christmas shopping season, which resulted in problems not seen to such an extreme degree before. Of particular note was the fact that the north and south entrances into the intersection, particularly for traffic turning on to westbound Maple Rd., were conflicting with each other. As in any intersection, left turns are supposed to yield to right turns. However, due to extreme demands, and lack of storage space under the railroad bridge, resulted in unexpected frustrations and driver behaviors. Our traffic consultant was asked to review the issue and provide recommendations.

The issue was discussed at both the January and February, 2019 MMTB meetings. Various options were offered and discussed, with the preferred option being to provide a separate protected phase for northbound drivers exiting the Whole Foods driveway. Doing so would allow for them to not have to enter the intersection at the same time as southbound traffic, which should reduce conflicts. While studying the intersection further, it was noted that a "special" 4 to 6 PM timing that operated every day was working better for northbound S. Eton Rd. drivers than it was during the rest of the mid-day period. Northbound drivers turning eastbound on Maple Rd. were being stopped under the bridge, where little storage room is available, which would reduce the number of vehicles that could be processed for this turn during each cycle, resulting in queues to the south. The total length of the signal cycle is also recommended for a 10-second reduction, to 120 seconds, to fit in better with the other traffic signals on the Maple Rd. corridor. Details are in the attached report from F&V, and the recommended changes are summarized below at the end of this memo.



If approved, we anticipate that this change can be implemented in approximately 60 days, once a new traffic signal can be acquired, and installed through the Road Commission for Oakland Co.

**LEGAL REVIEW:**

No legal review is required.

**FISCAL IMPACT:**

**A. South Eton Rd. Intersection (West of CN Railroad)**

If the City Commission directs staff to proceed with the MMTB recommendation (Option 1), the following improvements will be constructed, at the following estimated costs:

Splitter Island	\$20,000
Landscaping at Island	\$ 2,000
Widened handicap ramp at SE Corner	\$ 1,000
Widened sidewalk and ramps on W. Side (One block)	<u>\$53,000</u>
TOTAL	<u>\$76,000</u>

If approved by the Commission, the Engineering Dept. anticipates that this work may be added to the 2019 Concrete Sidewalk Replacement Program, which will be underway during the upcoming summer. The resolution below includes authorization for these additional funds.

Note that if the City Commission wishes to proceed with Option 6 in the alternative (wherein the Maple Rd. crosswalk is relocated to the east), the estimated cost would include the above items, plus additional concrete, pavement marking, and traffic signal work. Including the \$76,000 cost of Option 1, the total estimated cost of Option 6 would be in the range of \$105,000 to \$130,000 (an increase of 36% to 71%), per F&V.

**B. North Eton Intersection (East of CN Railroad)**

The recommended traffic signal modifications (Alternative 3) at the Maple Rd. & N. Eton Rd. intersection will require the installation of an additional traffic signal for the northbound traffic within this intersection, as well as signal timing modifications. The additional cost is estimated at \$8,550. If authorized by the City Commission, staff will direct the Road Commission of Oakland County to proceed with this modification as soon as possible.

**SUMMARY:**

In accordance with the recommendations of the Multi-Modal Transportation Board, the City Commission is asked to consider the following modifications:

- A. Maple Rd. & S. Eton Rd. – Pedestrian improvement Option 1, including widening of the west side S. Eton Rd. sidewalk from Maple Rd. to Yosemite Blvd., installation of a splitter island for the south side of the intersection, and sidewalk enhancements at the southwest corner.

- B. Maple Rd. & N. Eton Rd.** – Traffic signal modification Alternative 3, providing a protected phase for traffic existing the northbound Whole Foods driveway, as well as associated traffic signal timing changes, which will reduce the ongoing conflict between northbound and southbound vehicles in this intersection.

When reviewing these items, although located at the same intersection, these recommendations are independent and do not have any material impact on one another, that is, should the Commission wish to approve one of the recommendations and not the other, there will be no negative repercussions to the implemented recommendation in doing so.

**ATTACHMENTS:**

**A. South Eton Rd. Intersection (West of CN Railroad)**

- Staff cover memo to MMTB, January 31, 2019.
- S. Eton Rd. intersection pedestrian improvements comprehensive study from F&V, February 1, 2019.
- MMTB minutes, meeting of February 7, 2019.
- March 1, 2019 memo to the MMTB regarding the splitter island recommendation for the S. Eton Rd. intersection.
- Follow up memo to the MMTB regarding MDOT safety review relative to Option 6, March 1, 2019.
- FHWA Issue Brief, "Engineering Countermeasures to Reduce Red-Light Running."
- MMTB minutes, meeting of March 7, 2019.
- City Commission package of information for meeting of July 24, 2017:
  - Staff cover memo, July 19, 2017.
  - Truck turning diagrams, pedestrian island proposal.
  - Cross-sections and plans for S. Eton Rd. corridor pavement marking concept plans.
  - Ad Hoc Rail District Committee Final Report
  - City Commission minutes, meeting of December 12, 2016.
  - Memo to MMTB, January 27, 2017.
  - Plan of existing conditions.
  - Photos of existing conditions.
  - Minutes of MMTB meeting, February 2, 2017.
  - Memo to MMTB, February 24, 2017.
  - Minutes of MMTB meeting, March 2, 2017.
  - Memo to MMTB, April 4, 2017.
  - Concept plan of proposed improvements at Maple Rd. & S. Eton Rd., March 2017.
  - City Commission minutes, meeting of April 13, 2017.
  - Memo to MMTB, April 28, 2017.
  - F&V Memo, April 13, 2017.
  - Minutes of MMTB meeting, May 4, 2017.
  - Memo to MMTB, May 25, 2017.
  - Minutes of MMTB meeting, June 1, 2017.
  - Memo to MMTB, July 14, 2017.
  - Results of Survey, S. Eton Commercial Traffic Review.
- City Commission meeting minutes, July 24, 2017.
- Staff cover memo, August 4, 2017.
- F&V Memo, dated August 4, 2017.



- Traffic count summary and detailed data, dated August 2, 2017.
- City Commission meeting minutes, August 14, 2017.

## **B. North Eton Intersection (East of CN Railroad)**

- Memo to MMTB, December 27, 2018.
- F&V Memo, December 21, 2018.
- Memo referencing minor timing changes recently completed by the Road Commission for Oakland County, December 3, 2018.
- Minutes of MMTB meeting, January 3, 2019.
- Memo to MMTB, January 31, 2019.
- F&V Memo, January 26, 2019.
- Minutes of MMTB meeting, February 7, 2019.

### **SUGGESTED RESOLUTION A:**

To direct staff to proceed with the pedestrian enhancement improvements for the block of S. Eton Rd. from Maple Rd. to Yosemite Blvd., as recommended by the Multi-Modal Transportation Board, including:

- Installation of a landscaped pedestrian refuge island at the S. Eton Rd. pedestrian crossing for Maple Rd. traffic, as designed in Option 1.
- Relocation of the west side curb to allow for an 8 ft. wide sidewalk from Maple Rd. to Yosemite Blvd.
- Enhanced sidewalk and handicap ramp at the southeast corner of the Maple Rd. intersection.

Further, to direct staff to amend the 2019 Concrete Sidewalk Program, Contract #6-19(SW), to construct these improvements in the 2019 construction season, at an estimated cost of \$76,000, and to approve the appropriation and amendment to the fiscal year 2018-2019 Major Streets Fund budget as follows:

#### Major Streets Fund

##### Revenues:

202-000.000-400.0000	Draw from Fund Balance	\$76,000
Total Revenue		<u>\$76,000</u>

##### Expenditures:

202-449.001-981.0100	Capital Outlay – Engineering and Construction of Roads and Bridges	<u>\$76,000</u>
Total Expenditures		<u>\$76,000</u>

### **SUGGESTED RESOLUTION B:**

To direct staff to proceed with the traffic signal timing improvement at the Maple Rd. and N. Eton Rd. intersection Alternate 3, as recommended by the Multi-Modal Transportation Board, to provide a separate protected phase for northbound traffic entering this intersection, at an estimated cost of \$8,550, directing staff to proceed with the necessary changes through the Road Commission for Oakland County, further, to approve the appropriation and amendment to the fiscal year 2018-2019 Major Streets Fund budget as follows:

Major Streets Fund

Revenues:

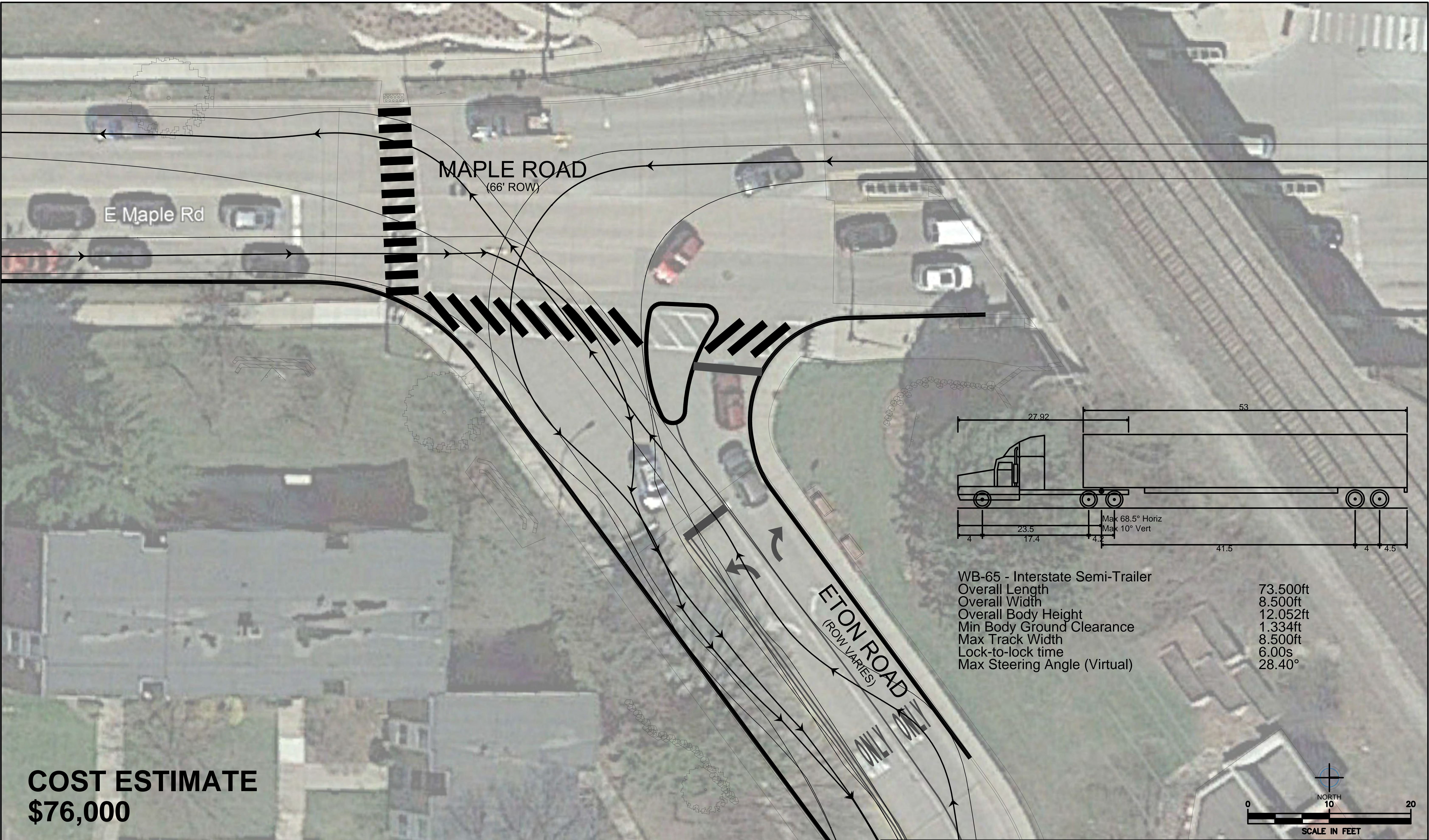
202-000.000-400.0000	Draw from Fund Balance	\$8,550
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Total Revenue		<u>\$8,550</u>
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Expenditures:

203-303.001-971.0100	Traffic Controls – Machinery & Equipment	<u>\$8,550</u>
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**COST ESTIMATE**  
**\$76,000**

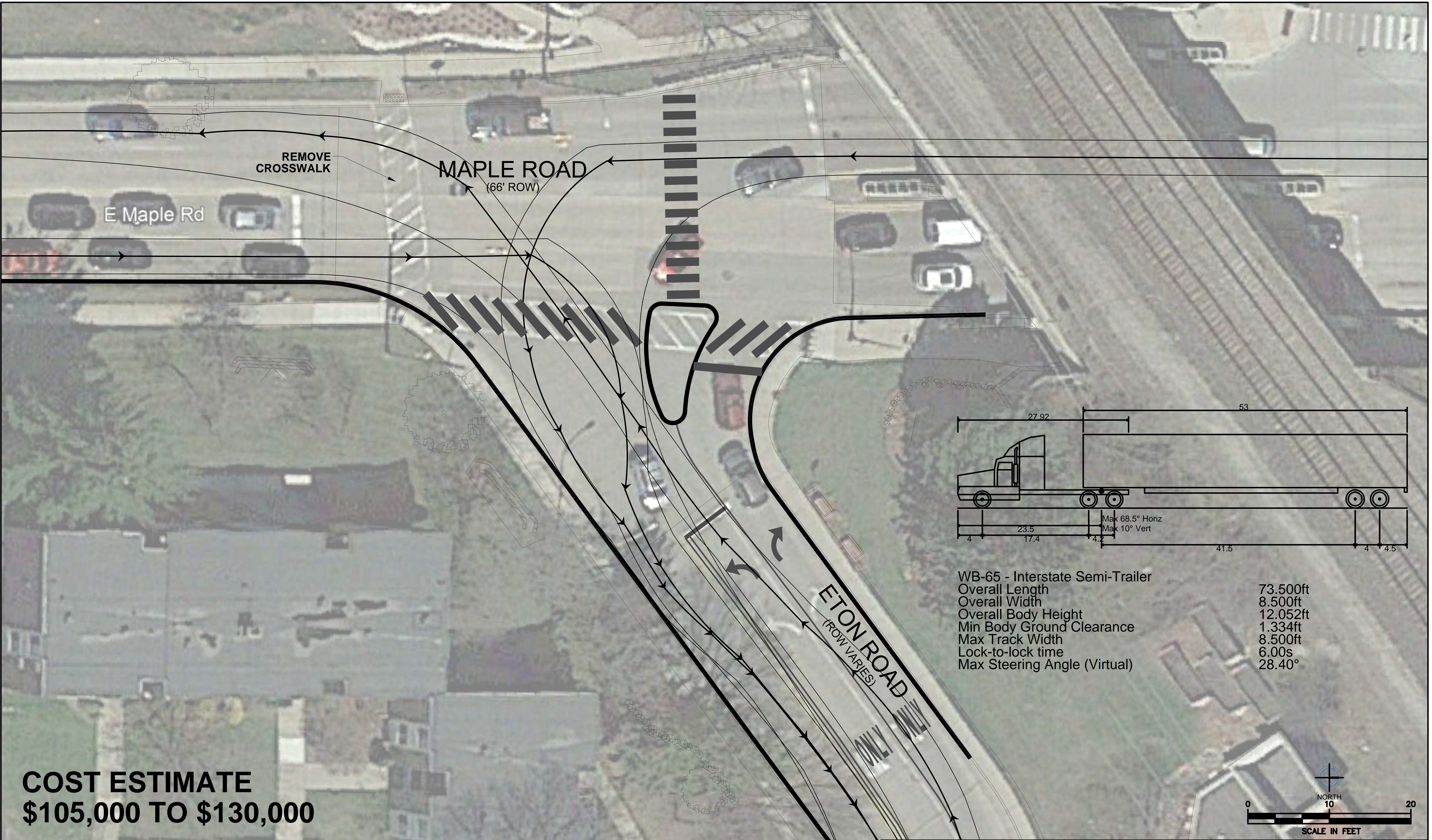
**OPTION 1**  
**SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**



**FLEIS&VANDENBRINK**  
DESIGN. BUILD. OPERATE.









## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** January 31, 2019

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & S. Eton Rd. Intersection

---

Recent issues that have been raised about the operation of the traffic signal at Maple and N. Eton were discussed at the January meeting of the Multi-Modal Transportation Board (MMTB). After discussions with the Board and input from the public, both F&V and the MMTB agreed that the Maple and N. Eton intersection should be reviewed in conjunction with the Maple and S. Eton intersections to ensure that both signals worked well together and congestion was minimized. Thus, the MMTB requested F & V to study both intersections fully and come back to the board with recommendations for each. The previous agenda item addressed the proposed recommendations for the Maple and N. Eton intersection. A detailed study of options by F & V for improvements to the Maple and S. Eton intersection is attached to this report.

In addition to ensuring that both the N. Eton and S. Eton intersections work together to improve congestion, F & V also considered numerous options to improve the pedestrian environment at the Maple and S. Eton intersection. The attached letter dated January 30, 2019 outlines all options considered by F & V, and recommends both vehicular and pedestrian improvements at S. Eton that work in conjunction with the improvements recommended at N. Eton. F&V will be prepared to demonstrate the options considered, including the recommended option(s) using computer modeling.

After this further analysis, Option 6 that recommends adding a splitter island and relocating the N-S crosswalk to the east leg of the intersection has been identified as the best option. After reviewing the report, staff endorses this recommendation.

### **SUGGESTED RESOLUTION:**

To recommend approval of Option 6 – Splitter Island Pedestrian Crossing as noted in F & V's report dated January 30, 2019 to add a pedestrian refuge island to shorten the length of the E-W crosswalk and to relocate the N-S crosswalk to the east, at an approximate cost of \$25,000 – \$50,000.



February 1, 2019

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

VIA EMAIL

**RE: Maple Road & S. Eton Street  
Pedestrian Improvements Summary**

Dear Mr. O'Meara:

The purpose of this letter is to provide a summary of the pedestrian improvements for consideration at the Maple Road & S. Eton Street intersection. Included herein is project background information, improvements previously evaluated and new improvements for consideration.

#### **PROJECT BACKGROUND**

The Ad Hoc Rail District Committee prepared a report (dated November 2016) that provided recommendations for the future of the Rail District along S. Eton Street. The report includes several items for consideration at the S. Eton Street & Maple Road intersection. There are two recommendations at this intersection that would reduce the overall crossing length. The two concepts from the Ad Hoc Rail District Committee Report include:

##### **1. Splitter Island**

The Committee recommended a pork chop shaped pedestrian island to, *"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."*



**Exhibit from Ad Hoc Rail Committee Report**

**27725 Stansbury Boulevard, Suite 195  
Farmington Hills, MI 48334**

**P: 248.536.0080**

**F: 248.536.0079**

**www.fveng.com**



## 2. Bump-Out (Southeast Corner)

The Committee recommended a bump out to, “give motorists better visibility of pedestrians attempting to cross and to shorten the length of road crossings for pedestrians.”



Exhibit from Ad Hoc Rail Committee Report

## VEHICULAR AND PEDESTRIAN VOLUMES

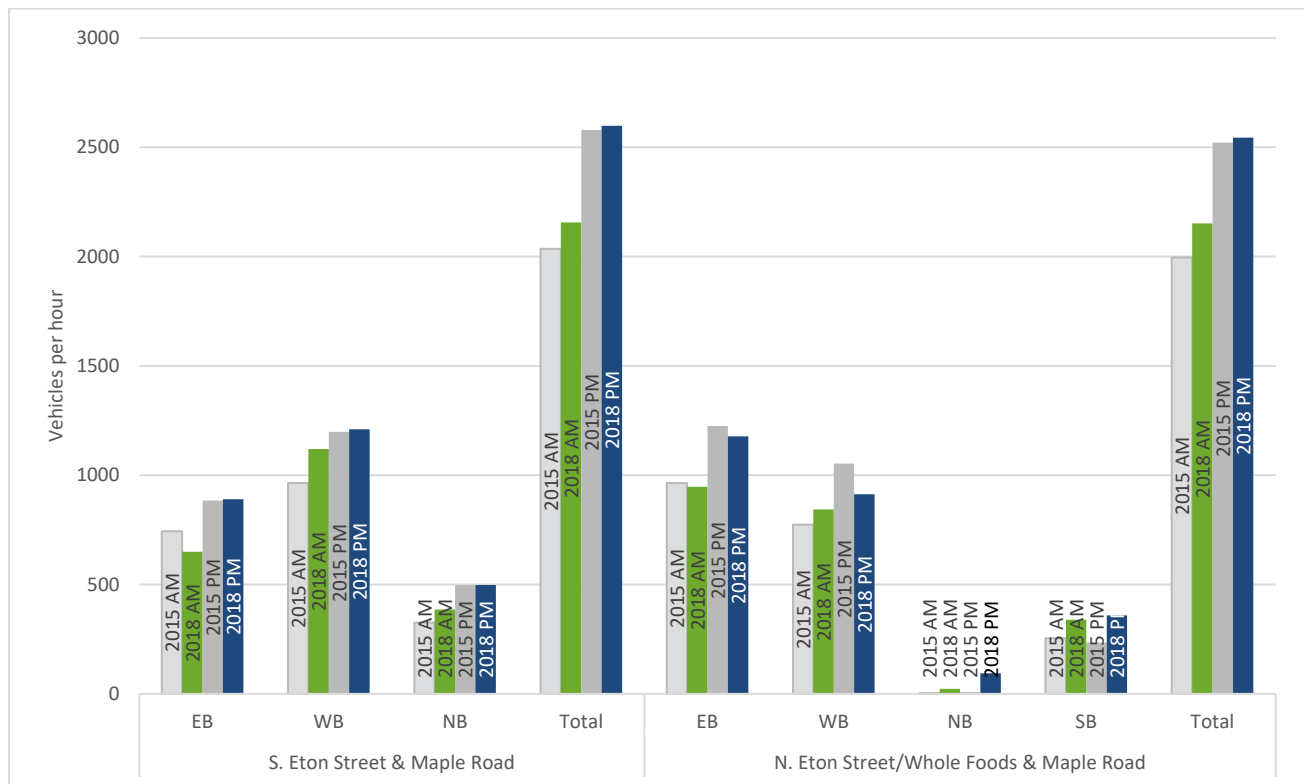
The existing (2018) vehicular and pedestrian traffic volumes were compared to historic (2015) volumes at the Maple Road & Eton Street intersections. The historic (2015) data collection was performed during the weekday AM (7-9AM) and PM (4-6PM) peak periods prior to the Whole Foods construction. The existing count data was conducted in September 2018 after Whole Foods had been open for several months, but prior to the holiday shopping season. The results of the count data comparison are summarized in the tables and charts below, and the detailed count data comparison is attached.

Table 1: Traffic Volume Comparison

Intersection	Approach	AM Peak Hour Traffic Volumes (vph)			PM Peak Hour Traffic Volumes (vph)		
		8-9AM			5-6PM		
		2015 AM	2018 AM	Difference	2015 PM	2018 PM	Difference
S. Eton Street & Maple Road	EB	744	650	-94	884	890	6
	WB	965	1,120	155	1,198	1,210	12
	NB	326	386	60	497	498	1
	Total	2,035	2,156	121	2,579	2,598	19
N. Eton Street/Whole Foods & Maple Road	EB	964	947	-17	1,225	1,178	-47
	WB	774	843	69	1,053	913	-140
	NB	4	23	19	8	94	86
	SB	254	339	85	235	359	124
	Total	1,996	2,152	156	2,521	2,544	23



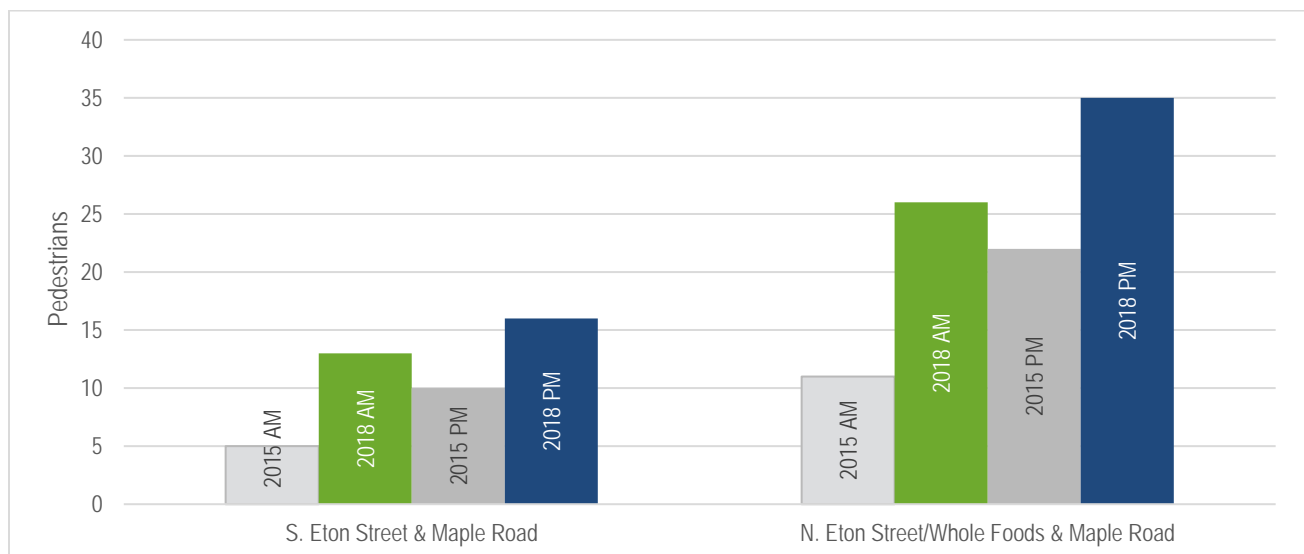
**Chart 1: Traffic Volume Comparison**



**Table 1: Pedestrian Volume Comparison**

Intersection	AM Peak Period Pedestrian Volumes			PM Peak Period Pedestrian Volumes		
	7-9AM			4-6PM		
	2015 AM	2018 AM	Difference	2015 PM	2018 PM	Difference
S. Eton Street & Maple Road	5	13	8	10	16	6
N. Eton Street/Whole Foods & Maple Road	11	26	15	22	35	13

**Chart 2: Pedestrian Volume Comparison**





## Key Findings

- The overall difference in vehicular traffic from 2015 to 2018 at the Maple Road & Eton Street intersections is minimal. The larger increase in traffic occurred at the intersections during the AM peak period. Of particular interest are the increases during the AM peak hour of SB right-turns on N. Eton Street and WB through traffic on Maple Road at S. Eton Street.
- There was a noticeable increase in pedestrian activity, especially at the N. Eton Street intersection where pedestrian volumes doubled post Whole Foods opening.

## ALTERNATIVES ANALYSIS

The Ad Hoc Rail District Committee requested that F&V evaluate the feasibility of the two alternatives: 1) Splitter Island and 2) Bumpout (SE Corner). In addition, F&V also developed several other alternatives that were also evaluated for consideration. The analysis for each alternative evaluated is summarized herein.

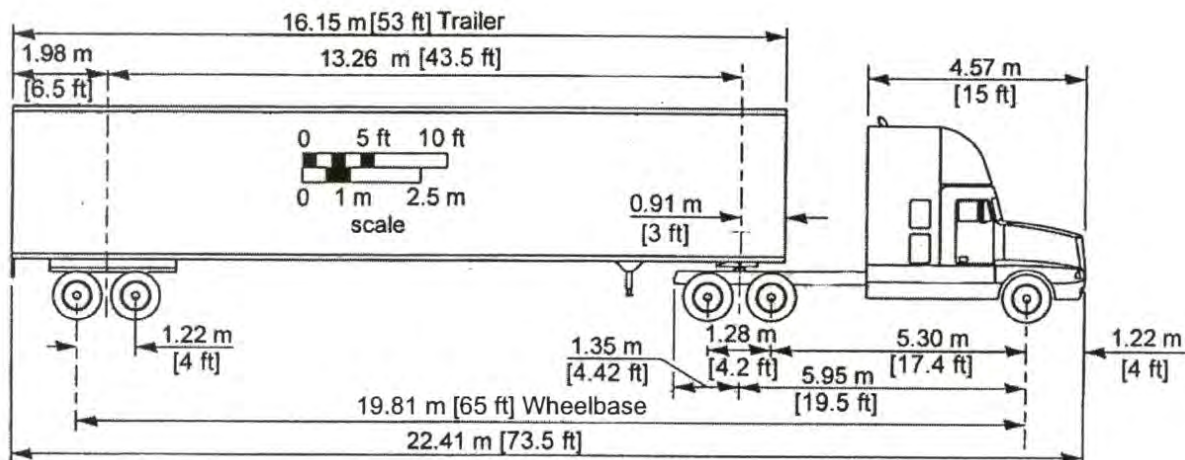
### 1. SPLITTER ISLAND

The proposed raised splitter island initially proposed in the Ad Hoc Rail Committee Report was further evaluated. The splitter island would be located between the northbound left- and right-turning vehicles. This type of pedestrian improvement is generally applied at locations where speeds and volumes make crossings prohibitive, or where three or more lanes of traffic make pedestrians feel exposed or unsafe in the intersection. The existing pedestrian crossing on the south leg of the intersection Maple Road & S. Eton 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 splitter island would improve pedestrian safety by reducing the area for pedestrian conflicts, decreasing vehicle speeds approaching the intersection, and provide a greater awareness of pedestrian activity at the intersection. The *Urban Street Design Guide*, published by the National Association of City Transportation Officials (NACTO) recommends that the raised island be at least 6 feet wide, with a preferred width of 8–10 feet for pedestrian comfort and safety.

Since the splitter island is located at an intersection, the design should include a “nose” which extends past the crosswalk. This protects people waiting on the median and slows turning drivers. In addition, the island should include curbs, bollards, or other features to protect people waiting.

S. Eton Street provides access for several developments that ship and receive via semi-trailers, including a lumberyard and a vehicle storage facility. The only available truck access for these commercial developments is via the Maple Road & S. Eton Street intersection, since trucks are not permitted on S. Eton Street south of Lincoln Street, nor on any of the cross-streets. Therefore, in order to accommodate these commercial developments, it was determined that the design concept for the raised island be developed using a WB-65 truck turning template.





The design of the splitter island considered both the recommendations of NACTO and the necessary truck accommodations. The signalized pedestrian walk time on the east-west approaches can accommodate pedestrians across the intersection without the need for a pedestrian refuge. However, if the island is proposed it is anticipated that many pedestrians will use the island as a refuge to make a two-stage crossing. Therefore, it is recommended that the design the island include design features to ensure the safety of pedestrians who might use the island as a refuge. Considering all these factors the proposed design of the splitter island is shown on the attached **Option 1**.

### Key Findings

- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.
- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The island provides approximately 325-square feet of raised area. This is enough to maintain a small planting area.

## 2. BUMPOUT (SE CORNER)

A bumpout on the southeast corner was further evaluated. This bumpout was originally proposed as in the Ad Hoc Rail Committee Report. The bumpout was designed to accommodate a box truck turning radius since articulated trucks do not have the ability make a northbound right-turn at this intersection due to the railroad bridge center abutment. The proposed design for this bumpout is shown on the attached **Option 2**. This bump-out would reduce the radius on the southeast corner from the existing 26-feet to 10-feet. The bumpout would also reduce the existing 88-foot crosswalk distance to 68 feet. A bumpout on this approach would also encourage slower turning speeds due to the smaller curb radius.

### Key Findings

- The stop bar on S. Eton Street needs to remain to accommodate the truck turning movements from Maple Road.
- The total crosswalk distance is reduced from 88-feet to 68-feet. Although this is a good reduction, the crossing distance remains higher than is recommended without a pedestrian refuge. A pedestrian refuge was also considered with this bump-out, however due to left-turning truck movements from the west Maple Road only a very small island can be provided and is less than the recommended 6 feet, therefore a pedestrian island is not recommended in conjunction with this bumpout.
- Drainage modifications, including a new drainage structure, would be required to accommodate a bump-out on the southeast corner.

## 3. BUMPOUT (SW CORNER)

A bumpout on the southwest corner was considered. The bumpout was designed to accommodate a WB-65 truck-turning radius since trucks have the ability make a right-turn at this intersection from eastbound Maple Road. The proposed design for this bumpout is shown on the attached **Option 3**. This bump-out would reduce the radius on the southwest corner from the existing 47-feet to 15-feet. The bumpout would also reduce the existing 88-foot crosswalk distance to 75 feet. A bumpout on this approach would also encourage slower turning speeds due to the smaller curb radius.

### Key Findings

- The stop bar on S. Eton Street needs to remain to accommodate the truck turning movements from Maple Road.
- The total crosswalk distance is reduced from 88-feet to 75-feet. Although this is a good reduction, the crossing distance remains higher than is recommended without a pedestrian refuge. A pedestrian refuge was also considered with this bump-out, however due to left-turning truck movements from the west Maple Road a pedestrian refuge cannot be accommodated.



- Drainage modifications, including a new drainage structure, would be required to accommodate a bump-out on the southwest corner.

#### 4. MEDIAN ISLAND

A median island was considered for the S. Eton Street approach and would be located between the northbound and southbound traffic. Similar to the splitter island, a median island would also improve pedestrian safety by reducing the area for pedestrian conflicts, decreasing vehicle speeds approaching the intersection, and provide a greater awareness of pedestrian activity at the intersection. According to NACTO the raised island be at least 6 feet wide, with a preferred width of 8–10 feet. In addition, since the median island is located at an intersection, the design should include a “nose” which extends past the crosswalk. This protects people waiting on the median and slows turning drivers. In addition, the island should include curbs, bollards, or other features to protect people waiting. The City of Birmingham has several locations within the City that provide median islands, including two locations on W. Maple Road.

The design of the median island considered both the recommendations of NACTO and the necessary truck accommodations. The signalized pedestrian walk time on the east-west approaches can accommodate pedestrians across the intersection without the need for a pedestrian refuge. However, if the island is proposed it is anticipated that many pedestrians will use the island as a refuge to make a two-stage crossing. Therefore, it is recommended that the design the island include design features to ensure the safety of pedestrians who might use the island as a refuge. Considering all these factors the proposed design of the splitter island is shown on the attached **Option 4**.

##### Key Findings

- The stop-bars on S. Eton Street for the left- and right-turn lanes are able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.
- The total crosswalk distance is comprised of two shorter crossings of 50-feet and 30-feet, with a 7-foot pedestrian refuge. This is a 8-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The island provides approximately 260-square feet of raised area. This is enough to maintain a small planting area.

#### 5. SLIP LANE

A slip lane would provide a channelized approach for northbound right-turning vehicles on S. Eton Street. Since the intersection is skewed, this channelization would create an opportunity to provide a right-turn lane that intersects Maple Road at a 90-degree angle. In addition, the channelization would create a large median island for pedestrians, significantly reducing the crosswalk distance from a long 88-feet to two shorter crossings of 53-feet and 15-feet. The large median island also provides the opportunity to relocate the existing N-S crossing from the west side of the intersection to the east side of the intersection. The pedestrian crossing would be in-between the northbound left and right-turning vehicles, therefore eliminating any pedestrian-vehicle conflicts. The proposed design of the slip lane is shown on the attached **Option 5**.

##### Key Findings

- This alternative will require ROW acquisition on the southeast corner of the S. Eton Street & Maple Road intersection.
- The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.
- A retaining wall may be necessary on the southeast corner of the S. Eton Street & Maple Road intersection due to significant grades adjacent to the railroad tracks.
- The signal at the S. Eton Street & Maple Road intersection would need to be redesigned to accommodate the proposed lane geometry and pedestrian crossing.
- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.



Due to truck turning movements, no changes can be made to the stop bar location for the northbound left-turn.

- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 15-feet, with a 47-foot pedestrian refuge. This is a significant reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.

## 6. SPLITTER ISLAND PEDESTRIAN CROSSING

This alternative combines the N-S pedestrian crossing from Alternative 5 and the splitter island from Alternative 1. The N-S pedestrian crossing is moved from the west side of the intersection to the east side of the intersection. Pedestrians would use the splitter island as the landing point to cross Maple Road. This alternative eliminates the pedestrian-vehicle conflicts. In order to provide a crossing at this location the splitter island needs to be large enough to accommodate waiting pedestrians and provide the necessary level landing space for ADA compliance. To provide the required design of the splitter island, additional lane width is needed on the southwest corner to accommodate the truck turning movements. The proposed design of the splitter island with the pedestrian crossing is shown on the attached **Option 6**.

### Key Findings

- The pedestrian signal at the S. Eton Street & Maple Road intersection would need to be redesigned to accommodate the proposed pedestrian crossing.
- The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.
- The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.
- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.
- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The island provides approximately 325 square feet of raised area. This is enough to maintain a small planting area.

## 7. NARROW ROADWAY

This alternative considered narrowing S. Eton Street at the intersection. The approach with Maple Road currently provides two lanes northbound (separate left- and right- turn lanes) and one southbound through lane, for a total of three lanes across the S. Eton Street approach. The skew of this approach makes the crossing extended from a typical 36-feet across to the 88-feet that is provided for pedestrian crossing. By narrowing the roadway the intersection approach can be realigned within the existing ROW. The intersection approach is then a typical T-intersection; with one lane in each direction on the S. Eton Street approach. The proposed design is shown on the attached **Option 7**.

The primary concern with this alternative is the operational impacts of eliminating the exclusive left- and right-turn lanes and providing one shared lane. A analysis was performed to determine the measure-of-effectiveness (MOE) of this alternative as compared to existing operations. The MOE summary is provided in **Table 1**. The results of the analysis shows that the high volume of southbound right-turns warrants an exclusive right-turn lane. Eliminating this exclusive movement increased both the vehicle delay (LOS) and the vehicle queueing.



**Table 1: Alternative 7-S.Eton Street MOE Summary**

Intersection	Peak Period	Approach	Existing Conditions (Exclusive RT & LT)		Proposed Conditions (Shared LT/RT)		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & S. Eton Street	AM	EB	52.8	D	52.8	D	0.0	-
		WB	1.7	A	1.7	A	0.0	-
		NBL	48.6	D	100.2	F	51.6	D > F
		NBR	19.7	B			80.5	B > F
		Overall	21.2	C	34.7	C	13.5	-
	PM	EB	54.5	D	54.5	D	0.0	-
		WB	1.5	A	1.5	A	0.0	-
		NBL	65.5	E	791.4	F	725.9	E > F
		NBR	26.4	C			765.0	C > F
		Overall	25.5	C	169.9	F	144.4	C > F
Maple Road & N. Eton Street / Whole Foods Drive	AM	EB	2.0	A	5.4	A	3.4	-
		WBL	0.0*	A	0.0*	A	0.0	-
		WBTR	46.0	D	46.0	D	0.0	-
		NBL	46.9	D	46.9	D	0.0	-
		NBT	45.1	D	45.1	D	0.0	-
		SBL	55.4	E	55.4	E	0.0	-
		SBR	31.5	C	31.5	C	0.0	-
		Overall	25.2	C	26.7	C	1.5	-
	PM	EB	1.6	A	5.6	A	4.0	-
		WBL	30.7	C	30.7	C	0.0	-
		WBTR	59.0	E	59.0	E	0.0	-
		NBL	65.1	E	65.1	D	0.0	-
		NBT	51.8	D	51.8	D	0.0	-
		SBL	73.5	E	73.5	D	0.0	-
		SBR	27.5	C	27.5	C	0.0	-
		Overall	28.8	C	30.7	C	1.9	-

\* Indicates No Volume Present



Intersection	Peak Period	Approach	Existing Conditions (Exclusive RT & LT)		Proposed Conditions (Shared LT/RT)		Difference	
			Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Maple Road & S. Eton Street	AM	EBT	228	343	223	323	-5	-20
		EBTR	250	370	234	336	-16	-34
		WBL	67	119	61	115	-6	-4
		WBT	14	59	11	54	-3	-5
		NBL	32	73	378	615	346	542
		NBR	82	152			296	463
	PM	EBT	291	404	331	514	40	110
		EBTR	321	437	358	543	37	106
		WBL	97	141	96	142	-1	1
		WBT	30	91	29	86	-1	-5
		NBL	51	107	486	505	435	398
		NBR	122	211			364	294
Maple Road & N. Eton Street / Whole Foods Drive	AM	EBL	13	41	27	69	14	28
		EBTR	64	64	40	83	-24	19
		WBL	0*	0*	0*	0*	0	0
		WBT	241	375	256	405	15	30
		WBTR	227	362	236	381	9	19
		NBL	13	38	12	37	-1	-1
		NBT	1	11	1	9	0	-2
		SBL	65	159	46	127	-19	-32
		SBR	172	271	164	256	-8	-15
	PM	EBL	21	57	16	56	-5	-1
		EBTR	17	55	19	59	2	4
		WBL	20	125	16	105	-4	-20
		WBT	292	482	266	430	-26	-52
		WBTR	259	454	237	396	-22	-58
		NBL	41	88	43	98	2	10
		NBT	10	36	9	34	-1	-2
		SBL	65	158	66	160	1	2
		SBR	189	284	178	274	-11	-10

\* Indicates No Volume Present

## Key Findings

- The intersection operations would be significantly impacted by this alternative. A LOS F would be experienced on several movements and the vehicle queue lengths would extend beyond the existing conditions by 300-500 feet (12-20 vehicles).
- The stop-bar on S. Eton Street is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles).
- The total crosswalk distance is reduced from 88-feet to 46-feet.
- Drainage modifications, including a new drainage structure, would be required to narrow the roadway at this approach.



## 8. GRADE SEPARATION

A grade separation alternative was considered for this intersection to accommodate the pedestrians on the E-W movement across N. Eton Street. The benefit of grade separation is the pedestrian is completely separated from the vehicular traffic and provides uninterrupted flow for pedestrian movements. Grade separation is most feasible and appropriate in extreme cases where pedestrians must cross roadways such as freeways and high-speed, high-volume arterials. However, studies<sup>1</sup> have shown that many pedestrians will not use grade separated crossings if they can cross at street level in about the same amount of time. Furthermore, any grade separation must be ADA compliant which requires the use of ramps or elevators. Extensive ramping results in long crossing distances and steep slopes that will be difficult to accommodate with the adjacent railroad bridge.

### Key Findings

- The total crossing distance will likely be extended due to the ramping required.
- A pedestrian bridge would be difficult to construct adjacent to the railroad bridge.
- Pedestrians will not use a grade separated crossing if a more direct route is available.
- Lighting, drainage, graffiti removal, and security are also major concerns with underpasses.
- The cost associated with grade separation is very high, in the \$1-10Mil range depending on the type of construction, design and site conditions.

## 9. PEDESTRIAN SIGNAL TIMING

The signal timing at the Maple Road & Eton Street intersection overall is a complex system. The N. and S. Eton approaches are coordinated to provide efficient movement of traffic through the intersection. To reduce back-ups on Maple Road the N-S pedestrian signals are activated by push buttons. The E-W pedestrian crossing on S. Eton Street is *not* controlled by push buttons, as there is adequate time for pedestrians to cross during the normal signal phasing. There are some pedestrian safety concerns associated with the current signal operations.

- The WB left-turns on Maple Road have a permissive / protected left-turn. During the permissive phase, pedestrians are crossing S. Eton Street in conflict with the left-turning vehicles.
- The NB right-turns from S. Eton Street onto Maple Road are permitted to turn right-on-red during the pedestrian walk phase.

Signal timing changes were investigated at this intersection to determine if changes to the signal timing could be accommodated and maintain acceptable intersection operations. The signal timing alternatives and the resulting MOEs are summarized in **Table 2**.

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<sup>1</sup> Bowman, B.L., J.J. Fruin, and C.V. Zegeer, *Planning, Design, and Maintenance of Pedestrian Facilities*, Report No. FHWA-IP-88-019, Federal Highway Administration, October 1988.



**Table 2: Alternative 9-Signal Timing MOE Summary**

Intersection	Peak Period	Approach	Existing Conditions		Pedestrian Phase		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & S. Eton Street	AM	EB	52.8	D	160.6	F	107.8	D > F
		WB	1.7	A	7.0	A	5.3	-
		NBL	48.6	D	58.7	E	10.1	D > E
		NBR	19.7	B	26.1	C	6.4	B > C
		Overall	21.2	C	58.2	E	37.0	C > E
	PM	EB	54.5	D	230.8	F	176.3	D > F
		WB	1.5	A	9.8	A	8.3	-
		NBL	65.5	E	79.9	E	14.4	-
		NBR	26.4	C	28.8	C	2.4	-
		Overall	25.5	C	90.7	F	65.2	C > F
Maple Road & N. Eton Street / Whole Foods Drive	AM	EB	2.0	A	7.8	A	5.8	-
		WBL	0.0*	A	0.0*	A	0.0	-
		WBTR	46.0	D	196.7	F	150.7	D > F
		NBL	46.9	D	54.2	D	7.3	-
		NBT	45.1	D	50.5	D	5.4	-
		SBL	55.4	E	81.1	F	25.7	E > F
		SBR	31.5	C	35.8	D	4.3	C > D
		Overall	25.2	C	85.1	F	59.9	C > F
	PM	EB	1.6	A	11.0	B	9.4	A > B
		WBL	30.7	C	59.6	E	28.9	C > E
		WBTR	59.0	E	265.4	F	206.4	E > F
		NBL	65.1	E	79.1	E	14.0	-
		NBT	51.8	D	54.3	D	2.5	-
		SBL	73.5	E	91.6	F	18.1	E > F
		SBR	27.5	C	33.2	C	5.7	-
		Overall	28.8	C	106.2	F	77.4	C > F

\* Indicates No Volume Present



Intersection	Peak Period	Approach	Existing Conditions		Pedestrian Phase		Difference	
			Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Maple Road & S. Eton Street	AM	EBT	228	343	664	1096	436	753
		EBTR	250	370	671	1106	421	736
		WBL	67	119	65	120	-2	1
		WBT	14	59	9	51	-5	-8
		NBL	32	73	34	77	2	4
		NBR	82	152	96	167	14	15
	PM	EBT	291	404	1934	2979	1643	2575
		EBTR	321	437	1953	2980	1632	2543
		WBL	97	141	99	139	2	-2
		WBT	30	91	34	91	4	0
		NBL	51	107	62	119	11	12
		NBR	122	211	117	212	-5	1
Maple Road & N. Eton Street / Whole Foods Drive	AM	EBL	13	41	23	63	10	22
		EBTR	64	64	33	79	-31	15
		WBL	0*	0*	0*	0*	0	0
		WBT	241	375	462	503	221	128
		WBTR	227	362	461	507	234	145
		NBL	13	38	11	32	-2	-6
		NBT	1	11	2	13	1	2
		SBL	65	159	61	157	-4	-2
		SBR	172	271	208	305	36	34
	PM	EBL	21	57	33	73	12	16
		EBTR	17	55	47	93	30	38
		WBL	20	125	41	195	21	70
		WBT	292	482	465	480	173	-2
		WBTR	259	454	464	481	205	27
		NBL	41	88	49	104	8	16
		NBT	10	36	10	38	0	2
		SBL	65	158	81	187	16	29
		SBR	189	284	231	311	42	27

\* Indicates No Volume Present

## Key Findings

- An exclusive pedestrian phase would provide a safer crossing than the existing condition.
- The intersection operations would be significantly impacted by this alternative. A LOS F would be experienced on several movements and the vehicle queue lengths would extend beyond the existing conditions by 200-2500 feet (8-100 vehicles).
- It is recommended an exclusive pedestrian phase is run with push button activation due to the low pedestrian volumes at this intersection.



## SUMMARY

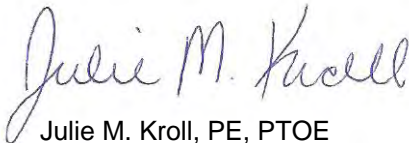
Alternative	Recommendation	Comments	Cost Estimate
1. Splitter Island	Recommended	<ul style="list-style-type: none"> <li>The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.</li> </ul>	\$25,000-50,000
2. Bumpout (SE Corner)	Not Recommended	<ul style="list-style-type: none"> <li>The bumpout reduces the overall crossing distance, but a long crossing distance remains.</li> </ul>	\$25,000-50,000
3. Bumpout (SW Corner)	Not Recommended	<ul style="list-style-type: none"> <li>The bumpout reduces the overall crossing distance, but a long crossing distance remains.</li> </ul>	\$25,000-50,000
4. Median Island	Not Recommended	<ul style="list-style-type: none"> <li>The total crosswalk distance is comprised of two shorter crossings of 50-feet and 30-feet, with a 7-foot pedestrian refuge. This is a 8-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.</li> <li>The median is only 7-ft wide. The recommended minimum is 6-ft wide. A larger pedestrian refuge associated with a different alternative is recommended.</li> </ul>	\$25,000-50,000
5. Slip Lane	Recommended (with reservations)	<ul style="list-style-type: none"> <li>This alternative will require ROW acquisition on the southeast corner of the S. Eton Street &amp; Maple Road intersection.</li> <li>The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.</li> <li>A retaining wall may be necessary on the southeast corner of the S. Eton Street &amp; Maple Road intersection due to significant grades adjacent to the railroad tracks.</li> <li>The signal at the S. Eton Street &amp; Maple Road intersection would need to be redesigned to accommodate the proposed lane geometry and pedestrian crossing</li> </ul>	\$250,000-500,000
6. Splitter Island Ped Crossing	Recommended	<ul style="list-style-type: none"> <li>The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.</li> <li>The pedestrian signal at the S. Eton Street &amp; Maple Road intersection would need to be redesigned to accommodate the proposed pedestrian crossing.</li> <li>The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.</li> <li>The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.</li> </ul>	\$75,000-100,000

7. <b>Narrow Roadway</b>	Not Recommended	<ul style="list-style-type: none"><li>• Significant impact on traffic operations</li></ul>	\$25,000-50,000
8. <b>Grade Separation</b>	Not Recommended	<ul style="list-style-type: none"><li>• Pedestrians will not use a grade separated crossing if a more direct route is available.</li><li>• Construction would be difficult adjacent to the railroad bridge</li></ul>	\$1Mil-\$10Mil
9. <b>Pedestrian Signal Timing</b>	Not Recommended	<ul style="list-style-type: none"><li>• Significant impact on traffic operations</li></ul>	\$20,000

We hope that this information provides adequate clarification to address the questions of the City. If you have any questions or concerns, please contact our office.

Sincerely,

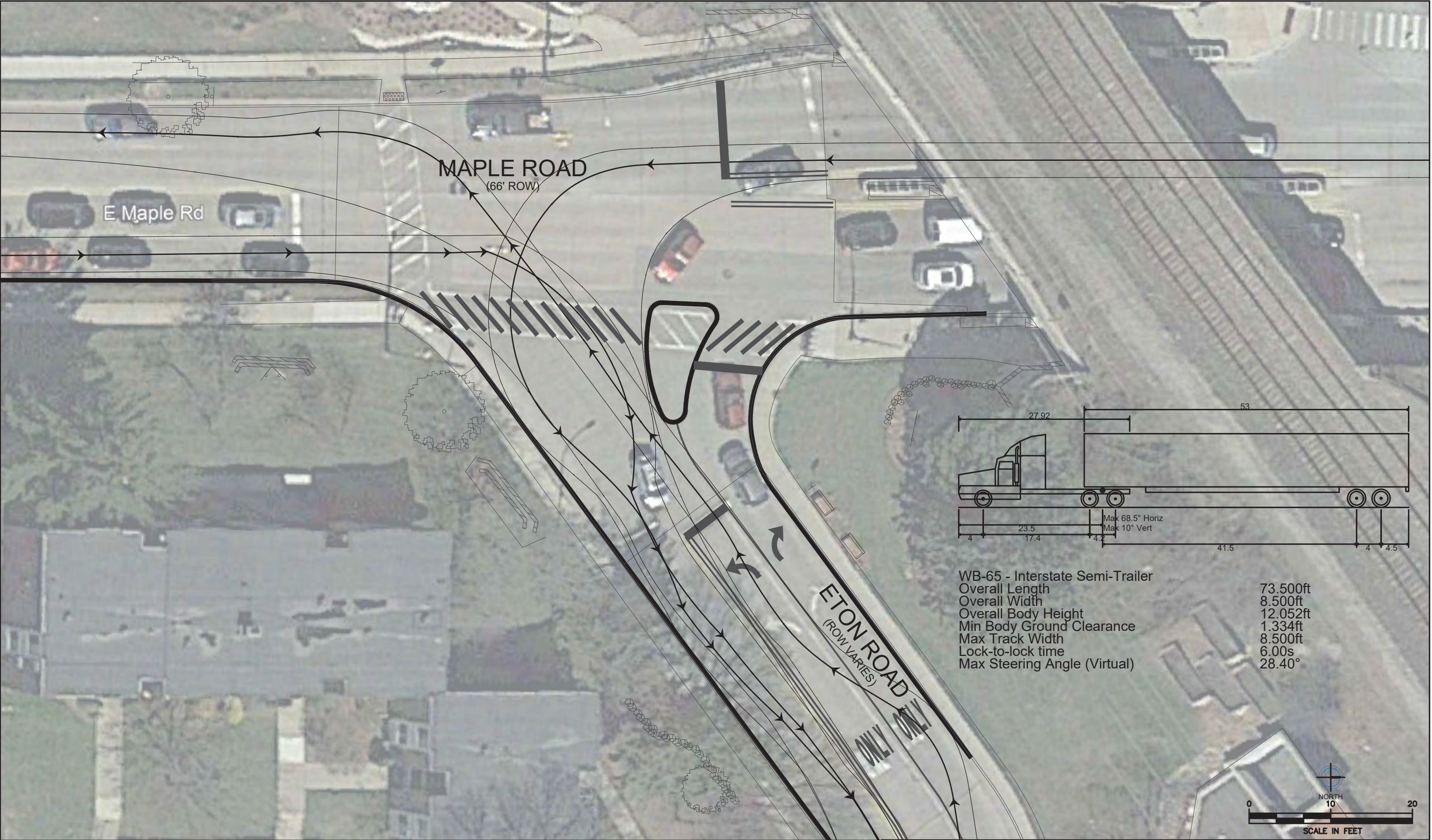
FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:jjjs



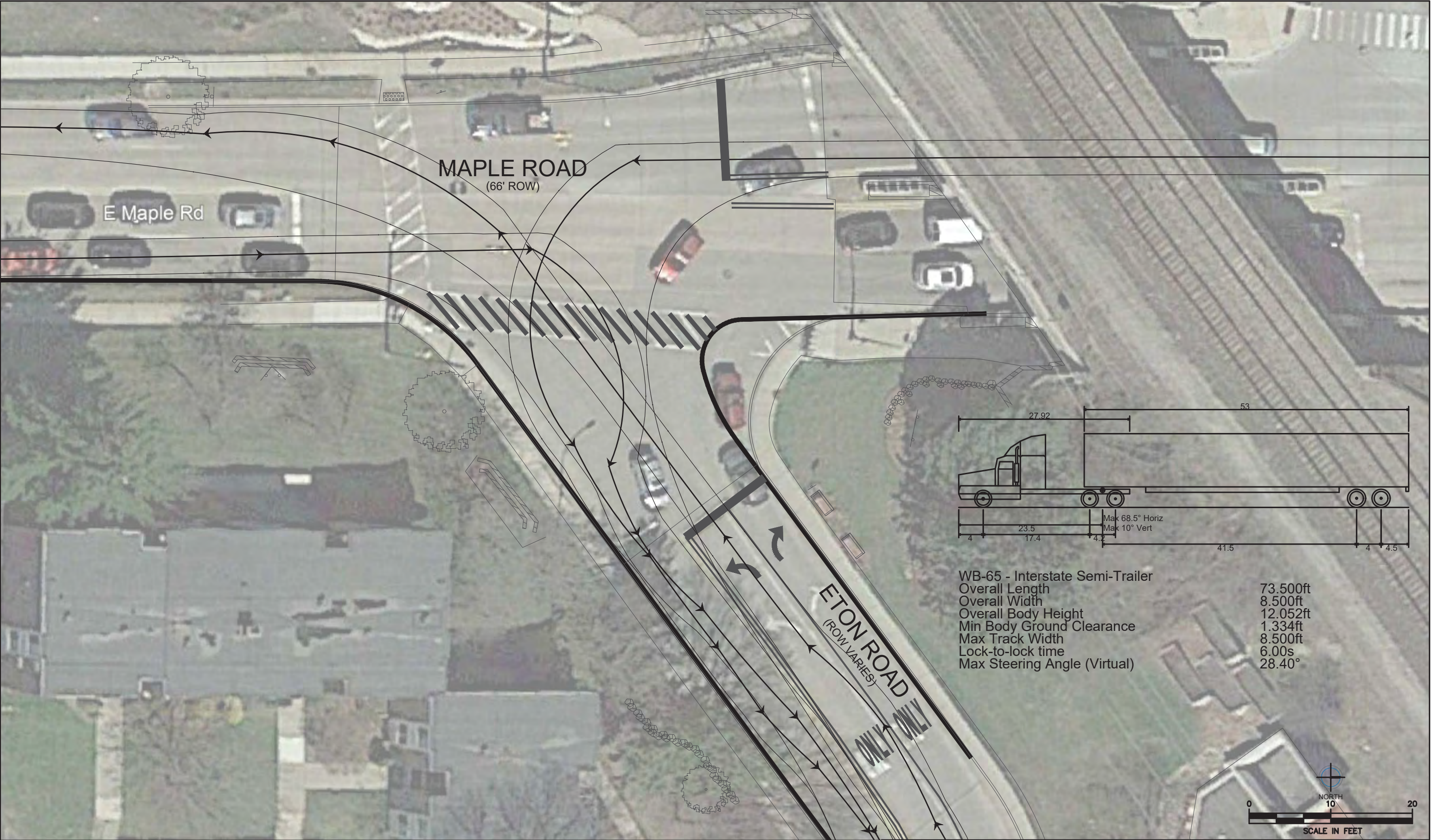


**OPTION 1  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





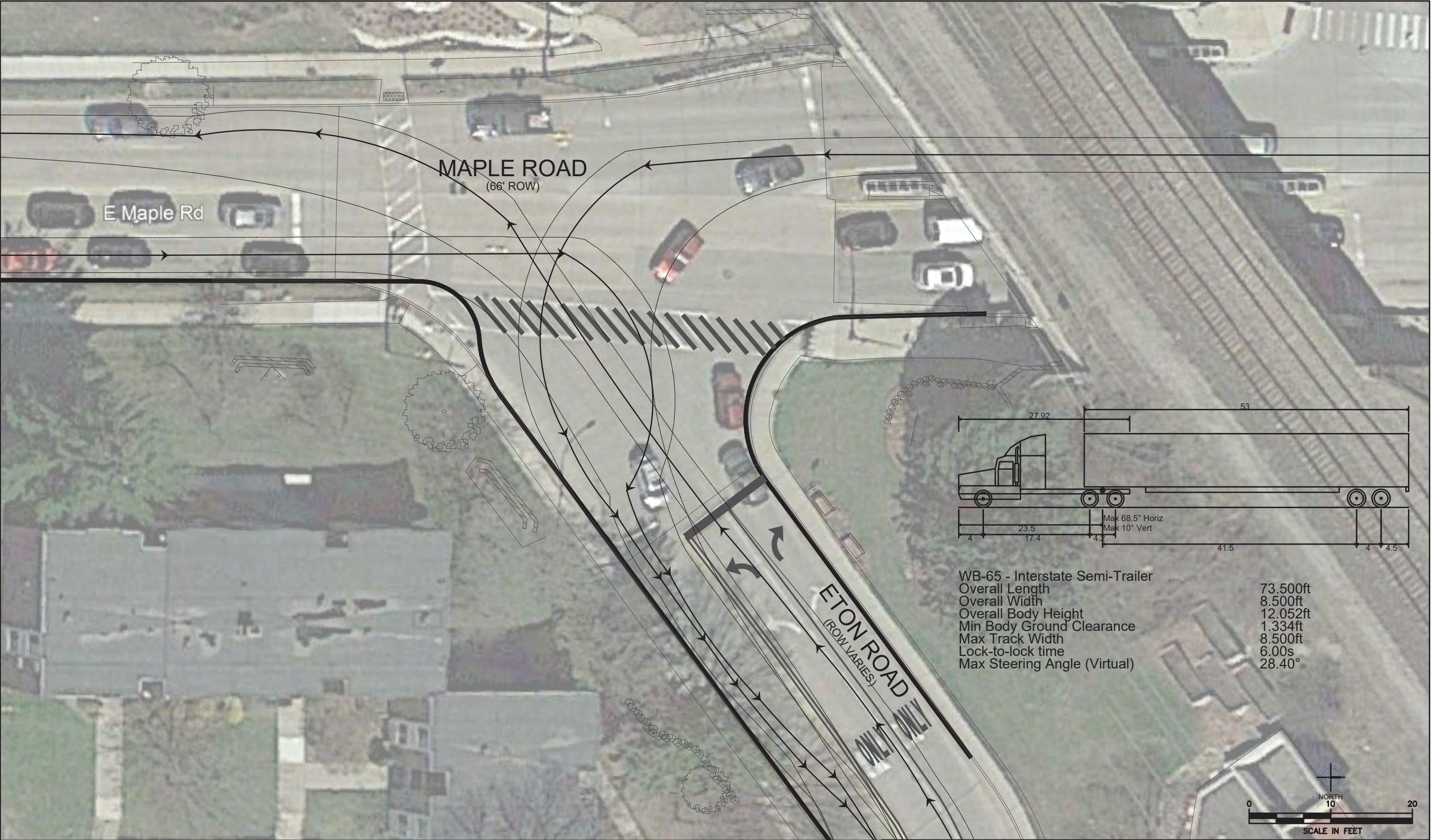


**OPTION 2**  
**BUMPOUT SE CORNER**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**







WB-65 - Interstate Semi-Trailer	
Overall Length	73.500ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

**OPTION 3**  
**BUMPOUT SW CORNER**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**



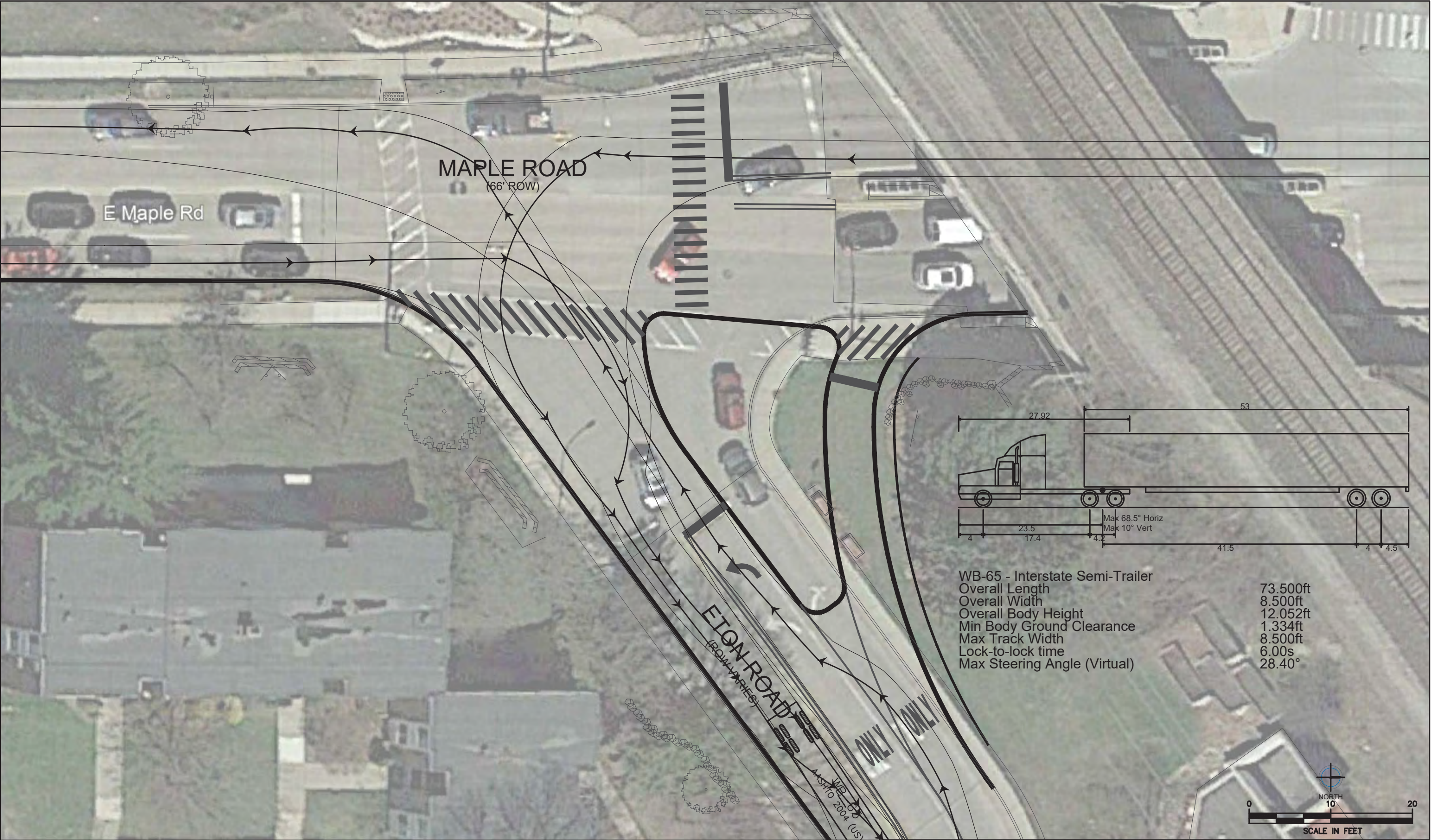


## OPTION 4 MEDIAN ISLAND

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**





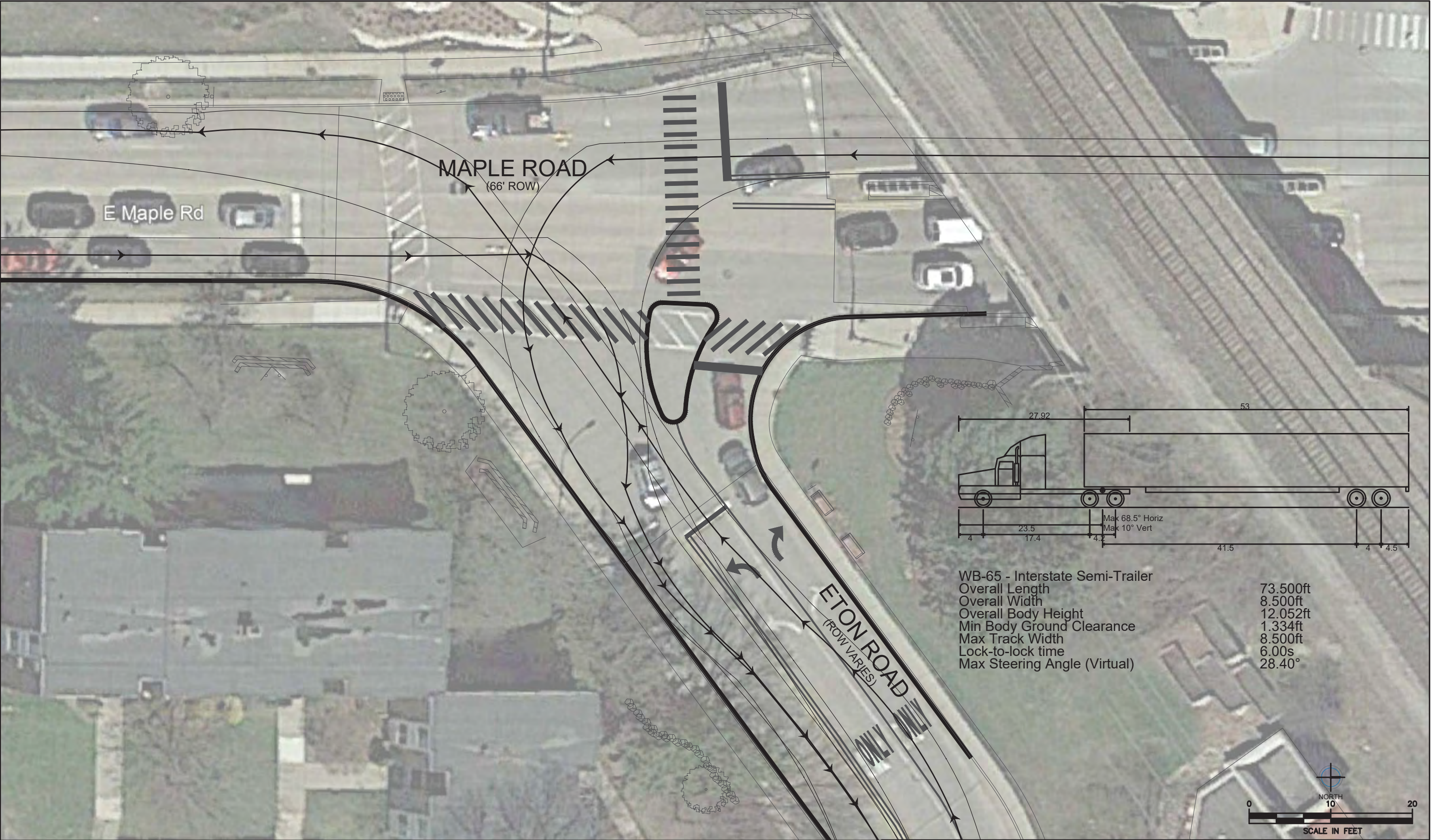


**OPTION 5  
SLIP LANE**

**CITY OF BIRMINGHAM**  
OAKLAND COUNTY, MICHIGAN  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
IMPROVEMENT PLAN







**OPTION 6**  
**SPLITTER ISLAND PED CROSSING**

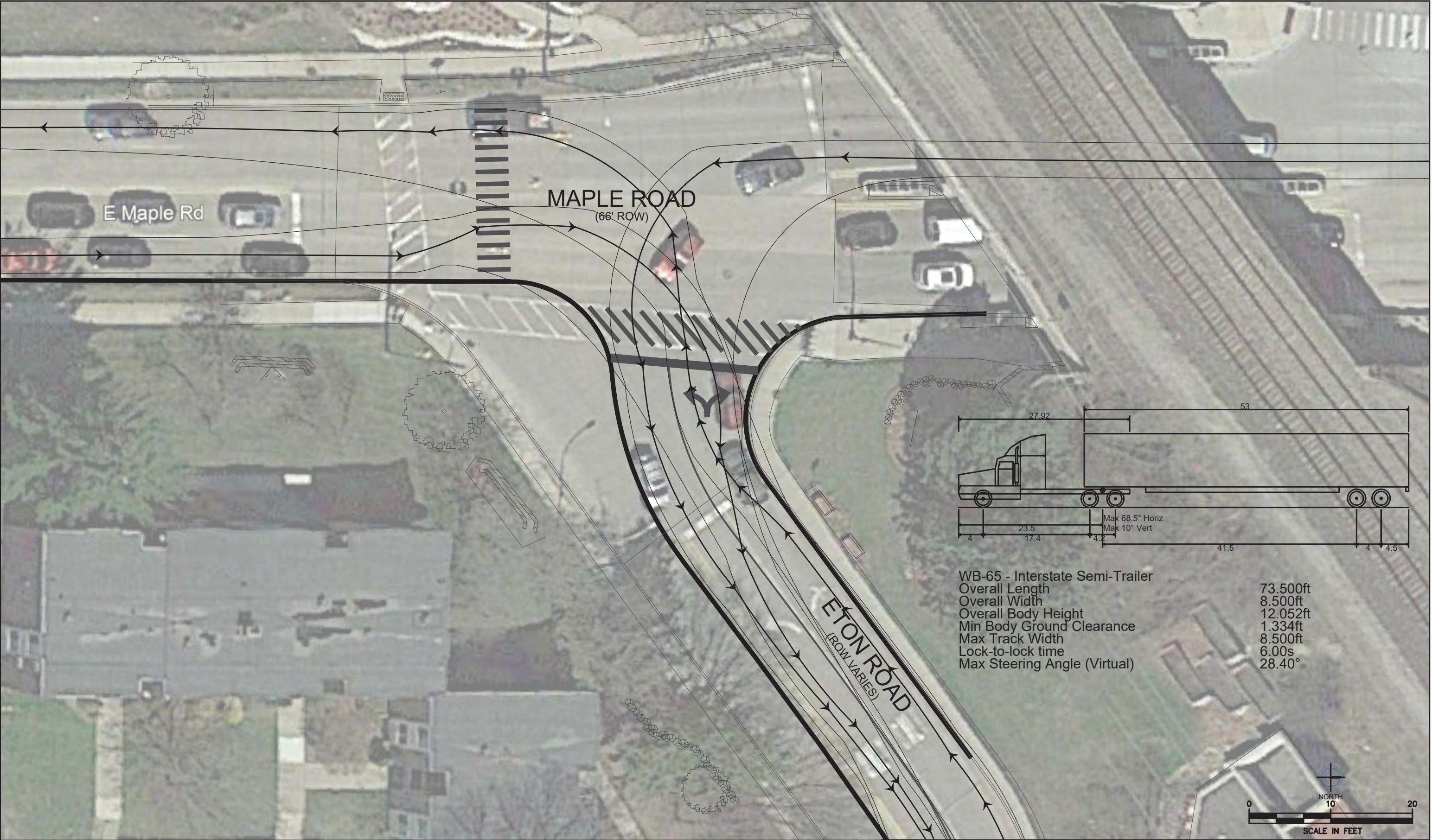
**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

823497

FLEIS & VANDENBRINK

DESIGN. BUILD. OPERATE.





**OPTION 7**  
**NARROW ROADWAY**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**





**CITY OF BIRMINGHAM MULTI-MODAL  
TRANSPORTATION BOARD THURSDAY,  
FEBRUARY 7, 2019  
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 7, 2019.

Chairperson Johanna Slanga convened the meeting at 6:02 p.m.

**1. ROLL CALL**

**Present:** Chairperson Johanna Slanga, Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer (arrived 6:10 p.m.), Joe Zane (arrived 6:06 p.m.); Alternate Board Member Daniel Isaksen

**Absent:** Board Member Doug White; Student Representative Alex Lindstrom

**Administration:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul O'Meara, City Engineer  
Laura Eichenhorn, Transcriptionist

**Fleis & Vanderbrink ("F&V"):**

Julie Kroll

**6. MAPLE ROAD / S. ETON – PEDESTRIAN IMPROVEMENTS**

City Engineer O'Meara introduced the item and Ms. Kroll presented the item.

Ms. Kroll clarified that the largest truck going through this intersection regularly is a 53' semi-trailer, also known as a WB 65. No alternatives are being offered as part of this item that require trucks to drive over parts of the pedestrian islands. The schematics do not include trucks making the northbound-to-eastbound right turn because the trucks would hit the bridge.

City Engineer O'Meara noted F&V recommended Alternatives 1 or 6, and said it would be worth inviting an outside safety expert to review Alternative 6 if it was chosen to make sure pedestrians would be sufficiently visible to motorists even if a pedestrian crossed at the wrong time.

Dr. Rontal said Alternative 6 could feel like a daunting cross for a pedestrian.

Ms. Schafer said there may be impeded sightlines for westbound motorists, as well.



Planning Director Ecker acknowledged the difficulties, confirming it is just an overall difficult intersection for crossing. She also explained that the City Commission had previously turned down the Board's recommendation because they wanted to wait until Whole Foods was opened and the patterns of traffic and crossing at this intersection were more established.

City Engineer O'Meara confirmed the west sidewalk is to be widened to 8', per a City Commission decision from 2018. He added that the proposed pedestrian island in both Alternatives 1 and 6 would be landscaped with a small green space.

Ms. Kroll confirmed and said the current drawing is concept, whereas a final plan would be surveyed and to scale with inclusion of the 8' width of the west sidewalk.

Vice-Chairperson Edwards said Alternative 5 seemed like it would feel the safest to a pedestrian even though the option is likely cost-prohibitive. She noted that people cross north-south frequently at this intersection because narrower east-west crossings are possible at various points along Eton.

Planning Director Ecker said Alternative 5 makes the intersection much larger than it is today, even though the pedestrian island is also much larger. As a result, it is unlikely a pedestrian would necessarily feel any safer with the island as proposed in Alternative 5. In addition the City would have to go to a property owner for the right-of-way and add in a retaining wall because of the grade for Alternative 5. With Alternative 6, the crosswalk is significantly reduced in length versus the current length, likely allowing for increased feelings of pedestrian safety.

Mr. Zane said there are two issues: does it feel safe to cross east-west, and should the City move the crosswalk.

Planning Director Ecker said the east-west crosswalk is an improvement, and the Board can decide whether to keep the north-south crosswalk where it is or move it over, noting the north-south crosswalk will be technically safer if relocated to the east side of the intersection. That said, she also acknowledged there are other factors to consider including sight issues caused by the hill and the bridge, and having to cross in order to go north.

Mr. Isaksen said he was uncomfortable with the possibility in Alternative 6 that a car coming westbound under the bridge may not see a pedestrian in time to stop if the pedestrian was going northbound and jaywalking against the light.

Dr. Rontal said Alternatives 1 & 6 seem to be the best options, acknowledging that there seemed to be no perfect option.

Ms. Kroll said the only tables included in the report were ones reflecting a change in operations of the intersection.

Vice-Chairperson Edwards said the proposed alternatives could give more definition to the intersection, make the intersection feel safer, and encourage cars to move slower.

Chairperson Slanga noted people who avoid the back-up on S. Eton and intend to turn right sometimes move over into the actual turn lane. A splitter island would, in contrast, force those



drivers into one lane and encourage turns that stay closer to the corner.

Chairperson Slanga asked the Board to recommend moving forward with discussion of Alternatives 1 and 6, with the understanding that Alternative 6 would require further discussion of the location of the north-south crosswalk and an evaluation by an outside safety consultant.

The Board confirmed.

Ms. Kroll told Chairperson Slanga that the cost difference between Alternatives 1 and 6 reflect the necessity of moving the traffic signal and the pedestrian push button if the crosswalk is moved.

APPROVED





## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** March 1, 2019

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & S. Eton Rd. Intersection

Recent issues that have been raised about the operation of the traffic signal at Maple and N. Eton were discussed at the January meeting of the Multi-Modal Transportation Board (MMTB). After discussions with the Board and input from the public, both F&V and the MMTB agreed that the Maple and N. Eton intersection should be reviewed in conjunction with the Maple and S. Eton intersections to ensure that both signals worked well together and congestion was minimized. Thus, the MMTB requested F & V to study both intersections fully and come back to the board with recommendations for each. The previous agenda item addressed the proposed recommendations for the Maple and N. Eton intersection. A detailed study of options by F & V for improvements to the Maple and S. Eton intersection is attached to this report.

In addition to ensuring that both the N. Eton and S. Eton intersections work together to improve congestion, F & V also considered numerous options to improve the pedestrian environment at the Maple and S. Eton intersection. The attached letter dated January 30, 2019 outlines all options considered by F & V, and recommends both vehicular and pedestrian improvements at S. Eton that work in conjunction with the improvements recommended at N. Eton. F&V will be prepared to demonstrate the options considered, including the recommended option(s) using computer modeling.

After this further analysis, Option 6 that recommends adding a splitter island and relocating the N-S crosswalk to the east leg of the intersection was identified as the best option.

On February 7, 2019, the MMTB reviewed the proposed options and the traffic analysis. After much discussion, the MMTB determined that their preferred options were options 1 and 6. A majority of MMTB members stated that option 6 was the preferred option, with the only concern being whether or not to relocate the north – south crosswalk from the western leg of the intersection to the eastern leg of the intersection. The board directed F & V to send the proposed plans to a safety expert for review and comment, and to bring the matter back to the MMTB at the next meeting.

F & V forwarded the proposed plans to Ms. Carissa McQuiston, Non-Motorized Safety Engineering Specialist with MDOT's Safety Programs Unit in Lansing, MI. Ms. McQuiston's comments and recommendations are summarized in the attached letter dated March 1, 2019 from F & V. Based



on the safety analysis, and information provided by the Birmingham Police Department, F & V continues to recommend Option 6 – Splitter Island Pedestrian Crossing, which includes the north-south crosswalk relocated to the east side of the intersection. Staff has asked F & V to conduct a field visit during the PM peak hours on March 4 -6, 2019 to ensure the intersection is performing in accordance with the data provided. An update will be provided at the MMTB meeting on March 7, 2019 to report any inconsistencies.

**SUGGESTED RESOLUTION:**

To recommend approval of Option 6 – Splitter Island Pedestrian Crossing as noted in F & V's report dated March 1, 2019 to add a pedestrian refuge island to shorten the length of the E-W crosswalk and to relocate the N-S crosswalk to the east, at an approximate cost of \$25,000 – \$50,000.





March 1, 2019

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

VIA EMAIL

**RE: Maple Road & S. Eton Street  
Pedestrian Improvements Summary**

Dear Mr. O'Meara:

The purpose of this letter is to provide additional information regarding the pedestrian improvements for consideration at the Maple Road & S. Eton Street intersection. F&V previously performed an analysis and review for this intersection as summarized in our letter dated February 1, 2019. F&V presented the findings to the Multi-Modal Transportation Board (MMTB) at the February 7, 2019 meeting and the MMTB requested a further analysis to consider:

- Safety review of the pedestrian crossing location in Option 6 by a pedestrian safety expert.

Included herein is a summary of the additional analysis performed to consider these items as noted by the MMTB.

## **PROJECT BACKGROUND**

The preferred recommendation from the MMTB was ***Option 6: Splitter Island Pedestrian Crossing.***

### **Advantages**

- Splitter island large enough to accommodate waiting pedestrians and provide the necessary level landing space for ADA.
- The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.
- The island provides approximately 325 square feet of raised area. This is enough to maintain a small planting area.
- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.

**27725 Stansbury Boulevard, Suite 195  
Farmington Hills, MI 48334**

**P: 248.536.0080**

**F: 248.536.0079**

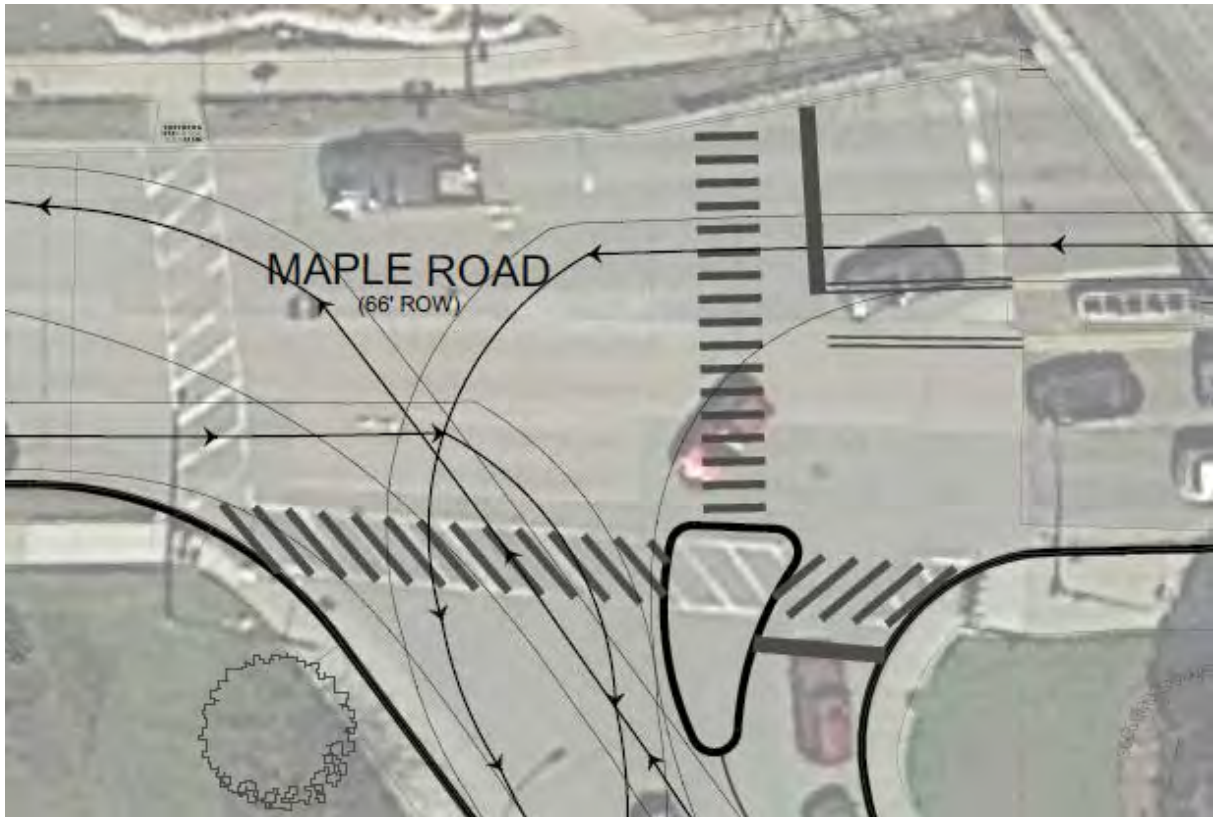
**www.fveng.com**



## Concerns

- The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.
- The sight distance for the crosswalk for westbound vehicles on Maple Road would be limited by the grade differences and railroad bridge obstructing a clear line of sight.

### Option 6: Splitter Island Pedestrian Crossing



## MDOT SAFETY REVIEW

F&V contacted MDOT Traffic and Safety Division in Lansing, Michigan to obtain an expert opinion on the safety of locating the crosswalk on the east side of the intersection as shown above in Option 6. Specifically associated with the following concerns of the MMTB which were provided to MDOT for evaluation:

- *Is there a concern with relocating the crossing to the east side of the intersection given the location of the bridge pier?*
- *What if pedestrians are crossing during a red phase (illegal crossings), they may be hit by a westbound driver who can't see the pedestrian because of the bridge obstructing the sight distance.*

Carissa McQuiston, PE, MDOT Non-Motorized Safety Engineering Specialist reviewed the proposed Option 6 and in particular, the proposed crosswalk location. She provided the following comments regarding the MMTB concerns.

*Illegal crossings shouldn't be the focus of the proposed pedestrian operations, unless there is an existing issue with pedestrians crossing illegally at this intersection. If there is an existing issue then it looks like there would be a sight distance issue. Other items to consider:*

1. *Do drivers tend to run the light so they don't have to store under the bridge (it looks like there is minimum storage under the bridge between the two signals)?*
2. *Are there noted issues (illegal crossings) with the current crossing location and westbound through traffic? If so, those would likely increase if the crossing is moved to the east side of the intersection.*



3. *I would assume that the timing of the signal would be made to serve both the pedestrians and the vehicles, so hopefully illegal crossings would not be an issue.*
4. *Also, make sure the area is well lit at night to eliminate shadows from the bridge.*

### ADDITIONAL ANALYSIS

From the MDOT review, several items were identified that we further evaluated.

1. *Do drivers tend to run the light so they don't have to store under the bridge (it looks like there is minimum storage under the bridge between the two signals)?*

The Birmingham Police Department provided information regarding this intersection and vehicle violations. There is no substantiated history of red-light running at this intersection; however, the BPD does not have enough violation data at this intersection to conclusively say that red light running is not a concern. The City has requested that F&V perform a field review between March 4-6, 2019 to provide additional feedback regarding red light running at this intersection. Additional information from the field reviews will be provided to the MMTB at the March 7, 2019 meeting.

2. *Are there noted issues (illegal crossings) with the current crossing location and westbound through traffic? If so, those would likely increase if the crossing is moved to the east side of the intersection.*

The Birmingham Police Department provided information regarding pedestrian crashes at this intersection. There has been only one pedestrian crash at this intersection in the last 10 years that occurred in 2011. If there were higher occurrences of illegal crossings, we would expect this number to be higher. Therefore, there is no substantiated history of illegal crossings at this intersection.

3. *I would assume that the timing of the signal would be made to serve both the pedestrians and the vehicles, so hopefully illegal crossings would not be an issue.*

The proposed crossing location would be pedestrian activated, there-by serving the pedestrians as-needed at this intersection.

4. *Also, make sure the area is well lit at night to eliminate shadows from the bridge.*

There is intersection lighting; however, there is currently no lighting under the bridge. The intersection lighting should be reviewed as part of a design phase with this project.

### SUMMARY

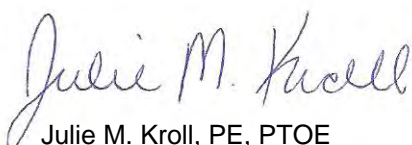
The primary concerns from MDOT with the crosswalk location on the east side of the intersection were:

- Is there a lot of red-light running?
- Is there an issue with the existing crossing location and pedestrians crossing illegally?

We have determined that the answer to both of these questions is no. Therefore, there is no safety or operational concern with relocating the crosswalk to the east side of the intersection. Other items that should be addressed in the design phase for this project is to insure there is adequate intersection lighting, and potentially add lighting under the bridge.

We hope that this information provides adequate clarification to address the questions of the City. If you have any questions or concerns, please contact our office.

Sincerely,  
FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:jmk

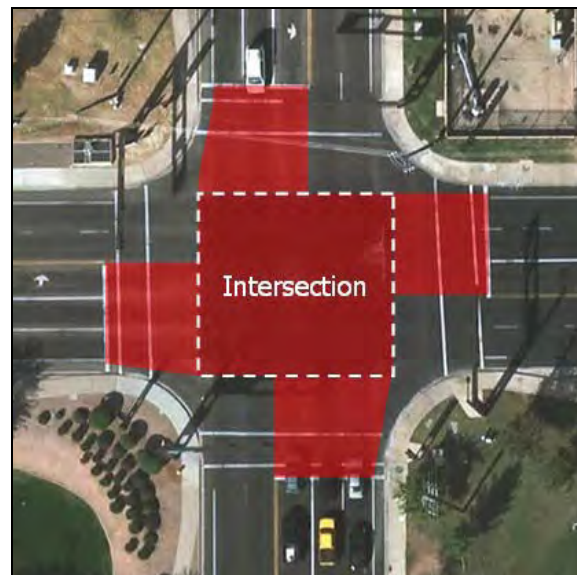




# Engineering Countermeasures to Reduce Red-Light Running

## Red-Light Running Defined

There is no simple or single reason to explain why drivers run red lights, but beginning with a definition will provide a framework for discussion. The simplest definition of red-light running (RLR) is the act of entering, and proceeding through, a signalized intersection after the traffic signal has turned red. According to the Uniform Vehicle Code (UVC)<sup>1</sup>, a motorist "...facing a steady circular red signal shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to proceed is shown..." (§11-202). An intersection is defined in the UVC as "... the area embraced within the prolongation or connection of the lateral curb lines, or if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict" (§1-132). See Figure 1.



**Figure 1: Diagram of UVC definition of an intersection**

## Red-Light Running Fatalities

FHWA identified the following four elements from the Fatality Analysis Reporting System that provide a consistent definition of red-light running fatalities.

- The crash occurred at an intersection or was intersection-related;
- The intersection was controlled by an active traffic signal;
- A driver was charged with either failing to stop for a red signal or failing to obey a traffic control device; and
- A driver was going straight at the time of collision.

On average, during the 2000 to 2007 period, 916 annual RLR fatalities have resulted. In 2007, 883 RLR fatalities have occurred. This represents a reduction of 33 RLR fatalities or approximately 3.5 percent as compared to the most recent five-year average. A chart illustrating the RLR fatalities between 2000 and 2007 is shown in Figure 2.

1. National Committee on Uniform Traffic Laws and Ordinances (NCUTLO). *Uniform Vehicle Code*. 2000.



U.S. Department of Transportation  
Federal Highway Administration



Safe Roads for a Safer Future  
Investment in roadway safety saves lives



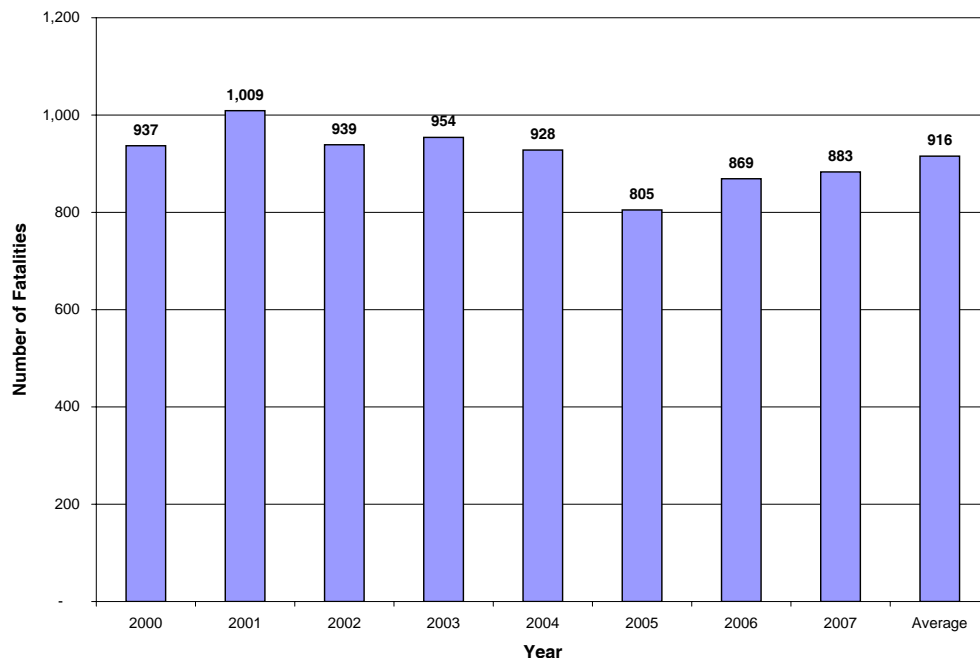


Figure 2: Red Light Running Fatalities Year 2000 to 2007

## Factors Affecting Red-Light Running

### Overview

A number of intersection and human factors influence RLR. How these factors interact to increase or decrease the risk of RLR will assist in identifying the varied reasons behind RLR. Red-light runners can be categorized into intentional and unintentional violators. In general, engineering countermeasures should help address the unintentional violations, and enforcement countermeasures should help address the intentional violations.

An example of an intentional reason would be, "I was in a hurry and I thought I could beat the yellow light." Examples of an unintentional reason for running a red light would be, "I could not see the signal, the sun was in my eyes or I tried to slow down but I was caught in the dilemma zone when the light turned red." Research has found that more than 50% of red-light violations happen within the first 0.5-seconds of the red signal indication and 94.2% of red-light violations occur within the 2.0-seconds of the

red-light onset.<sup>2</sup> Engineers must look at each of these reasons, conduct field surveys of the intersections and subsequently recommend targeted engineering, enforcement, and education countermeasure programs to reduce the RLR problem. Prior to the discussion of engineering causes and countermeasures, this brief will describe several of the legal, demographic, human behavioral factors, vehicular, and intersection characteristics related to RLR.

### Meaning of Yellow Indication

The meaning of the yellow indication is different in legal codes of the states. The law as stated in the UVC and the Manual on Uniform Traffic Control Devices (MUTCD) is considered a permissive yellow law, meaning that the driver can enter the intersection during the entire yellow interval and be in the intersection during the red indication as long as he/she entered the intersection during the yellow interval. As of 2009, permissive yellow rules were followed by at least half of the

states.<sup>3</sup> However, in other states there are two types of restrictive yellow laws that apply, namely:

- Vehicles can neither enter the intersection nor be in the intersection on red; or
- Vehicles must stop upon receiving the yellow indication, unless it is not possible to do so safely.

This will need to be considered in combination with the definition of an intersection when developing a plan to address red-light running. Any public information and education campaign would need to incorporate a learning objective regarding the meaning of the yellow indication.

### Demographic Characteristics

The demographics category includes the age, gender and vehicle occupancy characteristics of the red-light runner. It also includes whether or not the red-light runner was wearing a seat belt and looks at his/her driving record.

**Age.** Younger drivers between the

2. RITA, John A. Volpe National Transportation Systems Center, *Analysis of Red Light Violation Data Collected from Intersections Equipped with Red Light Photo Enforcement Cameras*, DOT-VNTSC-NHTSA-05-01. Washington, DC, 2006.

3. Interim Report: NCHRP Project 03-95 Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersection. Prepared by Vanasse Hangen Brustlin for the Transportation Research Board, September 2009.



ages of 18 to 25 years old are more likely to run red lights compared to other age groups.<sup>4</sup>

**Gender.** Red-light runners are more likely than non-runners to be male.<sup>5</sup>

**Occupancy.** Drivers have a higher probability of running red lights when driving alone compared to when passengers are in their vehicles.<sup>6</sup>

**Seat Belts.** Red-light runners are less likely to wear safety belts.<sup>7</sup>

**Driving Record.** Drivers with poor driving records and driving smaller and older cars have a higher tendency to run red lights.<sup>8</sup> Red-light runners are more likely than non-runners to be driving with suspended or revoked driver's licenses.

## Human Behavioral Factors

**Driver Inattention.** Many common distractions that cause drivers to reduce their focus on the task of driving include:

- Drowsiness;
- Conversing with passengers;
- Manipulating radio and/or GPS devices;
- Eating; and
- The use of a cellular phone or other electronic devices.

**Speeding.** Motorists may:

- Accelerate when anticipating a change in signal indication, in order to make it through the intersection on the yellow. If a motorist misjudges the time of the signal change, he or she will enter the intersection against the red signal indication; and/or
- Drive above the posted speed limit or drive too fast for conditions, increasing the distance available to react to a change in the traffic signal indication.<sup>9</sup>

## Aggressive Driving Headway.

Drivers that follow closely (headway of less than two seconds) are more likely to run a red light.<sup>10</sup>

## Vehicular Characteristics

**Larger-sized vehicles.** There is a significant statistical difference between the rates of RLR for following a passenger car and for following a larger-size vehicle with higher rates of RLR for driving behind a larger-size vehicle due to vertical visibility blockage of the traffic signal pole.<sup>11</sup>

## Intersection Characteristics

**Traffic Volumes.** The RLR frequency increases as the approach traffic volume at intersections increases.<sup>12</sup>

**Time-of-Day Characteristics.** The average red-light violations are higher during AM and PM peak hours com-

pared to other times of the day.<sup>13,14</sup>

**Approach Grade.** Drivers on downgrades are less likely to stop than drivers on level or upgrade approaches.

**Frequency of Signal Cycles.** Many researchers recognize a correlation between the frequency of signal changes and red light running.<sup>15,16,17</sup> If the cycle length increases, the hourly frequency of signal changes decreases, which should reduce the exposure of drivers to potential red-light running situations.<sup>18</sup>

**Type of Signal Control.** The type of signal control plays a role in the exposure of drivers to red-light running situations. Highway corridors with vehicle-actuated traffic control tend to produce more compact vehicle platoon configurations than pretimed

4. Porter, B.E. and Berry, T.D. A Nationwide Survey of Self-Reported Red Light Running: Measuring Prevalence, Predictors, and Perceived Consequences. *Accident Analysis and Prevention*, 33, 735-741. 2001.

5. Retting, R.A. et al. Evaluation of Red Light Camera Enforcement in Oxnard, California. *Accident Analysis and Prevention*, 31, 169-174. 1999.

6. Porter, B.E. and Berry, T.D. 2001.

7. Retting, R. A. and Williams A.F. Characteristics of Red Light Violators: Results of a Field Investigation. *Journal of Safety Research*, 27(1), 9-15. 1996.

8. Ibid.

9. Retting, R.A. et al., 1999.

10. Bonneson, et. al. *Engineering Countermeasures to Reduce Red-Light-Running*. Report No. FHWA/TX-03/4027-2. Texas Department of Transportation, Austin, TX. 2002.

11. Radwan, E. et al. "Red-Light Running and Limited Visibility Due to LTVs Using the UCF Driving Simulator." Orlando, FL: Center for Advanced Transportation Systems Simulation, University of Central Florida, Florida Department of Transportation. 2005.

12. Brewer et al. *Engineering Countermeasures to Red-Light-Running. Proceeding of the ITE 2002 Spring Conference and Exhibit* (CD-ROM). Washington, DC: Institute of Transportation Engineers. 2002.

13. Retting et al. Red-Light Running and Sensible Countermeasures: Summary of Research Findings. *Transportation Research Record* 1640, 23-26. Transportation Research Board, Washington, DC. 1998.

14. Lum, K.M. and Wong, Y.D. Impacts of Red Light Camera on Violation Characteristics. *Journal of Transportation Engineering*, November/December, 648-656. 2003.

15. Porter, B.E. and England, K.J. Predicting Red-Light Running Behavior: A Traffic Study in Three Urban Settings. *Journal of Safety Research*, 31(1), 1-8. 2000.

16. Baguley, C. Running the Red at Signals on High-Speed Roads. *Traffic Engineering & Control*, 29, 7-8. 1988.

17. Van der Horst, R. and Wilmick A. Drivers' Decision-Making at Signalized Intersections: An Optimization of the Yellow Timing. *Traffic Engineering & Control*, December, 615-622. 1986.

18. Cesar Quiroga, Edgar Kraus, Ida van Schalkwyk, and James Bonneson, CTS-02/150206-1: Red Light Running, A Policy Review, Texas Transportation Institute, Center for Transportation Safety, March, 2003, Page 4.



Table 1: Summary of Engineering Countermeasures to Reduce Red-Light Running

Improve Signal Visibility/ Conspicuity	Increase the Likelihood for Stopping	Remove Reasons for Intentional Violations	Eliminate the Need to Stop
Signal for Each Approach Through Lane	Install Signal Ahead Signs	Adjust Yellow Change Interval	Coordinate Signal Operation
Install Backplates	Install Transverse Rumble Strips	Provide or Adjust All-Red Clearance Interval	Remove Unwarranted Signals
Modify Placement of Signal Heads	Install Activated Advance Warning Flashers	Adjust Signal Cycle Length	Construct a Roundabout
Increase Size of Signal Displays	Improve Pavement Surface Condition	Provide Dilemma Zone Protection	
Install Programmable Signal/ Visors or Louvers			
Install LED Signal Lenses			

traffic control.<sup>19</sup> The result is an increase in the number of drivers who may be exposed to the yellow and/or red indications during “max out” phase terminations in the operation of the system and a reduction in the probability of stopping before the stop line after the light changes to yellow as long the approach is occupied. If the approach is unoccupied for a period of time, the green may reach its maximum limit and “gap out” forcing the green phase to end regardless of whether the approach is occupied. There is a greater potential for RLR as the frequency of max out increases.

**Yellow interval duration.** Both long yellow intervals which can violate driver expectancy and short yellow intervals (intervals shorter than the Institute of Transportation Engineers (ITE)-suggested values<sup>20</sup>) have resulted in a high number of RLR violations.

## Engineering Countermeasures To Reduce Red Light Running

### Overview

ITE and the Federal Highway Administration (FHWA) developed a publication titled *Making Intersections Safer: A Toolbox of Engineering*

19. Van der Horst, R. Driver Decision Making at Traffic Signals. *Transportation Research Record* 1172, 93-97. 1998.

20. *Traffic Engineering Handbook*, Washington, DC. ITE. 1999.

### Countermeasures to Reduce Red-Light Running: An Informational Report.<sup>21</sup>

Similar work has been completed by Bonneson, Brewer, and Zimmerman. The principal objectives of these publications are to identify engineering design and operational features of an intersection that could be upgraded to reduce RLR. The engineering countermeasures can be grouped into four distinct areas:

- Improving signal visibility/conspicuity;
- Increasing the likelihood of stopping;
- Removing the reasons for intentional violations; and
- Eliminating the need to stop.

Table 1 summarizes the countermeasures that can be considered under each of the countermeasure groupings identified above. These engineering countermeasures are based on a driver characteristic called the “unintentional violator.” This type of driver may be incapable of stopping or may be inattentive while approaching the intersection due to poor judgment by the driver or in the design or operation of the intersection. A second type of driver characteristic

is the “intentional violator” who, based on his/her judgment, knows they may violate the signal yet proceeds through the intersection anyway. This type of driver is most affected by enforcement countermeasures, while unintentional red-light runners are most affected by engineering countermeasures.

### Increase Signal Visibility/Conspicuity

**Signal for Each Approach Through Lane.** Section 4D.15 of the MUTCD only requires that “a minimum of two signal faces shall be provided for the major movement on the approach...” Under this standard, it would be acceptable to have only two signals on an approach with three or more through lanes. When a signal is positioned such that it is over the middle of the lane, it is in the center of the motorist's cone of vision, thereby increasing its visibility. The additional signal head further increases the likelihood that a motorist will see the signal display for the approach. Placement of a primary signal head over each through lane has been demonstrated to have the lowest incidence of crashes.

**Install Backplates.** Backplates are used to improve the signal visibility by providing a background around the signals, thereby enhancing the contrast. They are particularly useful in complex visual environments, in east-west directions, and against bright sky backgrounds, but many agencies use backplates on all signals because of the conspicuity they provide. A retroreflective yellow border strip around the

21. *Making Intersections Safer: A Toolbox of Engineering Countermeasures to Reduce Red-Light Running: An Informational Report*, ITE. 2003  
[http://safety.fhwa.dot.gov/intersection/redlight/rlr\\_report/](http://safety.fhwa.dot.gov/intersection/redlight/rlr_report/).



outside perimeter of signal backplates has also been found to significantly reduce nighttime crashes at signals and also helps drivers identify an intersection as signalized during a power failure.

### Modify Placement of Signal Heads.

Overhead-signal displays help to overcome the three most significant obstacles posed by locations that have only pole-mounted signal heads, which are: (1) they generally do not provide good conspicuity, (2) mounting locations may not provide a display with clear meaning and (3) motorists' line-of-sight blockage to the signal head due to other vehicles, particularly trucks, in the traffic stream. Studies have shown significant reduction in crashes attributed to the replacement of pole-mounted signal heads with overhead-signal heads. However, even with overhead signals, pole-mounted supplemental signal faces should be considered to further enhance signal visibility and conspicuity.

### Increase Size of Signal Displays.

12-inch signal lenses should be considered for all signals, and especially those displaying red indications, to increase signal visibility. The MUTCD requires 12-inch-diameter signal lenses for approaches where speeds are greater than 40 mph and for some other circumstances. Yet many road authorities have made it their policy to use 12-inch-diameter lenses universally for new installations, regardless of the approach speed. Studies in Michigan, North Carolina, and elsewhere have shown the safety benefits of using 12-inch lenses, even in low-speed situations.

**Install Programmable Lens Signals/Visors or Louvers.** Optically programmed or visibility-limited signals limit the field of view of a signal. They allow greater definition and accuracy of the field of view. The MUTCD speaks of visibility-limited signals mostly with regard to left-turning traffic at an intersection. The MUTCD permits the use of visibility limited signal faces in situations where the road user could be misdirected, particularly at skewed or closely-spaced intersections when the road user sees the



Figure 3: Example of backplates on a multilane arterial intersection

signal indications intended for other approaches before seeing the signal indications for their own approach. Because the field of view is restricted and requires specific alignment, the signals require rigid mounting instead of suspension on overhead wires. There is some concern associated with glare and the limitations of seeing the signal. Signal visibility alignment requires attention both in design and in field maintenance.

**Install LED Signal Lenses.** LED units are used for three main reasons: they are very energy efficient, are brighter than incandescent bulbs, and have a longer life increasing the replacement interval. LED signals may be noticeably brighter and more conspicuous than an adjacent signal with the incandescent bulb. LED traffic signal modules have a service life of 6 to 10 years compared to incandescent bulbs that have a life expectancy of only 12 to 15 months. There is a belief that LEDs are brighter and last longer and therefore would provide safety benefits but this has not been quantified. Some studies have found that LED units tend to lose brightness over time instead of exhibiting an immediate failure.

### Increase the Likelihood for Stopping

**Install Signal Ahead Signs.** The MUTCD (Section 2C.29) requires an advance traffic control warning sign when “the primary traffic-control

device is not visible from a sufficient distance to permit the road user to respond to the device.” In addition to the normal symbolic SIGNAL AHEAD warning sign, a sign with the legend BE PREPARED TO STOP (W3-4) can be used.

### Install Transverse Rumble Strips.

Rumble strips are a series of intermittent, narrow, transverse areas of rough-textured, slightly raised or depressed road surface. The rumble strips provide an audible and a vibrotactile warning to the driver. When coupled with the SIGNAL AHEAD warning sign and also the pavement marking word message— SIGNAL AHEAD—the rumble strips can be effective in alerting drivers of a signal with limited sight distance. There are no known studies reporting on how this treatment can reduce red-light violations or the resulting crashes; hence their use should be restricted to special situations. If used, they should be limited to lower-speed facilities (less than 40 mph) and be reserved for locations where other treatments have not been effective. Rumble strips should not be installed if there will be excessive noise for adjacent residential areas or there are numerous bicyclists using the facility.

**Install Activated Advance Warning Flashers.** The purpose of an activated advance-warning flasher (AAWF) is to forewarn the driver when a traffic

signal on his/her approach is about to change to the yellow and then the red phase. This type of treatment provides a specific warning of an impending traffic signal change ahead. AAWFs inform drivers of the status of a downstream signal. Yellow flashing beacons with the sign are activated or an otherwise blank changeable message such as "Red Signal Ahead" is illuminated for several seconds. The sign and the flashers are placed a certain distance from the stop line as determined by the speed limit on the approach.

### Improve Pavement Surface

**Condition.** As a vehicle approaches a signalized intersection and slows to stop for a red light, it may be unable to stop due to poor pavement friction and as a result, proceed into the intersection. Countermeasures to improve skid resistance include asphalt mixture (type and gradation of aggregate as well as asphalt content), pavement overlays, and pavement grooving. Additionally, countermeasures can be considered such as the use of a SLIPPERY WHEN WET sign with a supplemental Advisory Speed Plate for a lower advisory speed.

### Remove Reasons for Intentional Violations

**Adjust Yellow Change Interval.** MUTCD (Section 4D.10) provides guidance regarding the duration of yellow change interval. It indicates that the duration of the yellow change interval should be approximately 3 to 6 seconds, with longer intervals reserved for high-speed approaches. The MUTCD does not provide guidance regarding the calculation of clearance interval durations other than to provide ranges of acceptable values. ITE prepared a formula to calculate the yellow change interval that uses a number of operational parameters including perception-reaction time, deceleration rate, approach speed and grade.<sup>22</sup>

There is a correlation between the duration of the yellow interval and red

light running events. Van der Horst observed a substantial reduction in the number of red-light running events after increasing the duration of the yellow interval from 3 to 4 seconds (in urban areas) and from 4 to 5 seconds (in rural areas).<sup>23</sup> A small adjustment was observed in the drivers' stopping behavior, which was attributed to the relatively low increase in the duration of the yellow interval.<sup>24</sup>

ITE suggests that a long change interval may encourage drivers to use it as part of the green interval and therefore maximum care should be used when exceeding five seconds. If the calculated or selected yellow change interval length exceeds 5 seconds, it may be the choice of the local jurisdiction to handle the additional time with a red clearance interval. Furthermore, using a yellow change interval length less than 3 seconds may violate driver expectancy and result in frequent entry on red indications. If the interval is too short, rear-end crashes may result.

ITE is in the process of preparing *Guidelines for Determining Traffic Signal Change Intervals: a Recommended Practice* (RP). In 1985 ITE published a Proposed Recommended Practice titled *Determining Vehicle Change Intervals* that was not ratified to become an recommended practice. Later, in 2001, ITE published the informational report *A History of the Yellow and All-Red Intervals for Traffic Signals*.

ITE plans to prepare the RP to reflect the current state-of-the-practice and to provide the user with a broader overview of key considerations to determine yellow change and red clearance intervals for traffic signals and their application. A separate effort is underway by the National Cooperative Highway Research Program (NCHRP Project 03-95) to

prepare a document titled *Guidelines for Timing Yellow and All-Red Intervals at Traffic Signals*. This project will have a longer time horizon because it will incorporate new primary data into the research.

### Provide or Adjust All-Red Clearance Interval.

An all-red clearance interval is an optional portion of a traffic signal cycle that can follow a yellow change interval and precede the next conflicting green interval. The purpose of the all-red interval is to allow time for vehicles that entered the intersection during the yellow-change interval to clear the intersection before the traffic-signal display for the conflicting approaches turns to green. Engineering formulas should be used to calculate whether this extra clearance interval is needed and what its duration should be based on the speeds, intersection widths and other factors. The all-red clearance interval may also be useful in mitigating the "go" decision by a motorist in the amber dilemma zone when there is not enough time to clear the intersection, particularly at high speed locations. Generally, the duration of the all-red clearance interval is from 0.5 to 3.0 seconds. The MUTCD provides guidance that the all-red clearance interval should not exceed 6 seconds (Section 4D.10).

**Adjust Signal Cycle Length.** Proper timing of signal-cycle lengths can reduce driver frustration that might result from unjustified short or long cycle lengths. Longer cycle lengths mean fewer cycles per hour and therefore fewer yellow-change intervals per hour and thus can reduce the number of opportunities for traffic-signal violations. On the other hand, signal cycles that are excessively long can encourage RLR because drivers do not want to have to wait several minutes for the next green interval.

### Provide Dilemma Zone Protection.

The "dilemma zone" has been defined recently to be the area in which it may be difficult for a driver to decide whether to stop or proceed through an intersection at the onset of the yellow-signal indication. It is also referred to as the "option zone" or the "zone of

22. *Determining Vehicle Signal Change and Clearance Intervals*, Washington, DC: ITE, 1994.

23. Van der Horst, R. 1998.

24. Cesar Quiroga, Edgar Kraus, Ida van Schalkwyk, and James Bonneson, CTS-02/150206-1: Red Light Running, A Policy Review, Texas Transportation Institute, Center for Transportation Safety, March, 2003, Page 5.



indecision.” One potential counter-measure to reduce red-light running is to reduce the likelihood that a vehicle will be in the dilemma zone at the onset of the yellow interval. This can be accomplished by placing vehicle detectors at the dilemma zone. They detect if a car is at the dilemma zone immediately before the onset of the yellow interval. If a vehicle is there, the green interval can be extended so that the vehicle can travel through the dilemma zone and prevent the onset of the yellow while in the dilemma zone.

### Eliminate the Need to Stop Coordinate Signal Operation.

Interconnected signal systems provide coordination between adjacent signals and are proven to reduce stops, reduce delays, decrease accidents, increase average travel speeds, and decrease emissions. An efficient signal system is also one of the most cost-effective methods for increasing the capacity of a road. With reduced stops, the opportunity to run red lights is also reduced. In addition, if drivers are given the best signal coordination practical, they may not be as compelled to beat or run a red signal.

### Remove Unwarranted Signals.

If there is a high incidence of RLR violations, this may be because the traffic signal is perceived as being not necessary and does not command the respect of the motoring public. Sometimes signals are installed for reasons that dissipate over time. For instance, traffic volume may decrease due to changing land-use patterns or the creation of alternative routes. The removal of a traffic signal should be based on an engineering study. Factors to be considered are included in ITE's *Traffic Control Devices Handbook*. If a signal is eliminated, the traffic engineer must continue to monitor the intersection for any potential increase in crashes.

**Construct a Roundabout.** When a roundabout replaces a signalized intersection, the RLR problem is obviously eliminated. Single-lane roundabouts and other roundabouts have been shown to have significantly less crashes (and less severe



Figure 4: Example of entry to multi-lane roundabout

crashes) than signalized intersections. Readers should consult *NCHRP 572: Roundabouts in the United States*<sup>25</sup> and FHWA's *Roundabouts: An Informational Guide*.<sup>26</sup>

### Intersection Field Assessment Form

The following intersection field inspection form sheet is provided and can be downloaded online at [http://safety.fhwa.dot.gov/intersection/redlight/redl\\_reports/fieldinspfrm.cfm](http://safety.fhwa.dot.gov/intersection/redlight/redl_reports/fieldinspfrm.cfm).

The field inspection form should be used to identify the extent to which an intersection approach may exhibit traffic operational or engineering design issues that could have an effect on red-light running. A separate field assessment sheet should be completed for each intersection approach. The form shows the types

of information that an engineer or an engineering technician should evaluate to determine if a red-light running problem exists at a specific location. Based on the data, the transportation engineering professional can identify if the RLR problems are due to intentional or unintentional (traffic operational or engineering and design) reasons and can suggest engineering countermeasures as a first step prior to consideration of the placement of automated red light cameras at an intersection.

25. [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_572.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_572.pdf).

26. Robinson, B. W., L. Rodegerdts, W. Scarbrough, W. Kittelson, R. Troutbeck, W. Brilon, L. Bondzio, K. Courage, M. Kyte, J. Mason, A. Flannery, E. Myers, J. Bunker, and G. Jacquemart. *Roundabouts: An Informational Guide*. Report FHWA-RD-00-067. FHWA, U.S. Department of Transportation, June 2000. (This document is being updated, with publication likely in 2010.)

## INTERSECTION FIELD INSPECTION FORM

LOCATION INFORMATION			
Intersection Identification: _____ with _____			
Approach Name: _____		Direction Heading: _____	
PART 1. CHECK SIGNAL VISIBILITY			
Type of Signal Mounting: <b>Span Wire</b> <b>Mast Arm</b> <b>Pole</b> <b>Structure</b>		Sight Distance to the Signal: _____ feet	
Requires Advance Warning Sign? <b>Y</b> <b>N</b>		Advance Signal Warning Sign Present: <b>Y</b> <b>N</b>	
Is anything blocking the view of the signals? <b>Y</b> <b>N</b> If yes, describe _____			
Can signal faces on other approaches be seen? <b>Y</b> <b>N</b> If yes, do these signals have visors, shields, or programmable lenses? <b>Y</b> <b>N</b>			
PART 2. CHECK SIGNAL CONSPICUITY			
Could visual clutter detract from the signal? <b>Y</b> <b>N</b>		Signal Lens Size Adequate?:	
Are the signal indications confusing? <b>Y</b> <b>N</b>		Red signal lens size: <b>8 inch</b> <b>12 inch</b>	
If yes, explain: _____		Distance from stop line to signal: _____ feet	
_____		Near side signal? <b>Y</b> <b>N</b>	
Are backplates present? <b>Y</b> <b>N</b>		Is existing size adequate? <b>Y</b> <b>N</b>	
Are backplates necessary? <b>Y</b> <b>N</b>		Number of Signal Heads Adequate?	
Are other glare-reducing steps needed? <b>Y</b> <b>N</b>		Total number of signal heads for major movement: _____	
Signal lens type: <b>Incandescent</b> <b>LEDs</b>		Total number of lanes for major movement: _____	
_____		Is existing number adequate? <b>Y</b> <b>N</b>	
_____		Signal Heads Placement Adequate? <b>Y</b> <b>N</b>	
PART 3. CHECK SIGNAL CONTROL PARAMETERS			
Grade (as decimal) $g =$ _____ (uphill is positive)		Calculate the needed change period ( $CP$ ) for this approach using agency practice or the following equation:	
Approach speed $V =$ _____ mph		$CP = 1.0 + \frac{\text{Yellow}}{(20 + 64.4g)} + \frac{\text{All-red}}{1.47 * V}$ $CP = 1.0 + \frac{1.47 * V}{(20 + 64.4g)} + \frac{W + 20}{1.47 * V}$	
Cross street width $W =$ _____ feet			
	Actual Value	Calculated Value	Is Existing Adequate?
Yellow Interval	_____	_____	<b>Y</b> <b>N</b>
All Red Interval	_____	_____	<b>Y</b> <b>N</b>
PART 4. CHECK OTHER FACTORS			
Is horizontal location adequate? <b>Y</b> <b>N</b> Pavement condition on approach: <b>Adequate</b> <b>Polished</b> <b>Severely Rutted</b>			
Should signal warranting study be conducted? <b>Y</b> <b>N</b> Other concerns: _____			
PART 5. IDENTIFY PROMISING COUNTERMEASURES			
<b>Visibility Deficiency</b>	<b>Conspicuity Deficiency</b>	<b>Signal Timing Operation Deficiency</b>	
_____ Install additional signals on near side	_____ Add signals to achieve one per lane	_____ Change yellow interval	
_____ Change signal mounting	_____ Replace with LED lens type	_____ Add/change all-red interval	
_____ Install SIGNAL AHEAD sign	_____ Replace with 12" signal head	<b>Other Measures</b>	
_____ Install Advance Warning Flashers	_____ Install double red signal	_____ Determine if signal is warranted	
_____ Remove/relocate sight obstruction	_____ Install/enhance backplates	_____ Consider roundabout or innovative design	
_____ Install programmable lenses	_____ Install rumble strips on approach	_____ Improve pavement condition	
_____ Install shields and visors	_____ Install near side signal	_____	
_____ Other _____	_____	_____	

Inspection By: \_\_\_\_\_

Date: \_\_\_\_\_



## Resources

FHWA. *Field Guide for Inspecting Signalized Intersections to Reduce Red Light Running*. FHWA-SA-05-008. Washington, DC. 2005.

[http://safety.fhwa.dot.gov/intersection/redlight/redl\\_reports/fguide\\_isirlr/](http://safety.fhwa.dot.gov/intersection/redlight/redl_reports/fguide_isirlr/)  
(HTML)

[http://safety.fhwa.dot.gov/intersection/redlight/redl\\_reports/fieldinspfrm.cfm](http://safety.fhwa.dot.gov/intersection/redlight/redl_reports/fieldinspfrm.cfm).  
(Field Inspection Form plus downloadable .pdf form)

Federal Highway Administration, National Highway Traffic Safety Administration, *Red Light Camera Systems Operational Guidelines*, Washington, DC. January 2005.

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<http://safety.fhwa.dot.gov/intersection/redlight/fhwasa05002/fhwasa05002.pdf>.

FHWA, Research, Development, and Technology, Turner-Fairbank Highway Research Center, *Association of Selected Intersection Factors with Red-Light Running Crashes*, FHWA-RD-00-112. Washington, DC. 2000.

<http://www.hsisinfo.org/pdf/00-112.pdf>

Institute of Transportation of Engineers. *A History of the Yellow and All-Red Intervals for Traffic Signals*. Washington, DC: ITE. 2001.

Institute of Transportation Engineers, *Making Intersections Safer: A Toolbox of Engineering Countermeasures to Reduce Red-Light Running*. An Informational Report. Washington, DC. 2003.

[http://safety.fhwa.dot.gov/intersection/redlight/rlr\\_report/rlrbook.pdf](http://safety.fhwa.dot.gov/intersection/redlight/rlr_report/rlrbook.pdf)

Texas Transportation Institute. *Engineering Countermeasures to Reduce Red-Light Running*. Report 4027-2, College Station, TX. August 2002.

<http://tcd.tamu.edu/Documents/4027-2.pdf>

Texas Transportation Institute. *Evaluation of Enforcement Issues and Safety Statistics Related to Red Light Running*. Research Report 4196-1. College Station, TX. September 2003.

<http://tcd.tamu.edu/Documents/4196-1.pdf>



U.S. Department of Transportation  
**Federal Highway Administration**



**Safe Roads for a Safer Future**  
*Investment in roadway safety saves lives*



**CITY OF BIRMINGHAM MULTI-MODAL  
TRANSPORTATION BOARD THURSDAY,  
MARCH 7, 2019  
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 7, 2019.

Chairwoman Johanna Slanga convened the meeting at 6:02 p.m.

**1. ROLL CALL**

**Present:** Chairwoman Johanna Slanga, Vice-Chairwoman Lara Edwards; Board Members Amy Folberg, Daniel Rontal, Katie Schafer, Doug White, Joe Zane; Student Representatives Chris Capone, Bennett Pompei

**Absent:** None

**Present in Audience:** Alternate Board Member Daniel Isaksen

**Administration:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul O'Meara, City Engineer  
Laura Eichenhorn, Transcriptionist

**Fleis & Vanderbrink ("F&V"):**

Julie Kroll

**5. MAPLE ROAD / S. ETON – PEDESTRIAN IMPROVEMENTS**

City Engineer O'Meara reviewed the previous information and discussion on the item.

Julie Kroll, Traffic Consultant with F&V, presented updates on the item, explaining Ms. Kroll reached out to Carissa McQuiston, Non-Motorized Safety Engineering Specialist at MDOT, for a second opinion on whether the intersection becomes more dangerous for pedestrians if the crosswalk is moved from the west side to the east side and a pedestrian crosses against the light, given the possibility a westbound car may not see the pedestrian in advance. Ms. McQuiston said if there is an ongoing problem with pedestrians crossing against the light and vehicles running yellow and red lights, there would likely be an issue no matter what side the crosswalk is on. Ms. McQuiston recommended that the intersection be well-lit, especially underneath the bridge, in order to minimize the concerns regarding pedestrian safety.

City Engineer O'Meara noted the City is working on increasing the lighting under the bridge, but it is requiring ongoing negotiations with CN Railroad, who owns the bridge.

To follow up on Ms. McQuiston's comments, Ms. Kroll reached out to the Birmingham Police Department and asked about the frequency of pedestrian-vehicle issues at this intersection. The Police Department had insufficient data on violations to draw a conclusion. Traffic crash data noted that there has not been a pedestrian crash in this intersection since 2010. Ms. Kroll then went out and observed the intersection on March 5, 2019 between 4 p.m. - 7 p.m. to determine how often vehicles westbound through vehicles entered the intersection on a yellow light and how often vehicles entered the intersection on a red light. With these criteria, Ms. Kroll found 46 vehicles ran yellow lights, and 5 vehicles ran red lights. That said, the traffic volume on the road is 20,000 vehicles per day, so it is a very small percentage of vehicles running yellow or red lights. In addition, the intersection has a small period of time where all lights are red in order to give illegal movements time to clear before any approach is given a green light.

It would be several seconds once a vehicle enters the intersection before a pedestrian going north and a vehicle going west would have a possible interaction, Ms. Kroll explained. The largest concern would be westbound vehicles and southbound pedestrians.

Ms. Schafer suggested that if the crosswalk remains on the west side there is more time before a westbound vehicle coming under the bridge would reach an illegally-crossing pedestrian, whereas on the east side an illegally crossing pedestrian would be immediately in front of a westbound vehicle coming under the bridge.

Ms. Kroll explained that Ms. McQuiston said illegal pedestrian crossings should not be the focus of this analysis, unless illegal pedestrian crossings are a frequent, on-going issue. According to all available information, it has been determined that there is not a problem with illegal pedestrian crossings at this intersection. Given this, moving the crosswalk to the east side of the intersection will decrease the number of conflicting traffic movements occurring in the intersection. On the west side, pedestrians will always have a conflict with left-turning vehicles; on the east side, there is no conflict with turning vehicles.

Vice-Chairwoman Edwards expressed concern that an adult with a number of children may not be able to cross the intersection in one trip given the smaller size of the proposed splitter island. She noted that a split group of pedestrians, including children, would have to wait an entire light cycle in order to rejoin on the opposite side of the street. In addition, requiring pedestrians to go east-west if they are ultimately trying to go north-south will likely feel cumbersome to those pedestrians. For those reasons Vice-Chairwoman Edwards said she would be concerned about moving the crosswalk to the east side, even though she sees it as enormously beneficial to reduce the potential interactions between pedestrians and turning cars.



Planning Director Ecker noted that moving the intersection to the east side makes it safer overall. She also noted that there is a crosswalk at Whole Foods, should a group of pedestrians want to cross together and not have to risk being split into two groups by the size of the splitter island.

Vice-Chairwoman Edwards agreed that was true, but pointed out that it would require the pedestrians to go east-west again.

Ms. Schafer said the splitter island has evolved into a place where pedestrians must stand if they are trying to cross Maple even though it is small, whereas it was originally designed to be a refuge while crossing.

Chairwoman Slanga asked the Board whether they would like to broaden the discussion beyond Options One and Six, which the Board had narrowed their discussions to at the last meeting.

Mr. Zane replied that the Board seems to prefer Option One to Option Six. He asked if anyone on the Board was advocating for Option Six.

Planning Director Ecker said it stood out that the City's traffic consultants determined Option Six is a more safe option than Option One.

Mr. Zane acknowledged the safety findings for Option Six but also noted that some frequent users of the intersection have expressed a preference for Option One. He added that Option One is half the cost of Option Six, which is not the determining factor but is in its favor combined with the other considerations. He noted that theoretically leaving the crosswalk on the west side is less safe, but that there has not been an issue with pedestrians crossing on the west side in terms of safety.

Vice-Chairwoman Edwards agreed with Mr. Zane's summary. She also repeated Commissioner Nickita's recommendation that intersections be designed in accordance with where it is most convenient for pedestrians to cross. To do otherwise is to increase the likelihood of jaywalking.

Chairwoman Slanga invited the Board to make a motion, since the Board members seemed largely in agreement.

**Motion by Dr. Rontal**

**Seconded by Mr. Zane to accept Option One presented by F&V including a splitter island without moving the crosswalk.**

Chairwoman Slanga asked for public comment.

Daniel Isaksen, 1386 Yorkshire and Alternate Member of the MMTB, said he was not convinced by the argument that pedestrians would always have to cross east-west. He said there is insufficient data to prove the assertion. While he agreed that the goal of minimizing

interactions between pedestrians and left-turning vehicles is an important one, moving the crosswalk to the east side makes the intersection less intuitive which could cause drivers and pedestrians to move less appropriately, and thus less safely, move through the space.

Seeing no further comment, Chairwoman Slanga closed public comment.

**Motion carried, 7-0.**

ROLLCALL VOTE

Yeas: Rontal, Zane, Edwards, Folberg, Schafer, Slanga, White

Nays: None





## 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

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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 in December of last year. Since that time, the MMTB has studied the S. Eton Rd. 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 8½ ft. wide two-way bike lane adjacent to the west side curb. The remaining 1½ 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 partly 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 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.

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.

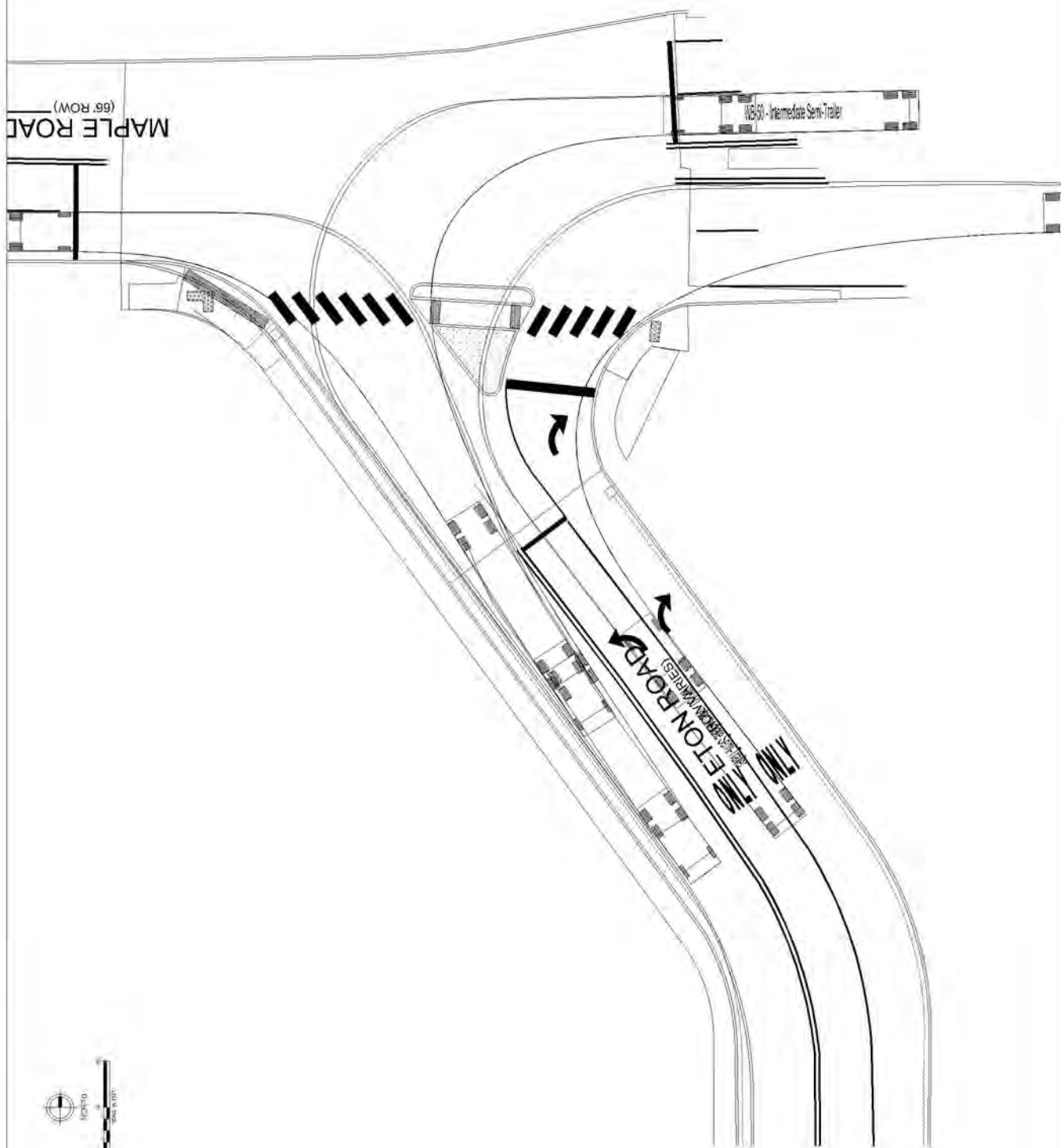
#### SUGGESTED RESOLUTION B:

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.



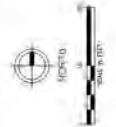
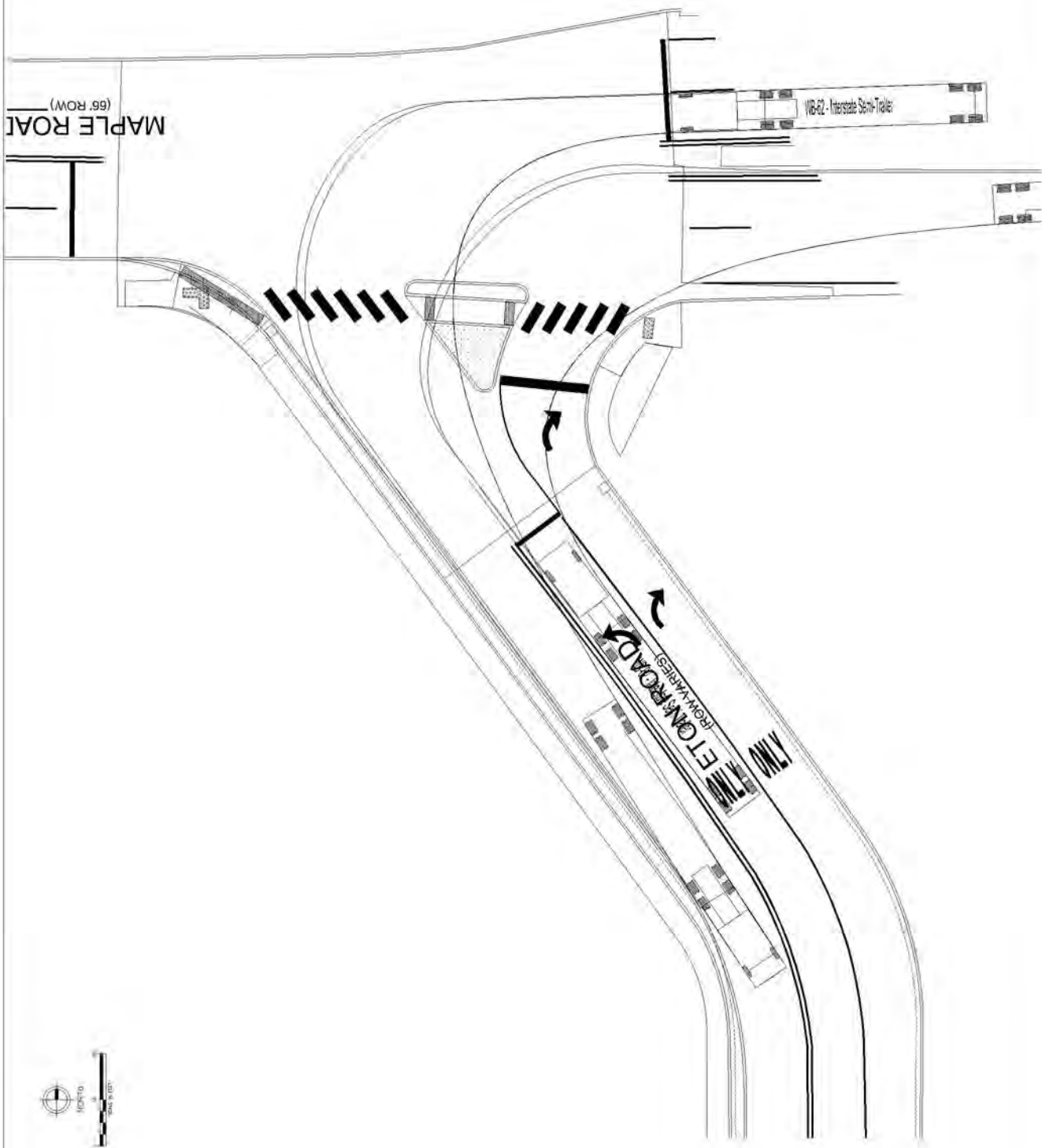


DATE: 01/11/2017  
DRAWN BY: J. J. JONES  
CHECKED BY: J. J. JONES  
APPROVED BY: J. J. JONES

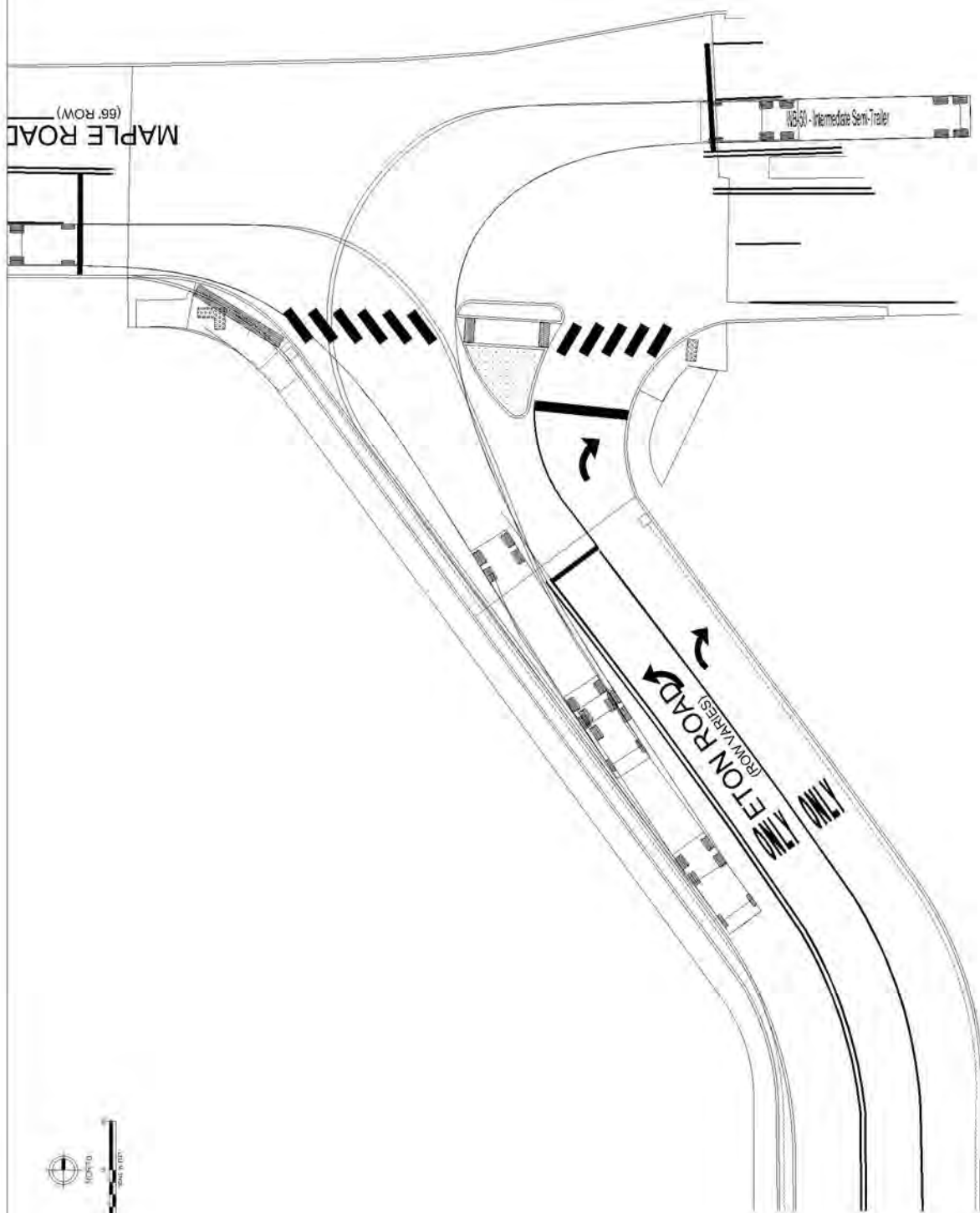
PROJECT: SOUTH ETON AVENUE AT MAPLE ROAD  
SHEET: 1 OF 1  
SCALE: 1" = 40'

CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
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# S. Eton Street (Villa to Yosemite) - Looking North



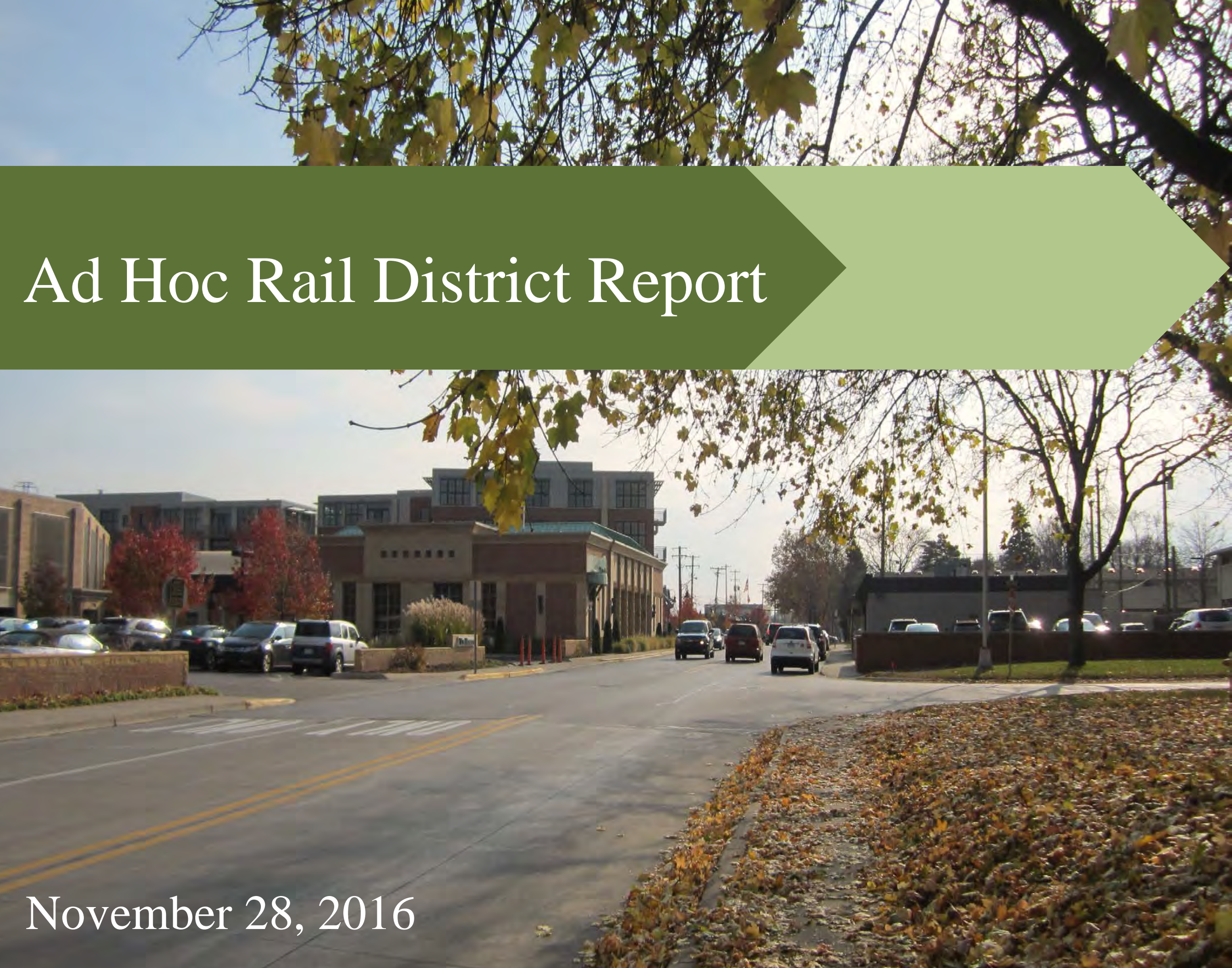


# S. Eton Street (Lincoln to Villa)-Looking North









# Ad Hoc Rail District Report

November 28, 2016





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### 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



Irongate – 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



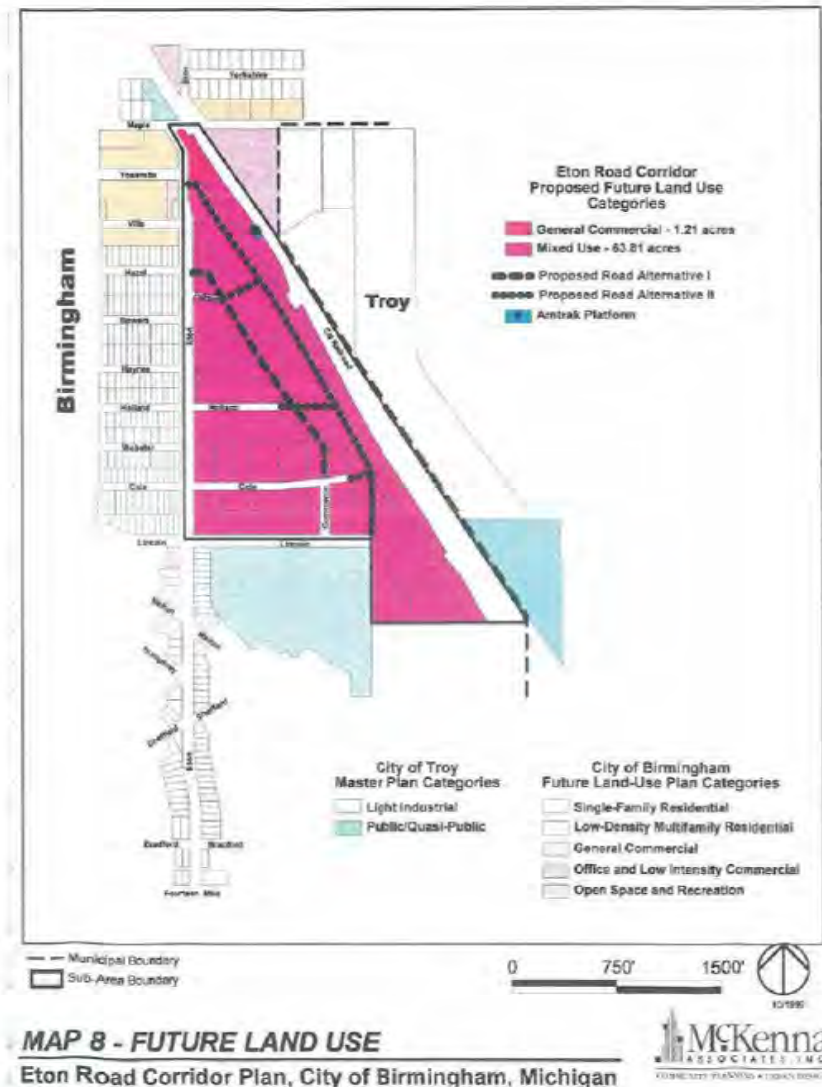
## Eton Road Corridor Plan (1999)

**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.





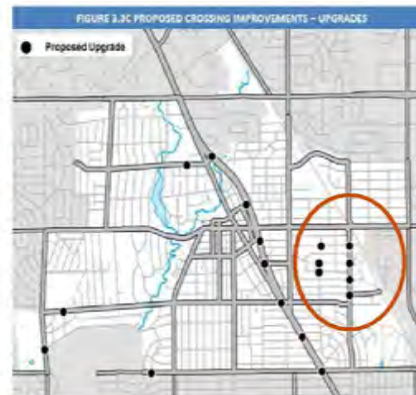
## Multimodal Transportation Plan (2013)

**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:

- Encourage and direct development within the boundaries of the Eton Road Mixed-Use District and implement the Eton Road Corridor Plan;
- Encourage residential and nonresidential uses that are compatible in scale within adjacent resident neighborhoods;
- Encourage the retention, improvement, and expansions of existing uses that help define the Eton Road Corridor;
- Allow mixed use developments including residential uses within the Eton Road Corridor; and
- 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.





## 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 & Development

- 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 Safety/Amenities

- 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 is an issue between Sheffield and 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.

### Traffic

- Excessive speed heading southbound on S. Eton – especially from Lincoln to 14 Mile – 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 to widen the pedestrian area at the southwest corner of E. Maple and S. Eton in order to improve bicycle and pedestrian safety and to ease traffic flowing in and out.



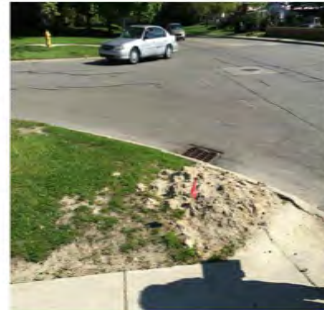
## Preliminary Assessment: Walking Survey

Committee members conducted a walking survey and inventory of the S. Eton Corridor. Findings are outlined below and on the pages that follow.



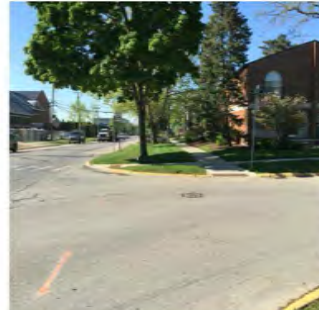
**First stop - under the bridge at S. Eton/Maple Rd.**

- 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



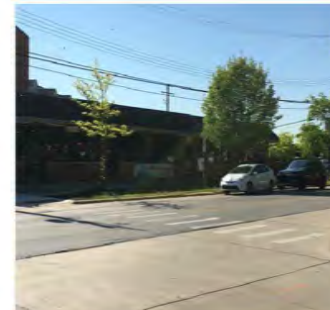
**Second stop - Yosemite/S. Eton**

- 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 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)



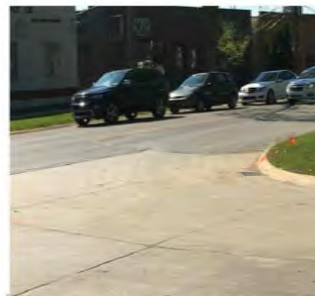
### Sixth stop – Haynes/S. Eton

- It was noted that parking could occur along the dividing island at Bolyard Lumber



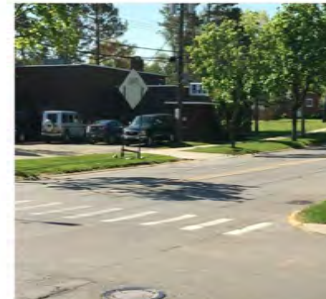
### Seventh stop – Holland/S. Eton

- 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



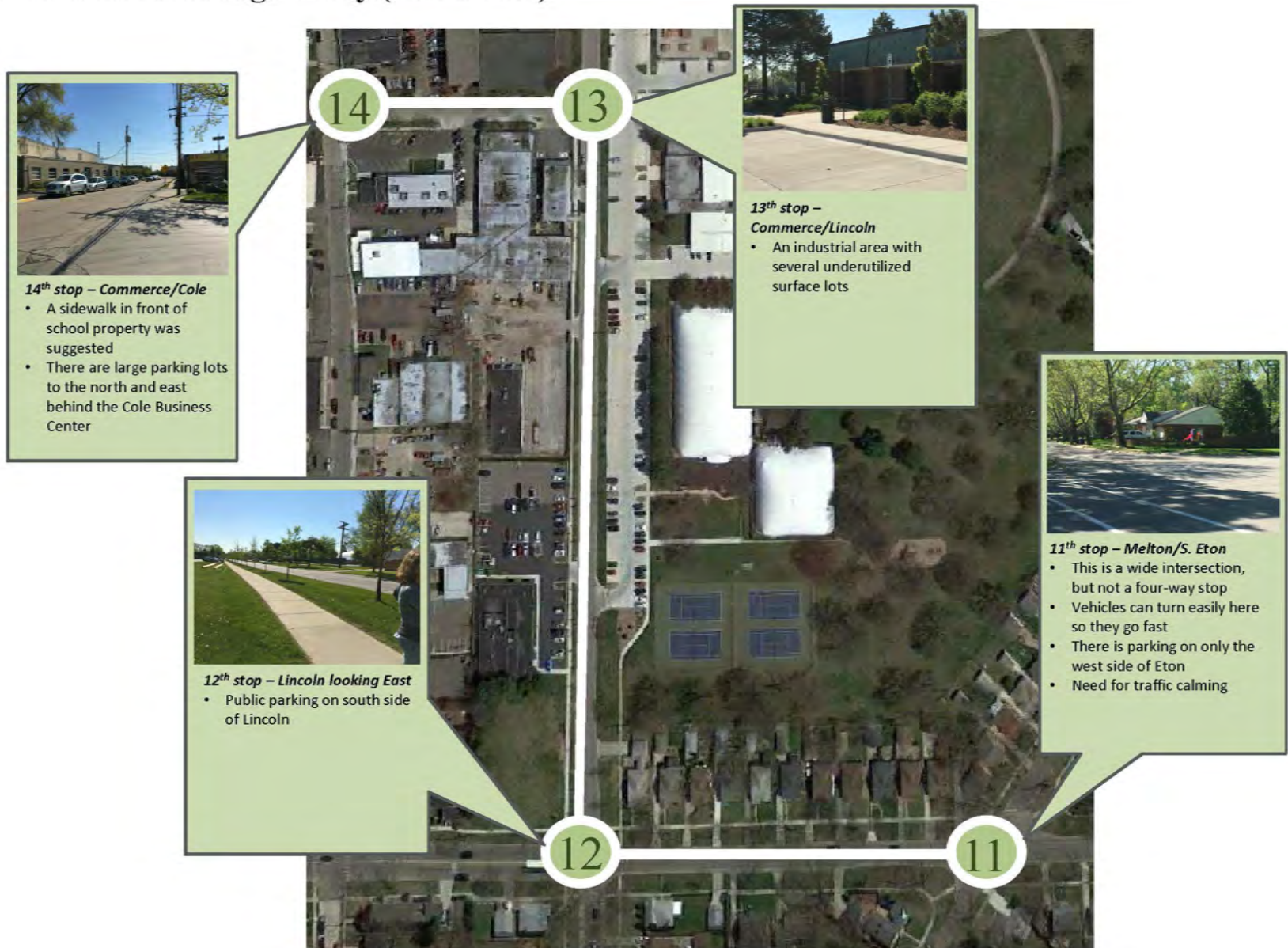
### Tenth stop – Lincoln/S. Eton

- 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 Assessment: Walking Survey (Continued)





## Preliminary Assessment: Walking Survey (Continued)





## 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. In addition to the concepts illustrated below in the area of S. Eton and Maple, the Committee discussed purchasing property on the southwest corner of the intersection to widen the sidewalk and create a pedestrian plaza at the corner to enhance pedestrian safety and comfort. Additionally, the Committee talked about improving the viaduct underpass on E. Maple through the use of paint and lighting.

### S. Eton and Maple Intersection

Existing



Proposed



#### 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.

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 3

The Committee discussed constructing a pork chop-shaped pedestrian island as an alternative to a bump-out. 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.

Existing



Proposed



## S. Eton Intersections

Bump-out curbs were considered for the intersection of S. Eton and Yosemite (shown to the right) 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., Cole St, Lincoln, Melton, Sheffield and 14 Mile Road.

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. Accent materials of different textures and/or colors could be added to intersection 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. Alternatively, the east side of S. Eton at this intersection could be extended to narrow the street further and provide more space for street trees and plantings.

The committee recommended hiring a consultant to study possible improvements to this intersection.

Existing



Proposed



## **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





## 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.

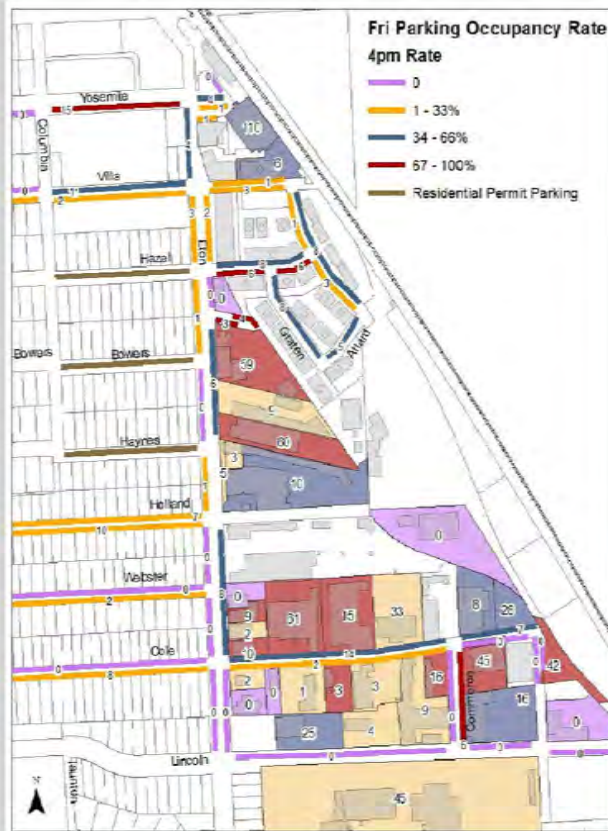
Count data was then entered into a map for each day and time of the study. The maps on the following pages indicate the total counts for each hour of on street and off street parking spaces, and color code the percent occupancy rate in classes for 0, 1-33%, 34-66%, and 67-100%. These maps are shown side 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





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%.



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 23<sup>rd</sup> 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 23<sup>rd</sup> 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 =  $\frac{(\text{Building Floor Area} * \text{Number of Stories})}{(\text{Parcel Area} * 4 \text{ Stories})}$

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 re-developed 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.

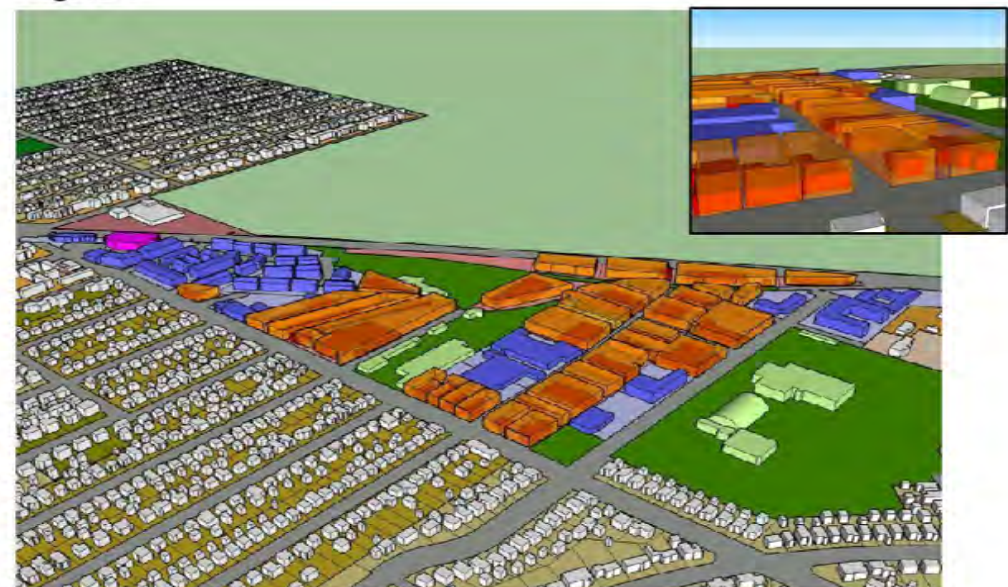
### Future Buildout:

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%
<b>Total</b>		<b>863,704</b>	<b>347,766</b>	<b>-</b>	<b>40%</b>	<b>895,241</b>	<b>3,454,816</b>	<b>26%</b>



## Build-out Analysis

Table 2: Focus Area with Potential for Redevelopment

Parcel Address	Parcel Sq. Footage	1st Floor Building Sq. Footage	% Building on Parcel	Est. Total Building Sq. Footage	Est. Max Build Out	Current % of Max Build Out
Assumptions		Building Floor Area	Floor Area / Parcel	Building Floor Area * # of Stories	Parcel Area * 4 Stories	Total Build Sq. Ft. / 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	-	-	-	-
<b>Total</b>	<b>1,139,807</b>	<b>349,080</b>	<b>31%</b>	<b>357,991</b>	<b>3,992,042</b>	<b>9%</b>



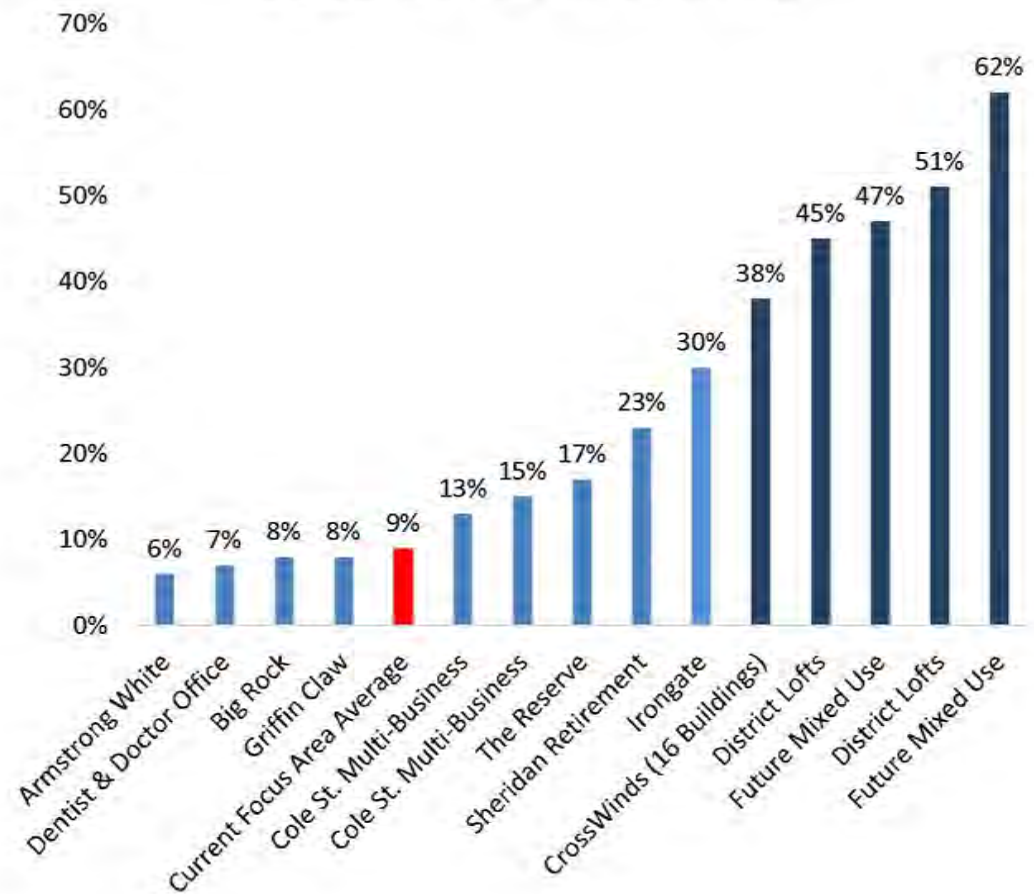
## Determining Future Build-out

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.

Figure 5: Percent of Maximum Build Out



## 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
<b>Total</b>	<b>1,139,807</b>	<b>3,992,042</b>	<b>3,327</b>	<b>2,994</b>	<b>6,321</b>	<b>3,160</b>	<b>2,528</b>	<b>1,896</b>

\*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.

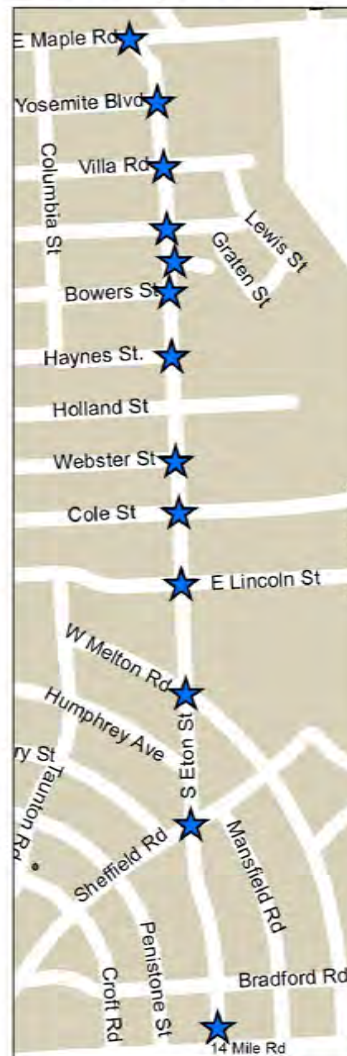
**Recommendation:** Construct bump-out curbs throughout the study area.

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.

Building on the recommendations of the MMTP, the Committee identified additional intersections that appeared to be strong candidates for bump-out curbs. The map to the right illustrates the possible locations for bump-outs along S. Eton that were identified as priorities for further study. Intersections along S. Eton are as follows: Maple, Yosemite, Villa, Bowers, Haynes, Holland, Webster, Cole, Lincoln, Melton, Sheffield and 14 Mile Road.

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 accent materials to create a plaza feel at this intersection. Benches, planters, and bicycle parking are also recommended.

Possible 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 bicycle because no demarcation exists between the parking lanes and the driving lanes. Additionally, the inconsistent pavement treatment (asphalt and concrete) along S. Eton creates a seam between the driving and parking lanes, presenting an obstacle for bicyclists. Suggestions have been made to organize the street in order to make conditions safer for cyclists.



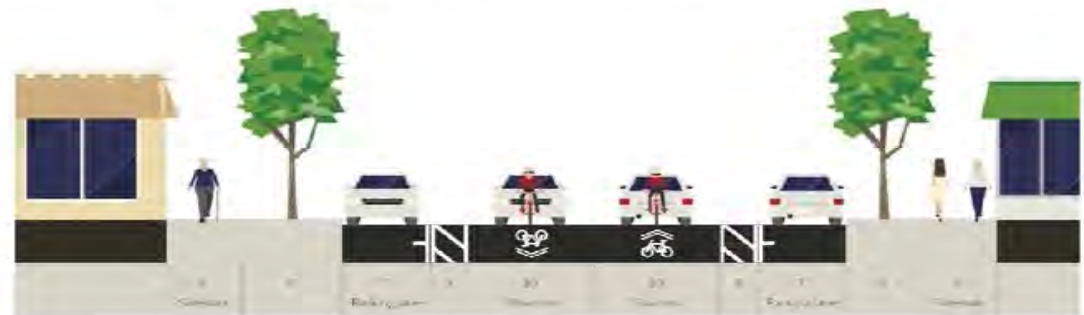
As shown in the picture above, a bicyclist rides through a narrow stretch of S. Eton where cars are parked on both sides. Bicyclists in the Corridor currently share lanes with vehicle traffic.

**Recommendations:** Add sharrows and buffers to S. Eton from Yosemite to 14 Mile. Maintain sharrows and accommodate parking south of Lincoln where possible. See illustration to the right for the preferred street design option.

While it is common to channel on-street bicyclists using a single line to divide the street lane, there are other alternatives such as a shared lane or “sharrow,” which can comfortably accommodate bikes on the street without a designated lane.

The Committee reviewed several options for bike lanes along S. Eton, but recommended providing sharrow markings with 3’ buffers. Unlike the other options that explored designated bike lanes, this design allows for comfortable bicyclist passage without the elimination of on-street parking, it works well given the current inconsistent pavement treatment along S. Eton, and allows for the addition of curb bump outs all along S. Eton.

### Preferred Option: Use of 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/Convention	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





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 multi-modal 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.





## 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.

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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

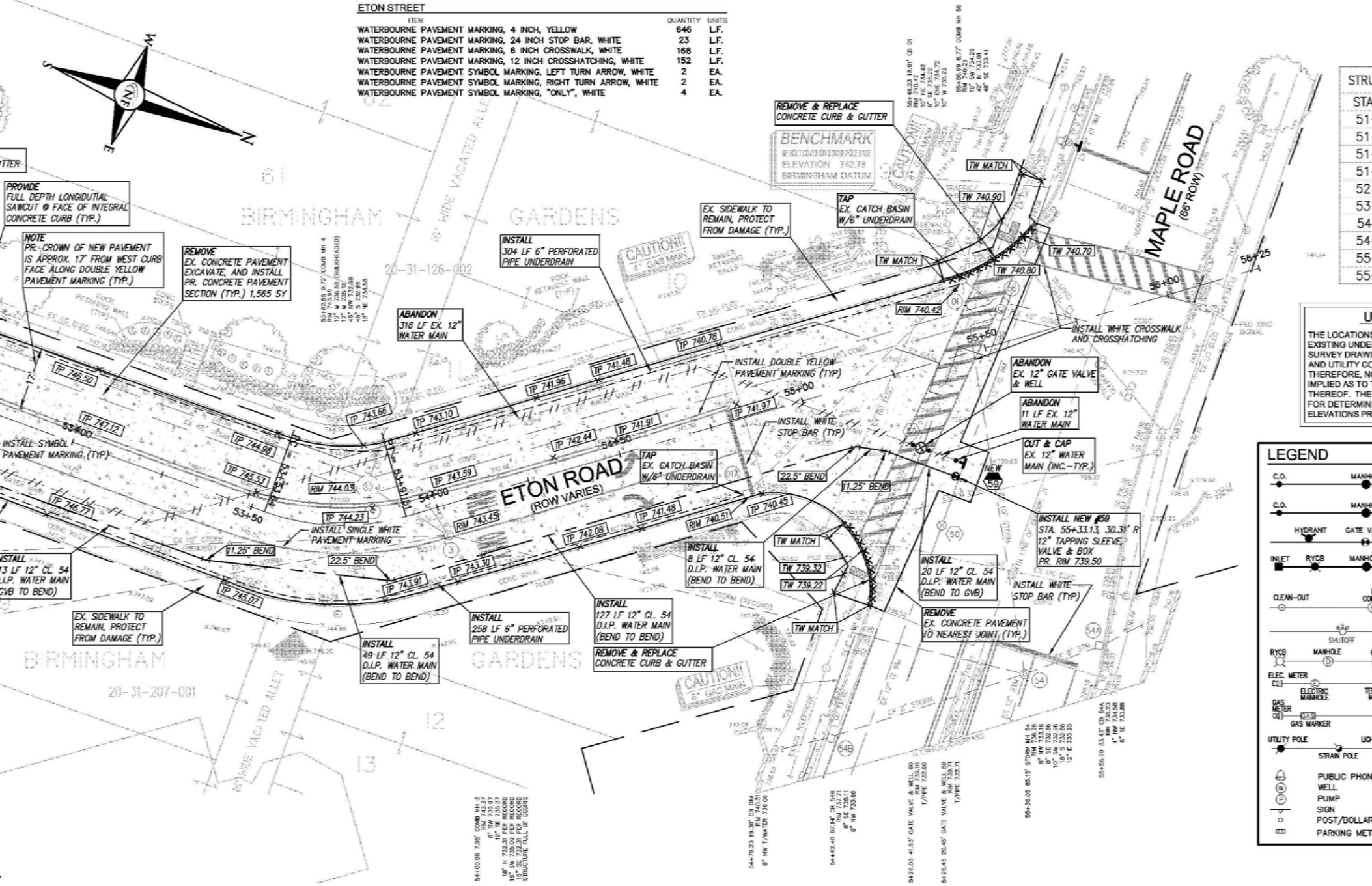
To recommend to the City Commission that \$11,000 be budgeted within the Sidewalk Fund for pedestrian crossing improvements at the intersection of Maple Rd. and S. Eton Rd. Funding would allow the installation of a landscaped splitter island and widened sidewalk at the southeast corner of the intersection.



# ESTIMATED PAVEMENT MARKING QUANTITIES

## ETON STREET

ITEM	QUANTITY	UNITS
WATERBOURNE PAVEMENT MARKING, 4 INCH, YELLOW	646	L.F.
WATERBOURNE PAVEMENT MARKING, 24 INCH STOP BAR, WHITE	23	L.F.
WATERBOURNE PAVEMENT MARKING, 6 INCH CROSSWALK, WHITE	168	L.F.
WATERBOURNE PAVEMENT MARKING, 12 INCH CROSSHATCHING, WHITE	152	L.F.
WATERBOURNE PAVEMENT SYMBOL MARKING, LEFT TURN ARROW, WHITE	2	EA.
WATERBOURNE PAVEMENT SYMBOL MARKING, RIGHT TURN ARROW, WHITE	2	EA.
WATERBOURNE PAVEMENT SYMBOL MARKING, "ONLY", WHITE	4	EA.





2000 E Maple Rd

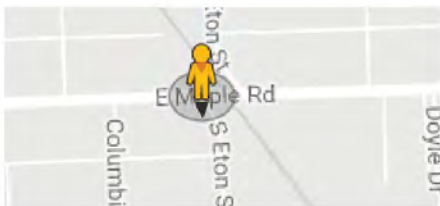
Maple Rd. &amp; S. Eton Rd. Looking South



Image capture: Oct 2016 © 2017 Google

Birmingham, Michigan

Street View - Oct 2016







139 S Eton St

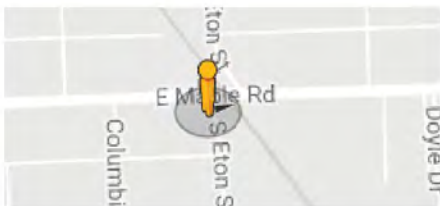
Maple Rd. and S. Eton Rd., Looking NE



Image capture: Aug 2015 © 2017 Google

Birmingham, Michigan

Street View - Aug 2015



**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.**



**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

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



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



**DATE:** February 24, 2017

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** Maple Rd. & S. Eton Rd. Improvements

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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	<u>\$53,000</u>
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.

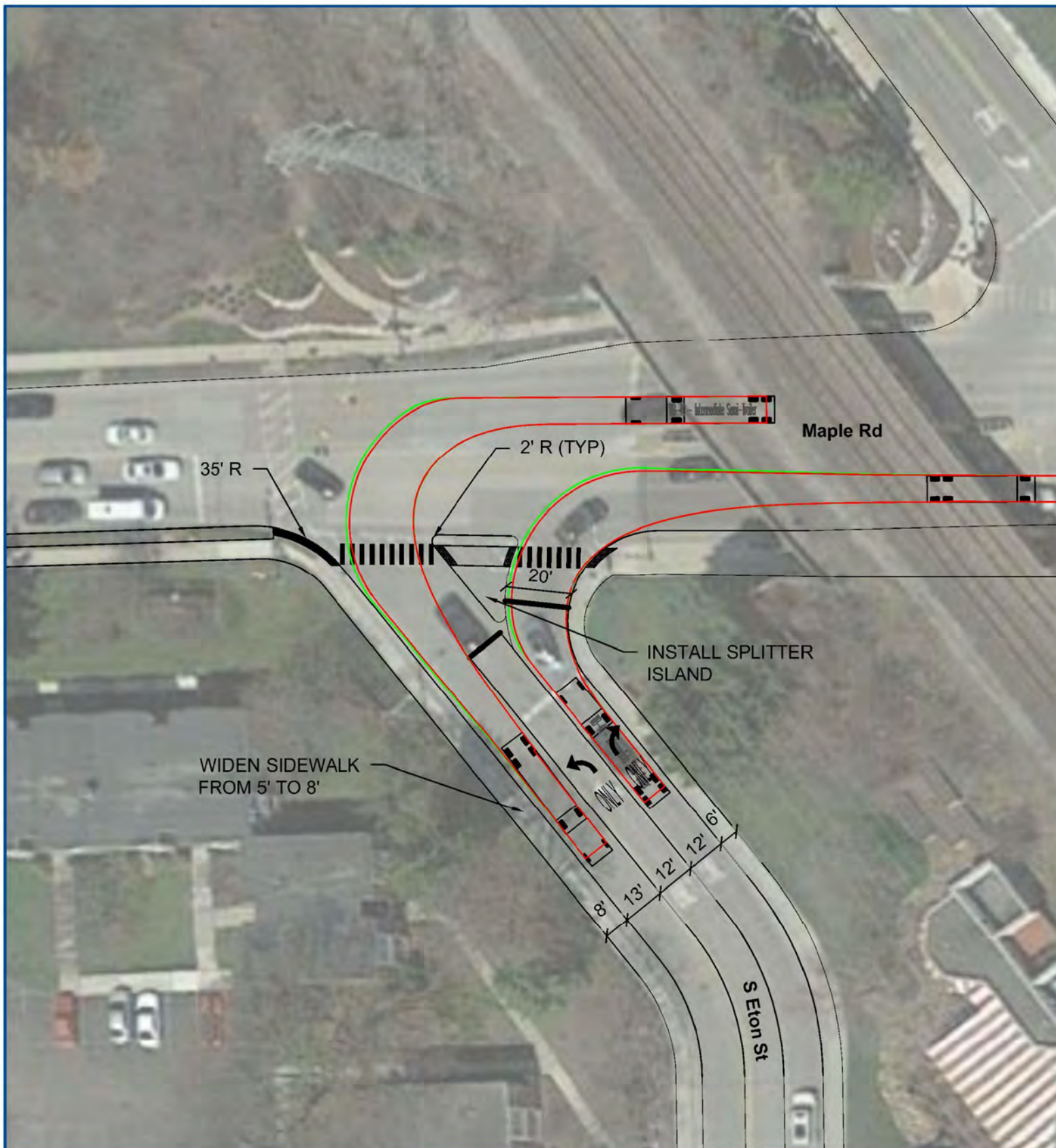
No funding is currently being provided in the current or upcoming budget for these improvements. A suggested recommendation at this time can then be moved forward to the City Commission in time for them to consider an adjustment to the recommended fiscal year 2017-18 budget:

#### 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.





NORTH



SCALE IN FEET

**CONCEPT DRAWING**  
**Maple Road & South Eton Street**  
**BIRMINGHAM, MI**





**DRAFT**

**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, MARCH 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, 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

Nays: 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 markings would 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.



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.**

**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.**



**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 bicyclists. The 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.

**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

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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. Splitter island** – 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. **Enlarged handicap ramp area at the SE corner** – 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.

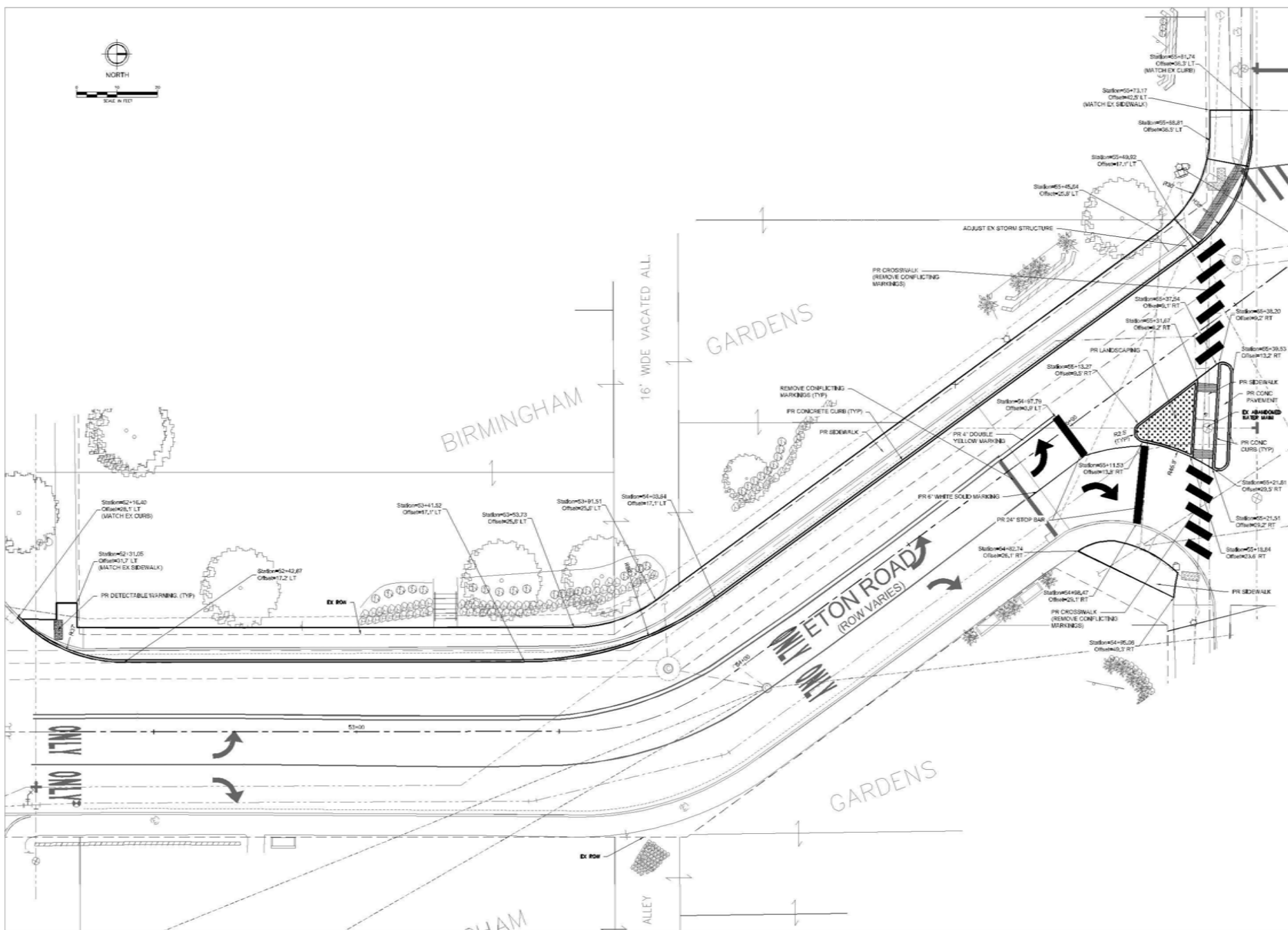
The MMTB endorsed all three parts of the proposal. There was detailed discussion about two elements of the design:

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).





**BIRMINGHAM CITY COMMISSION MINUTES**  
**APRIL 13, 2017**  
**MUNICIPAL BUILDING, 151 MARTIN**  
**7:30 P.M.**

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Mayor Mark Nickita called the meeting to order at 7:30 PM.

**II. ROLL CALL**

ROLL CALL: Present,	Mayor Nickita
	Mayor Pro Tem Harris
	Commissioner Bordman
	Commissioner Boutros
	Commissioner Hoff
	Commissioner Sherman
Absent,	Commissioner DeWeese

Administration: City Manager Valentine, City Attorney Currier, City Clerk Brown, Police Chief Clemence, Fire Chief Connaughton, City Planner Ecker, Police Commander Grewe, Building Official Johnson, City Engineer O'Meara, DPS Director Wood

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

Mayor Nickita announced Commissioner Hoff was honored by Michigan State University's College of Communication Arts and Sciences with an Outstanding Alumni Award.

**04-86-17 APPOINTMENTS TO BROWNFIELD REDEVELOPMENT AUTHORITY**

Robert Runco was present and was interviewed by the Commission. Beth Gotthelf was not able to attend.

Commissioner Hoff noted both Mr. Runco and Ms. Gotthelf are seeking reappointment and were inaugural members of the Board.

**MOTION:** Motion by Commissioner Boutros:

To appoint Robert Runco to the Brownfield Redevelopment Authority to serve a three-year term to expire May 23, 2020.

**MOTION:** Motion by Commissioner Hoff:

To appoint Beth Gotthelf to the Brownfield Redevelopment Authority to serve a three-year term to expire May 23, 2020.

Vote on Robert Runco

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

Vote on Beth Gotthelf

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

**04-87-17: APPOINTMENTS TO BOARD OF BUILDING TRADES APPEALS**

Benjamin Stahelin and Dennis Mando were present and were interviewed by the Commission.

Mr. Stahelin confirmed for Commissioner Bordman that his wife serves on the Board of Review.

City Manager Valentine noted the Board has not met in approximately ten years.

Mr. Mando commented he has served on the Board for more than nine years. He stated he has been a mechanical contractor for 35 years and has performed work in Birmingham and surrounding communities. He verified for Commissioner Bordman that he has not worked for the City of Birmingham.

**MOTION:** Motion by Mayor Pro Tem Harris:

To appoint Benjamin Stahelin to the Board of Building Trades Appeals to serve a three-year term to expire May 23, 2020.

**MOTION:** Motion by Commissioner Bordman:

To appoint Dennis Mando to the Board of Building Trades Appeals to serve a three-year term to expire May 23, 2020.

Vote on Benjamin Stahelin

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

Vote on Dennis Mando

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

**04-88-17: APPOINTMENTS TO HOUSING BOARD OF APPEALS**

Neither Chris McLogan nor David Frink was able to attend. Brian Blaesing provided notice that he does not wish to be reappointed.

Commissioner Sherman pointed out both applicants are seeking reappointment. He noted one has served on the Board for 16 years and the other was interviewed by the Commission recently.

**MOTION:** Motion by Commissioner Sherman:

To appoint Chris McLogan to the Housing Board of Appeals to serve a three-year term to expire May 4, 2020.

**MOTION:** Motion by Commissioner Boutros:



To appoint David Frink to the Housing Board of Appeals to serve a three-year term to expire May 4, 2020.

Vote on Chris McLogan

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

Vote on David Frink

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

Commissioner Boutros announced an opening on the Housing Board of Appeals.

Commissioner Hoff read the qualifications for the Board, "Applicants shall be qualified by education or experience in building construction administration, social services, real estate, or other responsible positions".

Mayor Nickita reminded residents that the City announces openings on boards on the City's web site and at City Commission meetings.

The City Clerk administered the oath to the appointed Board members.

#### **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.

#### **04-89-17                   APPROVAL OF CONSENT AGENDA**

The following items were removed from the Consent Agenda:

- Commissioner Bordman – Item G (Purchase of Larvicide Material)
- Commissioner Hoff – Item A (City Commission Minutes of March 27, 2017)
  - Item E (Medical Marijuana Operation/Oversight Grant)
  - Item F (High Intensity Drug Trafficking Area Agreement)
  - Item H (Lawn and Landscape Services Contract)

**MOTION:**     Motion by Mayor Pro Tem Harris, seconded by Commissioner Boutros:  
To approve the Consent Agenda, with items A, E, F, G, and H removed.

ROLL CALL VOTE:	Yeas,	Commissioner Harris Commissioner Boutros Commissioner Hoff Commissioner Sherman Commissioner Bordman Mayor Nikita
	Nays,	None
	Absent,	1 (DeWeese)

- B. Approval of warrant list, including Automated Clearing House payments, dated March 29, 2017 in the amount of \$393,256.29.
- C. Approval of warrant list, including Automated Clearing House payments, dated April 5, 2017 in the amount of \$342,587.68.
- D. Resolution authorizing the 2017 Sidewalk Repair Program, and directing the Engineering Department to notify the owners of subject property of the City's intention to replace sidewalks adjacent to their properties
- I. Resolution approving the purchase and planting of 106 trees from KLM Landscape for the 2017 spring tree purchase and planting project for a total project cost not to exceed \$32,550.00, charged to account numbers 203-449.005-819.0000, 202-449.005-819.0000, 203-449.005-729.0000 and 202-449.005-729.0000, and authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances.
- J. Resolution awarding the Springdale Pavilion New Concrete Floor Contract to Luigi Ferdinandi & Son Cement Co. in an amount not to exceed \$57,900.00, charged to account number 401-751.001-981.0100 and authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances.

The Commission agreed to discuss the removed items at this time.

#### **04-90-17 PURCHASE OF LARVICIDE MATERIAL**

Commissioner Bordman reminded the public of the importance of patrolling one's property and removing standing water to eliminate the ability of mosquitos to lay eggs or for the eggs to hatch.\*

**MOTION:** Motion by Commissioner Bordman, second by Commissioner Sherman:  
To approve the purchase of the larvicide material from Clarke Mosquito Control in the amount not to exceed \$8,109.40, waiving the normal bidding requirements based on the government regulated pricing for this type of material, charged to account number 590-536.002-729.0000.

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

#### **04-91-17 PARKS AND CITY PROPERTY LAWN AND LANDSCAPE SERVICES CONTRACT**

Commissioner Hoff asked why the City's current vendor, Birmingham Lawn Maintenance & Snow Removal, Inc., increased their price by a significant amount. DPS Director Wood said Birmingham Lawn did not offer an explanation for the price increase, but she noted the new contract contains an increased scope of work over the current contract.

Director Wood confirmed for Commissioner Hoff:

- The City has been satisfied with Birmingham Lawn's work.
- Progressive Irrigation, Inc. is familiar to the City and had favorable reference checks.
- The subject quote does not include irrigation service.
- Progressive Irrigation is the current contractor for irrigation services with the City.
- The subject contract includes mowing of grass and noxious weeds for lots in violation of City ordinance, the costs of which are recouped by charging the violators.



**MOTION:** Motion by Commissioner Hoff, second by Commissioner Bordman:  
To award the Parks and City Property Lawn and Landscape Services Contract to Progressive Irrigation, Inc. DBA Pro Turf Management Lawn for a four (4) year Agreement in the amount of \$541,320.00 plus amounts for ordinance enforcement and fertilization/weed control services, charged to account numbers 203-449.003-937.0400, 202-449.003-937.0400, 101-751.000-811.0000, 101-441.003-811.0000, and 591-537.002-811.0000, and authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances.

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

**04-92-17 APPROVAL OF CITY COMMISSION MINUTES OF MARCH 27, 2017**

Commissioner Hoff explained that the indented paragraph on Page 4 should be omitted.

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Bordman:  
To approve the City Commission minutes of March 27, 2017 as corrected.

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

**04-93-17 2017 MICHIGAN MEDICAL MARIJUANA OPERATION AND  
OVERSIGHT GRANT SUB RECIPIENT AGREEMENT; and  
04-94-17 2017 HIGH INTENSITY DRUG TRAFFICKING AREA (HIDTA) SUB  
RECIPIENT AGREEMENT**

In response to Commissioner Hoff's request for more information Police Chief Clemence explained the agreements secure the City's portion of Federal grant funding in the case of the HIDTA Grant and of state grant funding in the case of the MMOO Grant. He further noted both grants are specifically allocated to cover overtime for narcotics enforcement activities. He indicated \$4,100 is expected from HIDTA, and a little over \$7,000 from MMOO.

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Sherman:  
To approve the 2017 Michigan Medical Marijuana Operation and Oversight Grant Sub recipient Agreement between the City of Birmingham and Oakland County and authorizing the Mayor and City Manager to sign the agreement on behalf of the City.

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

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Boutros:  
To approve the Program Year 2017 High Intensity Drug Trafficking Area (HIDTA) Sub recipient Agreement between the County of Oakland and the City of Birmingham and authorizing the Mayor and City Manager to sign the agreement on behalf of the City

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

## **V. UNFINISHED BUSINESS**

## **VI. NEW BUSINESS**

### **04-95-17 PUBLIC HEARING – SLUP AMENDMENT AT 250 N. OLD WOODWARD – EMAGINE PALLADIUM/FOUR STORY BURGER**

Mayor Nickita opened the public hearing at 7:59 PM.

City Planner Ecker provided background information:

- In December of 2016 the petitioner changed the business name and concept to Four Story Burger. The City's Zoning Ordinance requires approval from the City Commission for a name change.
- During the liquor license renewal hearings the City Commission set a public hearing for April 13, 2017 to consider terminating the Special Land Use Permit (SLUP).
- The petitioner submitted a complete application to the Planning Department seeking a SLUP amendment for the name change. There is no change in ownership.
- The Planning Board, on March 22, 2017, recommended approval of the SLUP amendment.
- No exterior signage is proposed at this time. The building owner would pursue any exterior changes separately.

Commissioner Sherman confirmed the City received a letter from Mr. Jon Goldstein, CH Birmingham, LLC, DBA Emagine Palladium, indicating that neither he nor Mr. Paul Glanz would be available to attend the public hearing. Commissioner Sherman stated the Commission had made it clear their attendance was necessary as the owners. He desired to postpone the public hearing because of Mr. Goldstein's and Mr. Glantz's absence.

Commissioner Bordman supported postponing the public hearing and stated her disappointment that the owners have been unable meet with the Commission on an item of such importance to them and to the City.

Mayor Pro Tem Harris questioned the business' ability to sell liquor and operate should the Commission postpone consideration of a SLUP Amendment. City Manager Valentine confirmed the business would continue to operate at status quo.

Mayor Nickita pointed out the owners have had three opportunities for a dialogue with the Commission on the issue of the SLUP violation and have consistently failed to appear.

Commissioner Hoff supported postponing the public hearing because it is an important issue, and she has questions for the owners. She felt the situation is more than a name change.

**MOTION:** Motion by Commissioner Sherman, seconded by Commissioner Bordman: To postpone until May 8, 2017 the public hearing to consider an amendment to the Special Land Use Permit and Final Site Plan Review for 250 N. Old Woodward, Emagine Palladium Theatre and Ironwood Grill restaurant to allow the establishment to change their name to Emagine Palladium Theatre and Four Story Burger.

Patrick Howe, attorney representing CH Birmingham, LLC, was present and introduced the third owner of Emagine Palladium, Lauren Goldstein. Mr. Howe confirmed he and Ms. Goldstein are



authorized to act on behalf of Mr. Goldstein and Mr. Glantz. He was unable to confirm whether they would be available on May 8, 2017.

Mrs. Goldstein confirmed she is one of three owners of the business. She admitted the name change in violation of the SLUP was done in the wrong way and in the wrong order and, with apology, stated her commitment to rectifying the situation.

Commissioner Hoff indicated she believes violation is very serious and wants to talk to the two main partners.

Commission Boutros said he would respect Ms. Goldstein's position as an owner, believes Mr. Goldstein's letter to the Commission expresses a sincere wish to correct the SLUP, and stated he does not support postponing the public hearing.

Mayor Pro Tem Harris remarked on the seriousness of the SLUP process and commented he believes the owners are sincere in their wish to address the situation. He stated he has no objection to holding the public hearing as scheduled and noted the Planning Board has recommended unanimously that the SLUP amendment be approved.

Commissioner Sherman was firm in his belief that Mr. Goldstein and Mr. Glantz are making the business decisions and that Ms. Goldstein is not involved in the day-to-day operation. He was in favor of postponing the public hearing so that Mr. Goldstein and Mr. Glantz could attend.

Commissioner Bordman expressed her belief that Mr. Howe, having represented the owners in the original request for the SLUP, should have known Commission approval was required for a name change.

Mr. Howe indicated he was not asked to assist with the name change. Ms. Goldstein confirmed Mr. Howe was not consulted until the City notified the owners they were in violation of the SLUP.

Mayor Nickita stated he does not recall another entity causing such complexity and having such inconsistent representation from the ownership team. He said he wants to know who is in charge and what is actually going on. Mr. Howe clarified that he was brought in two weeks ago to take over and finish the project. He reiterated he was not involved in the name change or in past discussion regarding the SLUP amendment.

Commissioner Bordman called the question.

VOTE:        Yeas,    4  
              Nays,    2 (Harris, Boutros)  
              Absent, 1 (DeWeese)

The public hearing was postponed until May 8, 2017.

**04-96-17                    PUBLIC HEARING – SLUP TERMINATION AT 250 N. WOODWARD  
                                  – EMAGINE PALLADIUM/IRONWOOD GRILL**

Mayor Nickita opened the public hearing at 8:18 PM.

City Planner Ecker confirmed the Commission set the public hearing based on concerns over the SLUP violation and that the two public hearings are tied together

**MOTION:** Motion by Harris, seconded by Sherman:

To postpone until May 8, 2017, the public hearing to consider termination of the Special Land Use Permit at 250 N. Woodward – Emagine Palladium/Ironwood Grill.

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

**04-97-17                    SPECIAL EVENT – HAVDALAH IN THE PARK.**

Deborah Morosohk, Director of Education at Temple Beth Al El\*, explained Havdalah is an approximately 10-minute short Jewish blessing ceremony at end of Sabbath consisting of singing with guitar accompaniment. The event is proposed for two Saturdays, 6:30 – 7:30 and is intended to be a fun family event for people from the synagogue. She confirmed for Commissioner Hoff that the service will take place in Shain Park, that the event is open to the public, and that attendance is anticipated to be around 30 people.

Commissioner Hoff expressed concern about the July 22 date because the Day on the Town event is the same day.

City Manager Valentine confirmed that Day on the Town will end just before Havdalah in the Park begins.

Clerk Brown confirmed for Commissioner Hoff that Temple Beth Al sent out the required notice letter.

**MOTION:** Motion by Commissioner Bordman, seconded by Commissioner Sherman:

To approve a request from Temple Beth El to hold Havdalah in the Park in Shain Park, on June 17, 2017 and on July 22, 2017 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.

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

**04-98-17                    SPECIAL EVENT – HIGH OCTANE EVENT ON WILLITS STREET.**

Mr. Darakjian explained he is requesting the closure of Willits Street for the safety of attendees and so the cars can be parked at an angle to allow for more cars to be displayed. He noted the event typically fills the parking spaces on both sides of the street with approximately 30 cars, and additional cars are parked in the Bates Street lot.

Fire Chief Connaughton explained closing the road poses problems should the Fire Department have to respond to a fire. The response would be within three minutes with two engines, an aerial truck, a rescue truck, and there would not be time for the cars to be moved if they were in the way. Normally all operations would happen on Willits Street because a minimum of 18' feet is need for set up, and there is not enough room in Willits Alley.



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. Splitter island. 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. Enlarged handicap ramp area at the southeast corner. 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

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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 facilities, 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



# DRAFT

**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

Nays: None

Absent: Adams, Slanga

## **5. LAWDALE 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 and pedestrians.
- 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 Plan B 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 lane 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

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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.



**DRAFT**

**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:** Alternate Members Daniel Isaksen, Katie Schaefer

**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

**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 LAWNSDALE 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.

While reviewing the plan, further questions were raised about the pedestrian environment on this section of Oakland Ave. The existing handicap ramp at the southeast corner of the Oakland Ave. & Lawndale Ave. intersection encourages pedestrians to cross in the middle of the Lawndale Ave. intersection, which is not





## MEMORANDUM

Engineering Dept.

**DATE:** July 14, 2017

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** S. Eton Rd. – Maple Rd. to Lincoln Ave.

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At the Multi-Modal Transportation Board (MMTB) meeting of June 1, a public hearing was held to review and discuss the various components of multi-modal improvements now being considered for S. Eton Rd. between Maple Rd. and Eton Rd. The Board was ready to approve the majority of the proposal, outside of the pedestrian island at Maple Rd. New information found that week determined that the proposal to build an island that could accommodate 40 ft. truck turning radii may be too small caused the Board to hesitate on this feature. The Board asked staff to survey all businesses in the Rail District, and return the issue at the following meeting.

A survey was distributed to all businesses in the Rail District, allowing for quick response through the internet. A total of 99 businesses were sent the message requesting input, and 17 responses back were received; details are attached. Only one business responded indicating that they have trucks longer than 60 ft., while that one and another indicated that they receive deliveries from trucks longer than 60 ft. A larger number received deliveries from trucks in the 40 to 60 ft. range (7), while only one again actually owned such large vehicles. The sample size was disappointingly small.

The three Rail District businesses that appeared at the public hearing last time have been invited to come back for this meeting as well.

To assist with this discussion, additional truck turning radius drawings generated by a computer program have been attached for your reference. The drawings now include:

1. A picture of all three turning movements when driving a truck with a 50 ft. turning radius.
2. A picture of all three turning movements when driving a truck with a 62 ft. turning radius.
3. A picture of the proposed island now modified to allow for a 50 ft. truck turning radius.

At this time, the Board must make the decision about what type of pedestrian improvement is appropriate for this location. Here are some things to consider:

1. It appears that trucks greater than 40 ft. may be more common than was thought, but from the data given, it is unclear if the majority of those would fall between 40 and 50 ft., or not. Hopefully additional information can be gathered at the meeting.



2. The Board may wish to not consider the right turn movement out of S. Eton Rd. As shown on the drawings, even the 40 ft. turning radius cannot make this turn if the island is provided. At the last meeting, it appeared that such turns are not common now, given the tight turn already required to keep clear of the railroad bridge center column. Drivers of trucks needing to leave the district can make a left turn on to Maple Rd. with any of the designs.
3. If the Board determines that the intersection needs to be designed to accommodate the largest standard truck (62 ft.), then no island feature can be installed. The currently proposed road narrowing on the west side of the block could proceed.
4. Even if no island is installed a more enhanced bumpout on the southwest corner cannot be installed if the intersection is going to accommodate either a 50 or 62 ft. truck turning radius.
5. Generally, beneficial street designs should not be removed to accommodate a vehicle that does not generally get driven through the area. Extremely large vehicles, such as the example of Adams Towing pulling a bus, is a rare circumstance. They have indicated that such tows are already difficult through this intersection, and that other routes are often selected to make this trip.

It is recommended that the results of the truck survey be reviewed, input from the public be received, and then a decision made on what sized trucks the Board feels that this intersection should be designed to. The entire S. Eton corridor package then needs to be formalized in a recommendation to the Commission. Two suggested recommendations are listed below that provide alternatives for the above question on which size trucks should be accommodated. Recommendation B eliminates the island at Maple Rd. from the recommendation. Only the block directly south of Maple Rd. has been changed from the recommendation prepared for the last meeting:

#### SUGGESTED RECOMMENDATION A (DESIGNED FOR 50 FT. TRUCK TURNING AT MAPLE RD.):

To recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

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 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.

SUGGESTED RECOMMENDATION B (DESIGNED FOR 62 FT. TRUCK TURNING AT MAPLE RD.):

To recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

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 wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.
- c. 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.



## MEMORANDUM

Police Department

**DATE: July 13, 2017**

**TO: Multi-Model Transportation Board**

**FROM: Scott Grewe / Operations Commander**

**SUBJECT: Commercial Traffic on S. Eton**

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In an attempt to obtain more information regarding the amount and size of commercial vehicles used on S. Eton a survey was sent to addresses in the Rail District. On June 21<sup>st</sup> post cards were sent out requesting their participation in the survey. On July 13<sup>th</sup> the surveys were reviewed and below are the results.

1. 58% of respondents stated their business requires the use of a commercial vehicle.
  - a. Respondents who stated the use commercial vehicles estimated how many times per day their vehicles used S. Eton.
    - i. 17.65% 1 to 3 times.
    - ii. 17.65% 4 to 7 times.
    - iii. 11.76% 7 to 10 times.
    - iv. 11.76% 15 or more times.
  - b. They also provided the estimated truck lengths used by their business.
    - i. 5.88% 10' to 20' vehicle.
    - ii. 29.41% 20' to 40' vehicle.
    - iii. 5.88% 40' to 60' vehicle.
    - iv. 5.88% 60' to 80' vehicle.
2. 87.5% stated they receive deliveries from companies using commercial vehicles.
  - a. Respondents estimated how many deliveries they received per week.
    - i. 41% 1 to 3 deliveries.
    - ii. 35.29% 4 to 7 deliveries.
    - iii. 11.76% 7 to 10 deliveries
    - iv. 11.76% more than 10 deliveries.
  - b. Estimated length of delivery vehicles.
    - i. 31.25% 0 to 20' vehicle.
    - ii. 12.5% 20' to 40' vehicle.
    - iii. 43.75% 40' to 60' vehicle.
    - iv. 12.50% 60' to 80' vehicle.

All responses have been attached for review.



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## City of Birmingham S. Eton Commercial Traffic Review

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RESPONDENTS: 17 of 17

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Question Summaries



Data Trends



Individual Responses

PAGE 1

Q1

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## SAVED VIEWS (1)



Original View (No rules applied)

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## EXPORTS

## SHARED DATA

## No shared data

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## What is the name and address of your business?

Answered: 17 Skipped: 0

Responses (17)

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Showing 17 responses

Bob Adams Towing Inc 2499 Cole St Birmingham, MI 48009

7/11/2017 1:56 PM [View respondent's answers](#)

Downriver Refrigeration Supply 925 S. Eton

7/3/2017 8:47 AM [View respondent's answers](#)

2015 Hazel st., Ste. C, Birmingham, MI 48009

8/30/2017 2:29 PM [View respondent's answers](#)

2051 Villa Rd. #202

8/28/2017 11:59 PM [View respondent's answers](#)

Big Rock Chophouse The Reserve

6/27/2017 3:54 PM [View respondent's answers](#)

LaurenAssociates, 2254 Cole Many other tenants in building that use commercial vehicles

6/27/2017 3:37 PM [View respondent's answers](#)

Canine Academy

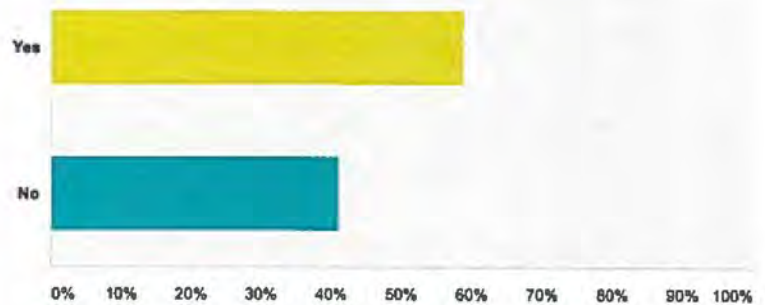
8/28/2017 3:48 PM [View respondent's answers](#)

Q2

[Customize](#)[Export](#)

## Does the operation of your business require the use of commercial vehicles?

Answered: 17 Skipped: 0



Answer Choices	Responses
Yes	58.82% 10
No	41.18% 7
Total	17

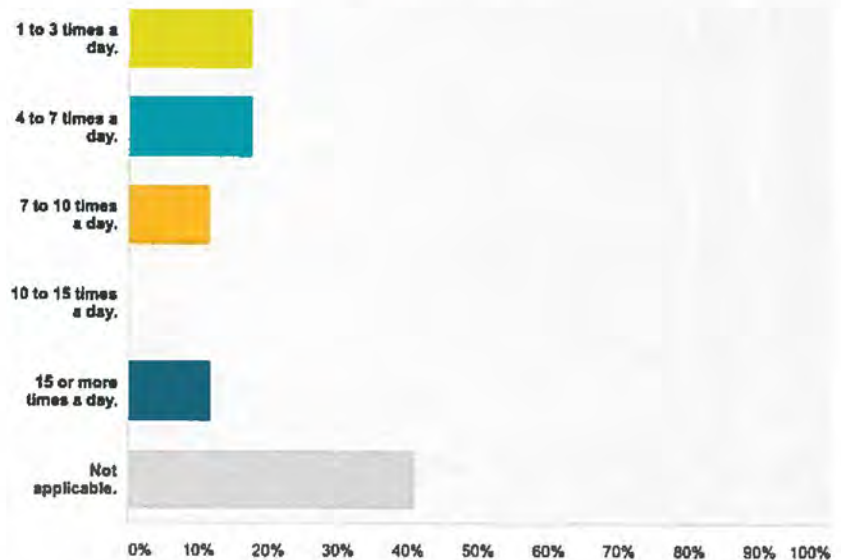
Q3

Customize

Export

Approximately how many times per day do your commercial vehicles use S. Eton in a day?

Answered: 17 Skipped: 0



Answer Choices	Responses
1 to 3 times a day.	17.65% 3
4 to 7 times a day.	17.65% 3
7 to 10 times a day.	11.76% 2
10 to 15 times a day.	0.00% 0
15 or more times a day.	11.76% 2
Not applicable.	41.18% 7
Total	17

Q4

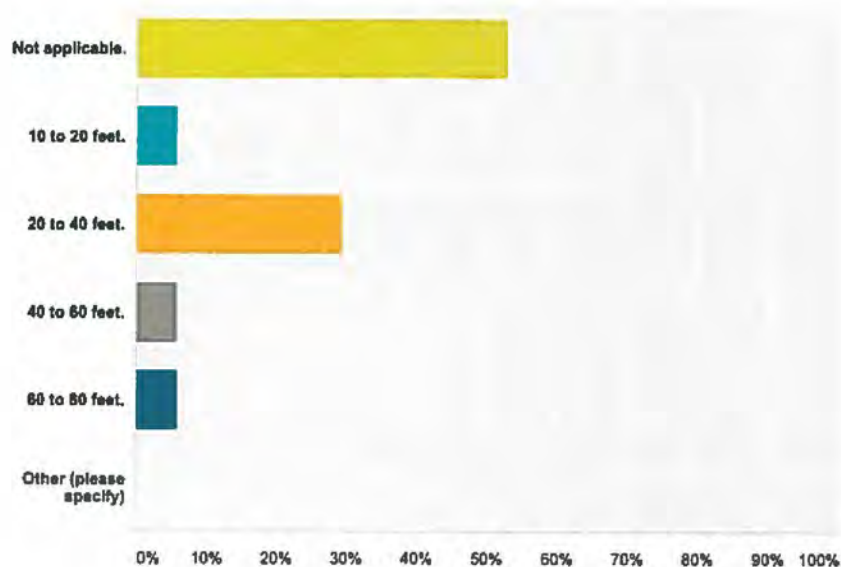
Customize

Export



## What is the overall length of your largest commercial vehicle including the trailer?

Answered: 17 Skipped: 0



Answer Choices	Responses	
▼ Not applicable.	52.94%	9
▼ 10 to 20 feet.	5.88%	1
▼ 20 to 40 feet.	29.41%	5
▼ 40 to 60 feet.	5.88%	1
▼ 60 to 80 feet.	5.88%	1
▼ Other (please specify)	Responses 0.00%	0
Total		17

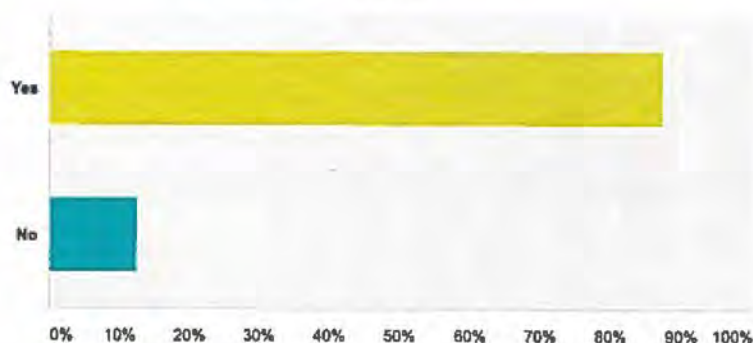
Q5

Customize

Export

## Do you receive deliveries from companies using commercial vehicles?

Answered: 16 Skipped: 1



Answer Choices	Responses	
▼ Yes	87.50%	14
▼ No	12.50%	2
Total		16

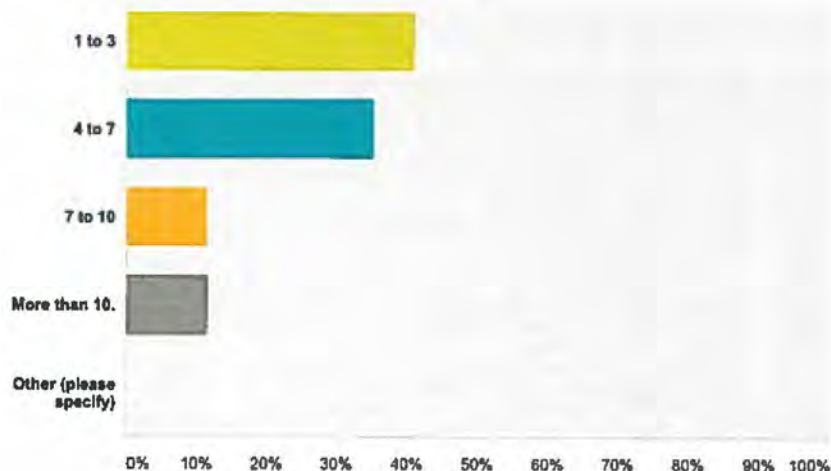
Q6

Customize

Export

### How many times per week (on average) do you receive deliveries?

Answered: 17 Skipped: 0



Answer Choices	Responses
1 to 3	41.18% 7
4 to 7	35.29% 6
7 to 10	11.76% 2
More than 10.	11.76% 2
Other (please specify)	0.00% 0
Total	17

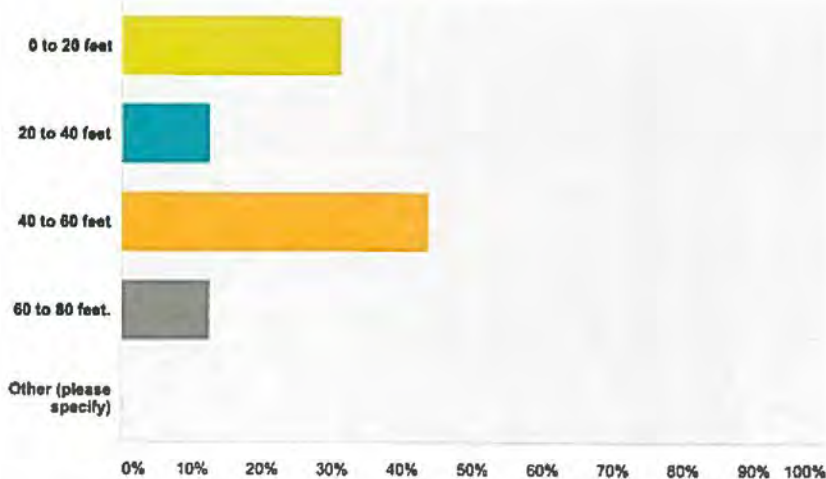
Q7

Customize

Export

### How long do you believe is the longest commercial vehicle used to make your deliveries?

Answered: 16 Skipped: 1





Answer Choices	Responses	
▼ 0 to 20 feet	31.25%	5
▼ 20 to 40 feet	12.50%	2
▼ 40 to 60 feet	43.75%	7
▼ 60 to 80 feet	12.50%	2
▼ Other (please specify)	Responses	0.00% 0
Total		16

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**Q1: What is the name and address of your business?**

Bob Adams Towing Inc  
2499 Cole St  
Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

15 or more times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

60 to 80 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

60 to 80 feet.



**Q1: What is the name and address of your business?**

Downriver Refrigeration Supply  
925 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

60 to 80 feet.

**Q1: What is the name and address of your business?**

2015 Hazel st., Ste. C, Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

No

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet



**Q1: What is the name and address of your business?**

2051 Villa Rd. #202

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

4 to 7 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

*Respondent skipped this question*

**Q1: What is the name and address of your business?**

Big Rock Chophouse  
The Reserve

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

7 to 10 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

More than 10.

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet



**Q1: What is the name and address of your business?**

LaurenAssociates, 2254 Cole

Many other tenants in building that use commercial vehicles

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

4 to 7 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

40 to 60 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

More than 10.

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

Canine Academy

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

10 to 20 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet



**Q1: What is the name and address of your business?**

Roy, Shecter & Vocht, P.C.

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

Deneweth Properties  
707/717 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

20 to 40 feet



**Q1: What is the name and address of your business?**

Newingham Dental Center  
2425 E. Lincoln St. #110  
Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

2205 Holland Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

15 or more times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet



**Q1: What is the name and address of your business?**

2305 Cole Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

Griffin Claw Brewery  
575 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

7 to 10

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet



**Q1: What is the name and address of your business?**

Dogtopia

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

*Respondent skipped this question*

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

1081 S Eton Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

7 to 10

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

20 to 40 feet



Mayor Nickita was comfortable with Logo #1, but agreed a unified agreement by the Commission was preferred.

Brief discussion ensued regarding options for next steps.

Commissioner DeWeese strongly supported an icon in the logo. He stated he will vote against his own motion because the Commission should be unified in the decision. Commissioner DeWeese commented the logo needs to be something people will accept and identify with.

Commissioner Deweese moved to withdraw his motion. Mayor Pro Tem Harris did not support the motion to withdraw.

VOTE:           Yeas,       2 (Harris, Boutros)  
                  Nays,       5 (Bordman, DeWeese, Hoff, Nickita, Sherman)  
                  Absent,   0

Motion failed.

Mark Canavan, McCann Detroit, explained that identity of a logo is a day-forward process, meaning a logo gains meaning with every touchpoint and is meant to grow over 10 or 20 years.

Mayor Nickita asked what the next step is that will help build consensus, stating he wants to build on momentum, not falter. He asked if meeting with McCann Detroit or taking City Manager Valentine's suggestion of workshops should be the next step.

The McCann Detroit representatives indicated time is needed to think about the next step. Mayor Nickita felt it would probably be worthy of the effort to have McCann Detroit put together some suggestions for how to move forward to create consensus.

Commissioner Boutros favored focusing on refining Logo #1.

Commissioners Hoff and Bordman expressed interest in showing the logos to other people to gauge reactions. Commissioner Bordman wondered if receiving reactions from others would crystalize her thoughts and help her determine if one of the logos is the right one.

No action was taken.

## **07-211-17           S. ETON RD. CORRIDOR – MAPLE RD. TO LINCOLN AVE. MULTI-MODAL TRANSPORTATION BOARD RECOMMENDATIONS**

City Engineer O'Meara's report to City Manager Valentine, dated July 19, 2017, is excerpted in regard to four suggested changes on the first block of S. Eton Rd.:

*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.*

In response to a question from Commissioner Bordman, City Engineer O'Meara explained:

- The third drawing is the only one being recommended, and the width of the island at the widest point, on the Maple Road frontage, is approximately 11'.
- The island shown in the first two drawings is the same, and is approximately 15' long on the Maple Road frontage.
- The design with the larger island does not accommodate 50' trucks.

Mayor Nickita commented:

- The primary concern for this construction season is the Maple/S. Eton intersection.
- The rest of the street is planned for next season.
- The goal is to accommodate the expected increase in pedestrian traffic when Whole Foods opens, and to provide safety for pedestrians.

In response to questions from Mayor Nickita regarding the deadline for the City Commission to approve the project for the current construction season, City Engineer O'Meara noted:

- The work was bid as a part of the City's 2017 Concrete Sidewalk Program.
- The contractor will be here through all of August.
- It will be tight if the Commission doesn't approve the project until August 14, but he believes the project can still be completed this year.
- Parts 2 and 3 of the S. Eton Road plans require further study.

Mayor Nickita stated the Commission did not receive the drawings from the City Clerk's office until 3:00 today, and it would be inappropriate for the Commission to move forward without having had adequate time to study the drawings.

Commissioner DeWeese asked for better scale in the drawings, and Mayor Nickita asked for the three options to be labeled.

Commission Sherman:

- Received confirmation from City Engineer O'Meara that the majority of the truck traffic is coming from the west and making a right turn onto Eaton.



- Suggested not allowing trucks heading west to make a left turn on that section of Eton, which solves a lot of issues and concerns, because the intersection would only be dealing with automobiles as opposed to 50' trucks.

Mayor Nickita received consensus from the Commission to postpone the decision on the intersection until the August 14, 2017 Commission meeting, but to move forward with discussion with the City's traffic consultant and the public in attendance.

Commissioner Hoff supported having the drawings identified such as version 1, 2, and 3, and asked for some dimensions on the drawings, too, stating they are very hard to read.

Commissioner Sherman pointed out there is a scale on the upper corner of the drawings. Commissioner DeWeese commented the scale cannot be read unless the Commission receives engineering-sized drawings.

Mayor Nickita, addressing traffic consultant Mike Labadie from Fleis & Vandenbrink, stated:

- The key issue is pedestrian safety.
- The subject intersection has no pedestrian relief in the long distance from curb to curb.
- A notable increase in pedestrian traffic will ensue when Whole Foods opens.
- He would like Mr. Labadie to address whether the criteria for the design is pedestrian safety or accommodating trucks.

Mr. Labadie explained there is only one option, and the three different drawings show three different truck sizes.

City Engineer O'Meara clarified the first two drawings show the original 40' truck turning radius, but the recommendation from the Multi-Modal Transportation Board (MMTB) recommends 50' trucks be accommodated because there is enough turning radius.

Mayor Nickita again stated pedestrian safety is priority number one, and asked:

- How will access, which is very important for people who live, work and play in the district, and safety be accommodated while also accommodating the needs of business owners.
- Has the MMTB thoroughly discussed and studied all the options.

Mr. Labadie affirmed the MMTB has studied the options, and commented:

- The two components, truck movements and improving pedestrian movement, or making pedestrians safer by shortening the distance in which they are exposed to traffic, are competing with each other.
- There is the minimum room necessary for a 50' truck to get through the intersection with a pedestrian island.
- The island should not be thought of as a refuge island, because there is going to be a big change at the signal operation when Whole Foods opens which will provide adequate time for pedestrians to cross the intersection.
- The pedestrian island is not needed, and he would hope pedestrians would not use it as a refuge.
- The idea to address the two competing interests is to have both truck and car movements slowed and to encourage more careful driving.
- It can't be made narrower because the trucks won't fit.



Mayor Nickita asked if a study has been conducted on the number of trucks coming from the east and making a left turn at the intersection, and if it is known that it is not a problem for trucks to come from the west to turn. Mayor Nickita confirmed for Mr. Labadie that he would like traffic counts separated by trucks and size of trucks.

Commissioner Sherman noted:

- It appears there is not a lot of truck traffic coming from the east going west and making a left turn.
- Restricting trucks from making a left turn would mean the island could be designed without concern for the radius of trucks.
- We are designing the intersection to make it more pedestrian friendly and safer.
- The issue that remains is if trucks can make a right turn onto Eton, are pedestrians safe and have we made this intersection more user friendly.

Mayor Nickita stated the central island can be designed to accommodate an occasional left turn by using rolling curbs rather than solid curbs. He asked again if the MMTB has explored these options so that safety is maximized for pedestrians on this corner and the concerns of the business community and the public are still addressed.

Mr. Labadie confirmed that is exactly what the MMTB has done. Mayor Nickita disagreed, saying the result doesn't support it. He indicated he'll get into the questions at the next meeting.

Commissioner Bordman supported no left turn by trucks of a certain size, but expressed concern about smaller trucks that can easily make the turn.

Mayor Pro Tem Harris:

- Echoed Mayor Nickita and Commissioner Sherman's remarks, but also cautioned that consideration has to be given to beer trucks, UPS trucks and other types of trucks that can fit and make the turn.
- Said he wants to hear more data and more analysis.
- Received confirmation from City Engineer O'Meara that the proposed crosswalk markings will be consistent with the new policy.

Commissioner DeWeese commented:

- He would like to see a limit on the size of trucks allowed to make a turn, suggesting a limit of 40' or 50' and, noting that some people may cheat, suggested it be built to handle 45'-50' trucks.
- The precedent has already been set in the decisions made for downtown where our fire truck has make turns in a certain direction.
- Expectations for the subject intersection have been applied to the City's fire department.

Commissioner Hoff said that, in addition to trucks, she is very concerned with the amount of traffic and the safety of pedestrians because there will be a big increase in traffic when Whole Foods opens in November. City Engineer O'Meara indicated the intersection would be built in late August.

Jake Bolyard, Bolyard Lumber, explained his business utilizes trucks that are in excess of 68' and the project as proposed is going to prohibit deliveries and impact his business tremendously.



Commissioner Sherman pointed out trucks have to be able to get through the intersection coming from the west. Mayor Pro Tem Harris asked the maximum length of a truck that would be allowed heading east on Maple going south on Eton. City Engineer O'Meara replied a 62' truck is barely clearing on a right turn, so left turns can be banned but we still have to deal with right turns.

Mr. Bolyard noted his trucks cannot go east because of the bridge and estimated his business has six to eight trucks per day. He confirmed for Commissioner Hoff trucks can make it to the business with the way the intersection is currently configured. He verified for Commissioner Hoff that the island is the deterrent.

Mayor Nickita explained if the island has a rolling curb trucks can drive over it and requested a drawing showing a radius for westbound 62' trucks.

Brian Bolyard said he has been attending the MMTB meetings and has the same problem as the Commission understanding the drawings. He noted the need for an updated drawing with a westbound 62' truck to show the effect on the turning radius.

Commissioner DeWeese requested, for the next meeting, a clear understanding of how the transition for bicycles in the second block will work both in theory and in practice, and a report on the safety of the configuration.

The Commission requested the action item be moved to the next meeting agenda.

No action taken.

#### **07-212-17                      361 E. MAPLE – HISTORIC DESIGNATION REMOVAL REQUEST**

Senior Planner Baka reported:

- The owner of the property located at 361 E. Maple has requested that the City Commission consider removing the historic designation of their building as a contributing historic resource within the City of Birmingham.
- The property owner has submitted an application to the Planning Board requesting to demolish the building as part of a redevelopment proposal.
- The process for removing designation from a property or structure as a contributing historic resource is outlined in section 127-5 of the City Code.
- The first step in the process towards considering eliminating the historic designation of this property is for the City Commission to pass a resolution directing the Historic District Study Committee to commence with the creation of a study committee report as outlined in section 127-4 of the City Code.

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

To adopt the resolution directing the Historic District Study Committee to prepare a study committee report for 361 E. Maple as outlined in section 127-4 of the City Code. *Formal resolution appended to minutes as Attachment B.*

VOTE:            Yeas,        7  
                     Nays,        0  
                     Absent,      0

#### **07-213-17                      REQUEST FOR CLOSED SESSION – PERFORMANCE EVALUATION**



**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

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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. This area includes Yosemite to Lincoln. In order to ensure a coordinated corridor, the section of S. Eton from Lincoln to 14 Mile will be brought to the Multi-Modal Transportation Board for review in conjunction with the section from Yosemite to Lincoln. From a timing perspective, we can incorporate the construction of the changes north of Yosemite in the 2017 Sidewalk Contract and have them completed in conjunction with the opening of the Whole Foods project this year. The remaining sections of the corridor will be studied further down to 14 Mile and a complete plan will be presented for approval at a later date.

### **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

AND

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.

AND

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.

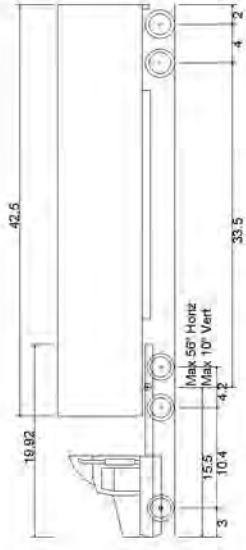
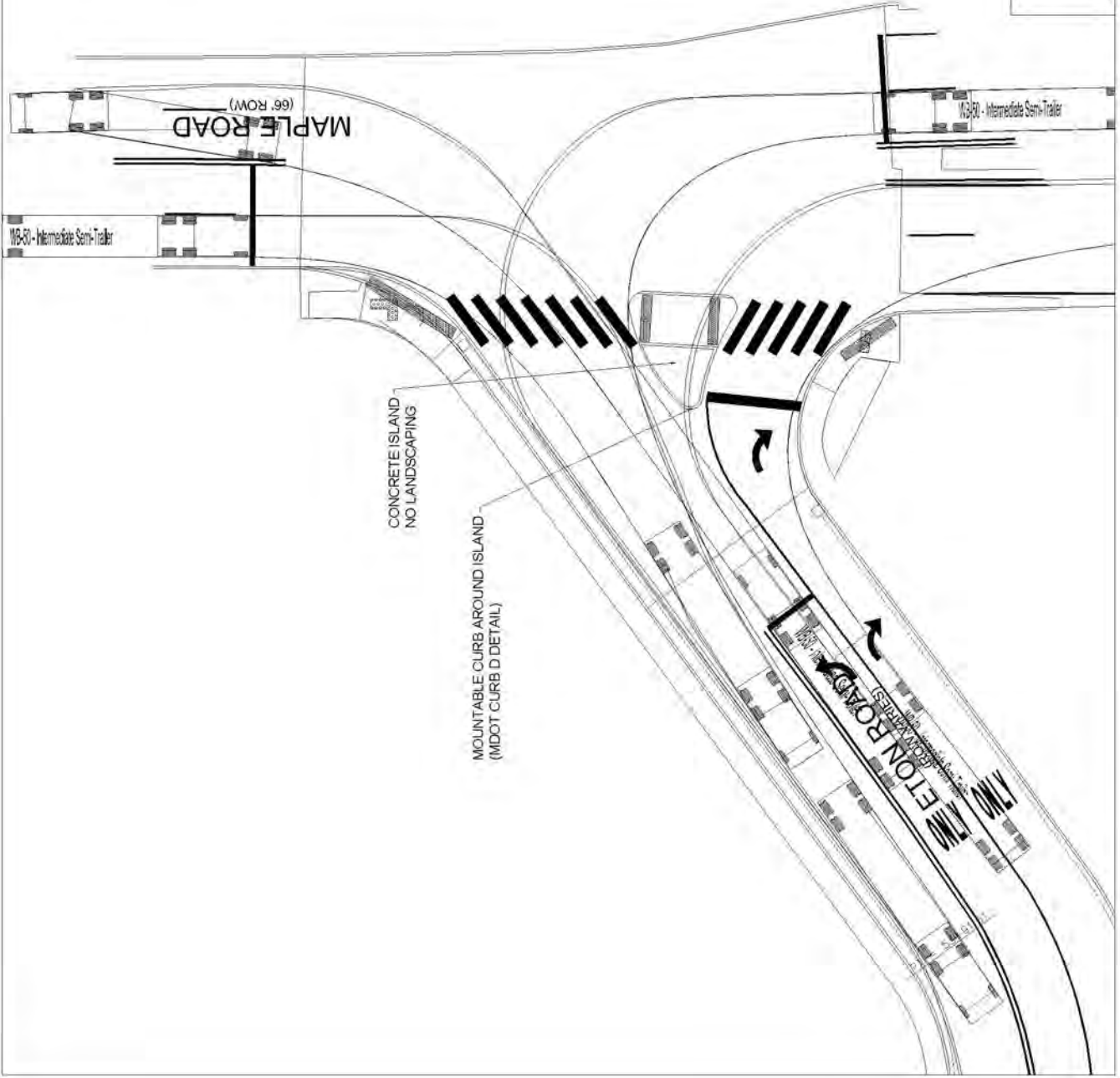
Sincerely,

FLEIS & VANDENBRINK



Michael J. Labadie, PE  
Group Manager





WB-50 - Intermediate Semi-Trailer  
 Overall Length  
 Overall Width  
 Overall Body Height  
 Min Body Ground Clearance  
 Max Track Width  
 Lock-to-lock time  
 Max Steering Angle (Virtual)

55,000ft  
 8,500ft  
 12,052ft  
 1,334ft  
 8,500ft  
 6,00s  
 17.90°

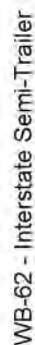


CITY OF BIRMINGHAM  
 OAKLAND COUNTY, MICHIGAN  
 SOUTH ETON AVENUE AT MAPLE ROAD  
 IMPROVEMENT PLAN - WB-50 TURNING PATHS





(66' ROW)



WP-02 Interstate Semi-Panel	69,000ft
Overall Length	8,500ft
Overall Width	13,500ft
Overall Body Height	1,334ft
Min Body Ground Clearance	8,500ft
Max Track Width	6,00s
Lock-to-lock time	28.40°
Max Steering Angle (Virtual)	





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.



# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed 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 : 1

Groups Printed- Pass Cars - Single Units - Buses - 40 - 50 - 62

Start Time	E. Maple Road Westbound				S. Eaton Street Northbound				E. Maple Road Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. Total	
07:00 AM	0	41	0	41	34	12	0	46	8	0	0	8	95
07:15 AM	0	48	0	48	40	11	1	52	11	0	1	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
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	268	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	1	75	11	0	1	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	273	57	0	330	58	0	4	62	621
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
01:30 PM	0	62	0	62	61	12	2	75	13	0	4	17	154
01:45 PM	0	57	0	57	73	11	1	85	10	0	0	10	152
Total	0	237	0	237	290	45	4	339	46	0	6	52	628
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	305	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

# Traffic Data Collection, LLC

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Phone: (586) 786-5407

Traffic Study Performed 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 : 2

Groups Printed- Pass Cars - Single Units - Buses - 40 - 50 - 62

Start Time	E. Maple Road Westbound				S. Eaton Street Northbound				E. Maple Road Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. 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		82	16.9	1.1		89.6	0	10.4		
Total %	0	39.1	0	39.1	42.4	8.7	0.6	51.7	8.2	0	1	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	2
Buses	0	5	0	5	4	6	0	10	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	0	0	0	1	0	1	1	0	0	1	2
% WB-50	0	0	0	0	0	0.1	0	0	0.2	0	0	0.1	0
WB-62	0	2	0	2	1	4	0	5	3	0	0	3	10
% WB-62	0	0.1	0	0.1	0	0.6	0	0.1	0.5	0	0	0.4	0.1

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).



# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

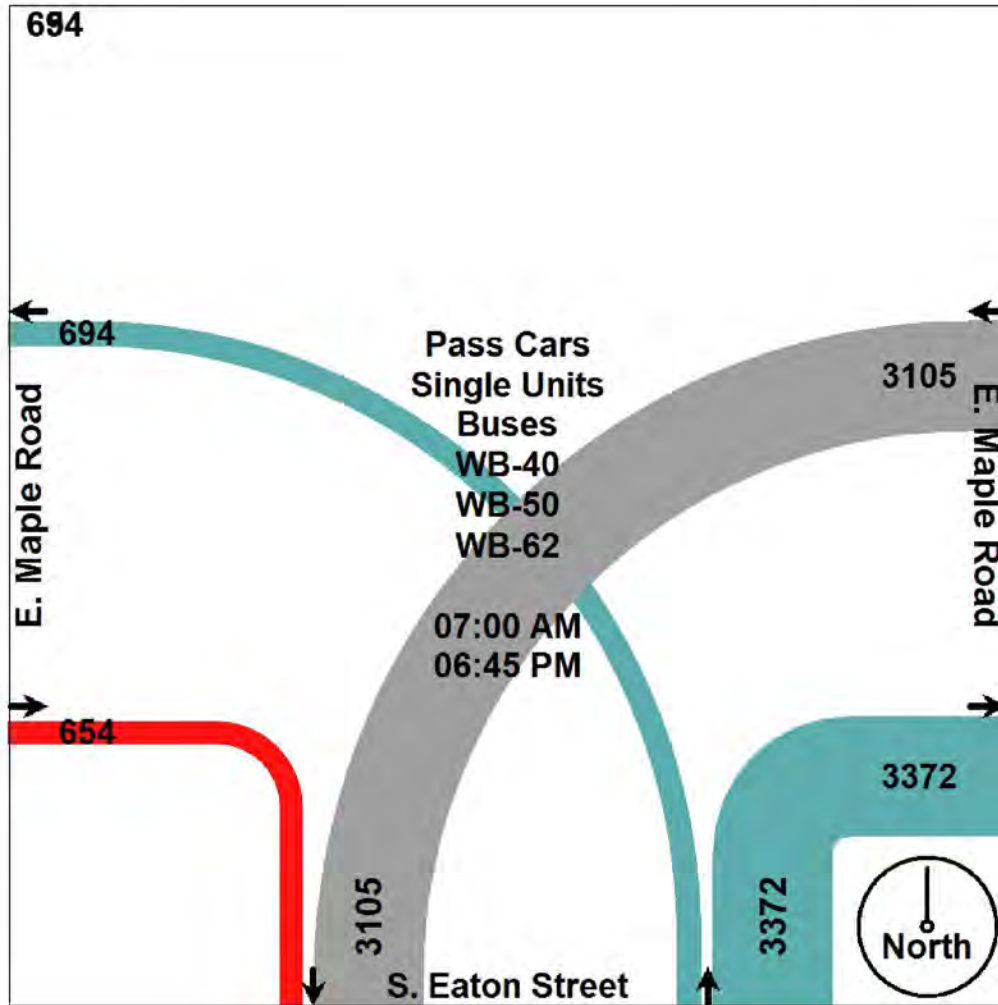
Traffic Study Peformed For:

**City of Birmingham, Engineering Dept.**



Project: Birmingham Truck Study  
Type: 12 Hr. Video Turning Movement Count  
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Start Date : 7/27/2017  
Page No : 3



# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

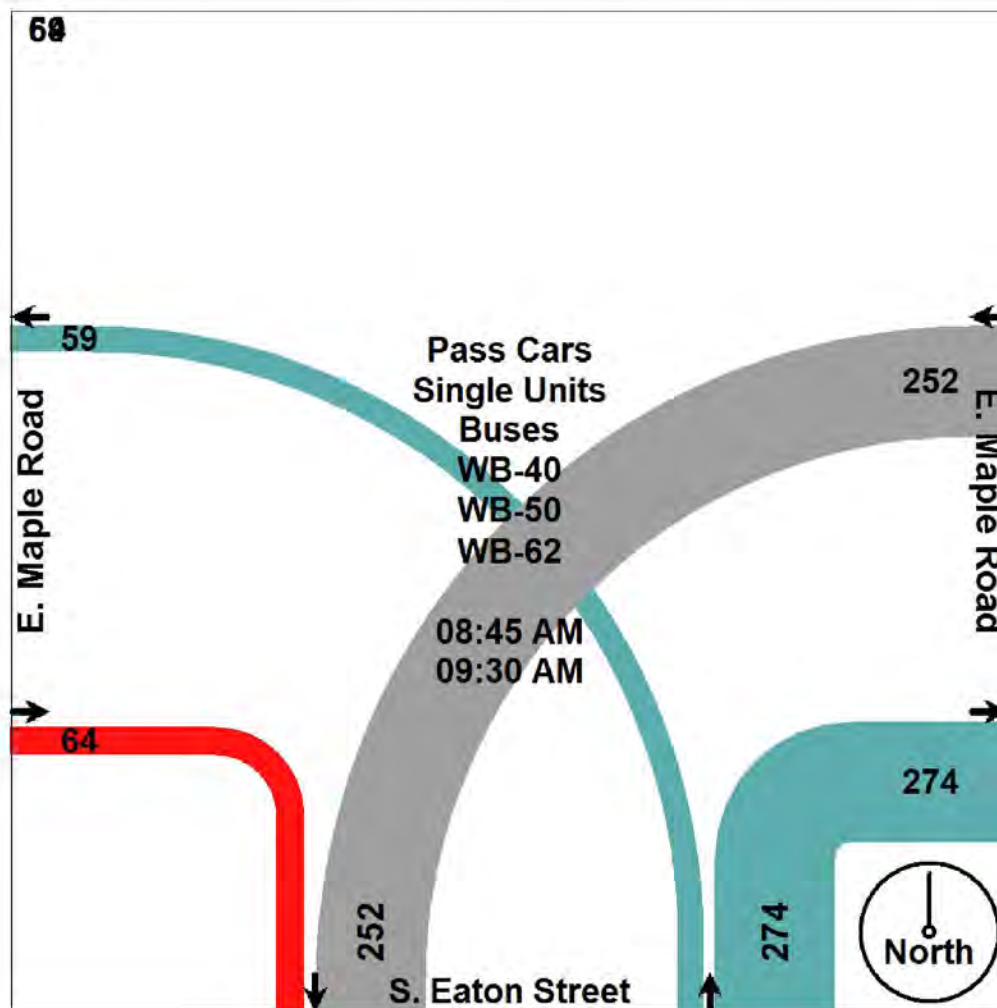
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File Name : TMC\_1 EMaple&SEaton\_7-27-17  
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Start Date : 7/27/2017  
Page No : 4

	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 07:00 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection 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	1	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





# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

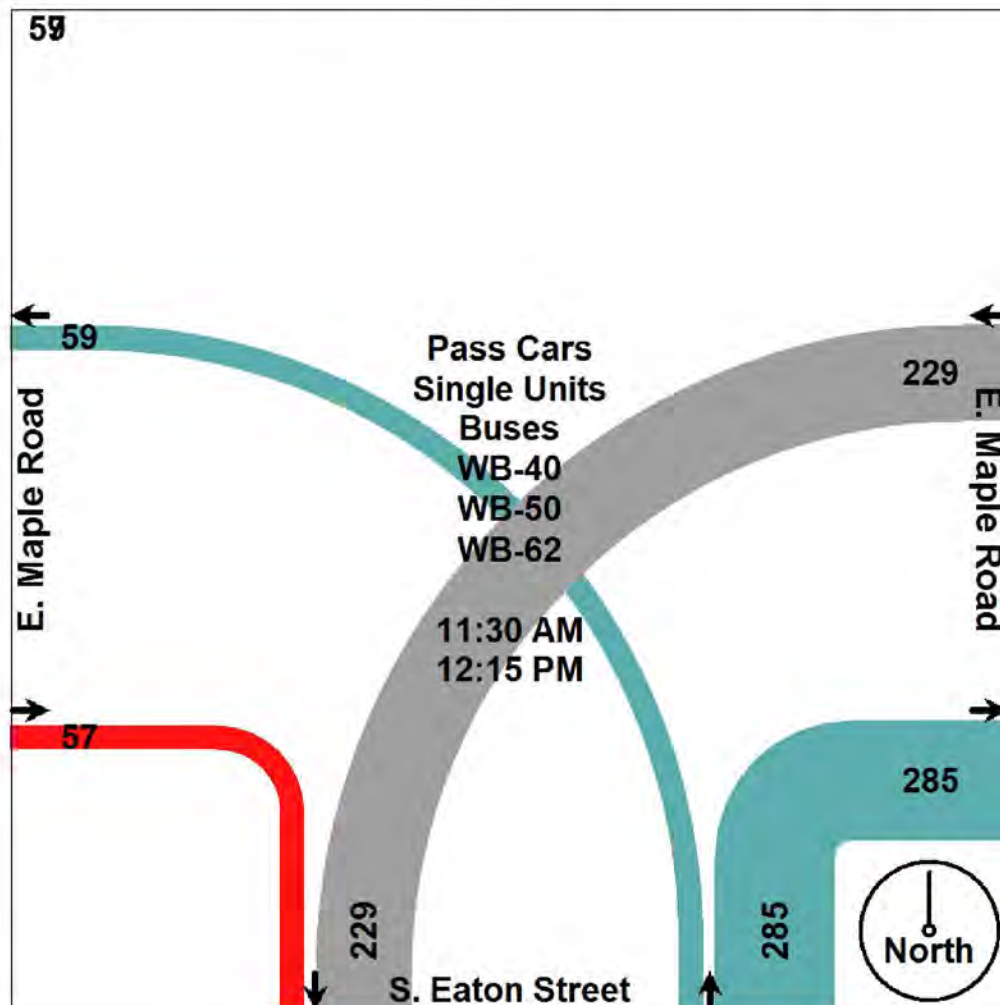
City of Birmingham, Engineering Dept.



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 : 5

	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 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
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



# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

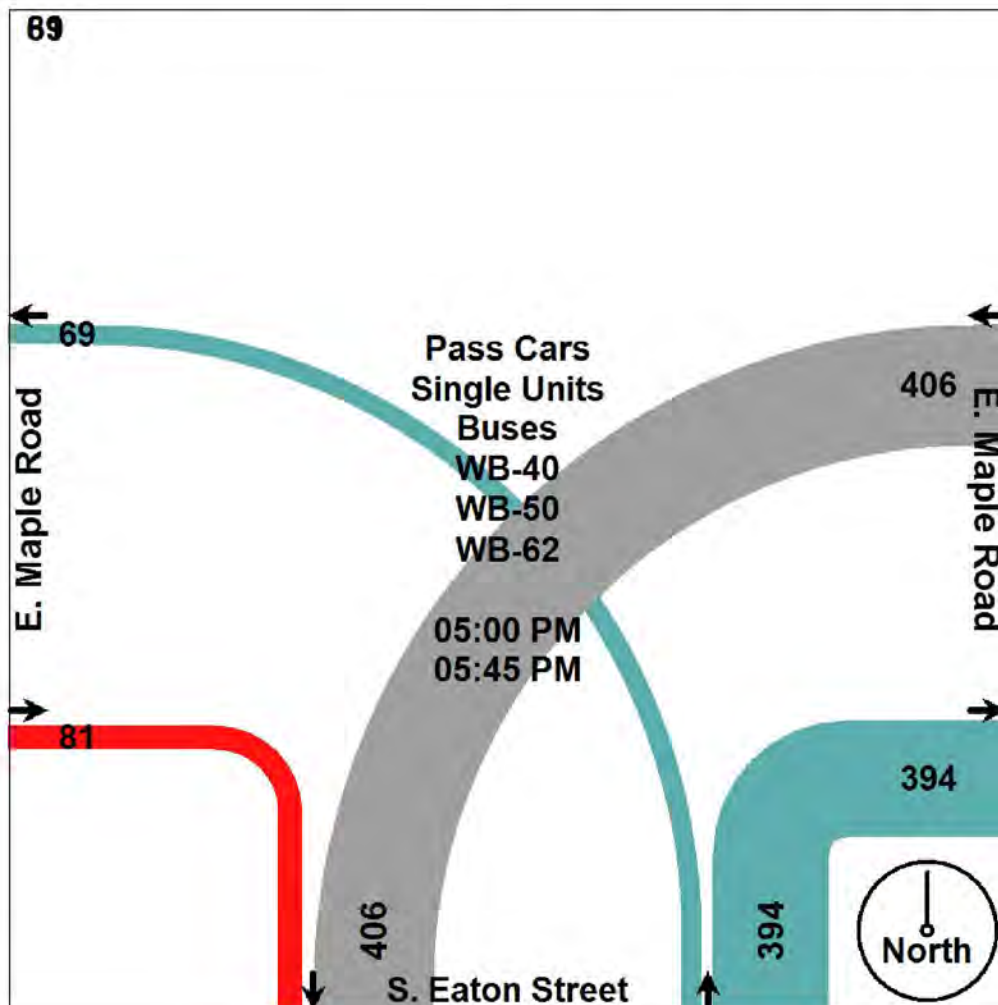
City of Birmingham, Engineering Dept.



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 : 6

	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 02:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
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





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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





are tied into together, they're straight. As soon as you deviate from that, the poles are bent, and they're going to lay down.

- DTE is going to need an easement from the primary to the secondary on the other side of the river, and the City is going to need this easement cleared out.

Mayor Nickita commented:

- It's important to note this piece of land is not a park, it's a City-owned property within the water shed, and it has a limited amount of use.
- The City will be mindful of the trees that are removed and what DTE will do, and will be working with the residents to replace the trees.
- The proposal has been studied extensively, and the result will be receiving funds to replace the trees that are removed, to add many more trees, and to clean up the site.
- The new easement is valuable to the City because the electricity that connects the center of the city to the north is susceptible to failure in storms, and according to what DTE has said this easement will diminish the likelihood the north side of the City losing power.

VOTE:           Yeas,       7  
                  Nays,       0  
                  Absent,   0

#### **08-227-17                   MAPLE RD. & S. ETON RD. INTERSECTION MULTI-MODAL TRANSPORTATION BOARD IMPROVEMENTS**

City Engineer O'Meara reported:

- Tonight we met out at the intersection of S. Eton, to discuss the potential approval of an island as well as other improvements to the intersection
- Julie Kroll from Fleis & Vandenbrink is present.
- A professional count was taken of both truck and pedestrian traffic making the turn in and out of Eton. Ten of the largest truck category, the WB-62 category, were counted. That is the size of the truck used tonight at the on-site demonstration.
- The MMTB thought some turning movements could be disqualified based on some of the reports heard during the public meeting, but in practice trucks are turning in and out in all directions possible.
- Staff is now suggesting a mountable island that is entirely concrete in the area that is not typically driven or walked on, which would slow traffic and make pedestrians feel safer traversing through the area.
- The island is not intended to be a refuge. The traffic signals will be set so that pedestrians should be able to walk through the entire intersection without feeling like they have to stop in the middle.

In response to comments from Mayor Nickita, Ms. Kroll stated Fleis & Vandenbrink was tasked with a concept to make the intersection safer as well as more pedestrian friendly, and to determine if trucks can navigate. Before the island can be designed as to materials, type of curb, etc., the Commission has to determine whether or not they want an island, and, if so, what size.

Commissioners were split on the question installing the island, with Commissioner DeWeese in favor of the smaller island to slow traffic and Commission Hoff feeling installing a mountable curb on a pedestrian island is in conflict. She suggested waiting and observing what happens



with traffic signal adjustments. Commissioner Boutros suggested moving the island 5' east. Mayor Nickita was strongly in favor of an island.

Generally the Commissioners agreed the right turn lane on Eton, which is supposed to be one lane, is being used by cars as two turn lanes, and the final plan needs to discourage cars from using it as two turn lanes while still allowing trucks room to turn.

Commissioner Hoff introduced discussion of waiting on the island but moving forward with widening the sidewalk and installing the ADA ramp as part of the 2017 Concrete Sidewalk Program, although she expressed concern with encouraging people to walk on that side of Eton and cross Eton at the subject crosswalk. Commissioner Bordman agreed, stating there are too many options regarding the island and she is not comfortable voting on it. Commissioner DeWeese agreed there was no disadvantage to expanding the sidewalk now, noting it would give pedestrians more space and narrow the road, which causes cars to be more careful.

Mayor Nickita noted it is a matter of scheduling. The Commission either votes to move forward now with a plan that is not fully designed because of an anticipated increase in the number of pedestrians when Whole Foods opens, on hold off until mid-summer 2018. He pointed out Whole Foods is opening in late October, so there will be more pedestrian traffic without any safety installations.

Commissioner Sherman observed pedestrians choose to cross further north at the top of the hill where Eton is narrower and suggested eliminating the subject crosswalk and moving it to where pedestrians are crossing. He noted the experienced truck driver was crossing the yellow line when turning onto Eton. He noted two cars are making right turns next to each other in a lane meant for one car. He said he didn't have an opinion on the island because there are too many variables. Commissioner Sherman said the area being reviewed should be expanded beyond just the intersection.

Mayor Nickita commented:

- This is about creating a safe environment.
- People are going to cross where they want to cross and where it makes sense to cross.
- People do not want to walk more than they need to, and they definitely do not want to cross two streets when they can cross one, even if the one is not very good.
- The subject crosswalk needs to be made safe for pedestrians.
- The amount of time pedestrians are in an unsafe environment needs to be diminished, and the way to do that is to narrow the street edge to edge, add something in the middle which diminishes their exposure, and adding as much crosswalk and signage as needed.
- There are too many unanswered questions to make a decision.
- Safety is priority number one, congestion is another concern, and access for trucks is another concern, in that order.
- The only thing the Commission needs to consider right now is whether to widen the sidewalk on the west side, or take the whole project into next year for further investigation.

Commissioner DeWeese indicated in urban planning and walkability literature, having narrow sidewalks next to busy streets is not conducive to walkability. He felt widening the sidewalk will make it friendlier. He also commented putting yellow on the curbs to make them stand out, particularly from the west to the east and turning, to slow traffic. He saw no downside to



extending the sidewalk because it does not seem to make a difference for what the future design will be for the crosswalk.

Mayor Pro Tem Harris supported the extension of the west side sidewalk for the reasons that have been stated. He asked Mayor Nickita which of the four items recommended by staff for the S. Eton Rd. – Maple Rd. to Yosemite Blvd. section he is advocating.

Mayor Nickita explained if the west side curb is widened now it might have to be redone to accommodate the final crosswalk plan.

City Engineer O'Meara remarked it would be helpful to have the whole design at once because if the crosswalk is widened to the new 12' crosswalk standard, the other corner will have to be bigger, and it would be nice to coordinate the crosswalk markings all at once. If they change next year they are going to get scratched up, and they are not going to look as good if they are moved and put back a different way.

Mayor Nickita pointed out the importance of safety. The design of a street changes the way people use it, particularly the actions of the drivers. If the street is narrowed, an island is added, a crosswalk is added with a continental pattern of 12" wide, 2" strips, with 2" gaps, that street would be significantly safer. The question is do we try it one more time and bring it back before the end of the season, or do we take more time to look it over and address it for next year.

Commissioner DeWeese indicated the issue should go back to the MMTB. The Commission should have better options, context, awareness of the whole situation and the trade-offs. Doing the curb on the west side is not going to change anything very much right now. He noted he would make the intersection work for larger trucks, and he fully supported the island, because even if it does not serve much point in terms of pedestrians it will serve a point in slowing down traffic.

Commissioner Hoff was in favor of waiting until next year, as was Commissioner Bordman, because there are currently too many variables.

Mayor Nickita stated:

- Truck access from the westbound to Eton worked well conceptually with the island, and there is enough room for it. I do not anticipate that truck making that left from westbound Maple. I think we should very seriously consider eliminating truck-turning from that. We allow trucks to make that left already, we allow trucks to make that turn under the bridge, we know there are a number of trucks that will not go that way anyway, we recognize that routes are generally from the west, from Adams or Woodward, and so with that being the case that obtuse angle allows the trucks to go, and there is a reasonable amount of room if we have something like this island.
- The gap that allows cars to double up and turn right needs to be addressed.
- We have to recognize the fact that trucks are going to be limited in a day so typically there will not be trucks going there when pedestrians are walking there, so for the most part the design needs to be for the majority of the period when it is used with an accommodation for when trucks are present. The intersection has to work for everyone else all the time.
- Staff and the design team need to give us some clarity on those things, so that when we or the MMTB see it again we can actually review those things more specifically and



hopefully get us to where we need to go, so that we are looking at an approval and not designing at the table.

Mayor Pro Tem Harris agreed with everything that has been said, and gave further direction to staff to collect data on multiple days with different lengths and frequency of trucks, the feasibility of having the island, the likelihood of vehicles stopping, and what happens if they do not.

Commissioner Bordman asked that data be collected after Whole Foods opens.

The Commission took no action.

## **VI. NEW BUSINESS**

### **08-228-17 PUBLIC HEARING FOR 211 S. OLD WOODWARD – BIRMINGHAM THEATER SPECIAL LAND USE PERMIT AND FINAL SITE PLAN**

Commissioner Sherman recused himself based on a conversation with the City Attorney, and left the Commission room at 9:48 p.m.

Mayor Nickita opened the public hearing at 9:47 p.m.

City Planner Ecker reported:

- The subject site, Birmingham Theater, is located at 211 S. Old Woodward, on the east side of S. Old Woodward at Merrill.
- The parcel is zoned B-4, Business-Residential and D-4 in the Downtown Overlay District.
- The applicant, Birmingham Teatro, LLC, is applying for a Special Land Use Permit (SLUP) to operate with a Class C liquor license under the new ordinance allowing a movie theater to operate with a liquor license.
- Birmingham Teatro is owned equally by Daniel Shaw and Nicholas Lekas, who in addition to operating the theater, are also part owners of Birmingham Theater, LLC, which is the sub-landlord for 211 S. Old Woodward.
- Article 2, section 2.37, B4 (Business-Residential) District requires that any establishment with alcoholic beverage sales (on-premise consumption) shall obtain a Special Land Use Permit.
- On July 12, 2017, the Planning Board conducted a public hearing and voted unanimously to recommend approval to the City Commission of the Special Land Use Permit ("SLUP") and Final Site Plan for 211 S. Old Woodward, Birmingham Theater, with no conditions.
- No exterior changes to the Birmingham Theater building are proposed.

Answering questions from commissioners, City Planner Ecker explained:

- Alcohol will be sold only on the upper level. Patrons may buy alcohol and take it down to the lower level.
- Birmingham Teatro is owned by Daniel Shaw and Nicholas Liekas, both of whom are also part owners of Birmingham Theater, the EA Fuller Oak Mgmt., and Fuller Oak Mgmt. One or more of the principals who are involved in Birmingham Teatro are also involved in the other organizations, but the SLUP resolution and the contract is with Birmingham Teatro LLC. So if the two owners in Birmingham Teatro LLC change or if they add a new owner, then they would have to come back.



## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** December 27, 2018

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & N. Eton Rd. Intersection – Signal Timing

---

Over the past several months, City staff have received numerous complaints regarding the timing and configuration of the signal at Maple and N. Eton Road. Specifically, concerns are related to drivers turning left out of the western Whole Foods driveway onto westbound Maple that are not yielding as required to the drivers turning right coming southbound on S. Eton to head westbound on Maple.

Accordingly, the City reached out to the Road Commission for Oakland County to determine if any timing changes had recently been made. In addition, City staff asked our transportation consultant, Fleis & Vandenbrink ("F & V"), to study the intersection timing, circulation and flow and recommend any changes or improvements that may be needed. Please find attached a report from F & V outlining their recommendations for your review.

### **SUGGESTED RESOLUTION:**

To recommend approval of Alternative 1 as noted in F & V's report dated December 27, 2018 to add a permissive flashing yellow left turn arrow for northbound left turning vehicles exiting the western Whole Foods driveway, at a cost of \$6050.

OR

To recommend approval of Alternative 2 as noted in F & V's report dated December 27, 2018 to add both a permissive flashing yellow left turn arrow and a protected green left turn arrow for northbound left turning vehicles exiting the western Whole Foods driveway at a cost of \$7260.



December 27, 2018

VIA EMAIL

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

**RE: Maple Road & Eton Street Intersection Operations  
Whole Foods Drive Approach**

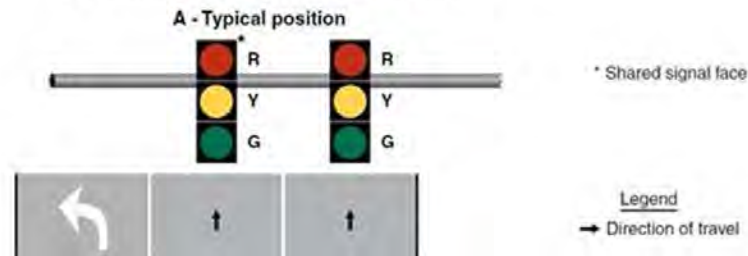
Dear Mr. O'Meara,

The purpose of this letter is to address concerns regarding the signal operations at the Maple Road & Eton Street; specifically, the Whole Foods drive opposite the N. Eton Street approach. Included herein is an overview of the existing PM peak signal operations on the Whole Foods approach, concerns that have been raised, mitigation that has been implemented and additional mitigation measures that may be considered by the City to address operational concerns.

### EXISTING CONDITIONS

The existing signal operations on the Whole Food approach is a "Shared Signal Face". As summarized in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD, Sections 4D.17-20), this type of signal face controls both the left-turn movement and the adjacent movement (usually the through movement) and can serve as one of the two required primary signal faces for the adjacent movement. A shared signal face always displays the same color of circular indication that is displayed by the signal face or faces for the adjacent movement.

**Figure 4D-6. Typical Position and Arrangements of Shared Signal Faces for Permissive Only Mode Left Turns**



With this type of operation, the left-turning vehicles must yield to opposing traffic and through and right-turning vehicles have the right-of-way. The source of confusion at this intersection is that the opposing (N. Eton Street) approach does not allow southbound through vehicles, so the opposing traffic is only southbound right-turns. Additional signage was added facing the Whole Foods approach to help remind drivers that left-turning must yield to oncoming traffic.

Despite the additional signage, there have been no changes in driver behavior. Drivers continue to be observed making left-turns despite not having the right-of-way and causing crashes and near misses with southbound right-turning vehicles.



27725 Stansbury Boulevard, Suite 195  
Farmington Hills, MI 48334

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[www.fveng.com](http://www.fveng.com)

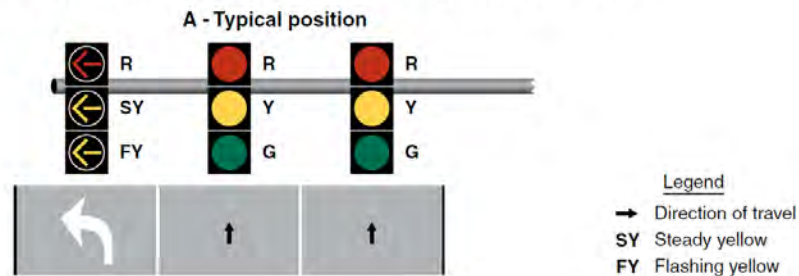
## ALTERNATIVES ANALYSIS

To improve the safety of the intersection, several alternatives were evaluated. These alternatives all involve the addition of a signal head to the Whole Foods approach, with the operations varying by signal operations. For the purpose of this analysis, only the PM peak hour operations were evaluated, as the PM peak volumes were significantly larger than all other peak periods. The alternatives considered are summarized below.

### Alternative 1: Permissive Only Left-turns

This alternative maintains the existing intersection operations, but adds a permissive only signal head for the northbound left-turning vehicles on the Whole Foods approach. This left-turn signal head is the same that is currently displayed for the N. Eton Street approach.

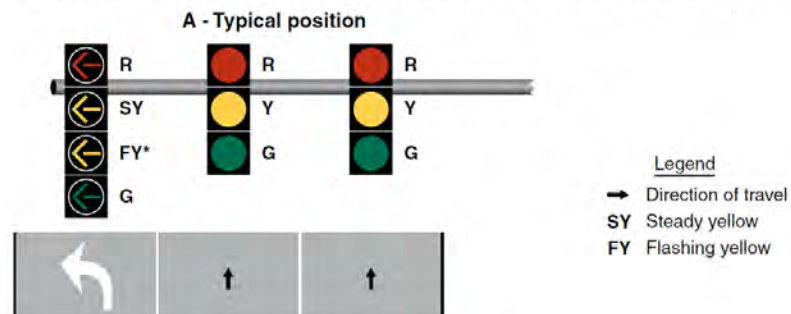
**Figure 4D-7. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Permissive Only Mode Left Turns**



### Alternative 2: Permissive/Protected Left-turns

This alternative maintains the existing permissive operations and adds a protected movement for northbound left-turning vehicles on the Whole Foods approach. The addition of a protected movement on this approach will impact the overall intersection operations as summarized in Table 1.

**Figure 4D-12. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Left Turns**

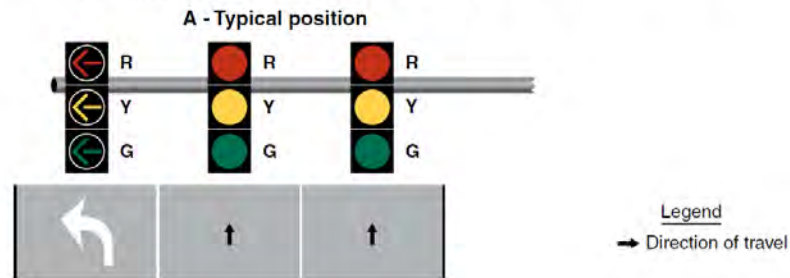


### Alternative 3: Protected Only Left-turns

This alternative would permit northbound left-turns only as a protect movement. The N. Eton Street approach would maintain the existing permissive operations and Whole Foods approach would have a separate phase just for left-turns. It is also feasible to add protected southbound left-turns with this alternative; however, the N. Eton Street signals would also need to be changed to accommodate protected southbound left-turns. The cost associated with protected southbound and northbound left-turns would be similar to that of Alternative 4. The protected only northbound left-turn movement on this approach will impact the overall intersection operations as summarized in Table 1.



**Figure 4D-10. Typical Position and Arrangements of Separate Signal Faces for Protected Only Mode Left Turns**



#### Alternative 4: Split Phasing

This alternative would permit all northbound and southbound movements as a protected only movement. The N. Eton Street approach also need to be changed to reflect a split phasing operation. The split phasing will impact the overall intersection operations as summarized in Table 1.

**TABLE 1: LOS SUMMARY**

Intersection	Approach	PM Peak							
		Existing / Alternative 1		Alternative 2		Alternative 3		Alternative 4	
		Permissive Only		Permissive / Protected		NB Protected Only		Split Phase	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & N. Eton/Whole Foods	NBL	50.0	D	50.0	D	50.0	D	62.5	E
	NBT	46.3	D	46.3	D	46.3	D	53.7	D
	SBL	51.4	D	51.4	D	51.4	D	60.7	E
	SBR	16.2	B	26.9	C	30.6	C	27.6	C
	WBL	31.5	C	31.5	C	31.5	C	33.0	C
	WBTR	45.5	D	45.5	D	45.5	D	49.3	D
	EB	2.3	A	2.3	A	2.3	A	3.6	A
	<b>Overall</b>	<b>22.1</b>	<b>C</b>	<b>23.4</b>	<b>C</b>	<b>23.8</b>	<b>C</b>	<b>26.0</b>	<b>C</b>
Maple Road & S. Eton Street	NBL	50.1	D	50.1	D	50.1	D	42.1	D
	NBR	20.8	C	20.8	C	20.8	C	17.0	B
	WBTL	3.2	A	2.6	A	2.0	A	3.4	A
	EBTR	42.5	D	42.5	D	42.5	D	54.1	D
	<b>Overall</b>	<b>20.8</b>	<b>C</b>	<b>20.6</b>	<b>C</b>	<b>20.3</b>	<b>C</b>	<b>24.1</b>	<b>D</b>

## COST ESTIMATE COMPARISON

The estimated costs associated with each of the alternatives is summarized in Table 2. This information is provided for use in consideration with the alternatives for implementation.

TABLE 2: COST ESTIMATE

Intersection	Approach	Alternative 1	Alternative 2	Alternative 3	Alternative 4
		Permissive Only	Permissive/Protected	Protected Only	Split Phase
Maple Road & N. Eton/Whole Foods	NB	\$2,500.00	\$3,000.00	\$2,500.00	\$2,500.00
	SB	\$0.00	\$0.00	\$2,500.00	\$2,500.00
	<i>SubTotal</i>	<i>\$2,500.00</i>	<i>\$3,000.00</i>	<i>\$5,000.00</i>	<i>\$5,000.00</i>
	Design	\$2,750.00	\$3,300.00	\$5,500.00	\$5,500.00
	Contingency/ Mobilization	\$3,300.00	\$3,960.00	\$6,600.00	\$6,600.00
	<b>Total</b>	<b>\$6,050.00</b>	<b>\$7,260.00</b>	<b>\$12,100.00</b>	<b>\$12,100.00</b>

## SUMMARY

The results of the analysis show that the existing permissive operations provide the best overall intersection operations. Since there is continued driver confusion associated with the existing "green ball" permissive operations, the installation of flashing yellow arrow associated with Alternative should be considered to help reduce confusion associated with permissive operations.

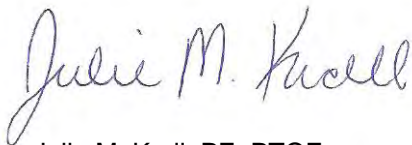
An additional option for consideration is a permissive/protected movement with Alternative 2. This would provide both a permissive (flashing yellow arrow) and a protected (green arrow) movement. There is some additional delay associated with adding a protected movement and additional cost with a four-section head (vs. three section head).

Alternatives 3 and 4 are not recommended. These have higher associated costs and overall higher delay. In addition, alternatives 1 and 2 can adequately address the operational concerns as noted at this intersection.

If you have any questions or concerns, please contact our office.

Sincerely,

FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:js:jmk





Paul O'Meara &lt;pomeara@bhamgov .org&gt;

---

**Fwd: Maple & Eton - signal timings**

1 message

Scott Grewe &lt;Sgrewe@bhamgov.org&gt;

Mon, Dec 3, 2018 at 2:18 PM

To: Paul O'Meara &lt;Pomeara@bhamgov.org&gt;, jrose@fveng.com, Mark Clemence &lt;Mclemence@bhamgov.org&gt;

Here are the changes from Oakland County.

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

From: Jones, Rachel &lt;rjones@rcoc.org&gt;

Date: Mon, Dec 3, 2018 at 2:16 PM

Subject: Maple &amp; Eton - signal timings

To: [sgrewe@bhamgov.org](mailto:sgrewe@bhamgov.org) <[sgrewe@bhamgov.org](mailto:sgrewe@bhamgov.org)>Cc: Deneau, Danielle <[ddeneau@rcoc.org](mailto:ddeneau@rcoc.org)>

Hi Commander Grewe,

Per our earlier conversation please find attached the following signal timings for Maple & Eton:

Co 283\_rev4 (Installed 10/26/17)

Co 283\_rev5 (Installed 10/12/18)

The signal times have not been changed between rev 4 and rev 5, however the operation has been modified which should be an improvement in the intersection efficiency. The change was to bring up the WB LT green after the EB thru at Eton (S) (ie the west side of the bridge). This should bring up this WB LT a few seconds earlier; in rev 4 it didn't come on until after the EB signals at Eton (N) (ie on the East side of the bridge). Hope this makes sense.

The change is noted on the rev 5 paperwork.

We had a crew check the signal last week and they found the signal operating per paperwork. I have an engineer out there now rechecking the controller, clock, signal operation etc. I'll let you know what we find.

Please contact me if you require further info and / or to discuss the timings.

Thanks,

Rachel

Rachel Jones

Signal Operations Engineer

Traffic Operations Center

Road Commission For Oakland County

1200 N.Telegraph Road, West 49

Pontiac, MI 48341-0421

Phone (248) 858 7250

Fax (248) 858 7251

Email [rjones@rcoc.org](mailto:rjones@rcoc.org)


--


Scott Grewe  
Operations Commander  
Birmingham Police Department  
151 Martin St.  
Birmingham, MI. 48009  
(248)530-1867



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2 attachments

 283\_rev5\_timing.pdf  
6244K

 283\_rev4\_timing.pdf  
6000K



**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, JANUARY 3, 2019  
City Commission Room  
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, January 3, 2019.

Chairperson Johanna Slanga convened the meeting at 6:05 p.m.

**01-01-19**

**1. ROLL CALL**

**Present:** Chairperson Johanna Slanga; Board Members Katie Schafer, Doug White; Alternate Board Members Daniel Isaksen, Joseph Zane

**Absent:** Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal; Student Representative Alex Lindstrom

**Administration:** Lauren Chapman, City Planner  
Jana Ecker, Planning Director  
Austin Fletcher, Asst. City Engineer  
Scott Grewe, Police Dept. Commander  
Carole Salutes, Recording Secretary

**Fleis & Vanderbrink ("F&V"):**  
Julie Kroll

**Rowe Engineering:**  
Jill Bauer  
Michael Labadie

**01-06-19**

**6. MAPLE RD. / N. ETON RD. SIGNAL TIMING**

Commander Grewe advised the only complaints the Police Dept. gets regarding Eton Rd. and Maple Rd. is the left turning traffic coming out of the western entrance to Whole Foods to go westbound on Maple Rd. conflicting with the southbound N. Eton Rd. traffic that is making a right turn to go west on Maple Rd. They both think they have the right-of-way and they are both going. Legally, the left turning traffic has to yield the right-of-way to the right turn. A sign has been added in the middle of intersection that says Left Turn Must Yield but he doesn't know that it has helped.

## Multi-Modal Transportation Board Proceedings

January 3, 2018

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Staff asked the City's transportation consultant, F&V, to study the intersection timing, circulation and flow and recommend any changes or improvements that may be needed.

Ms. Kroll said she was surprised how busy it was when she went out there at 5:30 p.m. It wasn't just the left turns; some of the issues have to do with vehicles queuing underneath the bridge and the short time that is available for the vehicles on the Whole Foods approach. It only allowed for about one vehicle to get through each cycle length which is 120 seconds. If the queue length is six vehicles and only one can get through every 120 seconds you can see why people are getting frustrated. They are taking chances by creeping up on the stop bar and trying to get into the intersection so they can make it through and not have to sit for another two minutes.

F&V has looked at four different alternatives for the signal head on that approach:

1. Add a new three section signal head for the left turning lane exiting the western drive of Whole Foods with permissive phasing;
2. At same location, add a new four section signal head which is flashing yellow with protected left turn movement. That would provide permissive phasing for when it is not busy and allow the queue lanes to clear. Just during peak periods additional time is needed for the left turn movement;
3. At same location, add a new three section signal head with protected only movement where there would be no permissive turns during the off-peak time. However, the concern would be that vehicles would be sitting when there are no cars when the time could be used for vehicles to clear the intersection;
4. Add a new three section signal head with split phasing where the Whole Foods approach would go separate from the other approaches and they would have no conflicting traffic.

Ms. Kroll advised that after running studies, the best results were achieved with alternative 2. In coordination with this they would do some adjustments to the signal timing on the other approaches because there are some issues with the intersection as a whole that can be improved. This would just be one part of that improvement.

Mr. Isaksen said that after viewing the tables it looks to him as though alternative 1 and alternative 2 have very similar levels of service except that the southbound right turn lane loses some quality of service because of being told to yield.

Ms. Kroll explained there is a really long southbound right turn phase so they took some time away from it and that is why the level of service reduces there. However, they didn't change the time on the northbound left. It still remained at 15 seconds, the max that they had for that approach. The same number of northbound left turn vehicles can get through the intersection whether it is permissive or protected.



## Multi-Modal Transportation Board Proceedings

January 3, 2018

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Ms. Ecker explained that makes it more orderly because vehicles only go when they have the protected green and the other vehicles are not coming. So the conflicts of the two of them coming at once are not happening as often.

The cost estimate between alternatives 1 and 2 was reviewed. For alternative 1 the estimate was \$8,550 and for alternative 2 it was \$10,260, for a difference of \$1,710.

Mr. Isaksen said his instinct is to proceed incrementally. Alternative 1 seems to be a minimal tweak to try. Chairman Slanga thought if they spend the \$8,500 and they find the need to add the protected status, then they will need to spend it again.

Ms. Kroll said she will take a look to see if some of the issues under the bridge can be fixed. The two intersections are clustered so they operate together. She will try to find how to increase the time under the bridge so backups will be decreased. To increase the time under the bridge she will have to reduce the time on S. Eton Rd. They have to make sure that doing something in one place doesn't impact something elsewhere.

Chairperson Slanga opened up discussion from the public at 6:55 p.m.

Mr. Dave Underdown, who is one of the owners of N. Eton Plaza, agreed that is a tough intersection to get through and he is looking forward to anything that can be done to make it move better. The customers are saying they don't come because it is hard to get out of his center at certain times because traffic is so backed up. Anything that can be done would certainly help his tenants.

Mr. Steve Kalczynski, 1883 Shipman Blvd. said when he goes to LA Fitness anywhere between 4 p.m. to 7:30 each evening, that is when he sees the most issues arising with traffic building up. In his opinion if they could put more time into the lights to relieve the pressure on vehicles going east and west, that may resolve a lot of problems. He does not see a lot of pedestrians.

Mr. Zane agreed that giving everybody more time during that period is a difficult balancing act. He would trust the experts on this tough intersection.

Chairperson Slanga said if alternative 1, permissive only, doesn't work it doesn't seem very cost effective to spend almost \$19,000 total for permissive / protected. She thought they need to look at this intersection in total again now that Whole Foods is in and established. The whole intersection is operating below where people would want it, which is one of the reasons why people are frustrated. She hoped F&V could come back with more thoughts and opportunities.

Ms. Kroll noted that issues have been identified on certain movements during certain times of day and they want to see if they can make it better. There will be additional discussion about the S. Eton Rd. leg with regard to pedestrian improvements.

## Multi-Modal Transportation Board Proceedings

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Responding to the chairperson, Commander Grewe said the complaints they have received are strictly about the turning. Typically they are coming from a person that is on N. Eton Rd. making a right turn to go west on Maple Rd. The concern is about being cut off by people making a left turn out of Whole Foods and not yielding to them as they are making a right turn. However, the accident data is not there to support that there is a serious problem. It is just that drivers are frustrated. Maybe taking a step back to look at everything again is probably a better way to go.

Ms. Kroll said they go out in the field as she did today to see if their model matches what is actually happening. By doing the field observations she can pinpoint the issues and then go back to her model and revise it to see if they can fix the problems.

The consensus of board members was not to make a resolution on this matter, but to request a broader look at what is happening at different times and different days versus the model now that Whole Foods is in.





## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** January 31, 2019

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & N. Eton Rd. Intersection – Signal Timing

Recent issues that have been raised about the operation of this traffic signal were discussed at the January meeting of the Multi-Modal Transportation Board (MMTB). After discussions with the Board and input from the public, F&V requested the opportunity to investigate the matter more fully before finalizing recommendations. A revised report is now attached.

In addition to addressing the foremost issue of ongoing conflicts between northbound and southbound traffic, F&V is also suggesting changes that should improve delays for northbound traffic coming from S. Eton Rd. F&V will be prepared to demonstrate the proposed changes using computer modeling.

After this further analysis, Alternate 3 has been identified as the superior option. After reviewing the report, staff endorses this suggestion.

### SUGGESTED RESOLUTION:

To recommend approval of Alternate 3 referenced in the F&V report dated January 26, 2019, creating a protected left turn phase for northbound vehicles turning left from the Whole Foods approach, at an estimated cost of \$8,550.

January 26, 2019

VIA EMAIL

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

**RE: Maple Road & Eton Street Intersection Operations  
Whole Foods Drive Approach  
Revised Study**

Dear Mr. O'Meara,

The purpose of this letter is to address concerns regarding the signal operations at the Maple Road & Eton Street; specifically, the Whole Foods drive opposite the N. Eton Street approach. Concerns that have been raised regarding the existing signal operations and the safety of the Whole Foods Drive approach. The purpose of this study is to summarize what mitigation has been implemented and what additional mitigation measures that may be considered by the City to address operational and safety concerns.

F&V previously performed an analysis for this intersection as summarized in our letter dated December 27, 2018. F&V presented the findings to the Multi-Modal Transportation Board (MMTB) at the January 3, 2019 meeting and the MMTB requested a further analysis to consider:

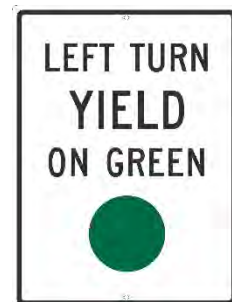
- Existing signal timing improvements
- Impacts to S. Eton Street
- Impacts to Maple Road
- Proposed pedestrian improvements on S.Eton Street
- Coordination with adjacent signals on Maple Road

Included herein is a revised analysis that considered these items as noted by the MMTB and additional items that were further evaluated by F&V.

**EXISTING CONDITIONS**

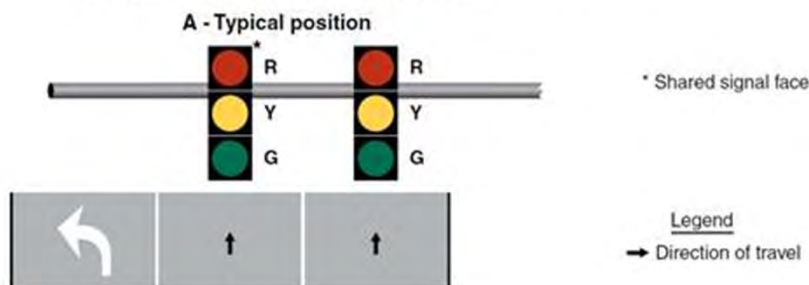
The existing signal operations on the Whole Food approach is a "Shared Signal Face". As summarized in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD, Sections 4D.17-20), this type of signal face controls both the left-turn movement and the adjacent movement (usually the through movement) and can serve as one of the two required primary signal faces for the adjacent movement. A shared signal face always displays the same color of circular indication that is displayed by the signal face or faces for the adjacent movement.

With this type of operation, the left-turning vehicles must yield to opposing traffic and through and right-turning vehicles have the right-of-way. The source of confusion at this intersection is that the opposing (N. Eton Street) approach does not allow southbound through vehicles, so the opposing traffic is only southbound right-turns. Additional signage was added facing the Whole Foods approach to help remind drivers that left-turning vehicles must yield to oncoming traffic.





**Figure 4D-6. Typical Position and Arrangements of Shared Signal Faces for Permissive Only Mode Left Turns**



Despite the additional signage, there have been no changes in driver behavior. Drivers continue to be observed making left-turns despite not having the right-of-way and causing crashes and near misses with southbound right-turning vehicles.

## FIELD REVIEW

F&V performed field observations and identified the following existing operational concerns.

- 1) The southbound right-turns on N. Eton Street have a continuous movement with a green arrow at the same time the Whole Foods approach has a permissive left-turn movement. The right-turn volumes fill the limited queue area between N. Eton Street and S. Eton Street (underneath the railroad bridge). When there is an available gap in traffic for the left-turns exiting the Whole Foods drive, there is no place for the left-turning vehicles to queue because the space has been filled with N. Eton Street vehicles. It was observed that many drivers on the Whole Foods approach had to wait several cycle lengths to make a left-turn exiting the site due to lack of queuing space under the bridge.
- 2) The westbound left-turns on Maple Road at the Whole Foods driveway operates with a protected left-turn movement during all hours of the day, except 4-6PM, when the left-turn operates with a permissive only movement. The demand for left-turns at this driveway is very low, with the highest volumes occurring during the PM peak hour (13 veh/hr) with the permissive phasing. By providing a protected movement for left-turns for all other hours the S. Eton Street operations were observed to have significant delays.
- 3) The intersection is running as an isolated signal with a 130 second cycle length. The adjacent signals on Maple Road in the City of Birmingham are running 90 second cycle lengths. The adjacent signals in the City of Troy are running SCATS; however, based on the signal timing permits the intersections are typically running 120 second cycle lengths. With the Eton/Maple intersection running 130 seconds, it would be very difficult to have any type of coordination along the corridor.

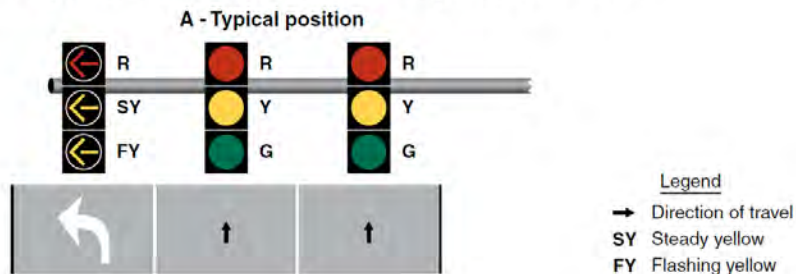
## ALTERNATIVES ANALYSIS

To improve the safety of the intersection, several alternatives were evaluated. These alternatives all involve the addition of a signal head to the Whole Foods approach, with the operations varying by signal operations. The alternatives considered are summarized below.

### Alternative 1: Permissive Only Left-turns

This alternative maintains the existing intersection operations, but adds a permissive only signal head for the northbound left-turning vehicles on the Whole Foods approach. This left-turn signal head is the same that is currently displayed for the N. Eton Street approach. The operations and vehicle queueing with a permissive only left-turn (existing conditions) are summarized in **Table 1** and **Table 2** respectively.

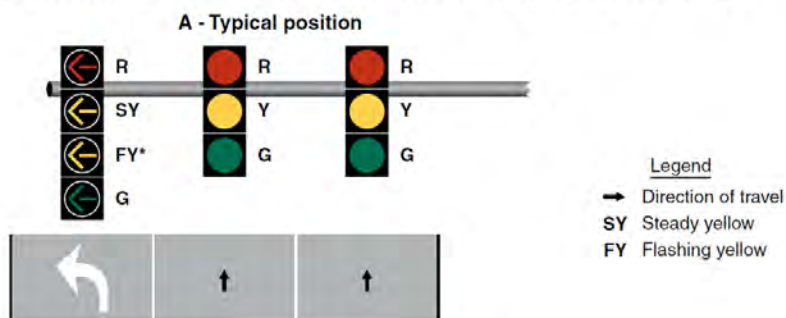
**Figure 4D-7. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Permissive Only Mode Left Turns**



### Alternative 2: Permissive/Protected Left-turns

This alternative maintains the existing permissive operations and adds a protected movement for northbound left-turning vehicles on the Whole Foods approach. The addition of a protected movement on this approach will impact the overall intersection operations and vehicle queuing as summarized in **Table 1** and **Table 2** respectively.

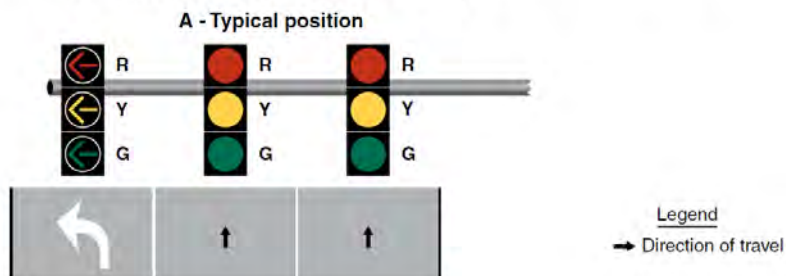
**Figure 4D-12. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Left Turns**



### Alternative 3: Protected Only Left-turns

This alternative would permit northbound left-turns only as a protect movement. The N. Eton Street approach would maintain the existing permissive southbound left-turn operations, however the southbound right-turns would be stopped while the Whole Foods approach has a separate phase just for left-turns. The protected only northbound left-turn movement on this approach will impact the overall intersection operations and vehicle queuing as summarized in **Table 1** and **Table 2** respectively.

**Figure 4D-10. Typical Position and Arrangements of Separate Signal Faces for Protected Only Mode Left Turns**



### Alternative 4: Split Phasing

This alternative would permit all northbound and southbound movements as a protected only movement. The N. Eton Street approach also need to be changed to reflect a split phasing operation. The split phasing



will impact the overall intersection operations and vehicle queuing as summarized in **Table 1** and **Table 2** respectively.

**TABLE 1: INTERSECTION OPERATIONS SUMMARY**

Intersection	Peak Period	Approach	Existing / Alternative 1		Alternative 2		Alternative 3		Alternative 4	
			Permissive Only		Permissive / Protective		NB Protected Only		Split Phasing	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & S. Eton Street	AM	EB	52.8	D	52.8	D	52.8	D	85.0	F
		WB	2.8	A	2.1	A	1.7	A	3.8	A
		NBL	48.6	D	48.6	D	48.6	D	38.7	D
		NBR	19.7	B	19.7	B	19.7	B	16.6	B
		Overall	21.8	C	21.4	C	21.2	C	31.5	C
	PM	EB	54.5	D	72.8	E	54.5	D	123.6	F
		WB	2.3	A	2.7	A	1.5	A	4.6	A
		NBL	65.5	E	52.3	D	65.5	E	41.6	D
		NBR	26.4	C	24.0	C	26.4	C	21.0	C
		Overall	25.9	C	31.6	C	25.5	C	49.2	D
Maple Road & N. Eton Street / Whole Foods Drive	AM	EB	2.0	A	2.0	A	2.0	A	3.9	A
		WBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A
		WBTR	46.0	D	46.0	D	46.0	D	89.6	F
		NBL	46.9	D	46.9	D	46.9	D	54.2	D
		NBT	45.1	D	45.1	D	45.1	D	50.5	D
		SBL	55.4	E	55.4	E	55.4	E	66.6	E
		SBR	18.2	B	28.6	C	31.5	C	29.4	C
		Overall	23.2	C	24.8	C	25.2	C	42.3	D
	PM	EB	1.6	A	2.5	A	1.6	A	4.7	A
		WBL	30.7	C	32.5	C	30.7	C	43.8	D
		WBTR	59.0	E	75.8	E	59.0	E	158.5	F
		NBL	65.1	E	52.2	D	65.1	E	65.1	E
		NBT	51.8	D	46.7	D	51.8	D	51.8	D
		SBL	73.5	E	54.8	D	73.5	E	72.3	E
		SBR	17.5	B	26.0	C	27.5	C	26.7	C
		Overall	27.6	C	34.0	C	28.8	C	64.6	E

\* Indicates No Volume Present

**TABLE 2: VEHICLE QUEUING SUMMARY**

Intersection	Peak Period	Approach	Existing / Alternative 1		Alternative 2		Alternative 3		Alternative 4	
			Permissive Only		Permissive / Protective		NB Protected Only		Split Phasing	
			Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Maple Road & S. Eton Street	AM	EBT	218	303	223	328	226	326	317	524
		EBTR	235	331	235	345	244	351	333	539
		WBL	87	128	81	123	65	121	84	125
		WBT	86	126	57	93	15	69	71	115
		NBL	29	70	28	67	27	65	27	65
		NBR	86	159	87	160	89	166	85	149
	PM	EBT	297	425	385	575	295	421	1068	1670
		EBTR	333	463	406	602	322	452	1091	1691
		WBL	110	133	107	137	99	141	111	134
		WBT	74	125	67	115	33	93	76	119
		NBL	51	112	52	115	50	102	40	87
		NBR	132	238	134	248	131	238	108	193
Maple Road & N. Eton Street / Whole Foods Drive	AM	EBL	13	42	19	58	16	48	20	54
		EBTR	24	74	23	66	16	48	30	70
		WBL	0*	0*	0*	0*	0*	0*	0*	0*
		WBT	263	393	243	403	220	359	421	547
		WBTR	251	386	225	383	206	353	416	548
		NBL	9	31	10	34	12	40	14	43
		NBT	2	13	2	13	2	12	2	11
		SBL	40	103	51	136	57	149	47	122
		SBR	111	196	133	229	177	280	122	222
	PM	EBL	24	67	28	70	19	56	33	80
		EBTR	19	58	31	83	22	62	43	95
		WBL	20	122	21	123	16	98	34	173
		WBT	282	465	305	482	255	437	465	479
		WBTR	250	432	280	452	217	390	466	486
		NBL	59	124	45	104	47	108	46	105
		NBT	9	32	10	33	11	38	8	29
		SBL	60	154	67	171	72	173	78	185
		SBR	162	276	177	298	192	291	175	295

\* Indicates No Volume Present



## COST ESTIMATE COMPARISON

The estimated costs associated with each of the alternatives is summarized in **Table 3**. This information is provided for use in consideration with the alternatives for implementation.

**TABLE 3: COST ESTIMATE**

Intersection	Approach	Alternative 1	Alternative 2	Alternative 3	Alternative 4
		Permissive Only	Permissive/Protected	Protected Only	Split Phase
Maple Road & N. Eton/Whole Foods	NB	\$2,500.00	\$3,000.00	\$2,500.00	\$2,500.00
	SB	\$0.00	\$0.00	\$0.00	\$2,500.00
	<i>SubTotal</i>	<i>\$2,500.00</i>	<i>\$3,000.00</i>	<i>\$2,500.00</i>	<i>\$5,000.00</i>
	Design	\$2,750.00	\$3,300.00	\$2,750.00	\$5,500.00
	Contingency/ Mobilization	\$3,300.00	\$3,960.00	\$3,300.00	\$6,600.00
	<b>Total</b>	<b>\$8,550.00</b>	<b>\$10,260.00</b>	<b>\$8,550.00</b>	<b>\$17,100.00</b>

## CONCLUSIONS

- Alternative 1 is not recommended. This is essentially the same as the existing conditions and the southbound right-turning vehicles on N. Eton Street will continue to fill up the available queuing space under the bridge.
- Alternative 2 is not recommended. This maintains a permissive phase for a portion of available signal timing, with the remaining time on the split to a protected movement. During the permissive phase the southbound right-turning vehicles on N. Eton Street will continue to fill up the available queuing space under the bridge and when there is a protected phase for the left-turns there would not be any place for the vehicles to queue.
- Alternative 3 is recommended. The implementation of this operation would require the southbound right-turns to stop during same phase as the northbound left-turns. This eliminates 1) the conflicting traffic volumes within the intersection and 2) provides the queue space under the bridge to the Whole Foods traffic. In addition, the southbound right-turns have a very long right-turn overlap phase that runs concurrent with the eastbound left-turns on Maple Road, so the elimination of right-turns during the same split as the Whole Foods approach will not have a significant impact on the operations of this movement.
- Alternative 4 is not recommended. This alternative impacts the operations on Maple Road by decreasing the time available for through traffic. In addition, Alternative 3 can adequately address the operational concerns at this intersection as noted above.

## RECOMMENDATIONS

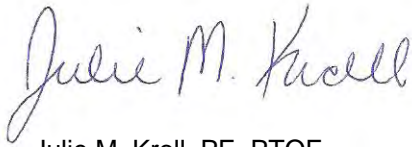
Based on the field observations performed by F&V and the alternatives operational analysis performed the following improvements are recommended:

- Run a 120 second cycle length at Maple Road & Eton Street intersection. Include signal timing offsets to improve coordination between adjacent signals on Maple Road.
- Run a permissive only left-turn movement on the westbound left-turn movement at the Whole Foods Drive (currently only run the during the 4-6PM time period)
- Prohibit southbound right-turns during the same phase as the Whole Foods approach. Provide a protected left-turn signal head. (Alternative 3)

The recommended improvements were used as the baseline conditions in evaluation of the proposed pedestrian improvements on S.Eton Street.

If you have any questions or concerns, please contact our office.

Sincerely,  
FLEIS & VANDENBRINK

A handwritten signature in blue ink that reads "Julie M. Kroll". The signature is written in a cursive, flowing style.

Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:jjs:jmk



**CITY OF BIRMINGHAM MULTI-MODAL  
TRANSPORTATION BOARD THURSDAY,  
FEBRUARY 7, 2019  
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 7, 2019.

Chairperson Johanna Slanga convened the meeting at 6:02 p.m.

**1. ROLL CALL**

**Present:** Chairperson Johanna Slanga, Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer (arrived 6:10 p.m.), Joe Zane (arrived 6:06 p.m.); Alternate Board Member Daniel Isaksen

**Absent:** Board Member Doug White; Student Representative Alex Lindstrom

**Administration:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul O'Meara, City Engineer  
Laura Eichenhorn, Transcriptionist

**Fleis & Vanderbrink ("F&V"):**

Julie Kroll

**5. MAPLE ROAD / N. ETON – SIGNAL TIMING**

Planning Director Ecker reviewed the previous information and discussion on the item.

City Engineer O'Meara then invited Ms. Kroll from F&V to continue with the item.

Ms. Kroll explained F&V did some additional field investigation at the intersection, creating two different timing plans: one for the period between 4:00 p.m. - 6:00 p.m., and one outside the period of 4:00 p.m. - 6:00 p.m. She continued:

- At this signal there is a 130-second cycle length, whereas the cycle length at the intersections to the east is 120 seconds. The intersections to the west run a 90-second cycle length. With the 130-second cycle length the timing was not going to work. A 90-second cycle length was too short for the offset intersections, so the option of running a 120-second cycle length was recommended.
- Outside of the 4:00 p.m. - 6:00 p.m. time period, there were significant queues on S. Eton, particularly around 3:30 p.m.

Vice-Chairperson Edwards noted that school lets out at 3:30 p.m.

Ms. Kroll continued her presentation, adding:

- The long queues on S. Eton around 3:30 p.m. were caused by the protected left turn going into the Whole Foods parking lot. F&V looked at the possibility of eliminating the protected left turn and replacing it with permissive left turns which operate between 4:00 p.m. - 6:00 p.m.
- Southbound right turns on N. Eton have a green arrow during two periods each cycle: once as an overlap phase with adjacent signals when S. Eton is running, and once during the 17 seconds the intersection allows for the Whole Foods approach. The right-turn arrow times ended up totalling approximately seventy seconds per cycle. Eliminating the 17 second leg still left about 50 seconds of southbound right turns, allowing for the clearance of southbound right turns.
- As a result, F&V recommends turning off the southbound right-turns at the same time the northbound lefts are exiting the Whole Foods approach. This eliminates the conflict beneath the bridge.

Chairperson Slanga reminded the Board that at the N. Eton intersection the only concerns were the two turning lanes. The table of alternatives shared at the Board's January 3, 2019 meeting had Alternatives 1 & 2 with permissive turns which feature flashing lights that allowed both lanes to turn together. Alternative 3 would allow each lane an opportunity to turn. The change being proposed is a revised cost and a recommendation to look at Alternative 3.

Ms. Kroll explained to Chairperson Slanga that Alternative 2 is only different from Alternative 1 in that it provides a short amount of time for protected turns. Alternative 3, in contrast, turns off the southbound right turns because F&V found the right-turn lane already had enough time during the 120-second cycle length to clear. The northbound left turns only have 17 seconds, so F&V wanted to make sure that all 17 seconds were given to the Whole Foods approach in order to allow the Whole Foods approach to clear those vehicles and to avoid the southbound turns filling up the queue space under the bridge.

Ms. Kroll confirmed for Mr. Rontal there will be a red right arrow shown to the southbound right turn lane during the 17 seconds allotted for northbound right turns.

Vice-Chairperson Edwards said Alternative 3 would not improve the efficiency of the traffic flow at the intersection, but would make the intersection safer. She said drivers heading southbound into the intersection and attempting to turn right encounter a lower level of service. She also confirmed that she understood why Alternative 3 was being suggested, but that some people driving the intersection might be displeased with the change.

Mr. Isaksen pointed out that the level of service for the southbound right turn is still one of the highest on the table, and suggested that as a result the southbound right turns will be least negatively impacted by a small loss in level of service.

Vice-Chairperson Edwards agreed with Mr. Isaksen, just saying that some of the neighbors of the intersection are grumbling about the possible change.

Ms. Kroll noted the southbound right turns are still ranked 'C' for level of service in Alternative



3, which is adequate and only causes an additional 10-12 second wait for the turn. She also explained she used the recommendations from Alternative 3 as the baseline conditions to evaluate all the alternatives listed for Maple Road / S. Eton – Pedestrian Improvements, in order to clarify their compatibility.

The Board was then shown modelling of the existing conditions as well as Alternative 3.

Dr. Rontal explained that the westbound left-turn out of Whole Foods would be synchronized with the eastbound left-hand turn out of N. Eton. The southbound N. Eton traffic turning left to go eastbound onto Maple is synchronized with northbound left-turn going westbound into Whole Foods.

Ms. Kroll confirmed, adding the southbound left is permissive between 4:00 - 6:00 p.m., causing cars to yield to any traffic leaving the Whole Foods driveway.

Vice-Chairperson Edwards expressed concern that when parents go to pick up their children from Pembroke School around 3:50 p.m. the intersection gets overwhelmed with cars heading south and trying to make a left.

Mr. Isaksen suggested that maybe there should be another time of day where the signal operation is different to address the school traffic.

Ms. Kroll said that during school drop-offs northbound right turns back up under the bridge due to a westbound protected left turn occurring at the same time. Alternative 3 proposes to create a permissive westbound left turn outside the hours of 4:00 p.m. - 6:00 p.m. in order to allow the northbound right turns to flow more freely.

**Motion by Mr. Isaksen**

**Seconded by Mr. Rontal to recommend approval of Alternate 3 referenced in the F&V report dated January 26, 2019, creating a protected left turn phase for northbound vehicles turning left from the Whole Foods approach, at an estimated cost of \$8,550.**

**Motion carried, 7-0.**

**VOICE VOTE**

Yeas: Isaksen, Rontal, Schafer, Zane, Slanga, Edwards, Folberg

Nays: None

Absent: White

# Maple Road & South Eton Street

## Pedestrian Island

Maple Road

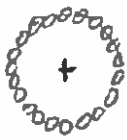
CONCRETE

SIDEWALK

### SYMBOL LEGEND



Potentilla



Yarrow



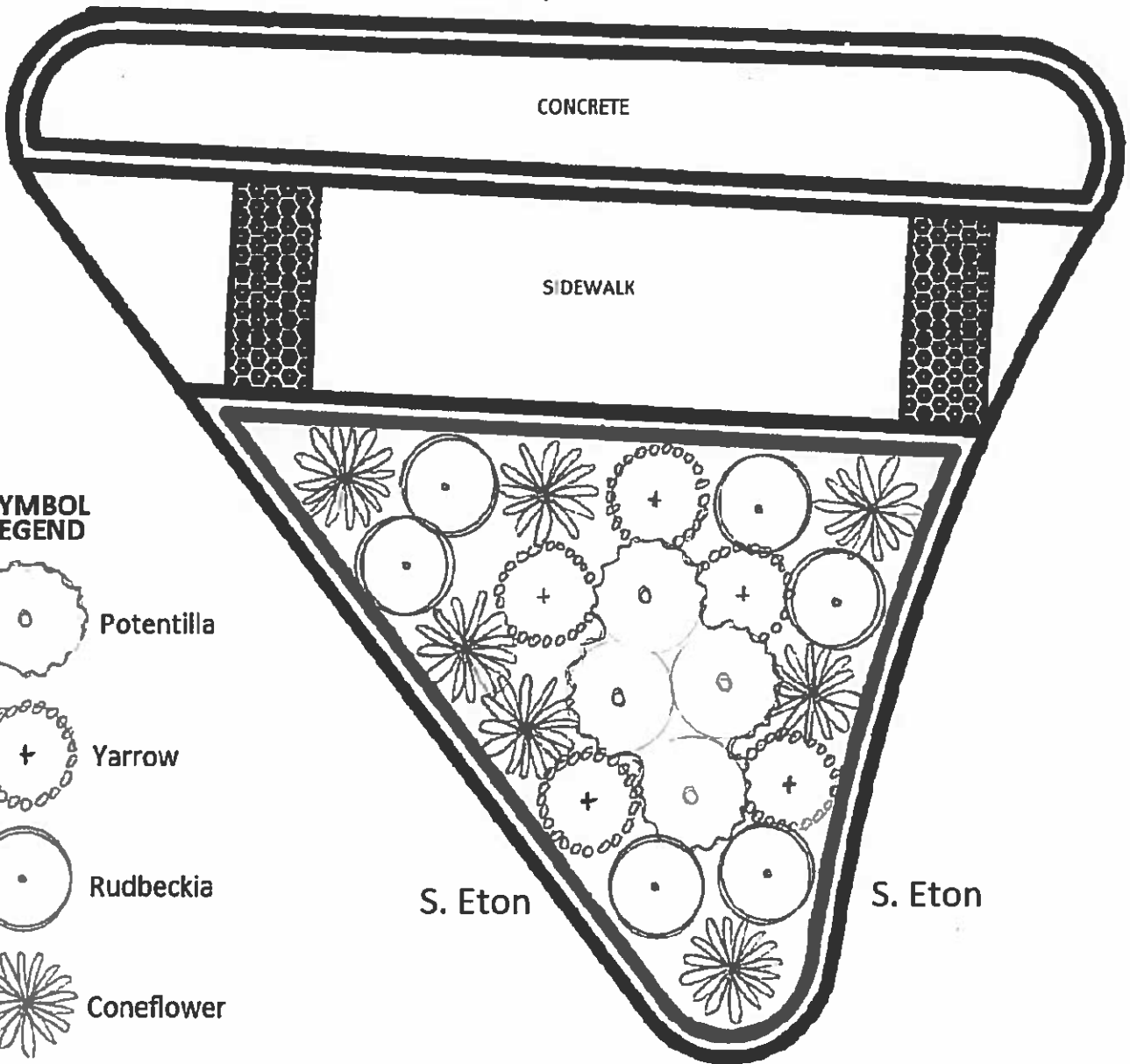
Rudbeckia



Coneflower

S. Eton

S. Eton







Potentilla

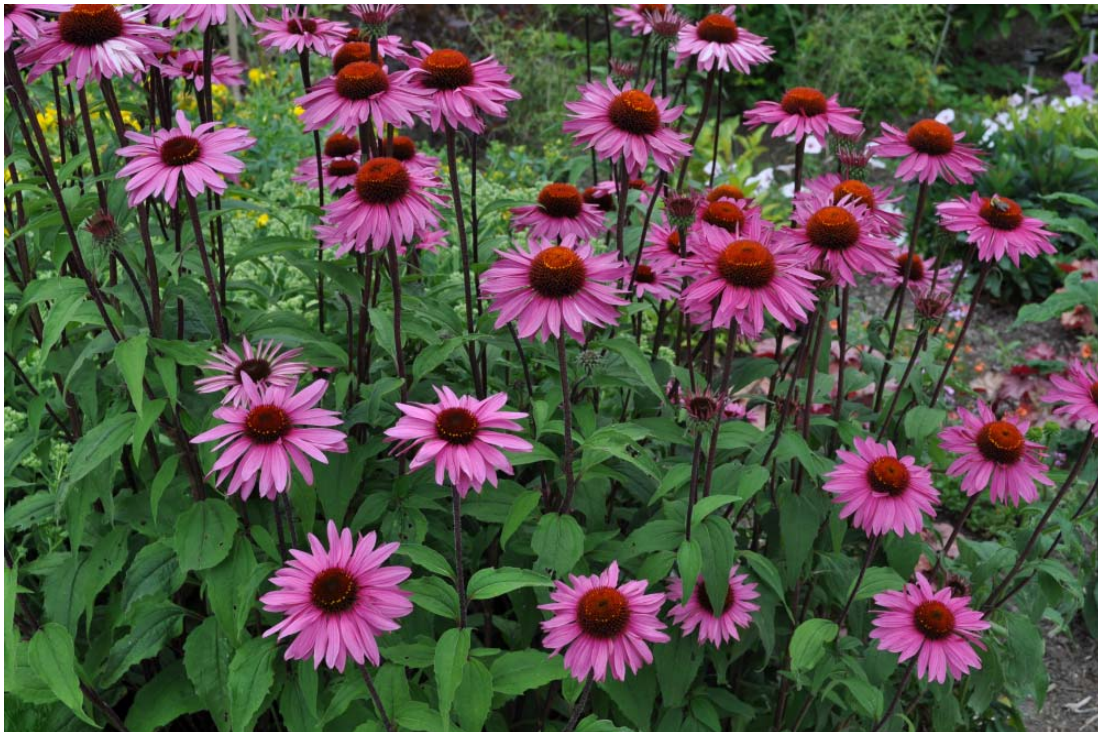


Yarrow





Rudbeckia



Coneflower



## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** March 20, 2019

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

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** E. Maple Rd. & Eton Rd. Intersection  
Multi-Modal Transportation Board Recommendations

### INTRODUCTION:

In the fall of 2017, a new Whole Foods grocery store opened at 2100 E. Maple Rd., replacing an office building. Given that the new store would have a driveway entering into the Maple Rd. & N. Eton Rd. intersection, it was anticipated that there would be an impact on traffic flows and demand in this area. Considerable discussion and study went into traffic signal modifications at the Planning Board level, and at the staff level, prior to issuing a building permit. Concurrently, the City formed an Ad Hoc Rail District Committee that studied many issues relative to traffic and parking along the S. Eton Rd. corridor. The findings of the committee were referred to the Multi-Modal Transportation Board (MMTB) for several recommendations. Since certain issues remain unresolved at this intersection, it has been studied again recently by the MMTB. Recommendations in two areas are provided below for consideration of the City Commission.

### BACKGROUND:

#### **A. South Eton Rd. Intersection (West of CN Railroad)**

At the City Commission meeting of August 14, 2017, the City Commission reviewed a recommendation from the MMTB to install a pedestrian island to improve the S. Eton Rd. crosswalk at Maple Rd., in conjunction with other modifications for the S. Eton Rd. block south to Yosemite Blvd. After discussion and review, the Commission did not feel the issues of pedestrian demand vs. the needs of truck turns and vehicle turns had been explored fully. Further, there was interest in seeing if pedestrian traffic patterns changed upon the opening of the Whole Foods grocery store.

New traffic count data was obtained in September, 2018. It was compared to data collected in 2015. F&V noted the following points of interest:

- Vehicular traffic overall did not change much, except that southbound right turns from N. Eton Rd., as well as through westbound traffic increased measurably. Neither of these increases could be attributed to Whole Foods.

- Pedestrian activity on the west side of the intersection remains stable both before and after the opening of Whole Foods. Pedestrian traffic did increase measurably for the crosswalk crossing Maple Rd. at N. Eton Rd. (traffic to and from the Pembroke Park Subdivision).

With the above data, traffic consultant F&V was asked to consider every possible option of ways to modify the S. Eton Rd. intersection to improve walkability. As noted in their memo, the following base parameters were used in the design:

- The existing south side crosswalk at S. Eton Rd. exceeds the maximum length of a crosswalk per AASHTO recommendations. While it is recommended that crosswalks not exceed 60 ft. in length, the current crosswalk is 88 ft.
- If a splitter island is installed as was recommended initially, the raised island must have a minimum width of 6 ft., preferably 8 to 10 ft., to provide a safe feeling refuge if a pedestrian needs to stop and wait there. (The time provided to use this crosswalk is more than sufficient for pedestrians to cross without stopping at the island, however, if a pedestrian starts crossing late in the cycle, they may need to stop in the middle.)
- Since there are commercial tenants located in the Rail District that routinely ship materials using large semi-trailers, and there is no other legal entry and exit point for these vehicles, F&V recommends that the WB-65 truck turning template be used in the design (for more information, the dimensions of a WB-65 truck is featured in the attached memo).

Overall, F&V was able to present nine different design concepts to modify the intersection in an effort to improve conditions for pedestrians. The various reasons that most were eliminated is detailed in the memo. The top candidates for further consideration were Options 1 and 6, which both feature a splitter island design similar to what was recommended previously. The difference between the two is that the crosswalk crossing Maple Rd. was relocated further east on Option 6. When first discussed at the meeting of February 7, 2019, the Board saw benefits in both options. While pedestrians using the crosswalk on Option 6 would benefit from not having potential conflicts with northbound left turns from S. Eton Rd., the close proximity of the bridge abutments, which greatly impacts sight distance for westbound motorists, made some Board members hesitate. Additional time was provided to have an outside pedestrian safety expert that works for the Michigan Dept. of Transportation (MDOT) review the proposed designs. After considering current crash patterns and traffic behaviors, she recommended that Option 6 is the best design, although Option 1 has merit as well.

The MMTB considered the additional information at their meeting of March 6, 2019. The Board considered not only the perceived safety of the relocated crosswalk, but also the level of convenience or lack thereof that pedestrians would feel having to use the island to cross Maple Rd. Issues raised included:

- It had already been established that the small splitter island is not a positive environment for pedestrians to have to stand and wait for traffic to clear. If Option 6 were built, all northbound/southbound pedestrians would be required to wait on the island.
- Northbound pedestrians from S. Eton Rd. coming from the west side of the street wishing to head north and west down Maple Rd. would be forced to go out of their



way to cross Maple Rd., which may result in attempts to cross Maple Rd. where the crosswalk is today, even if not recommended or signed to do so.

In the end, the MMTB did not feel that the benefits of Option 6 outweighed its drawbacks, and recommended on a 7-0 vote to recommend the installation of Option 1, the splitter island with the Maple Rd. crosswalk remaining as it is today.

Although not discussed in detail, the MMTB members clarified that the recommendation includes the other components of the recommendation that existed previously:

- Relocation of the west side curb on S. Eton Rd. from Maple Rd. to Yosemite Blvd., so that the west side sidewalk can be reconstructed at 8 ft. wide instead of its current 5 ft.
- Additional sidewalk width will be added to the southeast corner of the intersection, to improve the waiting area for pedestrians, where additional right-of-way allows this opportunity.
- Sharrows will be added to this block of S. Eton Rd. to encourage the use of the traffic lanes by bicyclists.

## **B. North Eton Intersection (East of CN Railroad)**

The Maple Rd. and Eton Rd. intersection has been operating for over a year in its revised mode. During the months of October through the end of the year, the partial blockage of other streets in the area, such as Coolidge Hwy., 14 Mile Rd., and Adams Rd. due to construction projects resulted in higher than normal demand for this intersection. Additionally, Whole Foods experienced strong traffic demand during the Christmas shopping season, which resulted in problems not seen to such an extreme degree before. Of particular note was the fact that the north and south entrances into the intersection, particularly for traffic turning on to westbound Maple Rd., were conflicting with each other. As in any intersection, left turns are supposed to yield to right turns. However, due to extreme demands, and lack of storage space under the railroad bridge, resulted in unexpected frustrations and driver behaviors. Our traffic consultant was asked to review the issue and provide recommendations.

The issue was discussed at both the January and February, 2019 MMTB meetings. Various options were offered and discussed, with the preferred option being to provide a separate protected phase for northbound drivers exiting the Whole Foods driveway. Doing so would allow for them to not have to enter the intersection at the same time as southbound traffic, which should reduce conflicts. While studying the intersection further, it was noted that a "special" 4 to 6 PM timing that operated every day was working better for northbound S. Eton Rd. drivers than it was during the rest of the mid-day period. Northbound drivers turning eastbound on Maple Rd. were being stopped under the bridge, where little storage room is available, which would reduce the number of vehicles that could be processed for this turn during each cycle, resulting in queues to the south. The total length of the signal cycle is also recommended for a 10-second reduction, to 120 seconds, to fit in better with the other traffic signals on the Maple Rd. corridor. Details are in the attached report from F&V, and the recommended changes are summarized below at the end of this memo.

If approved, we anticipate that this change can be implemented in approximately 60 days, once a new traffic signal can be acquired, and installed through the Road Commission for Oakland Co.

**LEGAL REVIEW:**

No legal review is required.

**FISCAL IMPACT:**

**A. South Eton Rd. Intersection (West of CN Railroad)**

If the City Commission directs staff to proceed with the MMTB recommendation (Option 1), the following improvements will be constructed, at the following estimated costs:

Splitter Island	\$20,000
Landscaping at Island	\$ 2,000
Widened handicap ramp at SE Corner	\$ 1,000
Widened sidewalk and ramps on W. Side (One block)	<u>\$53,000</u>
TOTAL	<u>\$76,000</u>

If approved by the Commission, the Engineering Dept. anticipates that this work may be added to the 2019 Concrete Sidewalk Replacement Program, which will be underway during the upcoming summer. The resolution below includes authorization for these additional funds.

Note that if the City Commission wishes to proceed with Option 6 in the alternative (wherein the Maple Rd. crosswalk is relocated to the east), the estimated cost would include the above items, plus additional concrete, pavement marking, and traffic signal work. Including the \$76,000 cost of Option 1, the total estimated cost of Option 6 would be in the range of \$105,000 to \$130,000 (an increase of 36% to 71%), per F&V.

**B. North Eton Intersection (East of CN Railroad)**

The recommended traffic signal modifications (Alternative 3) at the Maple Rd. & N. Eton Rd. intersection will require the installation of an additional traffic signal for the northbound traffic within this intersection, as well as signal timing modifications. The additional cost is estimated at \$8,550. If authorized by the City Commission, staff will direct the Road Commission of Oakland County to proceed with this modification as soon as possible.

**SUMMARY:**

In accordance with the recommendations of the Multi-Modal Transportation Board, the City Commission is asked to consider the following modifications:

- A. Maple Rd. & S. Eton Rd. – Pedestrian improvement Option 1, including widening of the west side S. Eton Rd. sidewalk from Maple Rd. to Yosemite Blvd., installation of a splitter island for the south side of the intersection, and sidewalk enhancements at the southwest corner.



- B. Maple Rd. & N. Eton Rd.** – Traffic signal modification Alternative 3, providing a protected phase for traffic existing the northbound Whole Foods driveway, as well as associated traffic signal timing changes, which will reduce the ongoing conflict between northbound and southbound vehicles in this intersection.

When reviewing these items, although located at the same intersection, these recommendations are independent and do not have any material impact on one another, that is, should the Commission wish to approve one of the recommendations and not the other, there will be no negative repercussions to the implemented recommendation in doing so.

**ATTACHMENTS:**

**A. South Eton Rd. Intersection (West of CN Railroad)**

- Staff cover memo to MMTB, January 31, 2019.
- S. Eton Rd. intersection pedestrian improvements comprehensive study from F&V, February 1, 2019.
- MMTB minutes, meeting of February 7, 2019.
- March 1, 2019 memo to the MMTB regarding the splitter island recommendation for the S. Eton Rd. intersection.
- Follow up memo to the MMTB regarding MDOT safety review relative to Option 6, March 1, 2019.
- FHWA Issue Brief, "Engineering Countermeasures to Reduce Red-Light Running."
- MMTB minutes, meeting of March 7, 2019.
- City Commission package of information for meeting of July 24, 2017:
  - Staff cover memo, July 19, 2017.
  - Truck turning diagrams, pedestrian island proposal.
  - Cross-sections and plans for S. Eton Rd. corridor pavement marking concept plans.
  - Ad Hoc Rail District Committee Final Report
  - City Commission minutes, meeting of December 12, 2016.
  - Memo to MMTB, January 27, 2017.
  - Plan of existing conditions.
  - Photos of existing conditions.
  - Minutes of MMTB meeting, February 2, 2017.
  - Memo to MMTB, February 24, 2017.
  - Minutes of MMTB meeting, March 2, 2017.
  - Memo to MMTB, April 4, 2017.
  - Concept plan of proposed improvements at Maple Rd. & S. Eton Rd., March 2017.
  - City Commission minutes, meeting of April 13, 2017.
  - Memo to MMTB, April 28, 2017.
  - F&V Memo, April 13, 2017.
  - Minutes of MMTB meeting, May 4, 2017.
  - Memo to MMTB, May 25, 2017.
  - Minutes of MMTB meeting, June 1, 2017.
  - Memo to MMTB, July 14, 2017.
  - Results of Survey, S. Eton Commercial Traffic Review.
- City Commission meeting minutes, July 24, 2017.
- Staff cover memo, August 4, 2017.
- F&V Memo, dated August 4, 2017.

- Traffic count summary and detailed data, dated August 2, 2017.
- City Commission meeting minutes, August 14, 2017.

## **B. North Eton Intersection (East of CN Railroad)**

- Memo to MMTB, December 27, 2018.
- F&V Memo, December 21, 2018.
- Memo referencing minor timing changes recently completed by the Road Commission for Oakland County, December 3, 2018.
- Minutes of MMTB meeting, January 3, 2019.
- Memo to MMTB, January 31, 2019.
- F&V Memo, January 26, 2019.
- Minutes of MMTB meeting, February 7, 2019.

### **SUGGESTED RESOLUTION A:**

To direct staff to proceed with the pedestrian enhancement improvements for the block of S. Eton Rd. from Maple Rd. to Yosemite Blvd., as recommended by the Multi-Modal Transportation Board, including:

- Installation of a landscaped pedestrian refuge island at the S. Eton Rd. pedestrian crossing for Maple Rd. traffic, as designed in Option 1.
- Relocation of the west side curb to allow for an 8 ft. wide sidewalk from Maple Rd. to Yosemite Blvd.
- Enhanced sidewalk and handicap ramp at the southeast corner of the Maple Rd. intersection.

Further, to direct staff to amend the 2019 Concrete Sidewalk Program, Contract #6-19(SW), to construct these improvements in the 2019 construction season, at an estimated cost of \$76,000, and to approve the appropriation and amendment to the fiscal year 2018-2019 Major Streets Fund budget as follows:

#### Major Streets Fund

##### Revenues:

202-000.000-400.0000	Draw from Fund Balance	\$76,000
Total Revenue		<u>\$76,000</u>

##### Expenditures:

202-449.001-981.0100	Capital Outlay – Engineering and Construction of Roads and Bridges	\$76,000
Total Expenditures		<u>\$76,000</u>

### **SUGGESTED RESOLUTION B:**

To direct staff to proceed with the traffic signal timing improvement at the Maple Rd. and N. Eton Rd. intersection Alternate 3, as recommended by the Multi-Modal Transportation Board, to provide a separate protected phase for northbound traffic entering this intersection, at an estimated cost of \$8,550, directing staff to proceed with the necessary changes through the Road Commission for Oakland County, further, to approve the appropriation and amendment to the fiscal year 2018-2019 Major Streets Fund budget as follows:



Major Streets Fund

Revenues:

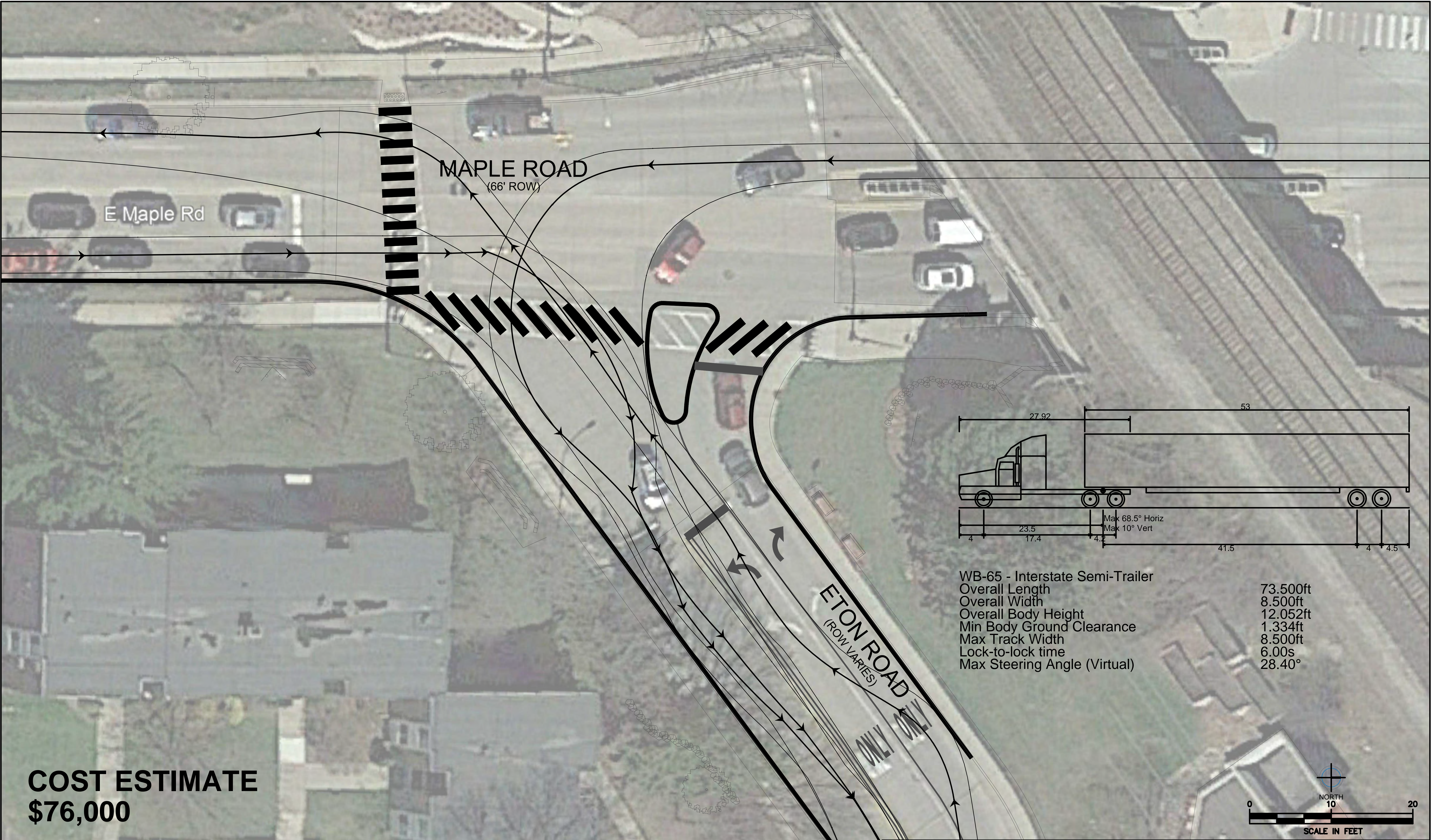
202-000.000-400.0000	Draw from Fund Balance	\$8,550
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Total Revenue		<u>\$8,550</u>
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Expenditures:

203-303.001-971.0100	Traffic Controls – Machinery & Equipment	<u>\$8,550</u>
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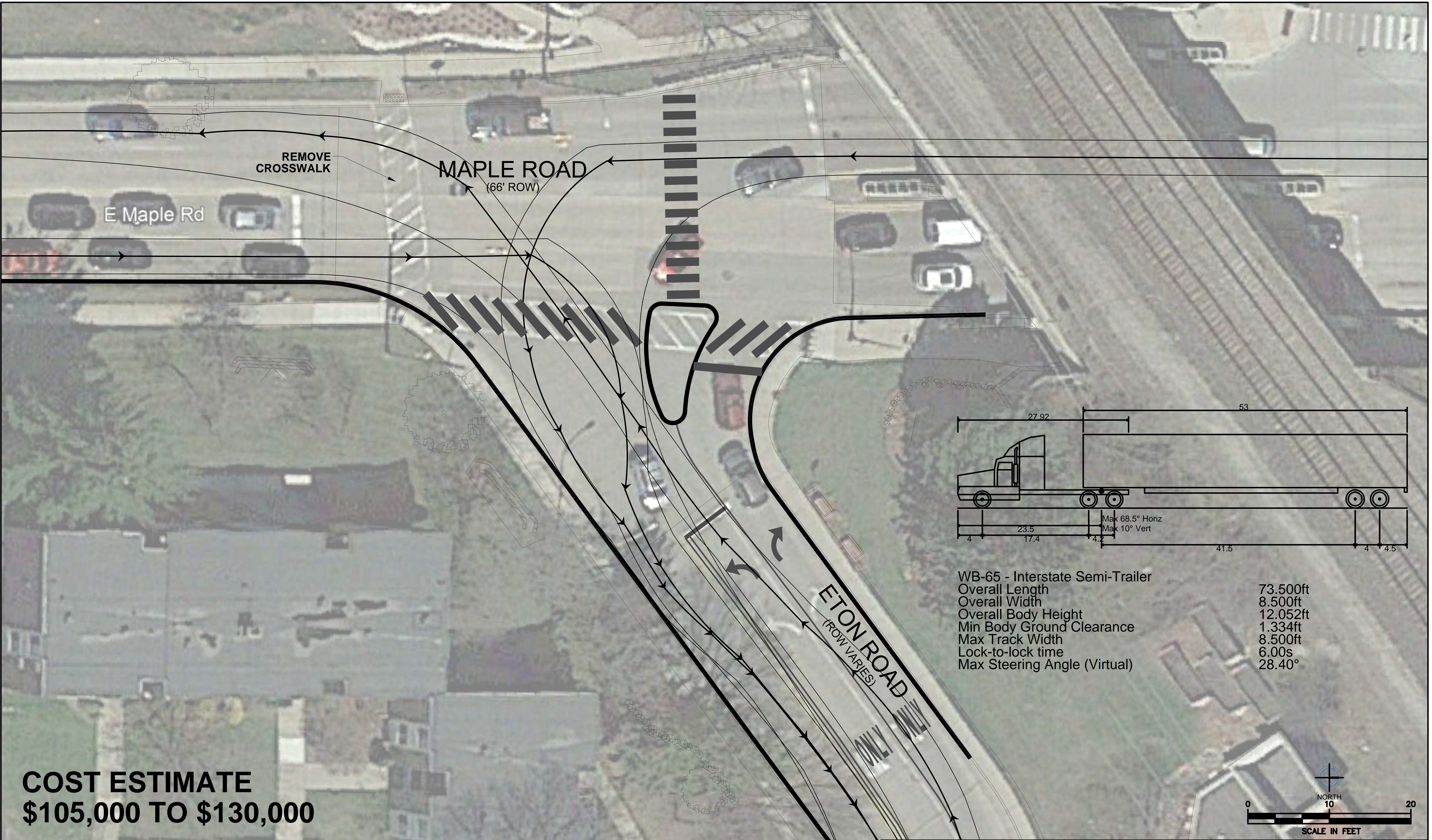
**COST ESTIMATE**  
**\$76,000**

**OPTION 1**  
**SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**







**COST ESTIMATE**  
**\$105,000 TO \$130,000**

**OPTION 2**  
**SPLITTER ISLAND PED CROSSING**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**





## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** January 31, 2019

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & S. Eton Rd. Intersection

Recent issues that have been raised about the operation of the traffic signal at Maple and N. Eton were discussed at the January meeting of the Multi-Modal Transportation Board (MMTB). After discussions with the Board and input from the public, both F&V and the MMTB agreed that the Maple and N. Eton intersection should be reviewed in conjunction with the Maple and S. Eton intersections to ensure that both signals worked well together and congestion was minimized. Thus, the MMTB requested F & V to study both intersections fully and come back to the board with recommendations for each. The previous agenda item addressed the proposed recommendations for the Maple and N. Eton intersection. A detailed study of options by F & V for improvements to the Maple and S. Eton intersection is attached to this report.

In addition to ensuring that both the N. Eton and S. Eton intersections work together to improve congestion, F & V also considered numerous options to improve the pedestrian environment at the Maple and S. Eton intersection. The attached letter dated January 30, 2019 outlines all options considered by F & V, and recommends both vehicular and pedestrian improvements at S. Eton that work in conjunction with the improvements recommended at N. Eton. F&V will be prepared to demonstrate the options considered, including the recommended option(s) using computer modeling.

After this further analysis, Option 6 that recommends adding a splitter island and relocating the N-S crosswalk to the east leg of the intersection has been identified as the best option. After reviewing the report, staff endorses this recommendation.

### **SUGGESTED RESOLUTION:**

To recommend approval of Option 6 – Splitter Island Pedestrian Crossing as noted in F & V's report dated January 30, 2019 to add a pedestrian refuge island to shorten the length of the E-W crosswalk and to relocate the N-S crosswalk to the east, at an approximate cost of \$25,000 – \$50,000.



February 1, 2019

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

VIA EMAIL

**RE: Maple Road & S. Eton Street  
Pedestrian Improvements Summary**

Dear Mr. O'Meara:

The purpose of this letter is to provide a summary of the pedestrian improvements for consideration at the Maple Road & S. Eton Street intersection. Included herein is project background information, improvements previously evaluated and new improvements for consideration.

#### **PROJECT BACKGROUND**

The Ad Hoc Rail District Committee prepared a report (dated November 2016) that provided recommendations for the future of the Rail District along S. Eton Street. The report includes several items for consideration at the S. Eton Street & Maple Road intersection. There are two recommendations at this intersection that would reduce the overall crossing length. The two concepts from the Ad Hoc Rail District Committee Report include:

##### **1. Splitter Island**

The Committee recommended a pork chop shaped pedestrian island to, *"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."*



**Exhibit from Ad Hoc Rail Committee Report**

**27725 Stansbury Boulevard, Suite 195  
Farmington Hills, MI 48334**

**P: 248.536.0080**

**F: 248.536.0079**

**www.fveng.com**

## 2. Bump-Out (Southeast Corner)

The Committee recommended a bump out to, “give motorists better visibility of pedestrians attempting to cross and to shorten the length of road crossings for pedestrians.”



Exhibit from Ad Hoc Rail Committee Report

## VEHICULAR AND PEDESTRIAN VOLUMES

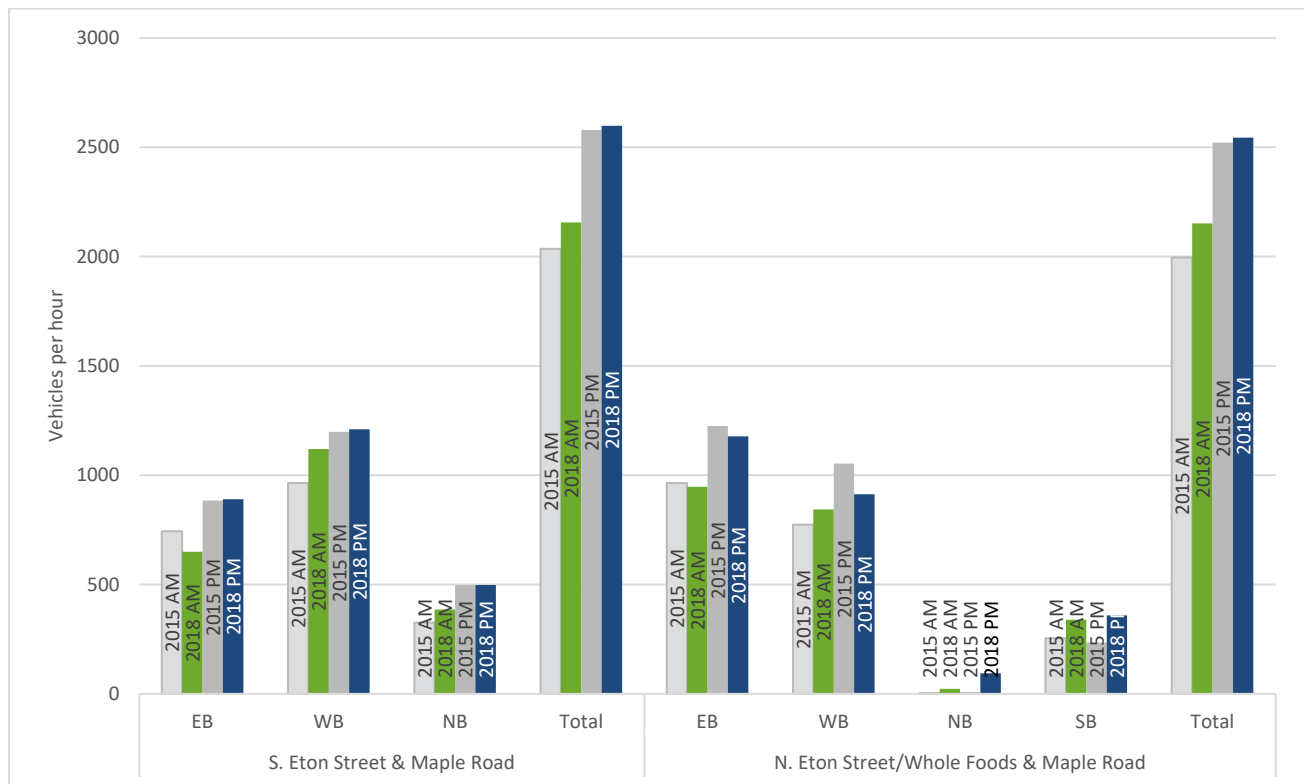
The existing (2018) vehicular and pedestrian traffic volumes were compared to historic (2015) volumes at the Maple Road & Eton Street intersections. The historic (2015) data collection was performed during the weekday AM (7-9AM) and PM (4-6PM) peak periods prior to the Whole Foods construction. The existing count data was conducted in September 2018 after Whole Foods had been open for several months, but prior to the holiday shopping season. The results of the count data comparison are summarized in the tables and charts below, and the detailed count data comparison is attached.

Table 1: Traffic Volume Comparison

Intersection	Approach	AM Peak Hour Traffic Volumes (vph)			PM Peak Hour Traffic Volumes (vph)		
		8-9AM			5-6PM		
		2015 AM	2018 AM	Difference	2015 PM	2018 PM	Difference
S. Eton Street & Maple Road	EB	744	650	-94	884	890	6
	WB	965	1,120	155	1,198	1,210	12
	NB	326	386	60	497	498	1
	Total	2,035	2,156	121	2,579	2,598	19
N. Eton Street/Whole Foods & Maple Road	EB	964	947	-17	1,225	1,178	-47
	WB	774	843	69	1,053	913	-140
	NB	4	23	19	8	94	86
	SB	254	339	85	235	359	124
	Total	1,996	2,152	156	2,521	2,544	23



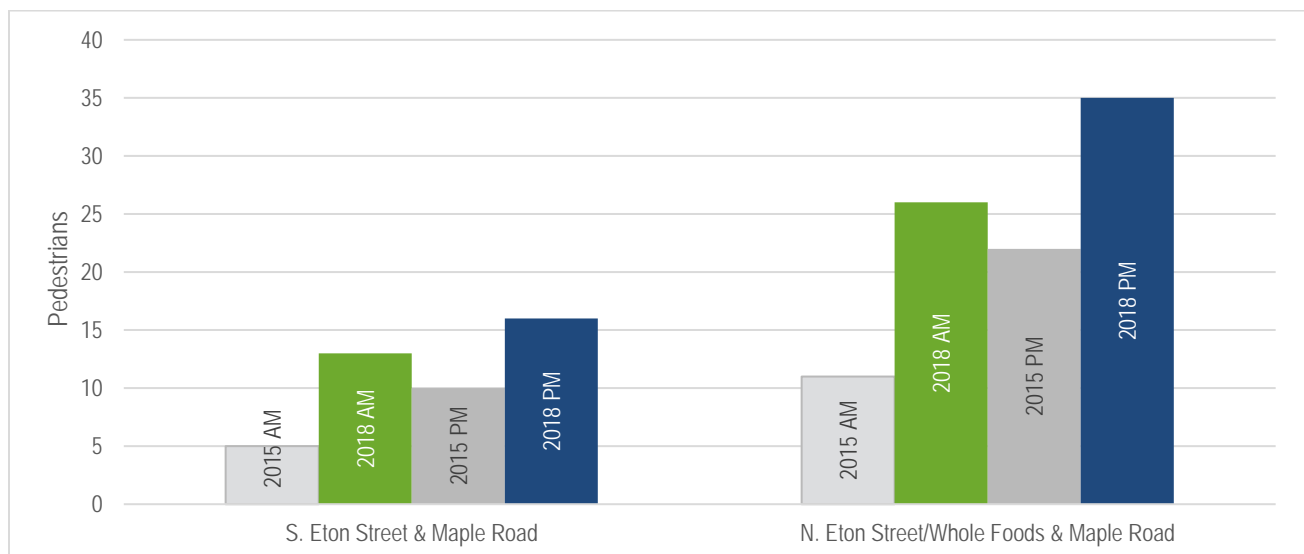
**Chart 1: Traffic Volume Comparison**



**Table 1: Pedestrian Volume Comparison**

Intersection	AM Peak Period Pedestrian Volumes			PM Peak Period Pedestrian Volumes		
	7-9AM			4-6PM		
	2015 AM	2018 AM	Difference	2015 PM	2018 PM	Difference
S. Eton Street & Maple Road	5	13	8	10	16	6
N. Eton Street/Whole Foods & Maple Road	11	26	15	22	35	13

**Chart 2: Pedestrian Volume Comparison**



## Key Findings

- The overall difference in vehicular traffic from 2015 to 2018 at the Maple Road & Eton Street intersections is minimal. The larger increase in traffic occurred at the intersections during the AM peak period. Of particular interest are the increases during the AM peak hour of SB right-turns on N. Eton Street and WB through traffic on Maple Road at S. Eton Street.
- There was a noticeable increase in pedestrian activity, especially at the N. Eton Street intersection where pedestrian volumes doubled post Whole Foods opening.

## ALTERNATIVES ANALYSIS

The Ad Hoc Rail District Committee requested that F&V evaluate the feasibility of the two alternatives: 1) Splitter Island and 2) Bumpout (SE Corner). In addition, F&V also developed several other alternatives that were also evaluated for consideration. The analysis for each alternative evaluated is summarized herein.

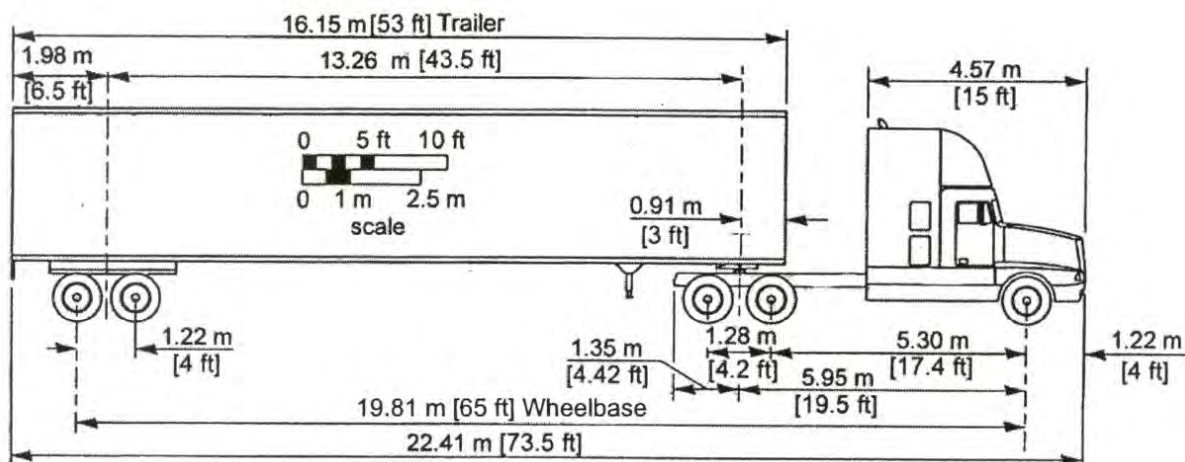
### 1. SPLITTER ISLAND

The proposed raised splitter island initially proposed in the Ad Hoc Rail Committee Report was further evaluated. The splitter island would be located between the northbound left- and right-turning vehicles. This type of pedestrian improvement is generally applied at locations where speeds and volumes make crossings prohibitive, or where three or more lanes of traffic make pedestrians feel exposed or unsafe in the intersection. The existing pedestrian crossing on the south leg of the intersection Maple Road & S. Eton 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 splitter island would improve pedestrian safety by reducing the area for pedestrian conflicts, decreasing vehicle speeds approaching the intersection, and provide a greater awareness of pedestrian activity at the intersection. The *Urban Street Design Guide*, published by the National Association of City Transportation Officials (NACTO) recommends that the raised island be at least 6 feet wide, with a preferred width of 8–10 feet for pedestrian comfort and safety.

Since the splitter island is located at an intersection, the design should include a “nose” which extends past the crosswalk. This protects people waiting on the median and slows turning drivers. In addition, the island should include curbs, bollards, or other features to protect people waiting.

S. Eton Street provides access for several developments that ship and receive via semi-trailers, including a lumberyard and a vehicle storage facility. The only available truck access for these commercial developments is via the Maple Road & S. Eton Street intersection, since trucks are not permitted on S. Eton Street south of Lincoln Street, nor on any of the cross-streets. Therefore, in order to accommodate these commercial developments, it was determined that the design concept for the raised island be developed using a WB-65 truck turning template.





The design of the splitter island considered both the recommendations of NACTO and the necessary truck accommodations. The signalized pedestrian walk time on the east-west approaches can accommodate pedestrians across the intersection without the need for a pedestrian refuge. However, if the island is proposed it is anticipated that many pedestrians will use the island as a refuge to make a two-stage crossing. Therefore, it is recommended that the design the island include design features to ensure the safety of pedestrians who might use the island as a refuge. Considering all these factors the proposed design of the splitter island is shown on the attached **Option 1**.

### Key Findings

- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.
- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The island provides approximately 325-square feet of raised area. This is enough to maintain a small planting area.

## 2. BUMPOUT (SE CORNER)

A bumpout on the southeast corner was further evaluated. This bumpout was originally proposed as in the Ad Hoc Rail Committee Report. The bumpout was designed to accommodate a box truck turning radius since articulated trucks do not have the ability make a northbound right-turn at this intersection due to the railroad bridge center abutment. The proposed design for this bumpout is shown on the attached **Option 2**. This bump-out would reduce the radius on the southeast corner from the existing 26-feet to 10-feet. The bumpout would also reduce the existing 88-foot crosswalk distance to 68 feet. A bumpout on this approach would also encourage slower turning speeds due to the smaller curb radius.

### Key Findings

- The stop bar on S. Eton Street needs to remain to accommodate the truck turning movements from Maple Road.
- The total crosswalk distance is reduced from 88-feet to 68-feet. Although this is a good reduction, the crossing distance remains higher than is recommended without a pedestrian refuge. A pedestrian refuge was also considered with this bump-out, however due to left-turning truck movements from the west Maple Road only a very small island can be provided and is less than the recommended 6 feet, therefore a pedestrian island is not recommended in conjunction with this bumpout.
- Drainage modifications, including a new drainage structure, would be required to accommodate a bump-out on the southeast corner.

## 3. BUMPOUT (SW CORNER)

A bumpout on the southwest corner was considered. The bumpout was designed to accommodate a WB-65 truck-turning radius since trucks have the ability make a right-turn at this intersection from eastbound Maple Road. The proposed design for this bumpout is shown on the attached **Option 3**. This bump-out would reduce the radius on the southwest corner from the existing 47-feet to 15-feet. The bumpout would also reduce the existing 88-foot crosswalk distance to 75 feet. A bumpout on this approach would also encourage slower turning speeds due to the smaller curb radius.

### Key Findings

- The stop bar on S. Eton Street needs to remain to accommodate the truck turning movements from Maple Road.
- The total crosswalk distance is reduced from 88-feet to 75-feet. Although this is a good reduction, the crossing distance remains higher than is recommended without a pedestrian refuge. A pedestrian refuge was also considered with this bump-out, however due to left-turning truck movements from the west Maple Road a pedestrian refuge cannot be accommodated.

- Drainage modifications, including a new drainage structure, would be required to accommodate a bump-out on the southwest corner.

#### 4. MEDIAN ISLAND

A median island was considered for the S. Eton Street approach and would be located between the northbound and southbound traffic. Similar to the splitter island, a median island would also improve pedestrian safety by reducing the area for pedestrian conflicts, decreasing vehicle speeds approaching the intersection, and provide a greater awareness of pedestrian activity at the intersection. According to NACTO the raised island be at least 6 feet wide, with a preferred width of 8–10 feet. In addition, since the median island is located at an intersection, the design should include a “nose” which extends past the crosswalk. This protects people waiting on the median and slows turning drivers. In addition, the island should include curbs, bollards, or other features to protect people waiting. The City of Birmingham has several locations within the City that provide median islands, including two locations on W. Maple Road.

The design of the median island considered both the recommendations of NACTO and the necessary truck accommodations. The signalized pedestrian walk time on the east-west approaches can accommodate pedestrians across the intersection without the need for a pedestrian refuge. However, if the island is proposed it is anticipated that many pedestrians will use the island as a refuge to make a two-stage crossing. Therefore, it is recommended that the design the island include design features to ensure the safety of pedestrians who might use the island as a refuge. Considering all these factors the proposed design of the splitter island is shown on the attached **Option 4**.

#### Key Findings

- The stop-bars on S. Eton Street for the left- and right-turn lanes are able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.
- The total crosswalk distance is comprised of two shorter crossings of 50-feet and 30-feet, with a 7-foot pedestrian refuge. This is a 8-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The island provides approximately 260-square feet of raised area. This is enough to maintain a small planting area.

#### 5. SLIP LANE

A slip lane would provide a channelized approach for northbound right-turning vehicles on S. Eton Street. Since the intersection is skewed, this channelization would create an opportunity to provide a right-turn lane that intersects Maple Road at a 90-degree angle. In addition, the channelization would create a large median island for pedestrians, significantly reducing the crosswalk distance from a long 88-feet to two shorter crossings of 53-feet and 15-feet. The large median island also provides the opportunity to relocate the existing N-S crossing from the west side of the intersection to the east side of the intersection. The pedestrian crossing would be in-between the northbound left and right-turning vehicles, therefore eliminating any pedestrian-vehicle conflicts. The proposed design of the slip lane is shown on the attached **Option 5**.

#### Key Findings

- This alternative will require ROW acquisition on the southeast corner of the S. Eton Street & Maple Road intersection.
- The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.
- A retaining wall may be necessary on the southeast corner of the S. Eton Street & Maple Road intersection due to significant grades adjacent to the railroad tracks.
- The signal at the S. Eton Street & Maple Road intersection would need to be redesigned to accommodate the proposed lane geometry and pedestrian crossing.
- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.



Due to truck turning movements, no changes can be made to the stop bar location for the northbound left-turn.

- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 15-feet, with a 47-foot pedestrian refuge. This is a significant reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.

## 6. SPLITTER ISLAND PEDESTRIAN CROSSING

This alternative combines the N-S pedestrian crossing from Alternative 5 and the splitter island from Alternative 1. The N-S pedestrian crossing is moved from the west side of the intersection to the east side of the intersection. Pedestrians would use the splitter island as the landing point to cross Maple Road. This alternative eliminates the pedestrian-vehicle conflicts. In order to provide a crossing at this location the splitter island needs to be large enough to accommodate waiting pedestrians and provide the necessary level landing space for ADA compliance. To provide the required design of the splitter island, additional lane width is needed on the southwest corner to accommodate the truck turning movements. The proposed design of the splitter island with the pedestrian crossing is shown on the attached **Option 6**.

### Key Findings

- The pedestrian signal at the S. Eton Street & Maple Road intersection would need to be redesigned to accommodate the proposed pedestrian crossing.
- The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.
- The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.
- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.
- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The island provides approximately 325 square feet of raised area. This is enough to maintain a small planting area.

## 7. NARROW ROADWAY

This alternative considered narrowing S. Eton Street at the intersection. The approach with Maple Road currently provides two lanes northbound (separate left- and right- turn lanes) and one southbound through lane, for a total of three lanes across the S. Eton Street approach. The skew of this approach makes the crossing extended from a typical 36-feet across to the 88-feet that is provided for pedestrian crossing. By narrowing the roadway the intersection approach can be realigned within the existing ROW. The intersection approach is then a typical T-intersection; with one lane in each direction on the S. Eton Street approach. The proposed design is shown on the attached **Option 7**.

The primary concern with this alternative is the operational impacts of eliminating the exclusive left- and right-turn lanes and providing one shared lane. A analysis was performed to determine the measure-of-effectiveness (MOE) of this alternative as compared to existing operations. The MOE summary is provided in **Table 1**. The results of the analysis shows that the high volume of southbound right-turns warrants an exclusive right-turn lane. Eliminating this exclusive movement increased both the vehicle delay (LOS) and the vehicle queueing.

**Table 1: Alternative 7-S.Eton Street MOE Summary**

Intersection	Peak Period	Approach	Existing Conditions (Exclusive RT & LT)		Proposed Conditions (Shared LT/RT)		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & S. Eton Street	AM	EB	52.8	D	52.8	D	0.0	-
		WB	1.7	A	1.7	A	0.0	-
		NBL	48.6	D	100.2	F	51.6	D > F
		NBR	19.7	B			80.5	B > F
		Overall	21.2	C	34.7	C	13.5	-
	PM	EB	54.5	D	54.5	D	0.0	-
		WB	1.5	A	1.5	A	0.0	-
		NBL	65.5	E	791.4	F	725.9	E > F
		NBR	26.4	C			765.0	C > F
		Overall	25.5	C	169.9	F	144.4	C > F
Maple Road & N. Eton Street / Whole Foods Drive	AM	EB	2.0	A	5.4	A	3.4	-
		WBL	0.0*	A	0.0*	A	0.0	-
		WBTR	46.0	D	46.0	D	0.0	-
		NBL	46.9	D	46.9	D	0.0	-
		NBT	45.1	D	45.1	D	0.0	-
		SBL	55.4	E	55.4	E	0.0	-
		SBR	31.5	C	31.5	C	0.0	-
		Overall	25.2	C	26.7	C	1.5	-
	PM	EB	1.6	A	5.6	A	4.0	-
		WBL	30.7	C	30.7	C	0.0	-
		WBTR	59.0	E	59.0	E	0.0	-
		NBL	65.1	E	65.1	D	0.0	-
		NBT	51.8	D	51.8	D	0.0	-
		SBL	73.5	E	73.5	D	0.0	-
		SBR	27.5	C	27.5	C	0.0	-
		Overall	28.8	C	30.7	C	1.9	-

\* Indicates No Volume Present



Intersection	Peak Period	Approach	Existing Conditions (Exclusive RT & LT)		Proposed Conditions (Shared LT/RT)		Difference	
			Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Maple Road & S. Eton Street	AM	EBT	228	343	223	323	-5	-20
		EBTR	250	370	234	336	-16	-34
		WBL	67	119	61	115	-6	-4
		WBT	14	59	11	54	-3	-5
		NBL	32	73	378	615	346	542
		NBR	82	152			296	463
	PM	EBT	291	404	331	514	40	110
		EBTR	321	437	358	543	37	106
		WBL	97	141	96	142	-1	1
		WBT	30	91	29	86	-1	-5
		NBL	51	107	486	505	435	398
		NBR	122	211			364	294
Maple Road & N. Eton Street / Whole Foods Drive	AM	EBL	13	41	27	69	14	28
		EBTR	64	64	40	83	-24	19
		WBL	0*	0*	0*	0*	0	0
		WBT	241	375	256	405	15	30
		WBTR	227	362	236	381	9	19
		NBL	13	38	12	37	-1	-1
		NBT	1	11	1	9	0	-2
		SBL	65	159	46	127	-19	-32
		SBR	172	271	164	256	-8	-15
	PM	EBL	21	57	16	56	-5	-1
		EBTR	17	55	19	59	2	4
		WBL	20	125	16	105	-4	-20
		WBT	292	482	266	430	-26	-52
		WBTR	259	454	237	396	-22	-58
		NBL	41	88	43	98	2	10
		NBT	10	36	9	34	-1	-2
		SBL	65	158	66	160	1	2
		SBR	189	284	178	274	-11	-10

\* Indicates No Volume Present

### Key Findings

- The intersection operations would be significantly impacted by this alternative. A LOS F would be experienced on several movements and the vehicle queue lengths would extend beyond the existing conditions by 300-500 feet (12-20 vehicles).
- The stop-bar on S. Eton Street is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles).
- The total crosswalk distance is reduced from 88-feet to 46-feet.
- Drainage modifications, including a new drainage structure, would be required to narrow the roadway at this approach.

## 8. GRADE SEPARATION

A grade separation alternative was considered for this intersection to accommodate the pedestrians on the E-W movement across N. Eton Street. The benefit of grade separation is the pedestrian is completely separated from the vehicular traffic and provides uninterrupted flow for pedestrian movements. Grade separation is most feasible and appropriate in extreme cases where pedestrians must cross roadways such as freeways and high-speed, high-volume arterials. However, studies<sup>1</sup> have shown that many pedestrians will not use grade separated crossings if they can cross at street level in about the same amount of time. Furthermore, any grade separation must be ADA compliant which requires the use of ramps or elevators. Extensive ramping results in long crossing distances and steep slopes that will be difficult to accommodate with the adjacent railroad bridge.

### Key Findings

- The total crossing distance will likely be extended due to the ramping required.
- A pedestrian bridge would be difficult to construct adjacent to the railroad bridge.
- Pedestrians will not use a grade separated crossing if a more direct route is available.
- Lighting, drainage, graffiti removal, and security are also major concerns with underpasses.
- The cost associated with grade separation is very high, in the \$1-10Mil range depending on the type of construction, design and site conditions.

## 9. PEDESTRIAN SIGNAL TIMING

The signal timing at the Maple Road & Eton Street intersection overall is a complex system. The N. and S. Eton approaches are coordinated to provide efficient movement of traffic through the intersection. To reduce back-ups on Maple Road the N-S pedestrian signals are activated by push buttons. The E-W pedestrian crossing on S. Eton Street is *not* controlled by push buttons, as there is adequate time for pedestrians to cross during the normal signal phasing. There are some pedestrian safety concerns associated with the current signal operations.

- The WB left-turns on Maple Road have a permissive / protected left-turn. During the permissive phase, pedestrians are crossing S. Eton Street in conflict with the left-turning vehicles.
- The NB right-turns from S. Eton Street onto Maple Road are permitted to turn right-on-red during the pedestrian walk phase.

Signal timing changes were investigated at this intersection to determine if changes to the signal timing could be accommodated and maintain acceptable intersection operations. The signal timing alternatives and the resulting MOEs are summarized in **Table 2**.

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<sup>1</sup> Bowman, B.L., J.J. Fruin, and C.V. Zegeer, *Planning, Design, and Maintenance of Pedestrian Facilities*, Report No. FHWA-IP-88-019, Federal Highway Administration, October 1988.



**Table 2: Alternative 9-Signal Timing MOE Summary**

Intersection	Peak Period	Approach	Existing Conditions		Pedestrian Phase		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & S. Eton Street	AM	EB	52.8	D	160.6	F	107.8	D > F
		WB	1.7	A	7.0	A	5.3	-
		NBL	48.6	D	58.7	E	10.1	D > E
		NBR	19.7	B	26.1	C	6.4	B > C
		Overall	21.2	C	58.2	E	37.0	C > E
	PM	EB	54.5	D	230.8	F	176.3	D > F
		WB	1.5	A	9.8	A	8.3	-
		NBL	65.5	E	79.9	E	14.4	-
		NBR	26.4	C	28.8	C	2.4	-
		Overall	25.5	C	90.7	F	65.2	C > F
Maple Road & N. Eton Street / Whole Foods Drive	AM	EB	2.0	A	7.8	A	5.8	-
		WBL	0.0*	A	0.0*	A	0.0	-
		WBTR	46.0	D	196.7	F	150.7	D > F
		NBL	46.9	D	54.2	D	7.3	-
		NBT	45.1	D	50.5	D	5.4	-
		SBL	55.4	E	81.1	F	25.7	E > F
		SBR	31.5	C	35.8	D	4.3	C > D
		Overall	25.2	C	85.1	F	59.9	C > F
	PM	EB	1.6	A	11.0	B	9.4	A > B
		WBL	30.7	C	59.6	E	28.9	C > E
		WBTR	59.0	E	265.4	F	206.4	E > F
		NBL	65.1	E	79.1	E	14.0	-
		NBT	51.8	D	54.3	D	2.5	-
		SBL	73.5	E	91.6	F	18.1	E > F
		SBR	27.5	C	33.2	C	5.7	-
		Overall	28.8	C	106.2	F	77.4	C > F

\* Indicates No Volume Present

Intersection	Peak Period	Approach	Existing Conditions		Pedestrian Phase		Difference	
			Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Maple Road & S. Eton Street	AM	EBT	228	343	664	1096	436	753
		EBTR	250	370	671	1106	421	736
		WBL	67	119	65	120	-2	1
		WBT	14	59	9	51	-5	-8
		NBL	32	73	34	77	2	4
		NBR	82	152	96	167	14	15
	PM	EBT	291	404	1934	2979	1643	2575
		EBTR	321	437	1953	2980	1632	2543
		WBL	97	141	99	139	2	-2
		WBT	30	91	34	91	4	0
		NBL	51	107	62	119	11	12
		NBR	122	211	117	212	-5	1
Maple Road & N. Eton Street / Whole Foods Drive	AM	EBL	13	41	23	63	10	22
		EBTR	64	64	33	79	-31	15
		WBL	0*	0*	0*	0*	0	0
		WBT	241	375	462	503	221	128
		WBTR	227	362	461	507	234	145
		NBL	13	38	11	32	-2	-6
		NBT	1	11	2	13	1	2
		SBL	65	159	61	157	-4	-2
		SBR	172	271	208	305	36	34
	PM	EBL	21	57	33	73	12	16
		EBTR	17	55	47	93	30	38
		WBL	20	125	41	195	21	70
		WBT	292	482	465	480	173	-2
		WBTR	259	454	464	481	205	27
		NBL	41	88	49	104	8	16
		NBT	10	36	10	38	0	2
		SBL	65	158	81	187	16	29
		SBR	189	284	231	311	42	27

\* Indicates No Volume Present

## Key Findings

- An exclusive pedestrian phase would provide a safer crossing than the existing condition.
- The intersection operations would be significantly impacted by this alternative. A LOS F would be experienced on several movements and the vehicle queue lengths would extend beyond the existing conditions by 200-2500 feet (8-100 vehicles).
- It is recommended an exclusive pedestrian phase is run with push button activation due to the low pedestrian volumes at this intersection.



## SUMMARY

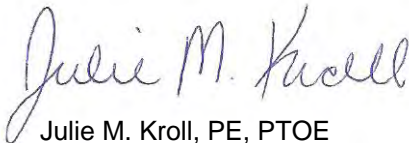
Alternative	Recommendation	Comments	Cost Estimate
1. Splitter Island	Recommended	<ul style="list-style-type: none"> <li>The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.</li> </ul>	\$25,000-50,000
2. Bumpout (SE Corner)	Not Recommended	<ul style="list-style-type: none"> <li>The bumpout reduces the overall crossing distance, but a long crossing distance remains.</li> </ul>	\$25,000-50,000
3. Bumpout (SW Corner)	Not Recommended	<ul style="list-style-type: none"> <li>The bumpout reduces the overall crossing distance, but a long crossing distance remains.</li> </ul>	\$25,000-50,000
4. Median Island	Not Recommended	<ul style="list-style-type: none"> <li>The total crosswalk distance is comprised of two shorter crossings of 50-feet and 30-feet, with a 7-foot pedestrian refuge. This is a 8-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.</li> <li>The median is only 7-ft wide. The recommended minimum is 6-ft wide. A larger pedestrian refuge associated with a different alternative is recommended.</li> </ul>	\$25,000-50,000
5. Slip Lane	Recommended (with reservations)	<ul style="list-style-type: none"> <li>This alternative will require ROW acquisition on the southeast corner of the S. Eton Street &amp; Maple Road intersection.</li> <li>The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.</li> <li>A retaining wall may be necessary on the southeast corner of the S. Eton Street &amp; Maple Road intersection due to significant grades adjacent to the railroad tracks.</li> <li>The signal at the S. Eton Street &amp; Maple Road intersection would need to be redesigned to accommodate the proposed lane geometry and pedestrian crossing</li> </ul>	\$250,000-500,000
6. Splitter Island Ped Crossing	Recommended	<ul style="list-style-type: none"> <li>The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.</li> <li>The pedestrian signal at the S. Eton Street &amp; Maple Road intersection would need to be redesigned to accommodate the proposed pedestrian crossing.</li> <li>The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.</li> <li>The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.</li> </ul>	\$75,000-100,000

7. <b>Narrow Roadway</b>	Not Recommended	<ul style="list-style-type: none"><li>• Significant impact on traffic operations</li></ul>	\$25,000-50,000
8. <b>Grade Separation</b>	Not Recommended	<ul style="list-style-type: none"><li>• Pedestrians will not use a grade separated crossing if a more direct route is available.</li><li>• Construction would be difficult adjacent to the railroad bridge</li></ul>	\$1Mil-\$10Mil
9. <b>Pedestrian Signal Timing</b>	Not Recommended	<ul style="list-style-type: none"><li>• Significant impact on traffic operations</li></ul>	\$20,000

We hope that this information provides adequate clarification to address the questions of the City. If you have any questions or concerns, please contact our office.

Sincerely,

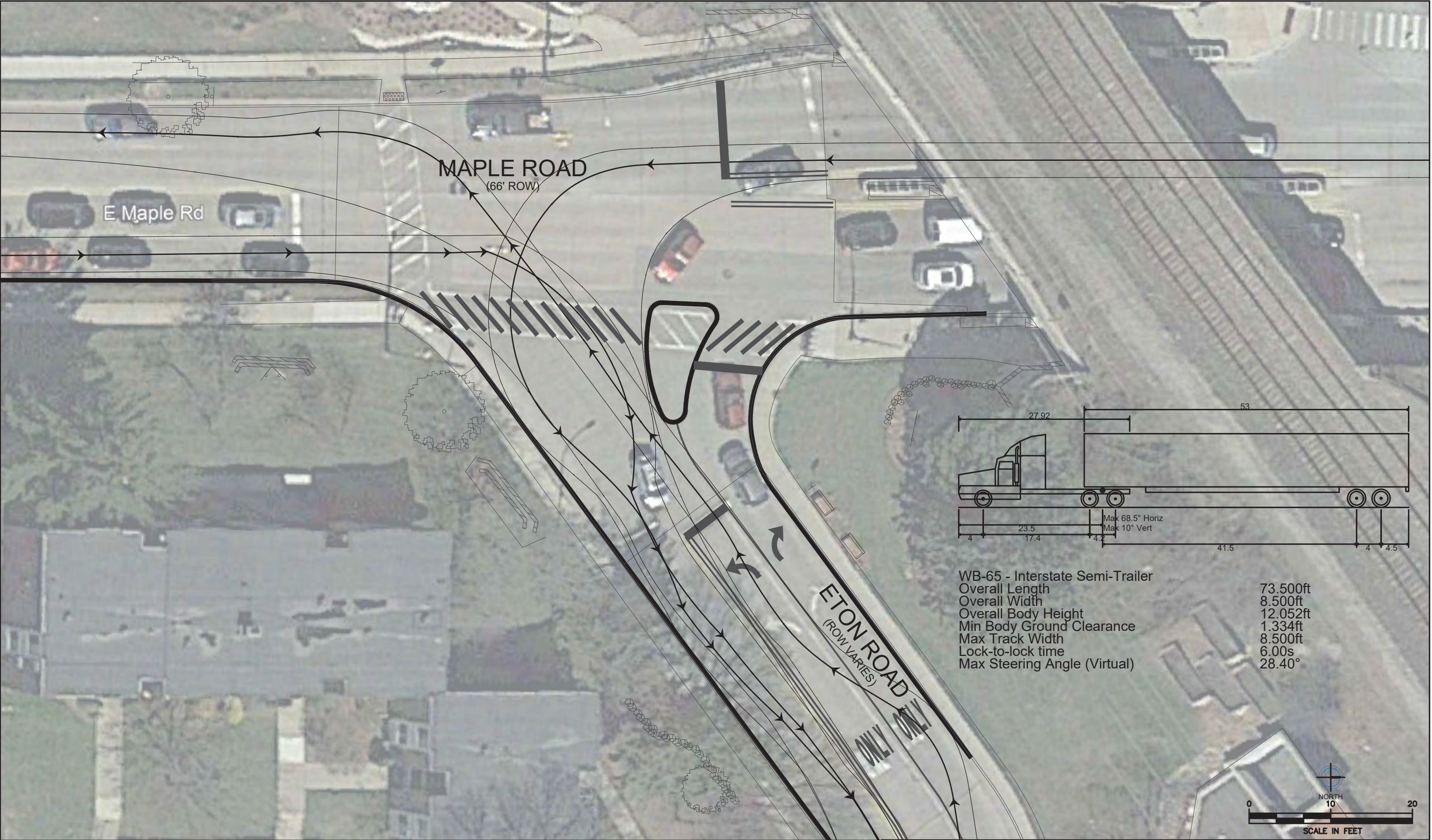
FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:jjjs



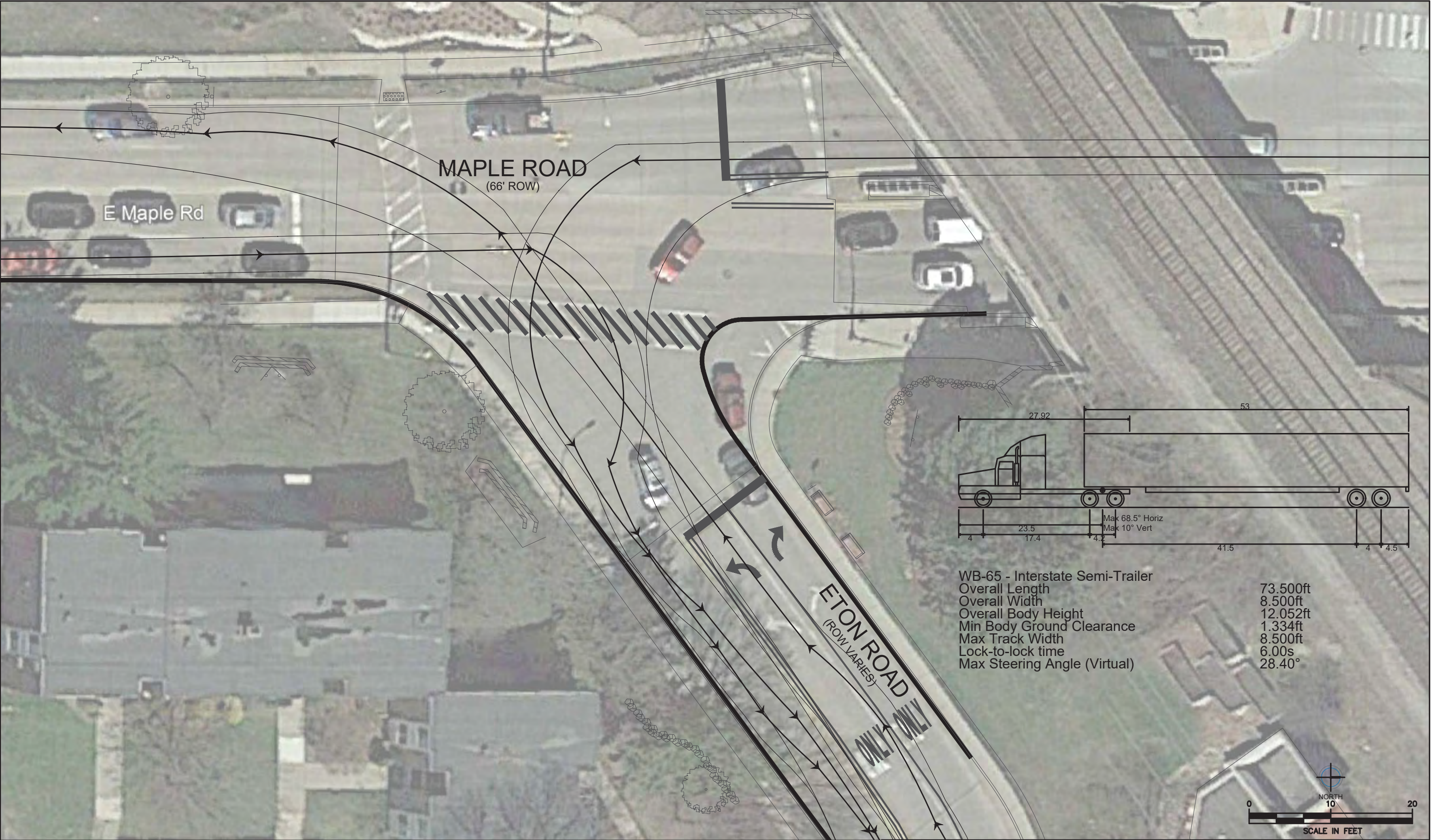


**OPTION 1  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**







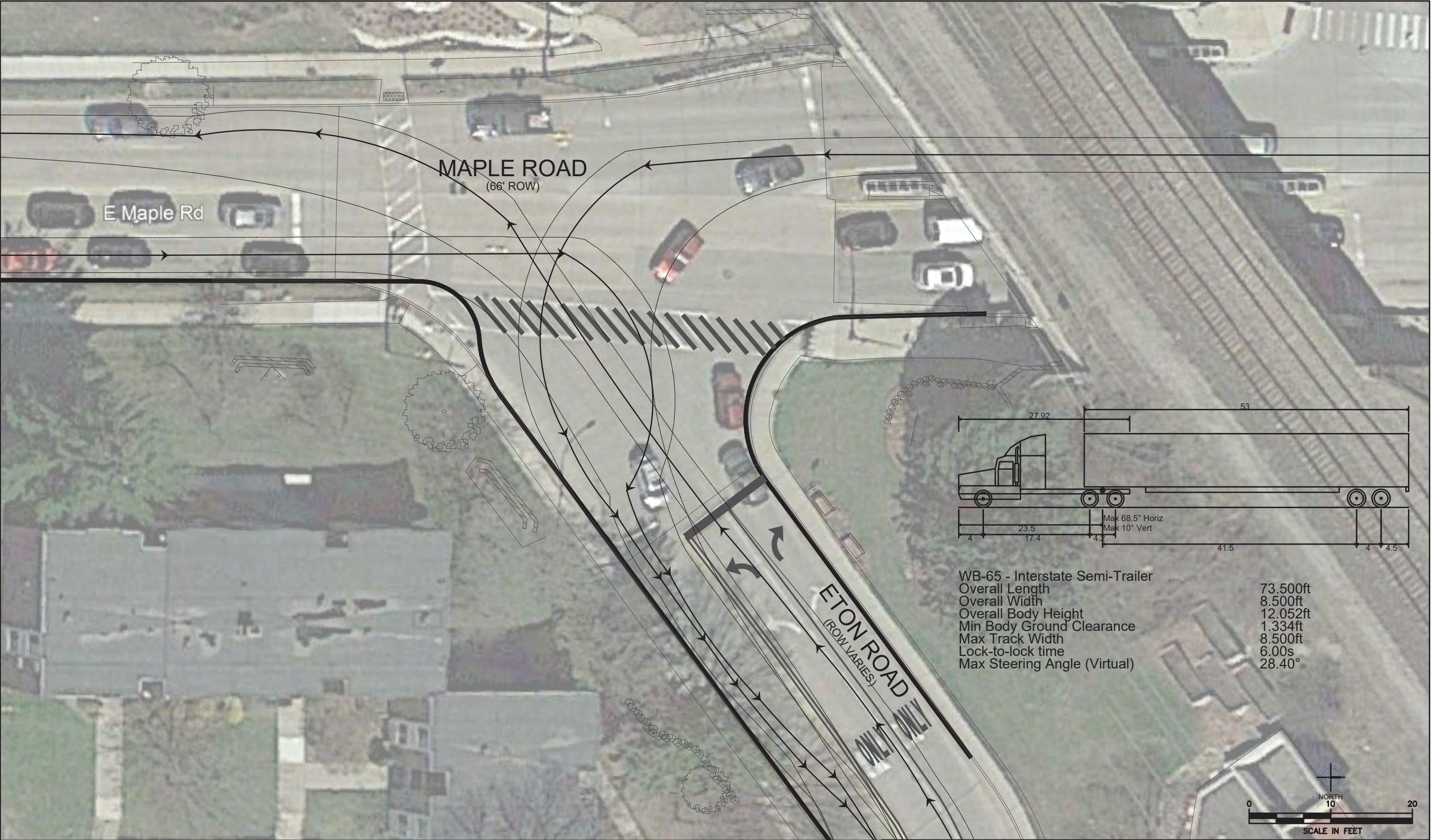
**OPTION 2**  
**BUMPOUT SE CORNER**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

823817  
RAY PROJECT NO.

**FLEIS & VANDENBRINK**  
DESIGN. BUILD. OPERATE.





**OPTION 3  
BUMPOUT SW CORNER**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**



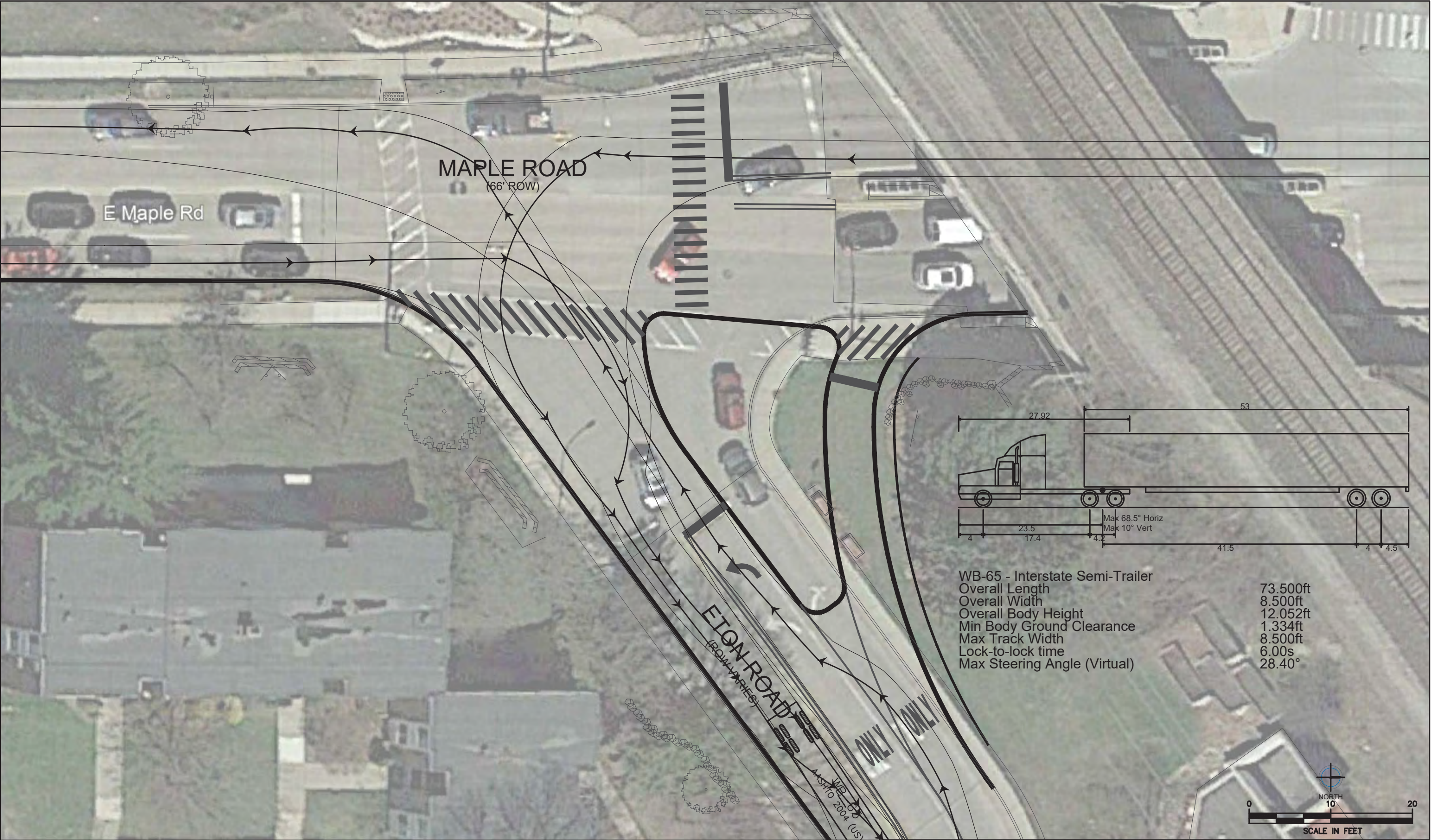


## OPTION 4 MEDIAN ISLAND

**CITY OF BIRMINGHAM**  
OAKLAND COUNTY, MICHIGAN  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**





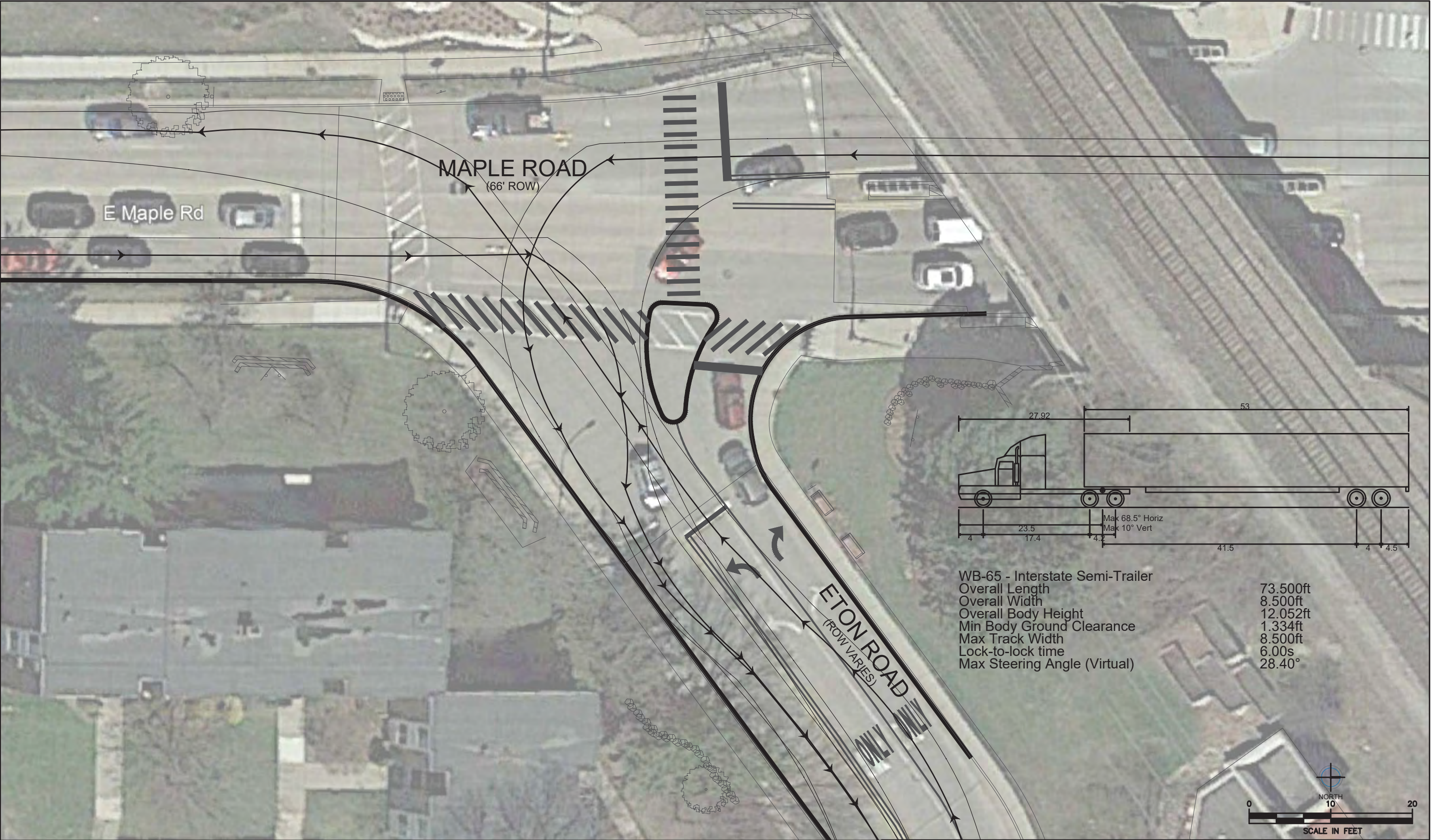


**OPTION 5  
SLIP LANE**

**CITY OF BIRMINGHAM**  
OAKLAND COUNTY, MICHIGAN  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
IMPROVEMENT PLAN





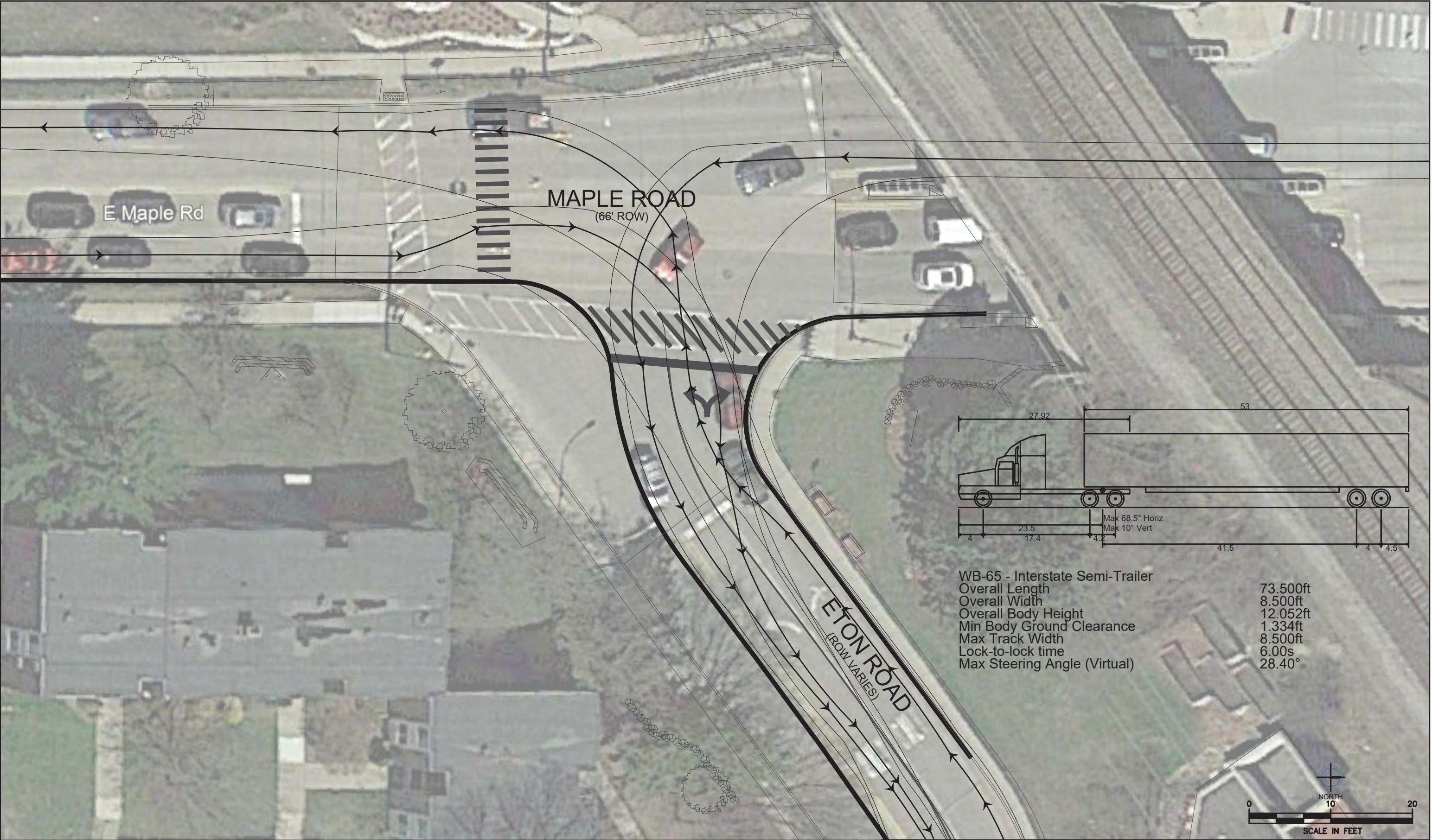


**OPTION 6**  
**SPLITTER ISLAND PED CROSSING**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**







**OPTION 7  
NARROW ROADWAY**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**



**CITY OF BIRMINGHAM MULTI-MODAL  
TRANSPORTATION BOARD THURSDAY,  
FEBRUARY 7, 2019  
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 7, 2019.

Chairperson Johanna Slanga convened the meeting at 6:02 p.m.

**1. ROLL CALL**

**Present:** Chairperson Johanna Slanga, Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer (arrived 6:10 p.m.), Joe Zane (arrived 6:06 p.m.); Alternate Board Member Daniel Isaksen

**Absent:** Board Member Doug White; Student Representative Alex Lindstrom

**Administration:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul O'Meara, City Engineer  
Laura Eichenhorn, Transcriptionist

**Fleis & Vanderbrink ("F&V"):**

Julie Kroll

**6. MAPLE ROAD / S. ETON – PEDESTRIAN IMPROVEMENTS**

City Engineer O'Meara introduced the item and Ms. Kroll presented the item.

Ms. Kroll clarified that the largest truck going through this intersection regularly is a 53' semi-trailer, also known as a WB 65. No alternatives are being offered as part of this item that require trucks to drive over parts of the pedestrian islands. The schematics do not include trucks making the northbound-to-eastbound right turn because the trucks would hit the bridge.

City Engineer O'Meara noted F&V recommended Alternatives 1 or 6, and said it would be worth inviting an outside safety expert to review Alternative 6 if it was chosen to make sure pedestrians would be sufficiently visible to motorists even if a pedestrian crossed at the wrong time.

Dr. Rontal said Alternative 6 could feel like a daunting cross for a pedestrian.

Ms. Schafer said there may be impeded sightlines for westbound motorists, as well.



Planning Director Ecker acknowledged the difficulties, confirming it is just an overall difficult intersection for crossing. She also explained that the City Commission had previously turned down the Board's recommendation because they wanted to wait until Whole Foods was opened and the patterns of traffic and crossing at this intersection were more established.

City Engineer O'Meara confirmed the west sidewalk is to be widened to 8', per a City Commission decision from 2018. He added that the proposed pedestrian island in both Alternatives 1 and 6 would be landscaped with a small green space.

Ms. Kroll confirmed and said the current drawing is concept, whereas a final plan would be surveyed and to scale with inclusion of the 8' width of the west sidewalk.

Vice-Chairperson Edwards said Alternative 5 seemed like it would feel the safest to a pedestrian even though the option is likely cost-prohibitive. She noted that people cross north-south frequently at this intersection because narrower east-west crossings are possible at various points along Eton.

Planning Director Ecker said Alternative 5 makes the intersection much larger than it is today, even though the pedestrian island is also much larger. As a result, it is unlikely a pedestrian would necessarily feel any safer with the island as proposed in Alternative 5. In addition the City would have to go to a property owner for the right-of-way and add in a retaining wall because of the grade for Alternative 5. With Alternative 6, the crosswalk is significantly reduced in length versus the current length, likely allowing for increased feelings of pedestrian safety.

Mr. Zane said there are two issues: does it feel safe to cross east-west, and should the City move the crosswalk.

Planning Director Ecker said the east-west crosswalk is an improvement, and the Board can decide whether to keep the north-south crosswalk where it is or move it over, noting the north-south crosswalk will be technically safer if relocated to the east side of the intersection. That said, she also acknowledged there are other factors to consider including sight issues caused by the hill and the bridge, and having to cross in order to go north.

Mr. Isaksen said he was uncomfortable with the possibility in Alternative 6 that a car coming westbound under the bridge may not see a pedestrian in time to stop if the pedestrian was going northbound and jaywalking against the light.

Dr. Rontal said Alternatives 1 & 6 seem to be the best options, acknowledging that there seemed to be no perfect option.

Ms. Kroll said the only tables included in the report were ones reflecting a change in operations of the intersection.

Vice-Chairperson Edwards said the proposed alternatives could give more definition to the intersection, make the intersection feel safer, and encourage cars to move slower.

Chairperson Slanga noted people who avoid the back-up on S. Eton and intend to turn right sometimes move over into the actual turn lane. A splitter island would, in contrast, force those

drivers into one lane and encourage turns that stay closer to the corner.

Chairperson Slanga asked the Board to recommend moving forward with discussion of Alternatives 1 and 6, with the understanding that Alternative 6 would require further discussion of the location of the north-south crosswalk and an evaluation by an outside safety consultant.

The Board confirmed.

Ms. Kroll told Chairperson Slanga that the cost difference between Alternatives 1 and 6 reflect the necessity of moving the traffic signal and the pedestrian push button if the crosswalk is moved.

APPROVED





## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** March 1, 2019

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & S. Eton Rd. Intersection

Recent issues that have been raised about the operation of the traffic signal at Maple and N. Eton were discussed at the January meeting of the Multi-Modal Transportation Board (MMTB). After discussions with the Board and input from the public, both F&V and the MMTB agreed that the Maple and N. Eton intersection should be reviewed in conjunction with the Maple and S. Eton intersections to ensure that both signals worked well together and congestion was minimized. Thus, the MMTB requested F & V to study both intersections fully and come back to the board with recommendations for each. The previous agenda item addressed the proposed recommendations for the Maple and N. Eton intersection. A detailed study of options by F & V for improvements to the Maple and S. Eton intersection is attached to this report.

In addition to ensuring that both the N. Eton and S. Eton intersections work together to improve congestion, F & V also considered numerous options to improve the pedestrian environment at the Maple and S. Eton intersection. The attached letter dated January 30, 2019 outlines all options considered by F & V, and recommends both vehicular and pedestrian improvements at S. Eton that work in conjunction with the improvements recommended at N. Eton. F&V will be prepared to demonstrate the options considered, including the recommended option(s) using computer modeling.

After this further analysis, Option 6 that recommends adding a splitter island and relocating the N-S crosswalk to the east leg of the intersection was identified as the best option.

On February 7, 2019, the MMTB reviewed the proposed options and the traffic analysis. After much discussion, the MMTB determined that their preferred options were options 1 and 6. A majority of MMTB members stated that option 6 was the preferred option, with the only concern being whether or not to relocate the north – south crosswalk from the western leg of the intersection to the eastern leg of the intersection. The board directed F & V to send the proposed plans to a safety expert for review and comment, and to bring the matter back to the MMTB at the next meeting.

F & V forwarded the proposed plans to Ms. Carissa McQuiston, Non-Motorized Safety Engineering Specialist with MDOT's Safety Programs Unit in Lansing, MI. Ms. McQuiston's comments and recommendations are summarized in the attached letter dated March 1, 2019 from F & V. Based

on the safety analysis, and information provided by the Birmingham Police Department, F & V continues to recommend Option 6 – Splitter Island Pedestrian Crossing, which includes the north-south crosswalk relocated to the east side of the intersection. Staff has asked F & V to conduct a field visit during the PM peak hours on March 4 -6, 2019 to ensure the intersection is performing in accordance with the data provided. An update will be provided at the MMTB meeting on March 7, 2019 to report any inconsistencies.

**SUGGESTED RESOLUTION:**

To recommend approval of Option 6 – Splitter Island Pedestrian Crossing as noted in F & V's report dated March 1, 2019 to add a pedestrian refuge island to shorten the length of the E-W crosswalk and to relocate the N-S crosswalk to the east, at an approximate cost of \$25,000 – \$50,000.



March 1, 2019

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

VIA EMAIL

**RE: Maple Road & S. Eton Street  
Pedestrian Improvements Summary**

Dear Mr. O'Meara:

The purpose of this letter is to provide additional information regarding the pedestrian improvements for consideration at the Maple Road & S. Eton Street intersection. F&V previously performed an analysis and review for this intersection as summarized in our letter dated February 1, 2019. F&V presented the findings to the Multi-Modal Transportation Board (MMTB) at the February 7, 2019 meeting and the MMTB requested a further analysis to consider:

- Safety review of the pedestrian crossing location in Option 6 by a pedestrian safety expert.

Included herein is a summary of the additional analysis performed to consider these items as noted by the MMTB.

## **PROJECT BACKGROUND**

The preferred recommendation from the MMTB was ***Option 6: Splitter Island Pedestrian Crossing.***

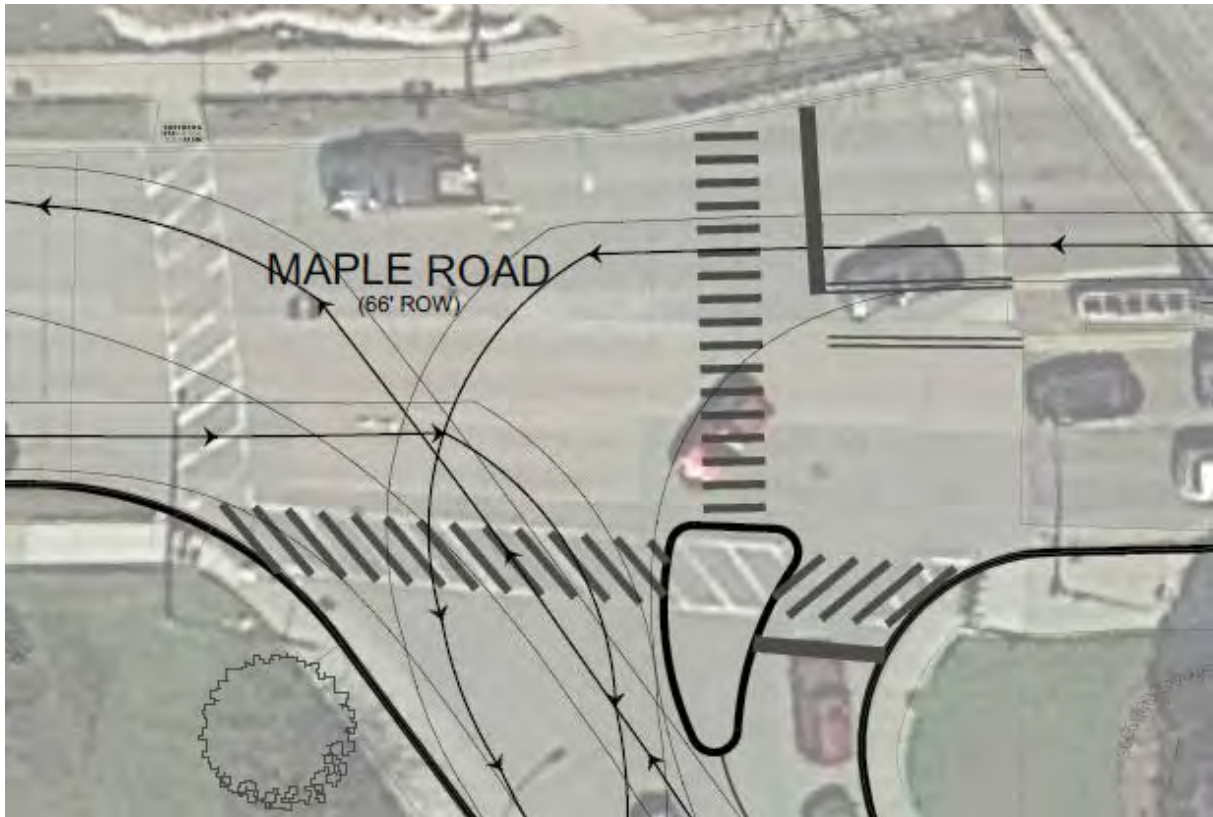
### **Advantages**

- Splitter island large enough to accommodate waiting pedestrians and provide the necessary level landing space for ADA.
- The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.
- The island provides approximately 325 square feet of raised area. This is enough to maintain a small planting area.
- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.

## Concerns

- The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.
- The sight distance for the crosswalk for westbound vehicles on Maple Road would be limited by the grade differences and railroad bridge obstructing a clear line of sight.

### Option 6: Splitter Island Pedestrian Crossing



## MDOT SAFETY REVIEW

F&V contacted MDOT Traffic and Safety Division in Lansing, Michigan to obtain an expert opinion on the safety of locating the crosswalk on the east side of the intersection as shown above in Option 6. Specifically associated with the following concerns of the MMTB which were provided to MDOT for evaluation:

- *Is there a concern with relocating the crossing to the east side of the intersection given the location of the bridge pier?*
- *What if pedestrians are crossing during a red phase (illegal crossings), they may be hit by a westbound driver who can't see the pedestrian because of the bridge obstructing the sight distance.*

Carissa McQuiston, PE, MDOT Non-Motorized Safety Engineering Specialist reviewed the proposed Option 6 and in particular, the proposed crosswalk location. She provided the following comments regarding the MMTB concerns.

*Illegal crossings shouldn't be the focus of the proposed pedestrian operations, unless there is an existing issue with pedestrians crossing illegally at this intersection. If there is an existing issue then it looks like there would be a sight distance issue. Other items to consider:*

1. *Do drivers tend to run the light so they don't have to store under the bridge (it looks like there is minimum storage under the bridge between the two signals)?*
2. *Are there noted issues (illegal crossings) with the current crossing location and westbound through traffic? If so, those would likely increase if the crossing is moved to the east side of the intersection.*



3. *I would assume that the timing of the signal would be made to serve both the pedestrians and the vehicles, so hopefully illegal crossings would not be an issue.*
4. *Also, make sure the area is well lit at night to eliminate shadows from the bridge.*

### ADDITIONAL ANALYSIS

From the MDOT review, several items were identified that we further evaluated.

1. *Do drivers tend to run the light so they don't have to store under the bridge (it looks like there is minimum storage under the bridge between the two signals)?*

The Birmingham Police Department provided information regarding this intersection and vehicle violations. There is no substantiated history of red-light running at this intersection; however, the BPD does not have enough violation data at this intersection to conclusively say that red light running is not a concern. The City has requested that F&V perform a field review between March 4-6, 2019 to provide additional feedback regarding red light running at this intersection. Additional information from the field reviews will be provided to the MMTB at the March 7, 2019 meeting.

2. *Are there noted issues (illegal crossings) with the current crossing location and westbound through traffic? If so, those would likely increase if the crossing is moved to the east side of the intersection.*

The Birmingham Police Department provided information regarding pedestrian crashes at this intersection. There has been only one pedestrian crash at this intersection in the last 10 years that occurred in 2011. If there were higher occurrences of illegal crossings, we would expect this number to be higher. Therefore, there is no substantiated history of illegal crossings at this intersection.

3. *I would assume that the timing of the signal would be made to serve both the pedestrians and the vehicles, so hopefully illegal crossings would not be an issue.*

The proposed crossing location would be pedestrian activated, there-by serving the pedestrians as-needed at this intersection.

4. *Also, make sure the area is well lit at night to eliminate shadows from the bridge.*

There is intersection lighting; however, there is currently no lighting under the bridge. The intersection lighting should be reviewed as part of a design phase with this project.

### SUMMARY

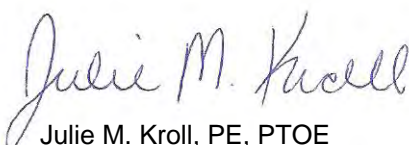
The primary concerns from MDOT with the crosswalk location on the east side of the intersection were:

- Is there a lot of red-light running?
- Is there an issue with the existing crossing location and pedestrians crossing illegally?

We have determined that the answer to both of these questions is no. Therefore, there is no safety or operational concern with relocating the crosswalk to the east side of the intersection. Other items that should be addressed in the design phase for this project is to insure there is adequate intersection lighting, and potentially add lighting under the bridge.

We hope that this information provides adequate clarification to address the questions of the City. If you have any questions or concerns, please contact our office.

Sincerely,  
FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Sr. Project Manager

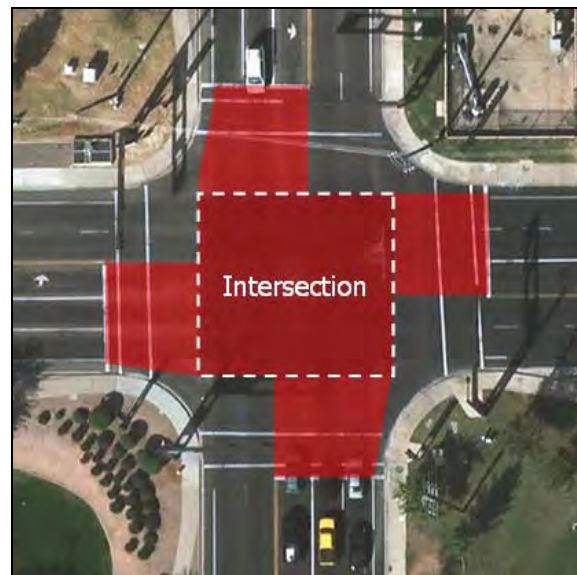
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# Engineering Countermeasures to Reduce Red-Light Running

## Red-Light Running Defined

There is no simple or single reason to explain why drivers run red lights, but beginning with a definition will provide a framework for discussion. The simplest definition of red-light running (RLR) is the act of entering, and proceeding through, a signalized intersection after the traffic signal has turned red. According to the Uniform Vehicle Code (UVC)<sup>1</sup>, a motorist "...facing a steady circular red signal shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to proceed is shown..." (§11-202). An intersection is defined in the UVC as "... the area embraced within the prolongation or connection of the lateral curb lines, or if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict" (§1-132). See Figure 1.



**Figure 1: Diagram of UVC definition of an intersection**

## Red-Light Running Fatalities

FHWA identified the following four elements from the Fatality Analysis Reporting System that provide a consistent definition of red-light running fatalities.

- The crash occurred at an intersection or was intersection-related;
- The intersection was controlled by an active traffic signal;
- A driver was charged with either failing to stop for a red signal or failing to obey a traffic control device; and
- A driver was going straight at the time of collision.

On average, during the 2000 to 2007 period, 916 annual RLR fatalities have resulted. In 2007, 883 RLR fatalities have occurred. This represents a reduction of 33 RLR fatalities or approximately 3.5 percent as compared to the most recent five-year average. A chart illustrating the RLR fatalities between 2000 and 2007 is shown in Figure 2.

1. National Committee on Uniform Traffic Laws and Ordinances (NCUTLO). *Uniform Vehicle Code*. 2000.



U.S. Department of Transportation  
Federal Highway Administration



Safe Roads for a Safer Future  
Investment in roadway safety saves lives



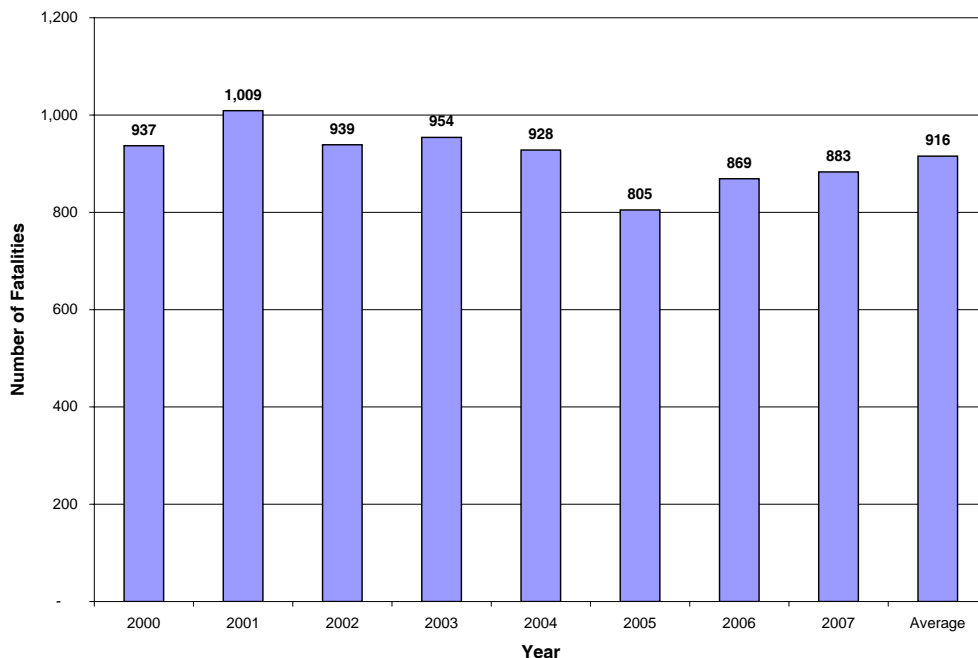


Figure 2: Red Light Running Fatalities Year 2000 to 2007

## Factors Affecting Red-Light Running

### Overview

A number of intersection and human factors influence RLR. How these factors interact to increase or decrease the risk of RLR will assist in identifying the varied reasons behind RLR. Red-light runners can be categorized into intentional and unintentional violators. In general, engineering countermeasures should help address the unintentional violations, and enforcement countermeasures should help address the intentional violations.

An example of an intentional reason would be, "I was in a hurry and I thought I could beat the yellow light." Examples of an unintentional reason for running a red light would be, "I could not see the signal, the sun was in my eyes or I tried to slow down but I was caught in the dilemma zone when the light turned red." Research has found that more than 50% of red-light violations happen within the first 0.5-seconds of the red signal indication and 94.2% of red-light violations occur within the 2.0-seconds of the

red-light onset.<sup>2</sup> Engineers must look at each of these reasons, conduct field surveys of the intersections and subsequently recommend targeted engineering, enforcement, and education countermeasure programs to reduce the RLR problem. Prior to the discussion of engineering causes and countermeasures, this brief will describe several of the legal, demographic, human behavioral factors, vehicular, and intersection characteristics related to RLR.

### Meaning of Yellow Indication

The meaning of the yellow indication is different in legal codes of the states. The law as stated in the UVC and the Manual on Uniform Traffic Control Devices (MUTCD) is considered a permissive yellow law, meaning that the driver can enter the intersection during the entire yellow interval and be in the intersection during the red indication as long as he/she entered the intersection during the yellow interval. As of 2009, permissive yellow rules were followed by at least half of the

states.<sup>3</sup> However, in other states there are two types of restrictive yellow laws that apply, namely:

- Vehicles can neither enter the intersection nor be in the intersection on red; or
- Vehicles must stop upon receiving the yellow indication, unless it is not possible to do so safely.

This will need to be considered in combination with the definition of an intersection when developing a plan to address red-light running. Any public information and education campaign would need to incorporate a learning objective regarding the meaning of the yellow indication.

### Demographic Characteristics

The demographics category includes the age, gender and vehicle occupancy characteristics of the red-light runner. It also includes whether or not the red-light runner was wearing a seat belt and looks at his/her driving record.

**Age.** Younger drivers between the

2. RITA, John A. Volpe National Transportation Systems Center, *Analysis of Red Light Violation Data Collected from Intersections Equipped with Red Light Photo Enforcement Cameras*, DOT-VNTSC-NHTSA-05-01. Washington, DC, 2006.

3. Interim Report: NCHRP Project 03-95 Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersection. Prepared by Vanasse Hangen Brustlin for the Transportation Research Board, September 2009.

ages of 18 to 25 years old are more likely to run red lights compared to other age groups.<sup>4</sup>

**Gender.** Red-light runners are more likely than non-runners to be male.<sup>5</sup>

**Occupancy.** Drivers have a higher probability of running red lights when driving alone compared to when passengers are in their vehicles.<sup>6</sup>

**Seat Belts.** Red-light runners are less likely to wear safety belts.<sup>7</sup>

**Driving Record.** Drivers with poor driving records and driving smaller and older cars have a higher tendency to run red lights.<sup>8</sup> Red-light runners are more likely than non-runners to be driving with suspended or revoked driver's licenses.

## Human Behavioral Factors

**Driver Inattention.** Many common distractions that cause drivers to reduce their focus on the task of driving include:

- Drowsiness;
- Conversing with passengers;
- Manipulating radio and/or GPS devices;
- Eating; and
- The use of a cellular phone or other electronic devices.

**Speeding.** Motorists may:

- Accelerate when anticipating a change in signal indication, in order to make it through the intersection on the yellow. If a motorist misjudges the time of the signal change, he or she will enter the intersection against the red signal indication; and/or
- Drive above the posted speed limit or drive too fast for conditions, increasing the distance available to react to a change in the traffic signal indication.<sup>9</sup>

## Aggressive Driving Headway.

Drivers that follow closely (headway of less than two seconds) are more likely to run a red light.<sup>10</sup>

## Vehicular Characteristics

**Larger-sized vehicles.** There is a significant statistical difference between the rates of RLR for following a passenger car and for following a larger-size vehicle with higher rates of RLR for driving behind a larger-size vehicle due to vertical visibility blockage of the traffic signal pole.<sup>11</sup>

## Intersection Characteristics

**Traffic Volumes.** The RLR frequency increases as the approach traffic volume at intersections increases.<sup>12</sup>

**Time-of-Day Characteristics.** The average red-light violations are higher during AM and PM peak hours com-

pared to other times of the day.<sup>13,14</sup>

**Approach Grade.** Drivers on downgrades are less likely to stop than drivers on level or upgrade approaches.

**Frequency of Signal Cycles.** Many researchers recognize a correlation between the frequency of signal changes and red light running.<sup>15,16,17</sup> If the cycle length increases, the hourly frequency of signal changes decreases, which should reduce the exposure of drivers to potential red-light running situations.<sup>18</sup>

**Type of Signal Control.** The type of signal control plays a role in the exposure of drivers to red-light running situations. Highway corridors with vehicle-actuated traffic control tend to produce more compact vehicle platoon configurations than pretimed

4. Porter, B.E. and Berry, T.D. A Nationwide Survey of Self-Reported Red Light Running: Measuring Prevalence, Predictors, and Perceived Consequences. *Accident Analysis and Prevention*, 33, 735-741. 2001.

5. Retting, R.A. et al. Evaluation of Red Light Camera Enforcement in Oxnard, California. *Accident Analysis and Prevention*, 31, 169-174. 1999.

6. Porter, B.E. and Berry, T.D. 2001.

7. Retting, R. A. and Williams A.F. Characteristics of Red Light Violators: Results of a Field Investigation. *Journal of Safety Research*, 27(1), 9-15. 1996.

8. Ibid.

9. Retting, R.A. et al., 1999.

10. Bonneson, et. al. *Engineering Countermeasures to Reduce Red-Light-Running*. Report No. FHWA/TX-03/4027-2. Texas Department of Transportation, Austin, TX. 2002.

11. Radwan, E. et al. "Red-Light Running and Limited Visibility Due to LTVs Using the UCF Driving Simulator." Orlando, FL: Center for Advanced Transportation Systems Simulation, University of Central Florida, Florida Department of Transportation. 2005.

12. Brewer et al. *Engineering Countermeasures to Red-Light-Running. Proceeding of the ITE 2002 Spring Conference and Exhibit* (CD-ROM). Washington, DC: Institute of Transportation Engineers. 2002.

13. Retting et al. Red-Light Running and Sensible Countermeasures: Summary of Research Findings. Transportation Research Record 1640, 23-26. Transportation Research Board, Washington, DC. 1998.

14. Lum, K.M. and Wong, Y.D. Impacts of Red Light Camera on Violation Characteristics. *Journal of Transportation Engineering*, November/December, 648-656. 2003.

15. Porter, B.E. and England, K.J. Predicting Red-Light Running Behavior: A Traffic Study in Three Urban Settings. *Journal of Safety Research*, 31(1), 1-8. 2000.

16. Baguley, C. Running the Red at Signals on High-Speed Roads. *Traffic Engineering & Control*, 29, 7-8. 1988.

17. Van der Horst, R. and Wilmick A. Drivers' Decision-Making at Signalized Intersections: An Optimization of the Yellow Timing. *Traffic Engineering & Control*, December, 615-622. 1986.

18. Cesar Quiroga, Edgar Kraus, Ida van Schalkwyk, and James Bonneson, CTS-02/150206-1: Red Light Running, A Policy Review, Texas Transportation Institute, Center for Transportation Safety, March, 2003, Page 4.



Table 1: Summary of Engineering Countermeasures to Reduce Red-Light Running

Improve Signal Visibility/ Conspicuity	Increase the Likelihood for Stopping	Remove Reasons for Intentional Violations	Eliminate the Need to Stop
Signal for Each Approach Through Lane	Install Signal Ahead Signs	Adjust Yellow Change Interval	Coordinate Signal Operation
Install Backplates	Install Transverse Rumble Strips	Provide or Adjust All-Red Clearance Interval	Remove Unwarranted Signals
Modify Placement of Signal Heads	Install Activated Advance Warning Flashers	Adjust Signal Cycle Length	Construct a Roundabout
Increase Size of Signal Displays	Improve Pavement Surface Condition	Provide Dilemma Zone Protection	
Install Programmable Signal/ Visors or Louvers			
Install LED Signal Lenses			

traffic control.<sup>19</sup> The result is an increase in the number of drivers who may be exposed to the yellow and/or red indications during “max out” phase terminations in the operation of the system and a reduction in the probability of stopping before the stop line after the light changes to yellow as long the approach is occupied. If the approach is unoccupied for a period of time, the green may reach its maximum limit and “gap out” forcing the green phase to end regardless of whether the approach is occupied. There is a greater potential for RLR as the frequency of max out increases.

**Yellow interval duration.** Both long yellow intervals which can violate driver expectancy and short yellow intervals (intervals shorter than the Institute of Transportation Engineers (ITE)-suggested values<sup>20</sup>) have resulted in a high number of RLR violations.

## Engineering Countermeasures To Reduce Red Light Running

### Overview

ITE and the Federal Highway Administration (FHWA) developed a publication titled *Making Intersections Safer: A Toolbox of Engineering*

19. Van der Horst, R. Driver Decision Making at Traffic Signals. *Transportation Research Record* 1172, 93-97. 1998.

20. *Traffic Engineering Handbook*, Washington, DC. ITE. 1999.

### Countermeasures to Reduce Red-Light Running: An Informational Report.<sup>21</sup>

Similar work has been completed by Bonneson, Brewer, and Zimmerman. The principal objectives of these publications are to identify engineering design and operational features of an intersection that could be upgraded to reduce RLR. The engineering countermeasures can be grouped into four distinct areas:

- Improving signal visibility/conspicuity;
- Increasing the likelihood of stopping;
- Removing the reasons for intentional violations; and
- Eliminating the need to stop.

Table 1 summarizes the countermeasures that can be considered under each of the countermeasure groupings identified above. These engineering countermeasures are based on a driver characteristic called the “unintentional violator.” This type of driver may be incapable of stopping or may be inattentive while approaching the intersection due to poor judgment by the driver or in the design or operation of the intersection. A second type of driver characteristic

is the “intentional violator” who, based on his/her judgment, knows they may violate the signal yet proceeds through the intersection anyway. This type of driver is most affected by enforcement countermeasures, while unintentional red-light runners are most affected by engineering countermeasures.

### Increase Signal Visibility/Conspicuity

**Signal for Each Approach Through Lane.** Section 4D.15 of the MUTCD only requires that “a minimum of two signal faces shall be provided for the major movement on the approach...” Under this standard, it would be acceptable to have only two signals on an approach with three or more through lanes. When a signal is positioned such that it is over the middle of the lane, it is in the center of the motorist's cone of vision, thereby increasing its visibility. The additional signal head further increases the likelihood that a motorist will see the signal display for the approach. Placement of a primary signal head over each through lane has been demonstrated to have the lowest incidence of crashes.

**Install Backplates.** Backplates are used to improve the signal visibility by providing a background around the signals, thereby enhancing the contrast. They are particularly useful in complex visual environments, in east-west directions, and against bright sky backgrounds, but many agencies use backplates on all signals because of the conspicuity they provide. A retroreflective yellow border strip around the

21. *Making Intersections Safer: A Toolbox of Engineering Countermeasures to Reduce Red-Light Running: An Informational Report*, ITE. 2003  
[http://safety.fhwa.dot.gov/intersection/redlight/rlr\\_report/](http://safety.fhwa.dot.gov/intersection/redlight/rlr_report/).

outside perimeter of signal backplates has also been found to significantly reduce nighttime crashes at signals and also helps drivers identify an intersection as signalized during a power failure.

### Modify Placement of Signal Heads.

Overhead-signal displays help to overcome the three most significant obstacles posed by locations that have only pole-mounted signal heads, which are: (1) they generally do not provide good conspicuity, (2) mounting locations may not provide a display with clear meaning and (3) motorists' line-of-sight blockage to the signal head due to other vehicles, particularly trucks, in the traffic stream. Studies have shown significant reduction in crashes attributed to the replacement of pole-mounted signal heads with overhead-signal heads. However, even with overhead signals, pole-mounted supplemental signal faces should be considered to further enhance signal visibility and conspicuity.

### Increase Size of Signal Displays.

12-inch signal lenses should be considered for all signals, and especially those displaying red indications, to increase signal visibility. The MUTCD requires 12-inch-diameter signal lenses for approaches where speeds are greater than 40 mph and for some other circumstances. Yet many road authorities have made it their policy to use 12-inch-diameter lenses universally for new installations, regardless of the approach speed. Studies in Michigan, North Carolina, and elsewhere have shown the safety benefits of using 12-inch lenses, even in low-speed situations.

**Install Programmable Lens Signals/Visors or Louvers.** Optically programmed or visibility-limited signals limit the field of view of a signal. They allow greater definition and accuracy of the field of view. The MUTCD speaks of visibility-limited signals mostly with regard to left-turning traffic at an intersection. The MUTCD permits the use of visibility limited signal faces in situations where the road user could be misdirected, particularly at skewed or closely-spaced intersections when the road user sees the



Figure 3: Example of backplates on a multilane arterial intersection

signal indications intended for other approaches before seeing the signal indications for their own approach. Because the field of view is restricted and requires specific alignment, the signals require rigid mounting instead of suspension on overhead wires. There is some concern associated with glare and the limitations of seeing the signal. Signal visibility alignment requires attention both in design and in field maintenance.

**Install LED Signal Lenses.** LED units are used for three main reasons: they are very energy efficient, are brighter than incandescent bulbs, and have a longer life increasing the replacement interval. LED signals may be noticeably brighter and more conspicuous than an adjacent signal with the incandescent bulb. LED traffic signal modules have a service life of 6 to 10 years compared to incandescent bulbs that have a life expectancy of only 12 to 15 months. There is a belief that LEDs are brighter and last longer and therefore would provide safety benefits but this has not been quantified. Some studies have found that LED units tend to lose brightness over time instead of exhibiting an immediate failure.

### Increase the Likelihood for Stopping

**Install Signal Ahead Signs.** The MUTCD (Section 2C.29) requires an advance traffic control warning sign when “the primary traffic-control

device is not visible from a sufficient distance to permit the road user to respond to the device.” In addition to the normal symbolic SIGNAL AHEAD warning sign, a sign with the legend BE PREPARED TO STOP (W3-4) can be used.

### Install Transverse Rumble Strips.

Rumble strips are a series of intermittent, narrow, transverse areas of rough-textured, slightly raised or depressed road surface. The rumble strips provide an audible and a vibrotactile warning to the driver. When coupled with the SIGNAL AHEAD warning sign and also the pavement marking word message— SIGNAL AHEAD—the rumble strips can be effective in alerting drivers of a signal with limited sight distance. There are no known studies reporting on how this treatment can reduce red-light violations or the resulting crashes; hence their use should be restricted to special situations. If used, they should be limited to lower-speed facilities (less than 40 mph) and be reserved for locations where other treatments have not been effective. Rumble strips should not be installed if there will be excessive noise for adjacent residential areas or there are numerous bicyclists using the facility.

**Install Activated Advance Warning Flashers.** The purpose of an activated advance-warning flasher (AAWF) is to forewarn the driver when a traffic



signal on his/her approach is about to change to the yellow and then the red phase. This type of treatment provides a specific warning of an impending traffic signal change ahead. AAWFs inform drivers of the status of a downstream signal. Yellow flashing beacons with the sign are activated or an otherwise blank changeable message such as "Red Signal Ahead" is illuminated for several seconds. The sign and the flashers are placed a certain distance from the stop line as determined by the speed limit on the approach.

### Improve Pavement Surface

**Condition.** As a vehicle approaches a signalized intersection and slows to stop for a red light, it may be unable to stop due to poor pavement friction and as a result, proceed into the intersection. Countermeasures to improve skid resistance include asphalt mixture (type and gradation of aggregate as well as asphalt content), pavement overlays, and pavement grooving. Additionally, countermeasures can be considered such as the use of a SLIPPERY WHEN WET sign with a supplemental Advisory Speed Plate for a lower advisory speed.

### Remove Reasons for Intentional Violations

**Adjust Yellow Change Interval.** MUTCD (Section 4D.10) provides guidance regarding the duration of yellow change interval. It indicates that the duration of the yellow change interval should be approximately 3 to 6 seconds, with longer intervals reserved for high-speed approaches. The MUTCD does not provide guidance regarding the calculation of clearance interval durations other than to provide ranges of acceptable values. ITE prepared a formula to calculate the yellow change interval that uses a number of operational parameters including perception-reaction time, deceleration rate, approach speed and grade.<sup>22</sup>

There is a correlation between the duration of the yellow interval and red

light running events. Van der Horst observed a substantial reduction in the number of red-light running events after increasing the duration of the yellow interval from 3 to 4 seconds (in urban areas) and from 4 to 5 seconds (in rural areas).<sup>23</sup> A small adjustment was observed in the drivers' stopping behavior, which was attributed to the relatively low increase in the duration of the yellow interval.<sup>24</sup>

ITE suggests that a long change interval may encourage drivers to use it as part of the green interval and therefore maximum care should be used when exceeding five seconds. If the calculated or selected yellow change interval length exceeds 5 seconds, it may be the choice of the local jurisdiction to handle the additional time with a red clearance interval. Furthermore, using a yellow change interval length less than 3 seconds may violate driver expectancy and result in frequent entry on red indications. If the interval is too short, rear-end crashes may result.

ITE is in the process of preparing *Guidelines for Determining Traffic Signal Change Intervals: a Recommended Practice* (RP). In 1985 ITE published a Proposed Recommended Practice titled *Determining Vehicle Change Intervals* that was not ratified to become an recommended practice. Later, in 2001, ITE published the informational report *A History of the Yellow and All-Red Intervals for Traffic Signals*.

ITE plans to prepare the RP to reflect the current state-of-the-practice and to provide the user with a broader overview of key considerations to determine yellow change and red clearance intervals for traffic signals and their application. A separate effort is underway by the National Cooperative Highway Research Program (NCHRP Project 03-95) to

prepare a document titled *Guidelines for Timing Yellow and All-Red Intervals at Traffic Signals*. This project will have a longer time horizon because it will incorporate new primary data into the research.

### Provide or Adjust All-Red Clearance Interval.

An all-red clearance interval is an optional portion of a traffic signal cycle that can follow a yellow change interval and precede the next conflicting green interval. The purpose of the all-red interval is to allow time for vehicles that entered the intersection during the yellow-change interval to clear the intersection before the traffic-signal display for the conflicting approaches turns to green. Engineering formulas should be used to calculate whether this extra clearance interval is needed and what its duration should be based on the speeds, intersection widths and other factors. The all-red clearance interval may also be useful in mitigating the "go" decision by a motorist in the amber dilemma zone when there is not enough time to clear the intersection, particularly at high speed locations. Generally, the duration of the all-red clearance interval is from 0.5 to 3.0 seconds. The MUTCD provides guidance that the all-red clearance interval should not exceed 6 seconds (Section 4D.10).

**Adjust Signal Cycle Length.** Proper timing of signal-cycle lengths can reduce driver frustration that might result from unjustified short or long cycle lengths. Longer cycle lengths mean fewer cycles per hour and therefore fewer yellow-change intervals per hour and thus can reduce the number of opportunities for traffic-signal violations. On the other hand, signal cycles that are excessively long can encourage RLR because drivers do not want to have to wait several minutes for the next green interval.

### Provide Dilemma Zone Protection.

The "dilemma zone" has been defined recently to be the area in which it may be difficult for a driver to decide whether to stop or proceed through an intersection at the onset of the yellow-signal indication. It is also referred to as the "option zone" or the "zone of

22. *Determining Vehicle Signal Change and Clearance Intervals*, Washington, DC: ITE, 1994.

23. Van der Horst, R. 1998.

24. Cesar Quiroga, Edgar Kraus, Ida van Schalkwyk, and James Bonneson, CTS-02/150206-1: Red Light Running, A Policy Review, Texas Transportation Institute, Center for Transportation Safety, March, 2003, Page 5.

indecision.” One potential counter-measure to reduce red-light running is to reduce the likelihood that a vehicle will be in the dilemma zone at the onset of the yellow interval. This can be accomplished by placing vehicle detectors at the dilemma zone. They detect if a car is at the dilemma zone immediately before the onset of the yellow interval. If a vehicle is there, the green interval can be extended so that the vehicle can travel through the dilemma zone and prevent the onset of the yellow while in the dilemma zone.

### Eliminate the Need to Stop Coordinate Signal Operation.

Interconnected signal systems provide coordination between adjacent signals and are proven to reduce stops, reduce delays, decrease accidents, increase average travel speeds, and decrease emissions. An efficient signal system is also one of the most cost-effective methods for increasing the capacity of a road. With reduced stops, the opportunity to run red lights is also reduced. In addition, if drivers are given the best signal coordination practical, they may not be as compelled to beat or run a red signal.

### Remove Unwarranted Signals.

If there is a high incidence of RLR violations, this may be because the traffic signal is perceived as being not necessary and does not command the respect of the motoring public. Sometimes signals are installed for reasons that dissipate over time. For instance, traffic volume may decrease due to changing land-use patterns or the creation of alternative routes. The removal of a traffic signal should be based on an engineering study. Factors to be considered are included in ITE's *Traffic Control Devices Handbook*. If a signal is eliminated, the traffic engineer must continue to monitor the intersection for any potential increase in crashes.

**Construct a Roundabout.** When a roundabout replaces a signalized intersection, the RLR problem is obviously eliminated. Single-lane roundabouts and other roundabouts have been shown to have significantly less crashes (and less severe



Figure 4: Example of entry to multi-lane roundabout

crashes) than signalized intersections. Readers should consult *NCHRP 572: Roundabouts in the United States*<sup>25</sup> and FHWA's *Roundabouts: An Informational Guide*.<sup>26</sup>

### Intersection Field Assessment Form

The following intersection field inspection form sheet is provided and can be downloaded online at [http://safety.fhwa.dot.gov/intersection/redlight/redl\\_reports/fieldinspfrm.cfm](http://safety.fhwa.dot.gov/intersection/redlight/redl_reports/fieldinspfrm.cfm).

The field inspection form should be used to identify the extent to which an intersection approach may exhibit traffic operational or engineering design issues that could have an effect on red-light running. A separate field assessment sheet should be completed for each intersection approach. The form shows the types

of information that an engineer or an engineering technician should evaluate to determine if a red-light running problem exists at a specific location. Based on the data, the transportation engineering professional can identify if the RLR problems are due to intentional or unintentional (traffic operational or engineering and design) reasons and can suggest engineering countermeasures as a first step prior to consideration of the placement of automated red light cameras at an intersection.

25. [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_572.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_572.pdf).

26. Robinson, B. W., L. Rodegerdts, W. Scarbrough, W. Kittelson, R. Troutbeck, W. Brilon, L. Bondzio, K. Courage, M. Kyte, J. Mason, A. Flannery, E. Myers, J. Bunker, and G. Jacquemart. *Roundabouts: An Informational Guide*. Report FHWA-RD-00-067. FHWA, U.S. Department of Transportation, June 2000. (This document is being updated, with publication likely in 2010.)



## INTERSECTION FIELD INSPECTION FORM

LOCATION INFORMATION			
Intersection Identification: _____ with _____			
Approach Name: _____		Direction Heading: _____	
PART 1. CHECK SIGNAL VISIBILITY			
Type of Signal Mounting: <b>Span Wire</b> <b>Mast Arm</b> <b>Pole</b> <b>Structure</b>		Sight Distance to the Signal: _____ feet	
Requires Advance Warning Sign? <b>Y</b> <b>N</b>		Advance Signal Warning Sign Present: <b>Y</b> <b>N</b>	
Is anything blocking the view of the signals? <b>Y</b> <b>N</b> If yes, describe _____			
Can signal faces on other approaches be seen? <b>Y</b> <b>N</b> If yes, do these signals have visors, shields, or programmable lenses? <b>Y</b> <b>N</b>			
PART 2. CHECK SIGNAL CONSPICUITY			
Could visual clutter detract from the signal? <b>Y</b> <b>N</b>		Signal Lens Size Adequate?:	
Are the signal indications confusing? <b>Y</b> <b>N</b>		Red signal lens size: <b>8 inch</b> <b>12 inch</b>	
If yes, explain: _____		Distance from stop line to signal: _____ feet	
_____		Near side signal? <b>Y</b> <b>N</b>	
Are backplates present? <b>Y</b> <b>N</b>		Is existing size adequate? <b>Y</b> <b>N</b>	
Are backplates necessary? <b>Y</b> <b>N</b>		Number of Signal Heads Adequate?	
Are other glare-reducing steps needed? <b>Y</b> <b>N</b>		Total number of signal heads for major movement: _____	
Signal lens type: <b>Incandescent</b> <b>LEDs</b>		Total number of lanes for major movement: _____	
		Is existing number adequate? <b>Y</b> <b>N</b>	
		Signal Heads Placement Adequate? <b>Y</b> <b>N</b>	
PART 3. CHECK SIGNAL CONTROL PARAMETERS			
Grade (as decimal) $g =$ _____ (uphill is positive)		Calculate the needed change period ( $CP$ ) for this approach using agency practice or the following equation:	
Approach speed $V =$ _____ mph		$CP = 1.0 + \frac{\text{Yellow}}{(20 + 64.4g)} + \frac{\text{All-red}}{1.47 * V}$ $CP = 1.0 + \frac{1.47 * V}{(20 + 64.4g)} + \frac{W + 20}{1.47 * V}$	
Cross street width $W =$ _____ feet			
	Actual Value	Calculated Value	Is Existing Adequate?
Yellow Interval	_____	_____	<b>Y</b> <b>N</b>
All Red Interval	_____	_____	<b>Y</b> <b>N</b>
PART 4. CHECK OTHER FACTORS			
Is horizontal location adequate? <b>Y</b> <b>N</b> Pavement condition on approach: <b>Adequate</b> <b>Polished</b> <b>Severely Rutted</b>			
Should signal warranting study be conducted? <b>Y</b> <b>N</b> Other concerns: _____			
PART 5. IDENTIFY PROMISING COUNTERMEASURES			
<b>Visibility Deficiency</b>	<b>Conspicuity Deficiency</b>	<b>Signal Timing Operation Deficiency</b>	
_____ Install additional signals on near side	_____ Add signals to achieve one per lane	_____ Change yellow interval	
_____ Change signal mounting	_____ Replace with LED lens type	_____ Add/change all-red interval	
_____ Install SIGNAL AHEAD sign	_____ Replace with 12" signal head	<b>Other Measures</b>	
_____ Install Advance Warning Flashers	_____ Install double red signal	_____ Determine if signal is warranted	
_____ Remove/relocate sight obstruction	_____ Install/enhance backplates	_____ Consider roundabout or innovative design	
_____ Install programmable lenses	_____ Install rumble strips on approach	_____ Improve pavement condition	
_____ Install shields and visors	_____ Install near side signal		
_____ Other _____			

Inspection By: \_\_\_\_\_

Date: \_\_\_\_\_

## Resources

FHWA. *Field Guide for Inspecting Signalized Intersections to Reduce Red Light Running*. FHWA-SA-05-008. Washington, DC. 2005.

[http://safety.fhwa.dot.gov/intersection/redlight/redl\\_reports/fguide\\_isirlr/](http://safety.fhwa.dot.gov/intersection/redlight/redl_reports/fguide_isirlr/)  
(HTML)

[http://safety.fhwa.dot.gov/intersection/redlight/redl\\_reports/fieldinspfrm.cfm](http://safety.fhwa.dot.gov/intersection/redlight/redl_reports/fieldinspfrm.cfm).  
(Field Inspection Form plus downloadable .pdf form)

Federal Highway Administration, National Highway Traffic Safety Administration, *Red Light Camera Systems Operational Guidelines*, Washington, DC. January 2005.

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<http://safety.fhwa.dot.gov/intersection/redlight/fhwasa05002/fhwasa05002.pdf>.

FHWA, Research, Development, and Technology, Turner-Fairbank Highway Research Center, *Association of Selected Intersection Factors with Red-Light Running Crashes*, FHWA-RD-00-112. Washington, DC. 2000.

<http://www.hsisinfo.org/pdf/00-112.pdf>

Institute of Transportation of Engineers. *A History of the Yellow and All-Red Intervals for Traffic Signals*. Washington, DC: ITE. 2001.

Institute of Transportation Engineers, *Making Intersections Safer: A Toolbox of Engineering Countermeasures to Reduce Red-Light Running*. An Informational Report. Washington, DC. 2003.

[http://safety.fhwa.dot.gov/intersection/redlight/rlr\\_report/rlrbook.pdf](http://safety.fhwa.dot.gov/intersection/redlight/rlr_report/rlrbook.pdf)

Texas Transportation Institute. *Engineering Countermeasures to Reduce Red-Light Running*. Report 4027-2, College Station, TX. August 2002.

<http://tcd.tamu.edu/Documents/4027-2.pdf>

Texas Transportation Institute. *Evaluation of Enforcement Issues and Safety Statistics Related to Red Light Running*. Research Report 4196-1. College Station, TX. September 2003.

<http://tcd.tamu.edu/Documents/4196-1.pdf>





U.S. Department of Transportation  
**Federal Highway Administration**



**Safe Roads for a Safer Future**  
*Investment in roadway safety saves lives*

**CITY OF BIRMINGHAM MULTI-MODAL  
TRANSPORTATION BOARD THURSDAY,  
MARCH 7, 2019  
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 7, 2019.

Chairwoman Johanna Slanga convened the meeting at 6:02 p.m.

**1. ROLL CALL**

**Present:** Chairwoman Johanna Slanga, Vice-Chairwoman Lara Edwards; Board Members Amy Folberg, Daniel Rontal, Katie Schafer, Doug White, Joe Zane; Student Representatives Chris Capone, Bennett Pompei

**Absent:** None

**Present in Audience:** Alternate Board Member Daniel Isaksen

**Administration:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul O'Meara, City Engineer  
Laura Eichenhorn, Transcriptionist

**Fleis & Vanderbrink ("F&V"):**

Julie Kroll

**5. MAPLE ROAD / S. ETON – PEDESTRIAN IMPROVEMENTS**

City Engineer O'Meara reviewed the previous information and discussion on the item.

Julie Kroll, Traffic Consultant with F&V, presented updates on the item, explaining Ms. Kroll reached out to Carissa McQuiston, Non-Motorized Safety Engineering Specialist at MDOT, for a second opinion on whether the intersection becomes more dangerous for pedestrians if the crosswalk is moved from the west side to the east side and a pedestrian crosses against the light, given the possibility a westbound car may not see the pedestrian in advance. Ms. McQuiston said if there is an ongoing problem with pedestrians crossing against the light and vehicles running yellow and red lights, there would likely be an issue no matter what side the crosswalk is on. Ms. McQuiston recommended that the intersection be well-lit, especially underneath the bridge, in order to minimize the concerns regarding pedestrian safety.



City Engineer O'Meara noted the City is working on increasing the lighting under the bridge, but it is requiring ongoing negotiations with CN Railroad, who owns the bridge.

To follow up on Ms. McQuiston's comments, Ms. Kroll reached out to the Birmingham Police Department and asked about the frequency of pedestrian-vehicle issues at this intersection. The Police Department had insufficient data on violations to draw a conclusion. Traffic crash data noted that there has not been a pedestrian crash in this intersection since 2010. Ms. Kroll then went out and observed the intersection on March 5, 2019 between 4 p.m. - 7 p.m. to determine how often vehicles westbound through vehicles entered the intersection on a yellow light and how often vehicles entered the intersection on a red light. With these criteria, Ms. Kroll found 46 vehicles ran yellow lights, and 5 vehicles ran red lights. That said, the traffic volume on the road is 20,000 vehicles per day, so it is a very small percentage of vehicles running yellow or red lights. In addition, the intersection has a small period of time where all lights are red in order to give illegal movements time to clear before any approach is given a green light.

It would be several seconds once a vehicle enters the intersection before a pedestrian going north and a vehicle going west would have a possible interaction, Ms. Kroll explained. The largest concern would be westbound vehicles and southbound pedestrians.

Ms. Schafer suggested that if the crosswalk remains on the west side there is more time before a westbound vehicle coming under the bridge would reach an illegally-crossing pedestrian, whereas on the east side an illegally crossing pedestrian would be immediately in front of a westbound vehicle coming under the bridge.

Ms. Kroll explained that Ms. McQuiston said illegal pedestrian crossings should not be the focus of this analysis, unless illegal pedestrian crossings are a frequent, on-going issue. According to all available information, it has been determined that there is not a problem with illegal pedestrian crossings at this intersection. Given this, moving the crosswalk to the east side of the intersection will decrease the number of conflicting traffic movements occurring in the intersection. On the west side, pedestrians will always have a conflict with left-turning vehicles; on the east side, there is no conflict with turning vehicles.

Vice-Chairwoman Edwards expressed concern that an adult with a number of children may not be able to cross the intersection in one trip given the smaller size of the proposed splitter island. She noted that a split group of pedestrians, including children, would have to wait an entire light cycle in order to rejoin on the opposite side of the street. In addition, requiring pedestrians to go east-west if they are ultimately trying to go north-south will likely feel cumbersome to those pedestrians. For those reasons Vice-Chairwoman Edwards said she would be concerned about moving the crosswalk to the east side, even though she sees it as enormously beneficial to reduce the potential interactions between pedestrians and turning cars.

Planning Director Ecker noted that moving the intersection to the east side makes it safer overall. She also noted that there is a crosswalk at Whole Foods, should a group of pedestrians want to cross together and not have to risk being split into two groups by the size of the splitter island.

Vice-Chairwoman Edwards agreed that was true, but pointed out that it would require the pedestrians to go east-west again.

Ms. Schafer said the splitter island has evolved into a place where pedestrians must stand if they are trying to cross Maple even though it is small, whereas it was originally designed to be a refuge while crossing.

Chairwoman Slanga asked the Board whether they would like to broaden the discussion beyond Options One and Six, which the Board had narrowed their discussions to at the last meeting.

Mr. Zane replied that the Board seems to prefer Option One to Option Six. He asked if anyone on the Board was advocating for Option Six.

Planning Director Ecker said it stood out that the City's traffic consultants determined Option Six is a more safe option than Option One.

Mr. Zane acknowledged the safety findings for Option Six but also noted that some frequent users of the intersection have expressed a preference for Option One. He added that Option One is half the cost of Option Six, which is not the determining factor but is in its favor combined with the other considerations. He noted that theoretically leaving the crosswalk on the west side is less safe, but that there has not been an issue with pedestrians crossing on the west side in terms of safety.

Vice-Chairwoman Edwards agreed with Mr. Zane's summary. She also repeated Commissioner Nickita's recommendation that intersections be designed in accordance with where it is most convenient for pedestrians to cross. To do otherwise is to increase the likelihood of jaywalking.

Chairwoman Slanga invited the Board to make a motion, since the Board members seemed largely in agreement.

**Motion by Dr. Rontal**

**Seconded by Mr. Zane to accept Option One presented by F&V including a splitter island without moving the crosswalk.**

Chairwoman Slanga asked for public comment.

Daniel Isaksen, 1386 Yorkshire and Alternate Member of the MMTB, said he was not convinced by the argument that pedestrians would always have to cross east-west. He said there is insufficient data to prove the assertion. While he agreed that the goal of minimizing



interactions between pedestrians and left-turning vehicles is an important one, moving the crosswalk to the east side makes the intersection less intuitive which could cause drivers and pedestrians to move less appropriately, and thus less safely, move through the space.

Seeing no further comment, Chairwoman Slanga closed public comment.

**Motion carried, 7-0.**

ROLLCALL VOTE

Yeas: Rontal, Zane, Edwards, Folberg, Schafer, Slanga, White

Nays: None



## 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

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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 in December of last year. Since that time, the MMTB has studied the S. Eton Rd. 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 8½ ft. wide two-way bike lane adjacent to the west side curb. The remaining 1½ 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 partly 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 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.

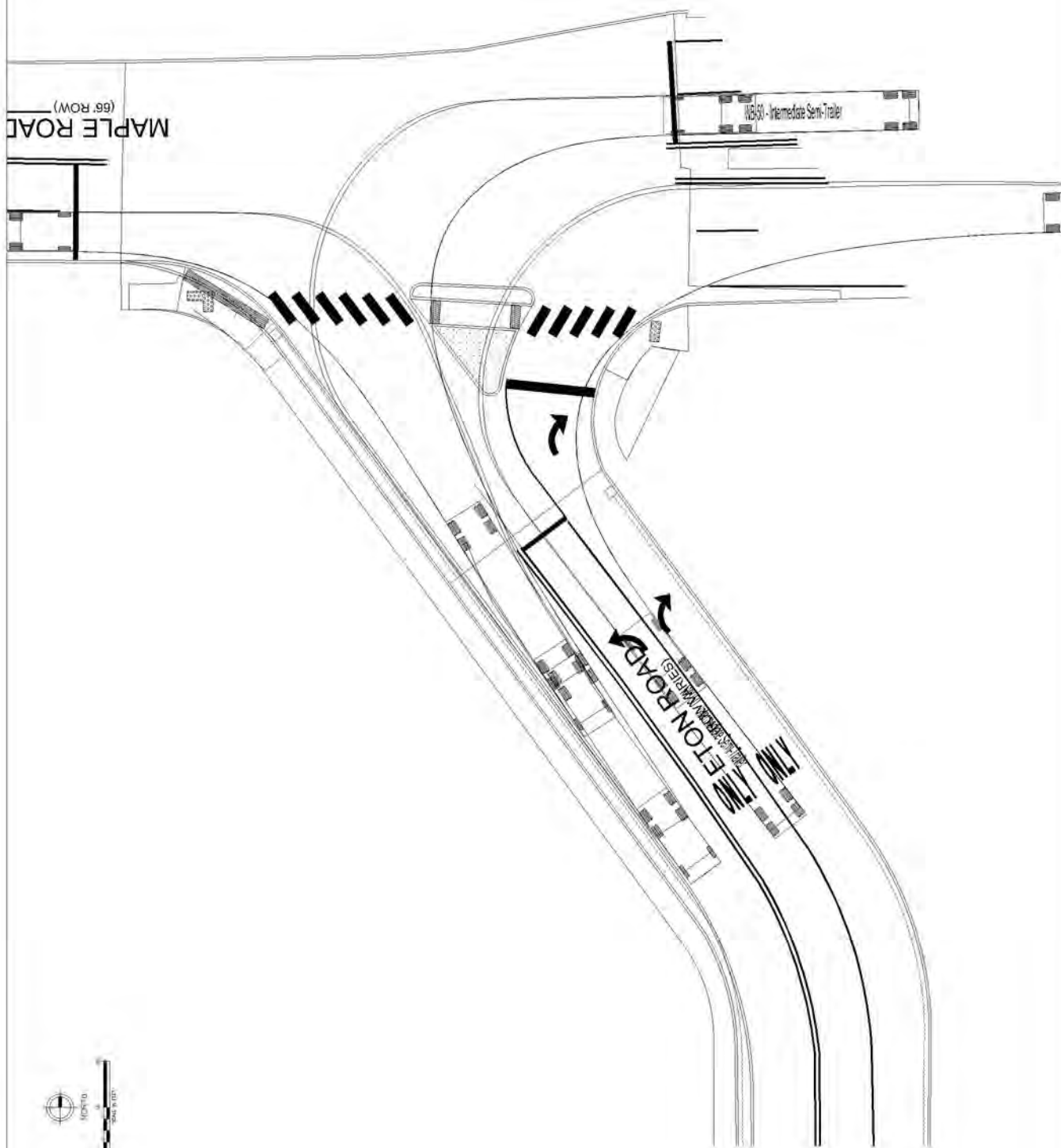
Further, to confirm that the work on the block south of Maple Rd. shall be included as a part of the 2017 Concrete Sidewalk Program, Contract #3-17(SW), at an estimated total cost of \$68,000, to be charged to account number 202-449.001-981.0100. In addition, for the remaining sections, to direct staff 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.





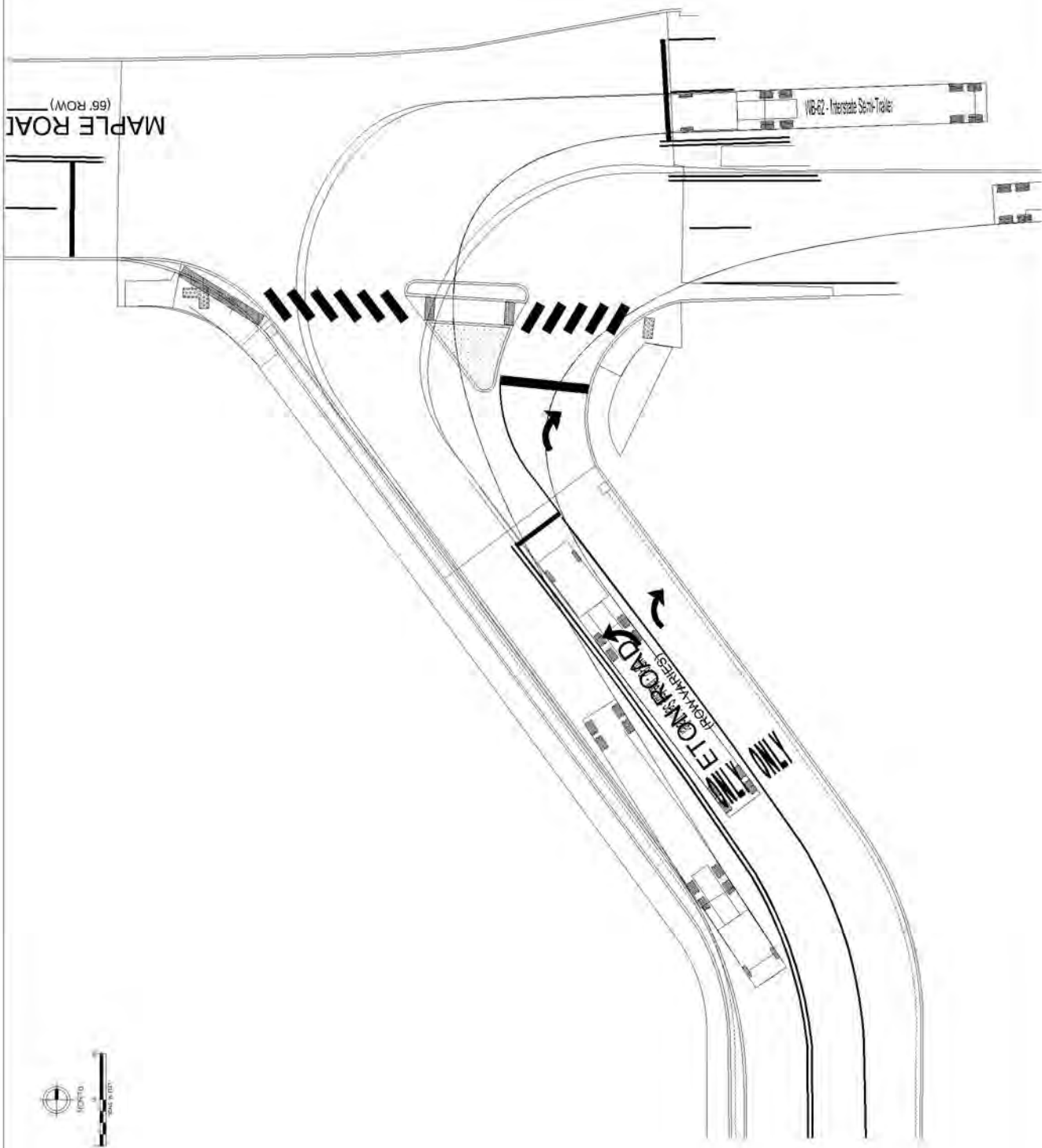
DATE: 01/11/2017  
DRAWN BY: J. B. BROWN  
CHECKED BY: J. B. BROWN  
APPROVED BY: J. B. BROWN

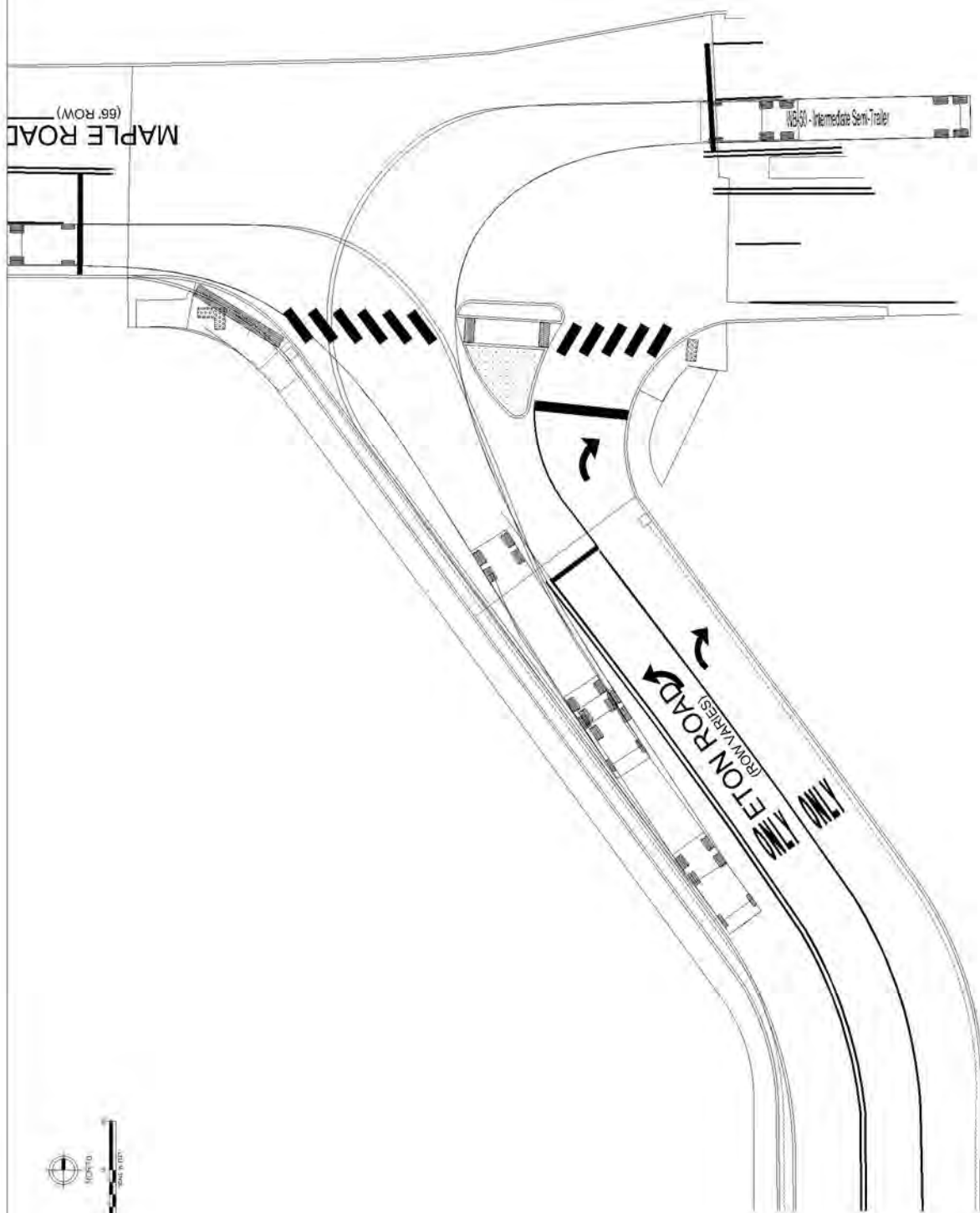
PROJECT: SOUTH ETON AVENUE AT MAPLE ROAD  
SHEET: 1 OF 1  
SCALE: 1" = 40'

CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN

DATE: 01/11/2017  
DRAWN BY: J. B. BROWN  
CHECKED BY: J. B. BROWN  
APPROVED BY: J. B. BROWN

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# S. Eton Street (Villa to Yosemite) - Looking North



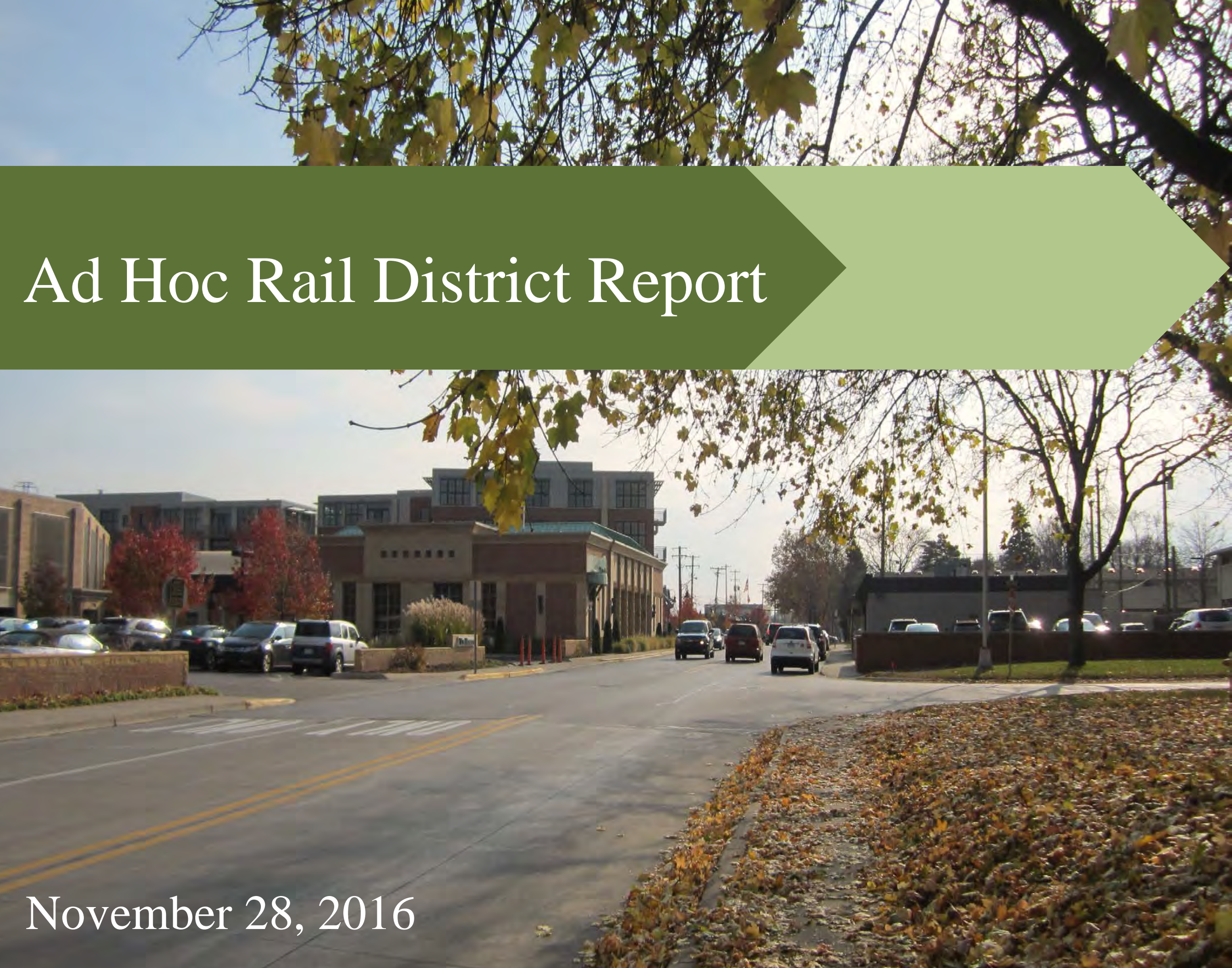
# S. Eton Street (Lincoln to Villa)-Looking North











# Ad Hoc Rail District Report

November 28, 2016



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### 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



Irongate – 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:

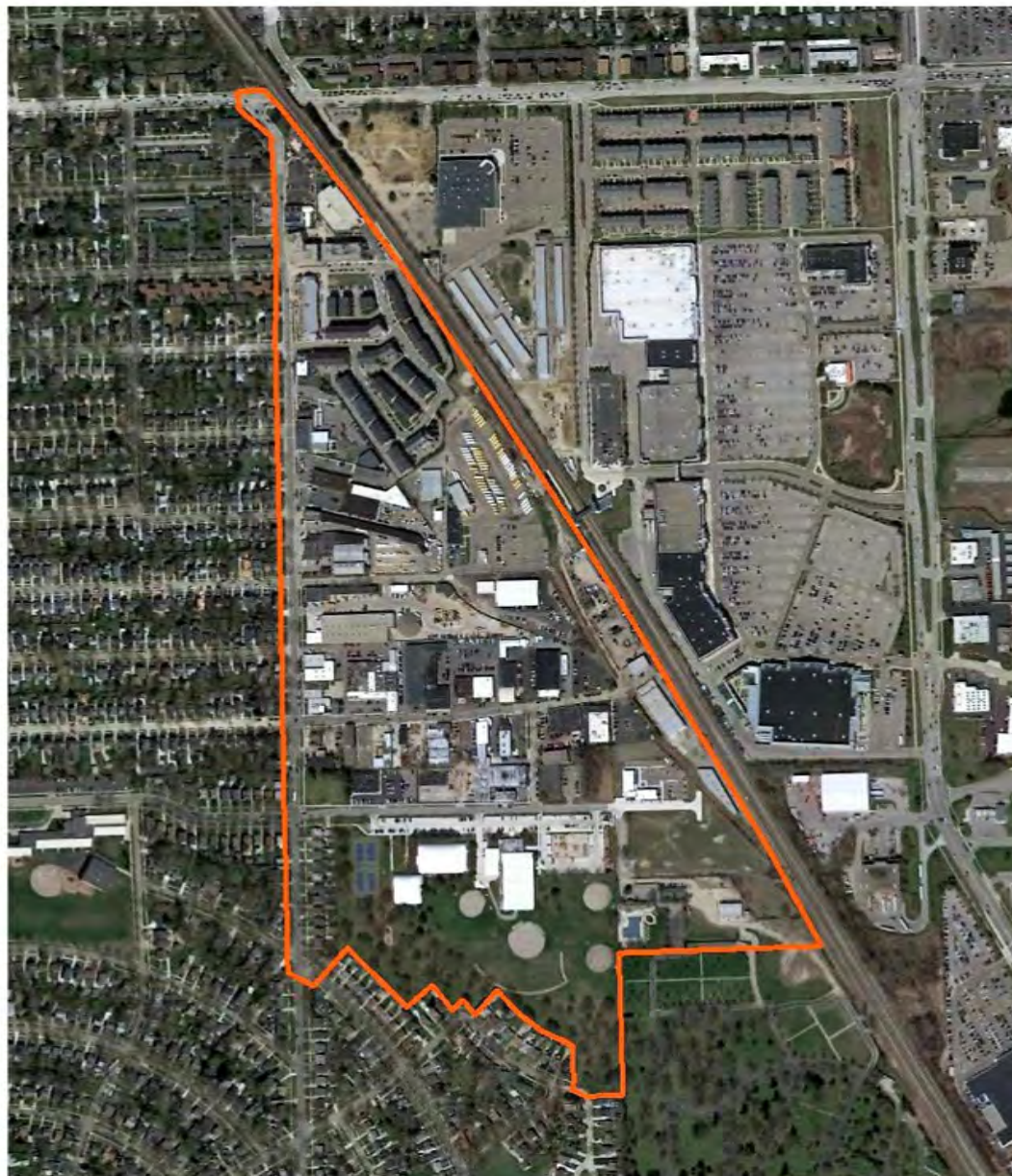
### Goals

- 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





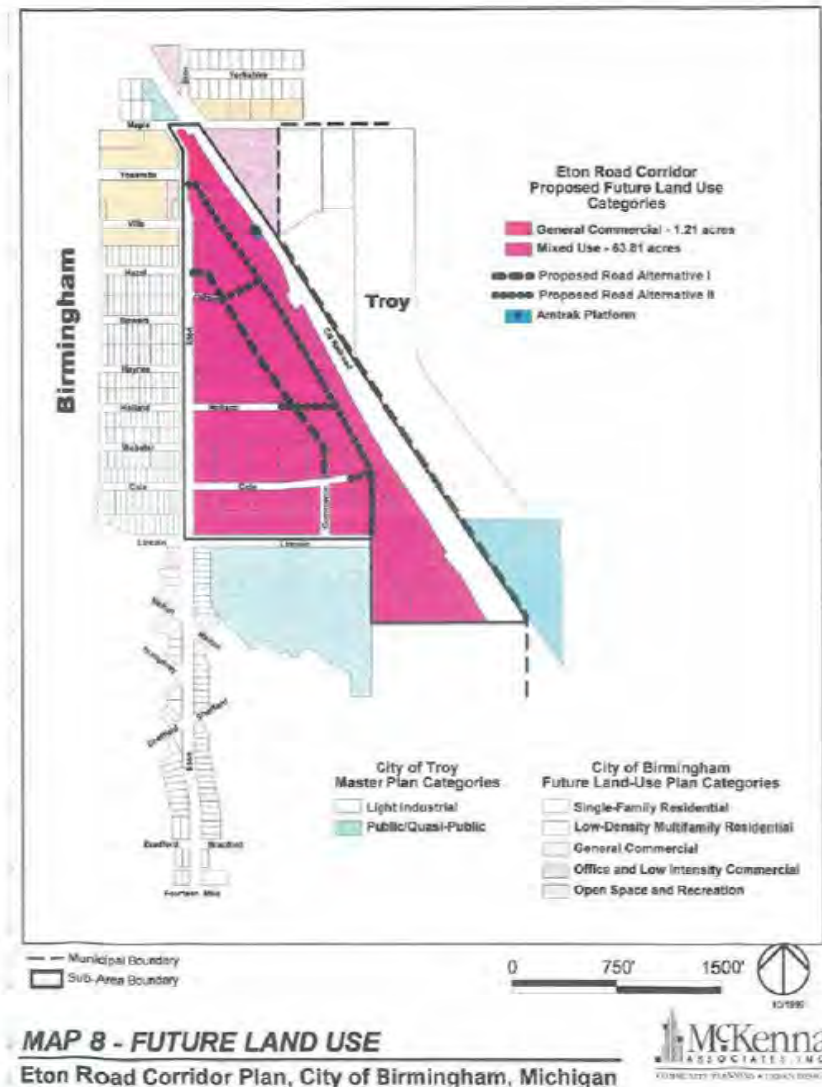
## Eton Road Corridor Plan (1999)

**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.



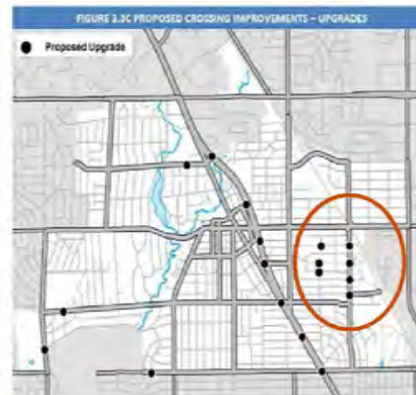
## Multimodal Transportation Plan (2013)

**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:

- Encourage and direct development within the boundaries of the Eton Road Mixed-Use District and implement the Eton Road Corridor Plan;
- Encourage residential and nonresidential uses that are compatible in scale within adjacent resident neighborhoods;
- Encourage the retention, improvement, and expansions of existing uses that help define the Eton Road Corridor;
- Allow mixed use developments including residential uses within the Eton Road Corridor; and
- 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.



## 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 & Development

- 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 Safety/Amenities

- 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 is an issue between Sheffield and 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.

### Traffic

- Excessive speed heading southbound on S. Eton – especially from Lincoln to 14 Mile – 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 to widen the pedestrian area at the southwest corner of E. Maple and S. Eton in order to improve bicycle and pedestrian safety and to ease traffic flowing in and out.



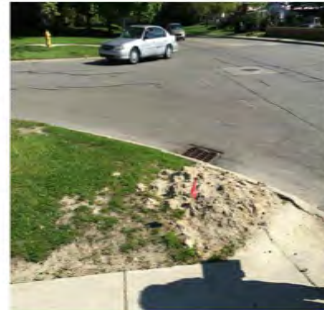
## Preliminary Assessment: Walking Survey

Committee members conducted a walking survey and inventory of the S. Eton Corridor. Findings are outlined below and on the pages that follow.



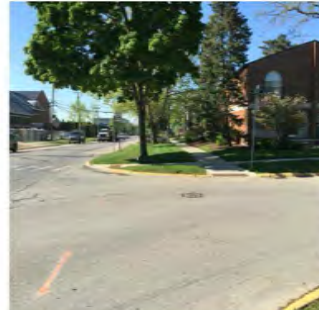
**First stop - under the bridge at S. Eton/Maple Rd.**

- 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



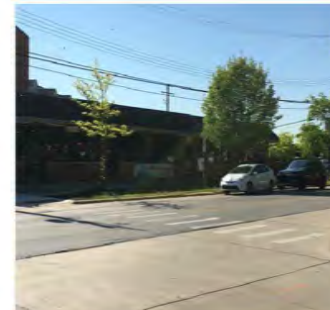
**Second stop - Yosemite/S. Eton**

- 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 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)



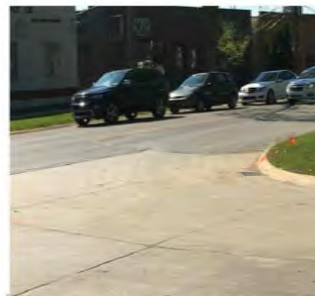
**Sixth stop – Haynes/S. Eton**

- It was noted that parking could occur along the dividing island at Bolyard Lumber



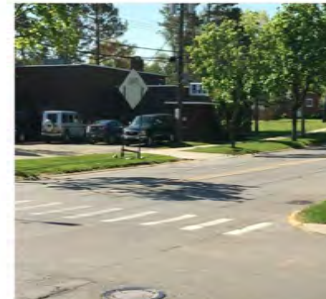
**Seventh stop – Holland/S. Eton**

- 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



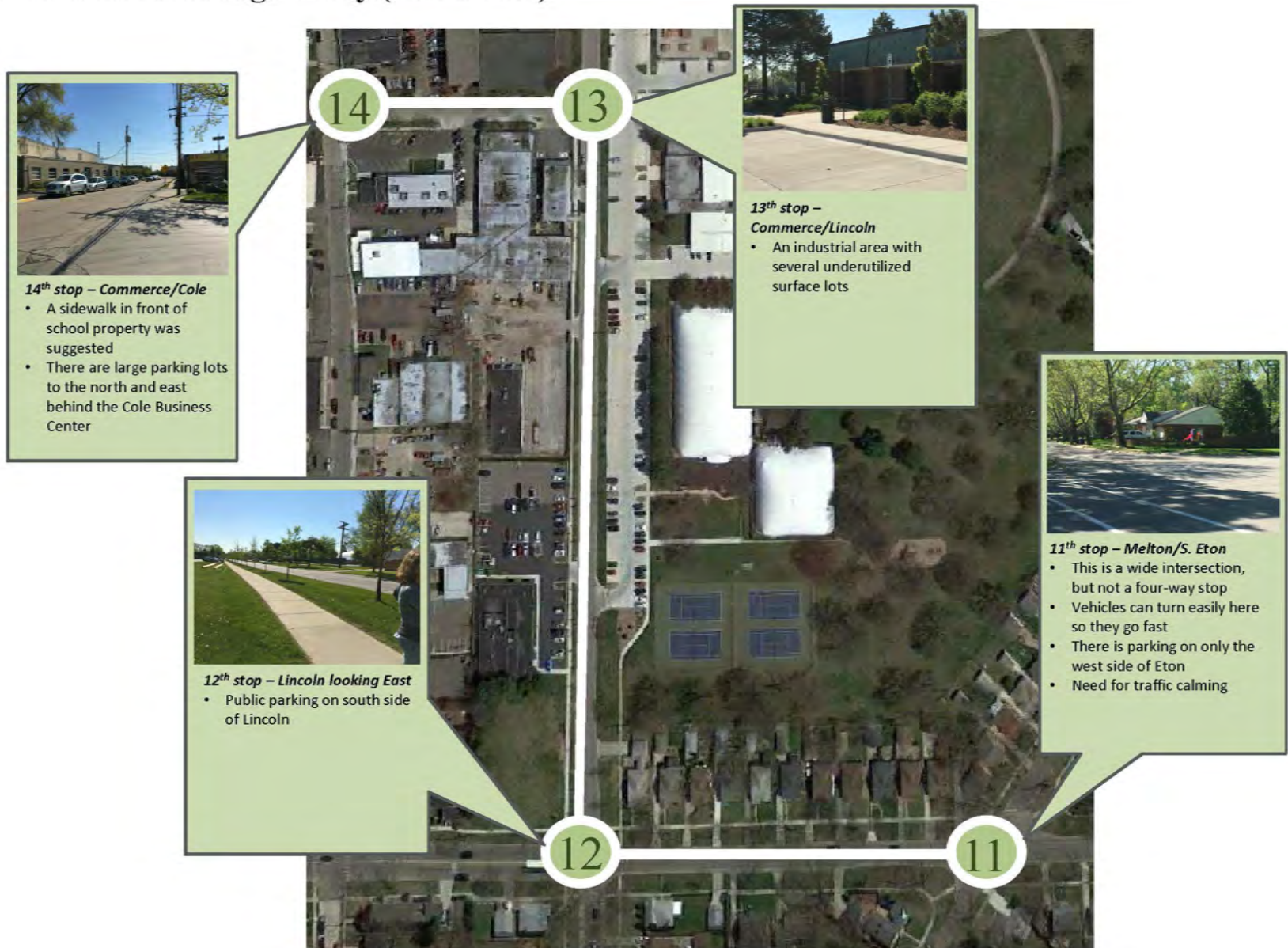
**Tenth stop – Lincoln/S. Eton**

- 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 Assessment: Walking Survey (Continued)





## Preliminary Assessment: Walking Survey (Continued)



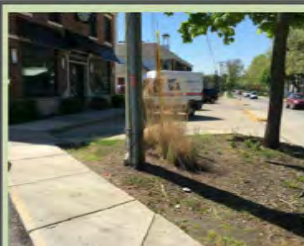
### 16<sup>th</sup> stop – Cole Business Center Lots

- There is much parking to the north and east behind Cole Business Center with underutilized parking
- Two adjoining parking lots are blocked from each other by a wall (no shared access)



### 15<sup>th</sup> stop – Commerce and Cole

- Sidewalks needed in front of the school property
- Several surface parking lots in front of buildings that are not full



### 18<sup>th</sup> stop – Northbound S. Eton

- Yellow curbing was noted in front of Down River Refrigeration
- Angled parking was not supported at this location by Multi Modal Transportation Board
- Sidewalk is incomplete in front of Roy Schecter and Vocht office
- No sidewalk connection from S. Eton to Robot Garage area



### 17<sup>th</sup> stop – DPS/Down River Refrigeration

- Inefficient use of parking around Down River Refrigeration
- High traffic egress area south of DPS
- Poor area lighting



## 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. In addition to the concepts illustrated below in the area of S. Eton and Maple, the Committee discussed purchasing property on the southwest corner of the intersection to widen the sidewalk and create a pedestrian plaza at the corner to enhance pedestrian safety and comfort. Additionally, the Committee talked about improving the viaduct underpass on E. Maple through the use of paint and lighting.

### S. Eton and Maple Intersection

Existing



Proposed



#### 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.

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 3

The Committee discussed constructing a pork chop-shaped pedestrian island as an alternative to a bump-out. 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.

Existing



Proposed



## S. Eton Intersections

Bump-out curbs were considered for the intersection of S. Eton and Yosemite (shown to the right) 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., Cole St, Lincoln, Melton, Sheffield and 14 Mile Road.

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. Accent materials of different textures and/or colors could be added to intersection 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. Alternatively, the east side of S. Eton at this intersection could be extended to narrow the street further and provide more space for street trees and plantings.

The committee recommended hiring a consultant to study possible improvements to this intersection.

Existing



Proposed



## **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





## 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.

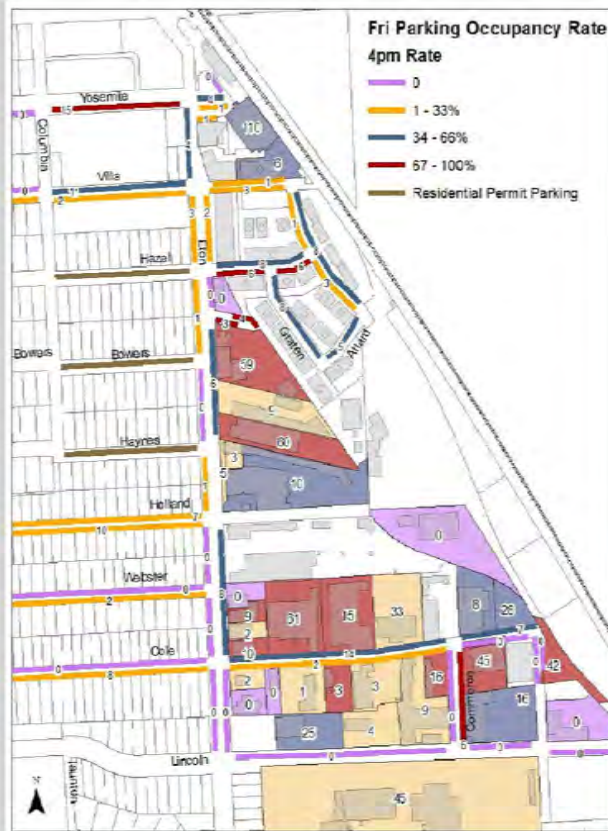
Count data was then entered into a map for each day and time of the study. The maps on the following pages indicate the total counts for each hour of on street and off street parking spaces, and color code the percent occupancy rate in classes for 0, 1-33%, 34-66%, and 67-100%. These maps are shown side 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





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%.



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 23<sup>rd</sup> 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 23<sup>rd</sup> 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 =  $\frac{(\text{Building Floor Area} * \text{Number of Stories})}{(\text{Parcel Area} * 4 \text{ Stories})}$

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 re-developed 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.

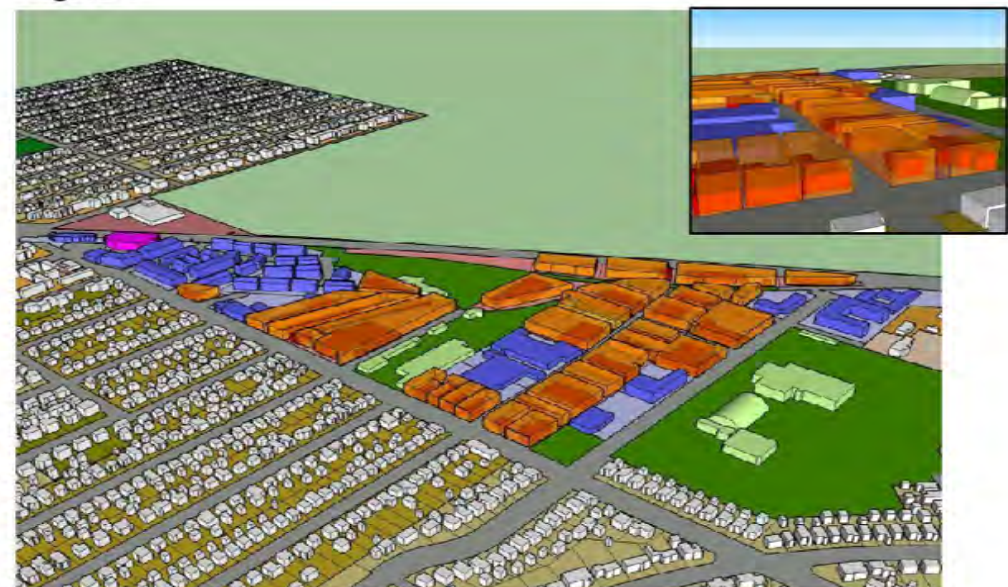
### Future Buildout:

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%
<b>Total</b>		<b>863,704</b>	<b>347,766</b>	<b>-</b>	<b>40%</b>	<b>895,241</b>	<b>3,454,816</b>	<b>26%</b>



## Build-out Analysis

Table 2: Focus Area with Potential for Redevelopment

Parcel Address	Parcel Sq. Footage	1st Floor Building Sq. Footage	% Building on Parcel	Est. Total Building Sq. Footage	Est. Max Build Out	Current % of Max Build Out
Assumptions		Building Floor Area	Floor Area / Parcel	Building Floor Area * # of Stories	Parcel Area * 4 Stories	Total Build Sq. Ft. / 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	-	-	-	-
<b>Total</b>	<b>1,139,807</b>	<b>349,080</b>	<b>31%</b>	<b>357,991</b>	<b>3,992,042</b>	<b>9%</b>

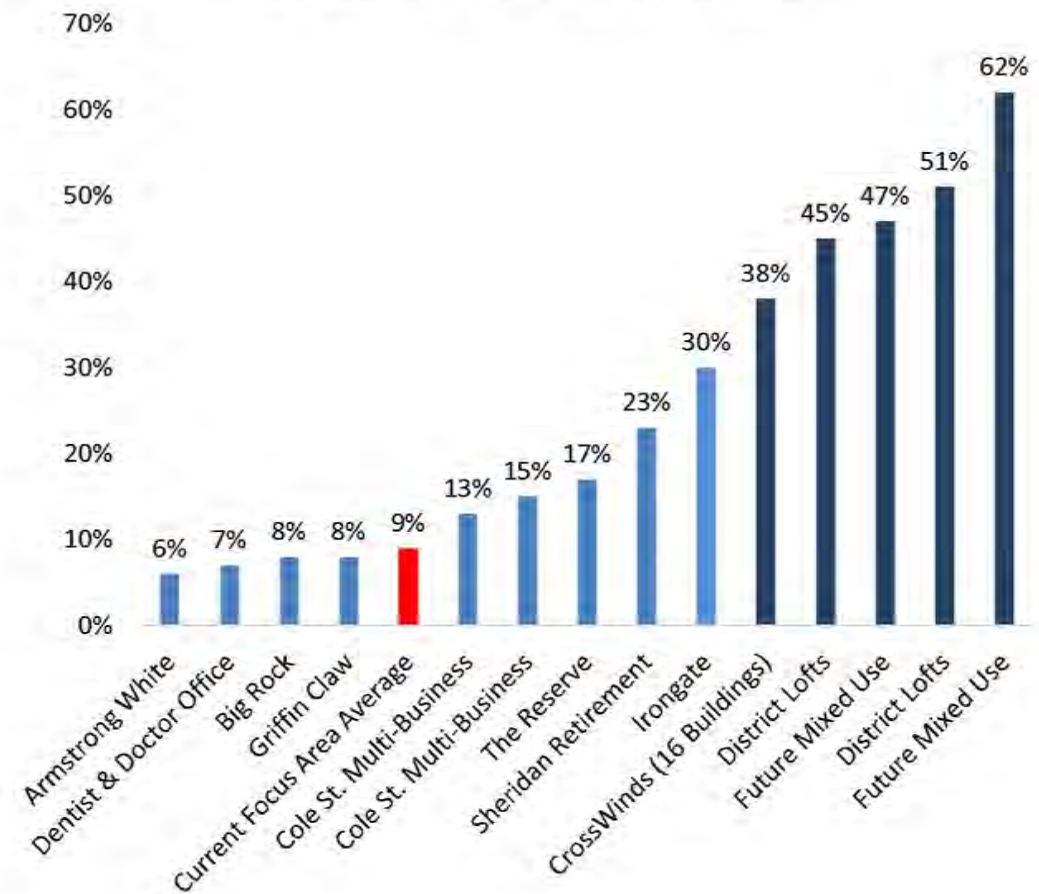
## Determining Future Build-out

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.

Figure 5: Percent of Maximum Build Out





## 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
<b>Total</b>	<b>1,139,807</b>	<b>3,992,042</b>	<b>3,327</b>	<b>2,994</b>	<b>6,321</b>	<b>3,160</b>	<b>2,528</b>	<b>1,896</b>

\*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.

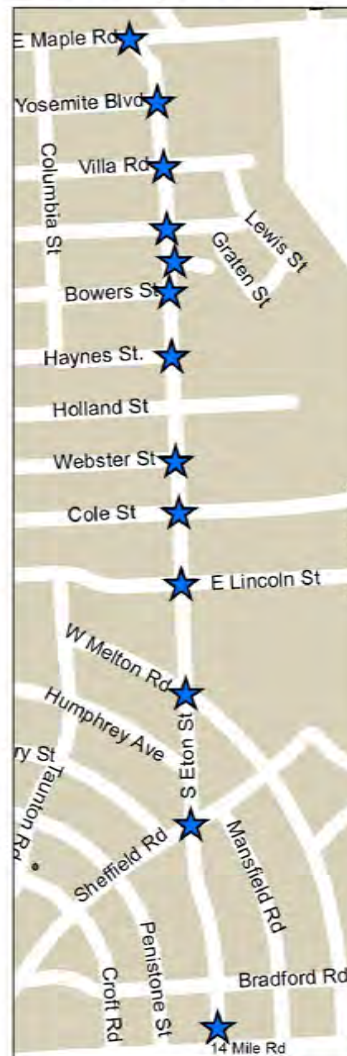
**Recommendation:** Construct bump-out curbs throughout the study area.

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.

Building on the recommendations of the MMTP, the Committee identified additional intersections that appeared to be strong candidates for bump-out curbs. The map to the right illustrates the possible locations for bump-outs along S. Eton that were identified as priorities for further study. Intersections along S. Eton are as follows: Maple, Yosemite, Villa, Bowers, Haynes, Holland, Webster, Cole, Lincoln, Melton, Sheffield and 14 Mile Road.

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 accent materials to create a plaza feel at this intersection. Benches, planters, and bicycle parking are also recommended.

Possible 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 bicycle because no demarcation exists between the parking lanes and the driving lanes. Additionally, the inconsistent pavement treatment (asphalt and concrete) along S. Eton creates a seam between the driving and parking lanes, presenting an obstacle for bicyclists. Suggestions have been made to organize the street in order to make conditions safer for cyclists.



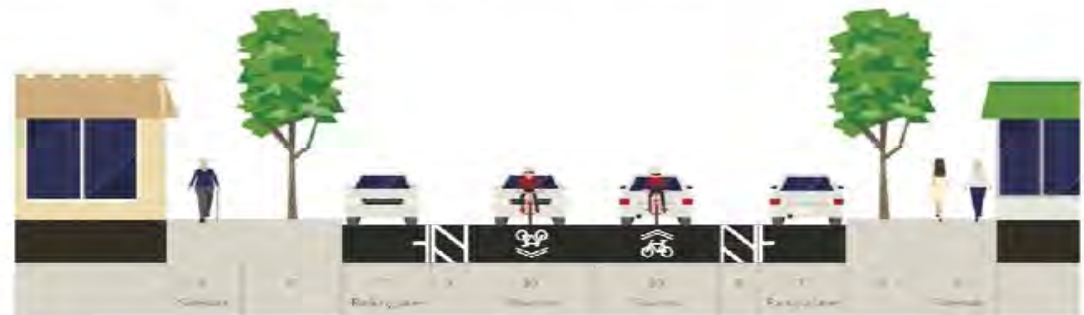
As shown in the picture above, a bicyclist rides through a narrow stretch of S. Eton where cars are parked on both sides. Bicyclists in the Corridor currently share lanes with vehicle traffic.

**Recommendations:** Add sharrows and buffers to S. Eton from Yosemite to 14 Mile. Maintain sharrows and accommodate parking south of Lincoln where possible. See illustration to the right for the preferred street design option.

While it is common to channel on-street bicyclists using a single line to divide the street lane, there are other alternatives such as a shared lane or “sharrow,” which can comfortably accommodate bikes on the street without a designated lane.

The Committee reviewed several options for bike lanes along S. Eton, but recommended providing sharrow markings with 3’ buffers. Unlike the other options that explored designated bike lanes, this design allows for comfortable bicyclist passage without the elimination of on-street parking, it works well given the current inconsistent pavement treatment along S. Eton, and allows for the addition of curb bump outs all along S. Eton.

### Preferred Option: Use of 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/Convention	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



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 multi-modal 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.



## 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.

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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

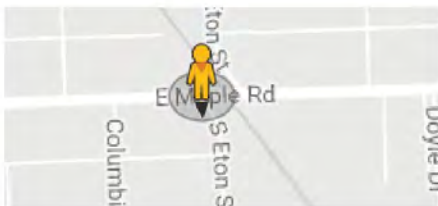
Maple Rd. &amp; S. Eton Rd. Looking South



Image capture: Oct 2016 © 2017 Google

Birmingham, Michigan

Street View - Oct 2016





139 S Eton St

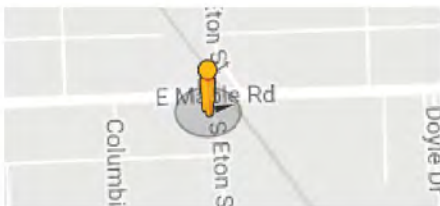
Maple Rd. and S. Eton Rd., Looking NE



Image capture: Aug 2015 © 2017 Google

Birmingham, Michigan

Street View - Aug 2015





**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.**

**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



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



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



**DATE:** February 24, 2017

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** Maple Rd. & S. Eton Rd. Improvements

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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	<u>\$53,000</u>
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.

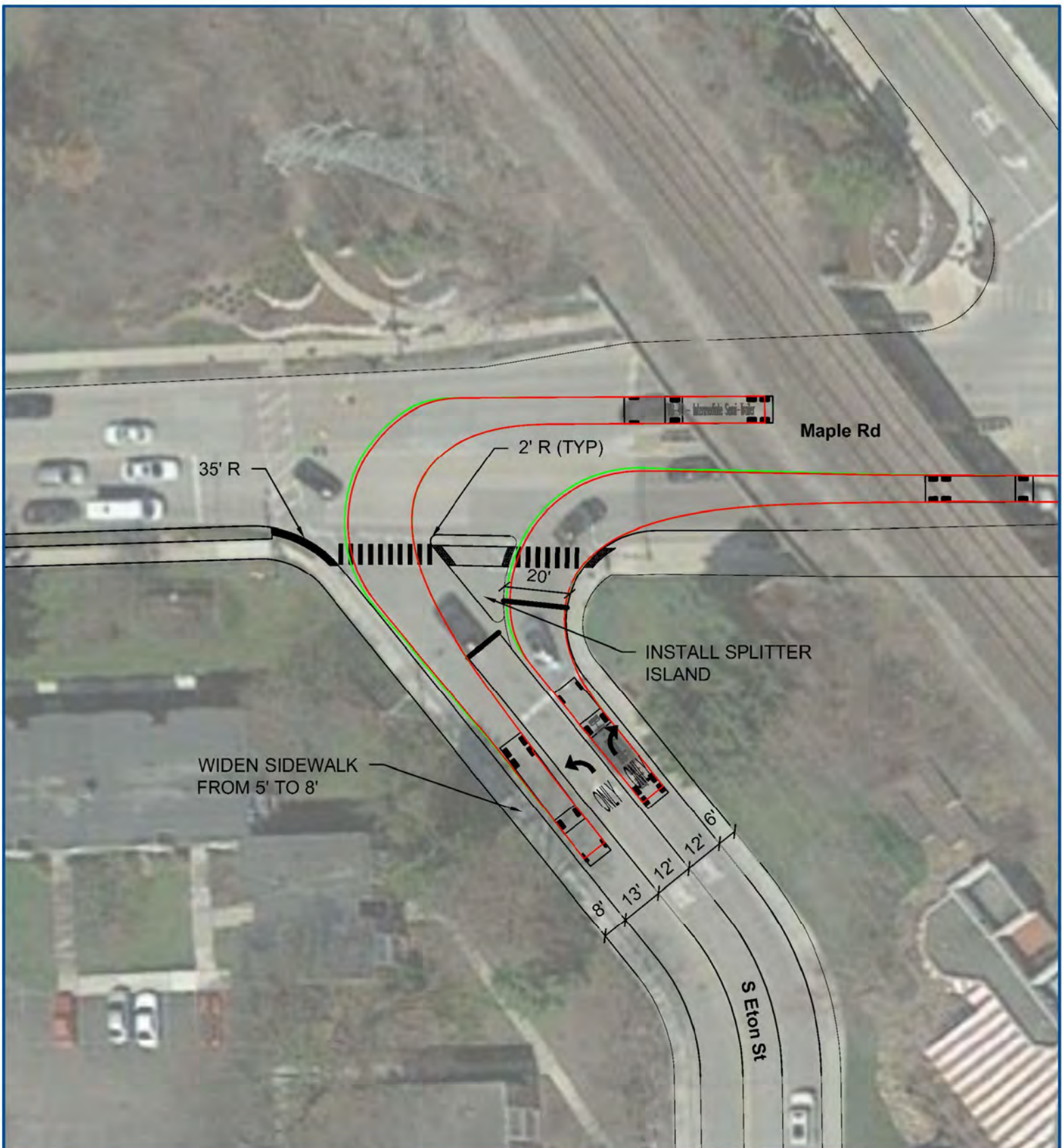
No funding is currently being provided in the current or upcoming budget for these improvements. A suggested recommendation at this time can then be moved forward to the City Commission in time for them to consider an adjustment to the recommended fiscal year 2017-18 budget:

#### 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.





NORTH



SCALE IN FEET

**CONCEPT DRAWING**  
**Maple Road & South Eton Street**  
**BIRMINGHAM, MI**



**DRAFT**

**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, MARCH 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, 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

Nays: 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 markings would 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.

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.

**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.**

**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 bicyclists. The 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.



**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

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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. Splitter island** – 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. **Enlarged handicap ramp area at the SE corner** – 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:

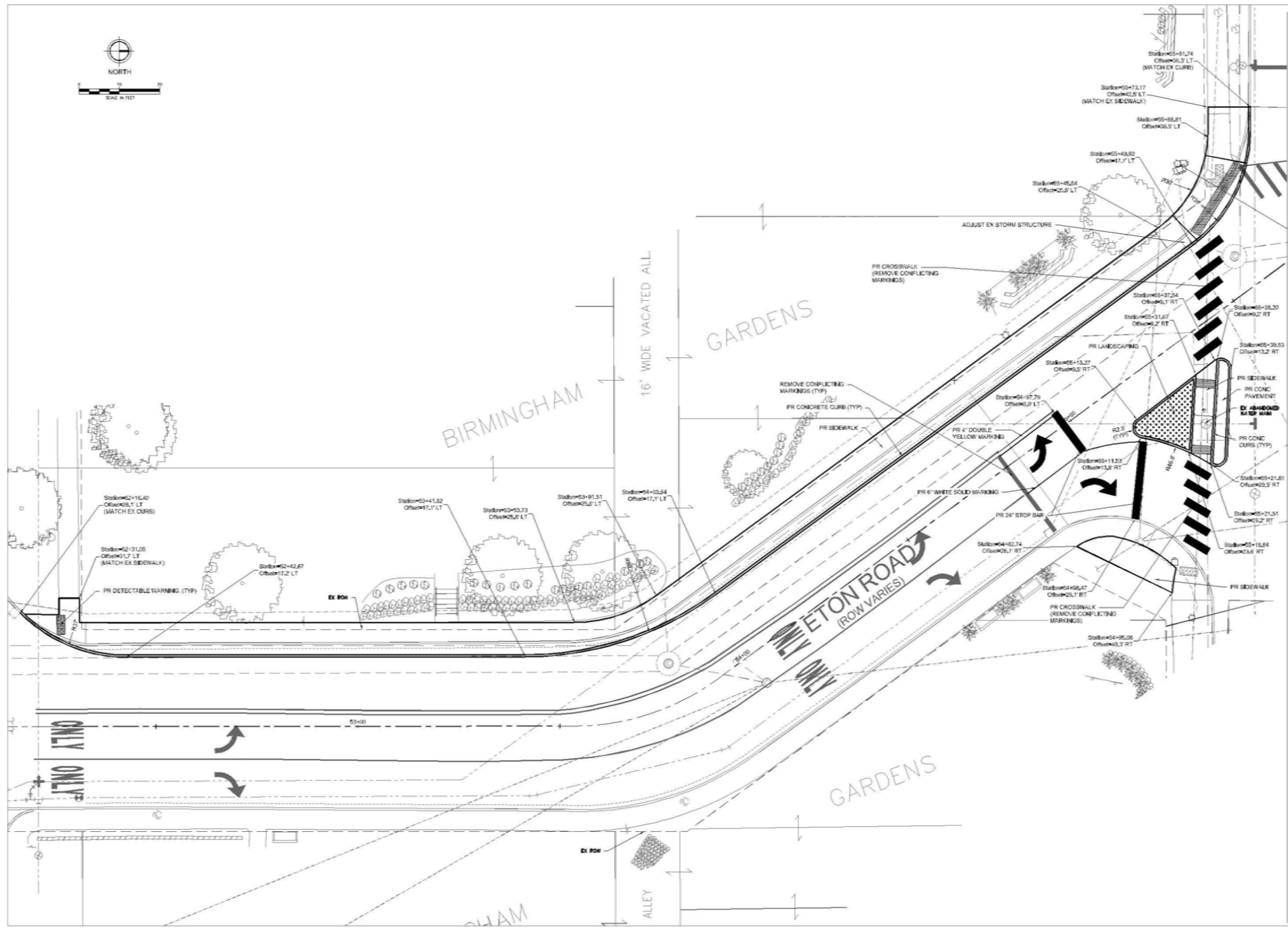
1. Given that the road would be narrowed, there was uncertainty about how trucks turning from westbound Maple Rd. on to S. Eton Rd. would be able to maneuver in this area. After further review and discussion, F&V was able to clarify that the design provides the proper amount of space to make this turn, 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).





**BIRMINGHAM CITY COMMISSION MINUTES**  
**APRIL 13, 2017**  
**MUNICIPAL BUILDING, 151 MARTIN**  
**7:30 P.M.**

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Mayor Mark Nickita called the meeting to order at 7:30 PM.

**II. ROLL CALL**

ROLL CALL: Present,	Mayor Nickita
	Mayor Pro Tem Harris
	Commissioner Bordman
	Commissioner Boutros
	Commissioner Hoff
	Commissioner Sherman
Absent,	Commissioner DeWeese

Administration: City Manager Valentine, City Attorney Currier, City Clerk Brown, Police Chief Clemence, Fire Chief Connaughton, City Planner Ecker, Police Commander Grewe, Building Official Johnson, City Engineer O'Meara, DPS Director Wood

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

Mayor Nickita announced Commissioner Hoff was honored by Michigan State University's College of Communication Arts and Sciences with an Outstanding Alumni Award.

**04-86-17 APPOINTMENTS TO BROWNFIELD REDEVELOPMENT AUTHORITY**

Robert Runco was present and was interviewed by the Commission. Beth Gotthelf was not able to attend.

Commissioner Hoff noted both Mr. Runco and Ms. Gotthelf are seeking reappointment and were inaugural members of the Board.

**MOTION:** Motion by Commissioner Boutros:

To appoint Robert Runco to the Brownfield Redevelopment Authority to serve a three-year term to expire May 23, 2020.

**MOTION:** Motion by Commissioner Hoff:

To appoint Beth Gotthelf to the Brownfield Redevelopment Authority to serve a three-year term to expire May 23, 2020.

Vote on Robert Runco

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



Vote on Beth Gotthelf

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

**04-87-17: APPOINTMENTS TO BOARD OF BUILDING TRADES APPEALS**

Benjamin Stahelin and Dennis Mando were present and were interviewed by the Commission.

Mr. Stahelin confirmed for Commissioner Bordman that his wife serves on the Board of Review.

City Manager Valentine noted the Board has not met in approximately ten years.

Mr. Mando commented he has served on the Board for more than nine years. He stated he has been a mechanical contractor for 35 years and has performed work in Birmingham and surrounding communities. He verified for Commissioner Bordman that he has not worked for the City of Birmingham.

**MOTION:** Motion by Mayor Pro Tem Harris:

To appoint Benjamin Stahelin to the Board of Building Trades Appeals to serve a three-year term to expire May 23, 2020.

**MOTION:** Motion by Commissioner Bordman:

To appoint Dennis Mando to the Board of Building Trades Appeals to serve a three-year term to expire May 23, 2020.

Vote on Benjamin Stahelin

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

Vote on Dennis Mando

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

**04-88-17: APPOINTMENTS TO HOUSING BOARD OF APPEALS**

Neither Chris McLogan nor David Frink was able to attend. Brian Blaesing provided notice that he does not wish to be reappointed.

Commissioner Sherman pointed out both applicants are seeking reappointment. He noted one has served on the Board for 16 years and the other was interviewed by the Commission recently.

**MOTION:** Motion by Commissioner Sherman:

To appoint Chris McLogan to the Housing Board of Appeals to serve a three-year term to expire May 4, 2020.

**MOTION:** Motion by Commissioner Boutros:

To appoint David Frink to the Housing Board of Appeals to serve a three-year term to expire May 4, 2020.

Vote on Chris McLogan

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

Vote on David Frink

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

Commissioner Boutros announced an opening on the Housing Board of Appeals.

Commissioner Hoff read the qualifications for the Board, "Applicants shall be qualified by education or experience in building construction administration, social services, real estate, or other responsible positions".

Mayor Nickita reminded residents that the City announces openings on boards on the City's web site and at City Commission meetings.

The City Clerk administered the oath to the appointed Board members.

#### **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.

#### **04-89-17 APPROVAL OF CONSENT AGENDA**

The following items were removed from the Consent Agenda:

- Commissioner Bordman – Item G (Purchase of Larvicide Material)
- Commissioner Hoff – Item A (City Commission Minutes of March 27, 2017)
  - Item E (Medical Marijuana Operation/Oversight Grant)
  - Item F (High Intensity Drug Trafficking Area Agreement)
  - Item H (Lawn and Landscape Services Contract)

**MOTION:** Motion by Mayor Pro Tem Harris, seconded by Commissioner Boutros:  
To approve the Consent Agenda, with items A, E, F, G, and H removed.

ROLL CALL VOTE:	Yeas,	Commissioner Harris Commissioner Boutros Commissioner Hoff Commissioner Sherman Commissioner Bordman Mayor Nikita
	Nays,	None
	Absent,	1 (DeWeese)



- B. Approval of warrant list, including Automated Clearing House payments, dated March 29, 2017 in the amount of \$393,256.29.
- C. Approval of warrant list, including Automated Clearing House payments, dated April 5, 2017 in the amount of \$342,587.68.
- D. Resolution authorizing the 2017 Sidewalk Repair Program, and directing the Engineering Department to notify the owners of subject property of the City's intention to replace sidewalks adjacent to their properties
- I. Resolution approving the purchase and planting of 106 trees from KLM Landscape for the 2017 spring tree purchase and planting project for a total project cost not to exceed \$32,550.00, charged to account numbers 203-449.005-819.0000, 202-449.005-819.0000, 203-449.005-729.0000 and 202-449.005-729.0000, and authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances.
- J. Resolution awarding the Springdale Pavilion New Concrete Floor Contract to Luigi Ferdinandi & Son Cement Co. in an amount not to exceed \$57,900.00, charged to account number 401-751.001-981.0100 and authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances.

The Commission agreed to discuss the removed items at this time.

#### **04-90-17 PURCHASE OF LARVICIDE MATERIAL**

Commissioner Bordman reminded the public of the importance of patrolling one's property and removing standing water to eliminate the ability of mosquitos to lay eggs or for the eggs to hatch.\*

**MOTION:** Motion by Commissioner Bordman, second by Commissioner Sherman:  
To approve the purchase of the larvicide material from Clarke Mosquito Control in the amount not to exceed \$8,109.40, waiving the normal bidding requirements based on the government regulated pricing for this type of material, charged to account number 590-536.002-729.0000.

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

#### **04-91-17 PARKS AND CITY PROPERTY LAWN AND LANDSCAPE SERVICES CONTRACT**

Commissioner Hoff asked why the City's current vendor, Birmingham Lawn Maintenance & Snow Removal, Inc., increased their price by a significant amount. DPS Director Wood said Birmingham Lawn did not offer an explanation for the price increase, but she noted the new contract contains an increased scope of work over the current contract.

Director Wood confirmed for Commissioner Hoff:

- The City has been satisfied with Birmingham Lawn's work.
- Progressive Irrigation, Inc. is familiar to the City and had favorable reference checks.
- The subject quote does not include irrigation service.
- Progressive Irrigation is the current contractor for irrigation services with the City.
- The subject contract includes mowing of grass and noxious weeds for lots in violation of City ordinance, the costs of which are recouped by charging the violators.

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Bordman:  
To award the Parks and City Property Lawn and Landscape Services Contract to Progressive Irrigation, Inc. DBA Pro Turf Management Lawn for a four (4) year Agreement in the amount of \$541,320.00 plus amounts for ordinance enforcement and fertilization/weed control services, charged to account numbers 203-449.003-937.0400, 202-449.003-937.0400, 101-751.000-811.0000, 101-441.003-811.0000, and 591-537.002-811.0000, and authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances.

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

**04-92-17 APPROVAL OF CITY COMMISSION MINUTES OF MARCH 27, 2017**

Commissioner Hoff explained that the indented paragraph on Page 4 should be omitted.

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Bordman:  
To approve the City Commission minutes of March 27, 2017 as corrected.

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

**04-93-17 2017 MICHIGAN MEDICAL MARIJUANA OPERATION AND  
OVERSIGHT GRANT SUB RECIPIENT AGREEMENT; and  
04-94-17 2017 HIGH INTENSITY DRUG TRAFFICKING AREA (HIDTA) SUB  
RECIPIENT AGREEMENT**

In response to Commissioner Hoff's request for more information Police Chief Clemence explained the agreements secure the City's portion of Federal grant funding in the case of the HIDTA Grant and of state grant funding in the case of the MMOO Grant. He further noted both grants are specifically allocated to cover overtime for narcotics enforcement activities. He indicated \$4,100 is expected from HIDTA, and a little over \$7,000 from MMOO.

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Sherman:  
To approve the 2017 Michigan Medical Marijuana Operation and Oversight Grant Sub recipient Agreement between the City of Birmingham and Oakland County and authorizing the Mayor and City Manager to sign the agreement on behalf of the City.

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

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Boutros:  
To approve the Program Year 2017 High Intensity Drug Trafficking Area (HIDTA) Sub recipient Agreement between the County of Oakland and the City of Birmingham and authorizing the Mayor and City Manager to sign the agreement on behalf of the City

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



## **V. UNFINISHED BUSINESS**

## **VI. NEW BUSINESS**

### **04-95-17 PUBLIC HEARING – SLUP AMENDMENT AT 250 N. OLD WOODWARD – EMAGINE PALLADIUM/FOUR STORY BURGER**

Mayor Nickita opened the public hearing at 7:59 PM.

City Planner Ecker provided background information:

- In December of 2016 the petitioner changed the business name and concept to Four Story Burger. The City's Zoning Ordinance requires approval from the City Commission for a name change.
- During the liquor license renewal hearings the City Commission set a public hearing for April 13, 2017 to consider terminating the Special Land Use Permit (SLUP).
- The petitioner submitted a complete application to the Planning Department seeking a SLUP amendment for the name change. There is no change in ownership.
- The Planning Board, on March 22, 2017, recommended approval of the SLUP amendment.
- No exterior signage is proposed at this time. The building owner would pursue any exterior changes separately.

Commissioner Sherman confirmed the City received a letter from Mr. Jon Goldstein, CH Birmingham, LLC, DBA Emagine Palladium, indicating that neither he nor Mr. Paul Glanz would be available to attend the public hearing. Commissioner Sherman stated the Commission had made it clear their attendance was necessary as the owners. He desired to postpone the public hearing because of Mr. Goldstein's and Mr. Glantz's absence.

Commissioner Bordman supported postponing the public hearing and stated her disappointment that the owners have been unable meet with the Commission on an item of such importance to them and to the City.

Mayor Pro Tem Harris questioned the business' ability to sell liquor and operate should the Commission postpone consideration of a SLUP Amendment. City Manager Valentine confirmed the business would continue to operate at status quo.

Mayor Nickita pointed out the owners have had three opportunities for a dialogue with the Commission on the issue of the SLUP violation and have consistently failed to appear.

Commissioner Hoff supported postponing the public hearing because it is an important issue, and she has questions for the owners. She felt the situation is more than a name change.

**MOTION:** Motion by Commissioner Sherman, seconded by Commissioner Bordman: To postpone until May 8, 2017 the public hearing to consider an amendment to the Special Land Use Permit and Final Site Plan Review for 250 N. Old Woodward, Emagine Palladium Theatre and Ironwood Grill restaurant to allow the establishment to change their name to Emagine Palladium Theatre and Four Story Burger.

Patrick Howe, attorney representing CH Birmingham, LLC, was present and introduced the third owner of Emagine Palladium, Lauren Goldstein. Mr. Howe confirmed he and Ms. Goldstein are

authorized to act on behalf of Mr. Goldstein and Mr. Glantz. He was unable to confirm whether they would be available on May 8, 2017.

Mrs. Goldstein confirmed she is one of three owners of the business. She admitted the name change in violation of the SLUP was done in the wrong way and in the wrong order and, with apology, stated her commitment to rectifying the situation.

Commissioner Hoff indicated she believes violation is very serious and wants to talk to the two main partners.

Commission Boutros said he would respect Ms. Goldstein's position as an owner, believes Mr. Goldstein's letter to the Commission expresses a sincere wish to correct the SLUP, and stated he does not support postponing the public hearing.

Mayor Pro Tem Harris remarked on the seriousness of the SLUP process and commented he believes the owners are sincere in their wish to address the situation. He stated he has no objection to holding the public hearing as scheduled and noted the Planning Board has recommended unanimously that the SLUP amendment be approved.

Commissioner Sherman was firm in his belief that Mr. Goldstein and Mr. Glantz are making the business decisions and that Ms. Goldstein is not involved in the day-to-day operation. He was in favor of postponing the public hearing so that Mr. Goldstein and Mr. Glantz could attend.

Commissioner Bordman expressed her belief that Mr. Howe, having represented the owners in the original request for the SLUP, should have known Commission approval was required for a name change.

Mr. Howe indicated he was not asked to assist with the name change. Ms. Goldstein confirmed Mr. Howe was not consulted until the City notified the owners they were in violation of the SLUP.

Mayor Nickita stated he does not recall another entity causing such complexity and having such inconsistent representation from the ownership team. He said he wants to know who is in charge and what is actually going on. Mr. Howe clarified that he was brought in two weeks ago to take over and finish the project. He reiterated he was not involved in the name change or in past discussion regarding the SLUP amendment.

Commissioner Bordman called the question.

VOTE:        Yeas,    4  
              Nays,    2 (Harris, Boutros)  
              Absent, 1 (DeWeese)

The public hearing was postponed until May 8, 2017.

**04-96-17                      PUBLIC HEARING – SLUP TERMINATION AT 250 N. WOODWARD  
   – EMAGINE PALLADIUM/IRONWOOD GRILL**

Mayor Nickita opened the public hearing at 8:18 PM.



City Planner Ecker confirmed the Commission set the public hearing based on concerns over the SLUP violation and that the two public hearings are tied together

**MOTION:** Motion by Harris, seconded by Sherman:

To postpone until May 8, 2017, the public hearing to consider termination of the Special Land Use Permit at 250 N. Woodward – Emagine Palladium/Ironwood Grill.

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

**04-97-17                    SPECIAL EVENT – HAVDALAH IN THE PARK.**

Deborah Morosohk, Director of Education at Temple Beth Al El\*, explained Havdalah is an approximately 10-minute short Jewish blessing ceremony at end of Sabbath consisting of singing with guitar accompaniment. The event is proposed for two Saturdays, 6:30 – 7:30 and is intended to be a fun family event for people from the synagogue. She confirmed for Commissioner Hoff that the service will take place in Shain Park, that the event is open to the public, and that attendance is anticipated to be around 30 people.

Commissioner Hoff expressed concern about the July 22 date because the Day on the Town event is the same day.

City Manager Valentine confirmed that Day on the Town will end just before Havdalah in the Park begins.

Clerk Brown confirmed for Commissioner Hoff that Temple Beth Al sent out the required notice letter.

**MOTION:** Motion by Commissioner Bordman, seconded by Commissioner Sherman:

To approve a request from Temple Beth El to hold Havdalah in the Park in Shain Park, on June 17, 2017 and on July 22, 2017 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.

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

**04-98-17                    SPECIAL EVENT – HIGH OCTANE EVENT ON WILLITS STREET.**

Mr. Darakjian explained he is requesting the closure of Willits Street for the safety of attendees and so the cars can be parked at an angle to allow for more cars to be displayed. He noted the event typically fills the parking spaces on both sides of the street with approximately 30 cars, and additional cars are parked in the Bates Street lot.

Fire Chief Connaughton explained closing the road poses problems should the Fire Department have to respond to a fire. The response would be within three minutes with two engines, an aerial truck, a rescue truck, and there would not be time for the cars to be moved if they were in the way. Normally all operations would happen on Willits Street because a minimum of 18' feet is need for set up, and there is not enough room in Willits Alley.

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. Splitter island. 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. Enlarged handicap ramp area at the southeast corner. 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

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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 facilities, 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

# DRAFT

**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

Nays: None

Absent: Adams, Slanga



## **5. LAWDALE 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 and pedestrians.
- 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 Plan B 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 lane 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

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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.

**DRAFT**

**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:** Alternate Members Daniel Isaksen, Katie Schaefer

**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

**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 LAWNDAL 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.

While reviewing the plan, further questions were raised about the pedestrian environment on this section of Oakland Ave. The existing handicap ramp at the southeast corner of the Oakland Ave. & Lawndale Ave. intersection encourages pedestrians to cross in the middle of the Lawndale Ave. intersection, which is not



## MEMORANDUM

Engineering Dept.

**DATE:** July 14, 2017

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** S. Eton Rd. – Maple Rd. to Lincoln Ave.

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At the Multi-Modal Transportation Board (MMTB) meeting of June 1, a public hearing was held to review and discuss the various components of multi-modal improvements now being considered for S. Eton Rd. between Maple Rd. and Eton Rd. The Board was ready to approve the majority of the proposal, outside of the pedestrian island at Maple Rd. New information found that week determined that the proposal to build an island that could accommodate 40 ft. truck turning radii may be too small caused the Board to hesitate on this feature. The Board asked staff to survey all businesses in the Rail District, and return the issue at the following meeting.

A survey was distributed to all businesses in the Rail District, allowing for quick response through the internet. A total of 99 businesses were sent the message requesting input, and 17 responses back were received; details are attached. Only one business responded indicating that they have trucks longer than 60 ft., while that one and another indicated that they receive deliveries from trucks longer than 60 ft. A larger number received deliveries from trucks in the 40 to 60 ft. range (7), while only one again actually owned such large vehicles. The sample size was disappointingly small.

The three Rail District businesses that appeared at the public hearing last time have been invited to come back for this meeting as well.

To assist with this discussion, additional truck turning radius drawings generated by a computer program have been attached for your reference. The drawings now include:

1. A picture of all three turning movements when driving a truck with a 50 ft. turning radius.
2. A picture of all three turning movements when driving a truck with a 62 ft. turning radius.
3. A picture of the proposed island now modified to allow for a 50 ft. truck turning radius.

At this time, the Board must make the decision about what type of pedestrian improvement is appropriate for this location. Here are some things to consider:

1. It appears that trucks greater than 40 ft. may be more common than was thought, but from the data given, it is unclear if the majority of those would fall between 40 and 50 ft., or not. Hopefully additional information can be gathered at the meeting.



2. The Board may wish to not consider the right turn movement out of S. Eton Rd. As shown on the drawings, even the 40 ft. turning radius cannot make this turn if the island is provided. At the last meeting, it appeared that such turns are not common now, given the tight turn already required to keep clear of the railroad bridge center column. Drivers of trucks needing to leave the district can make a left turn on to Maple Rd. with any of the designs.
3. If the Board determines that the intersection needs to be designed to accommodate the largest standard truck (62 ft.), then no island feature can be installed. The currently proposed road narrowing on the west side of the block could proceed.
4. Even if no island is installed a more enhanced bumpout on the southwest corner cannot be installed if the intersection is going to accommodate either a 50 or 62 ft. truck turning radius.
5. Generally, beneficial street designs should not be removed to accommodate a vehicle that does not generally get driven through the area. Extremely large vehicles, such as the example of Adams Towing pulling a bus, is a rare circumstance. They have indicated that such tows are already difficult through this intersection, and that other routes are often selected to make this trip.

It is recommended that the results of the truck survey be reviewed, input from the public be received, and then a decision made on what sized trucks the Board feels that this intersection should be designed to. The entire S. Eton corridor package then needs to be formalized in a recommendation to the Commission. Two suggested recommendations are listed below that provide alternatives for the above question on which size trucks should be accommodated. Recommendation B eliminates the island at Maple Rd. from the recommendation. Only the block directly south of Maple Rd. has been changed from the recommendation prepared for the last meeting:

#### SUGGESTED RECOMMENDATION A (DESIGNED FOR 50 FT. TRUCK TURNING AT MAPLE RD.):

To recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

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 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.

SUGGESTED RECOMMENDATION B (DESIGNED FOR 62 FT. TRUCK TURNING AT MAPLE RD.):

To recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

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 wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.
- c. 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.





## MEMORANDUM

Police Department

**DATE: July 13, 2017**

**TO: Multi-Model Transportation Board**

**FROM: Scott Grewe / Operations Commander**

**SUBJECT: Commercial Traffic on S. Eton**

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In an attempt to obtain more information regarding the amount and size of commercial vehicles used on S. Eton a survey was sent to addresses in the Rail District. On June 21<sup>st</sup> post cards were sent out requesting their participation in the survey. On July 13<sup>th</sup> the surveys were reviewed and below are the results.

1. 58% of respondents stated their business requires the use of a commercial vehicle.
  - a. Respondents who stated the use commercial vehicles estimated how many times per day their vehicles used S. Eton.
    - i. 17.65% 1 to 3 times.
    - ii. 17.65% 4 to 7 times.
    - iii. 11.76% 7 to 10 times.
    - iv. 11.76% 15 or more times.
  - b. They also provided the estimated truck lengths used by their business.
    - i. 5.88% 10' to 20' vehicle.
    - ii. 29.41% 20' to 40' vehicle.
    - iii. 5.88% 40' to 60' vehicle.
    - iv. 5.88% 60' to 80' vehicle.
2. 87.5% stated they receive deliveries from companies using commercial vehicles.
  - a. Respondents estimated how many deliveries they received per week.
    - i. 41% 1 to 3 deliveries.
    - ii. 35.29% 4 to 7 deliveries.
    - iii. 11.76% 7 to 10 deliveries
    - iv. 11.76% more than 10 deliveries.
  - b. Estimated length of delivery vehicles.
    - i. 31.25% 0 to 20' vehicle.
    - ii. 12.5% 20' to 40' vehicle.
    - iii. 43.75% 40' to 60' vehicle.
    - iv. 12.50% 60' to 80' vehicle.

All responses have been attached for review.

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## City of Birmingham S. Eton Commercial Traffic Review

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RESPONDENTS: 17 of 17

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Question Summaries



Data Trends



Individual Responses

PAGE 1

Q1

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## SAVED VIEWS (1)



Original View (No rules applied)

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## EXPORTS

## SHARED DATA

## No shared data

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## What is the name and address of your business?

Answered: 17 Skipped: 0

Responses (17)

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Showing 17 responses

Bob Adams Towing Inc 2499 Cole St Birmingham, MI 48009

7/11/2017 1:56 PM [View respondent's answers](#)

Downriver Refrigeration Supply 925 S. Eton

7/3/2017 8:47 AM [View respondent's answers](#)

2015 Hazel st., Ste. C, Birmingham, MI 48009

8/30/2017 2:29 PM [View respondent's answers](#)

2051 Villa Rd. #202

8/28/2017 11:59 PM [View respondent's answers](#)

Big Rock Chophouse The Reserve

6/27/2017 3:54 PM [View respondent's answers](#)

LaurenAssociates, 2254 Cole Many other tenants in building that use commercial vehicles

6/27/2017 3:37 PM [View respondent's answers](#)

Canine Academy

8/28/2017 3:48 PM [View respondent's answers](#)

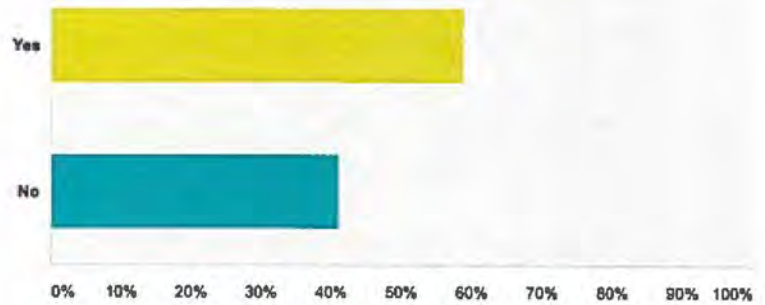
Q2

[Customize](#)[Export](#)

## Does the operation of your business require the use of commercial vehicles?

Answered: 17 Skipped: 0





Answer Choices	Responses
Yes	58.82% 10
No	41.18% 7
Total	17

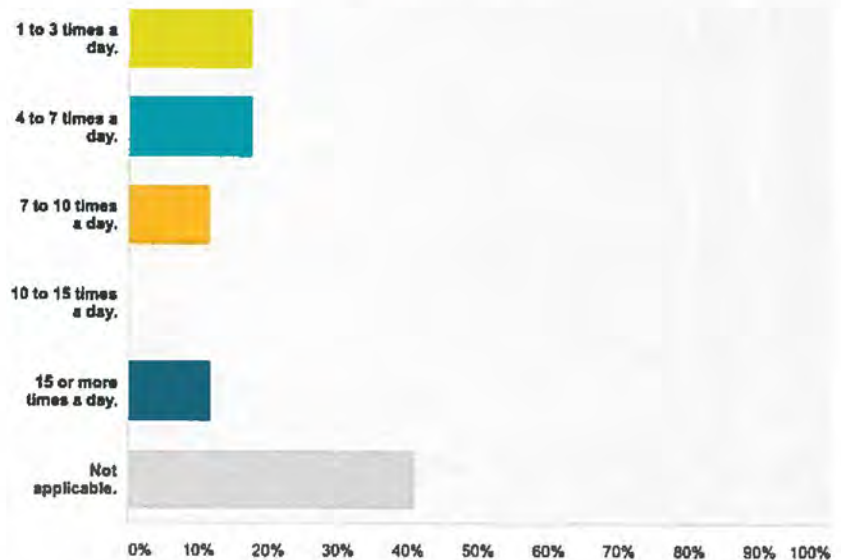
Q3

Customize

Export

Approximately how many times per day do your commercial vehicles use S. Eton in a day?

Answered: 17 Skipped: 0



Answer Choices	Responses
1 to 3 times a day.	17.65% 3
4 to 7 times a day.	17.65% 3
7 to 10 times a day.	11.76% 2
10 to 15 times a day.	0.00% 0
15 or more times a day.	11.76% 2
Not applicable.	41.18% 7
Total	17

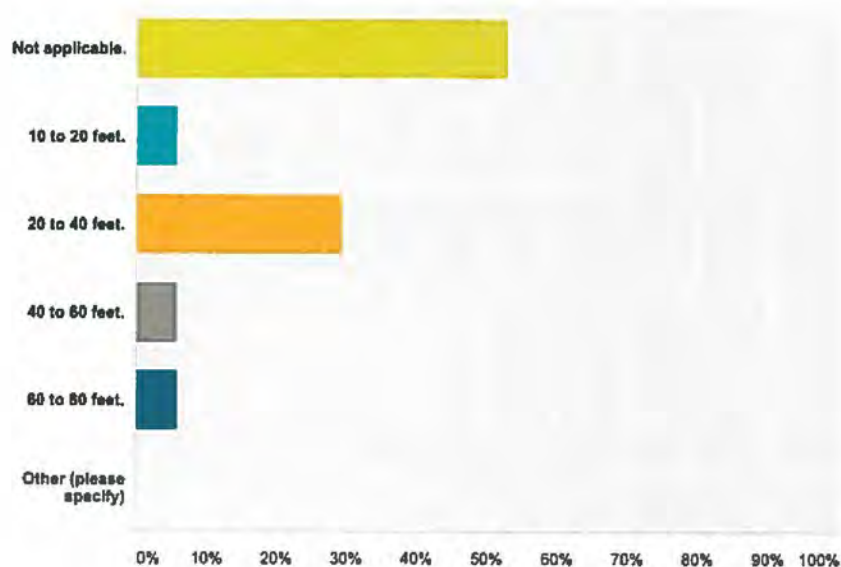
Q4

Customize

Export

## What is the overall length of your largest commercial vehicle including the trailer?

Answered: 17 Skipped: 0



Answer Choices	Responses	
▼ Not applicable.	52.94%	9
▼ 10 to 20 feet.	5.88%	1
▼ 20 to 40 feet.	29.41%	5
▼ 40 to 60 feet.	5.88%	1
▼ 60 to 80 feet.	5.88%	1
▼ Other (please specify)	Responses	0.00% 0
Total		17

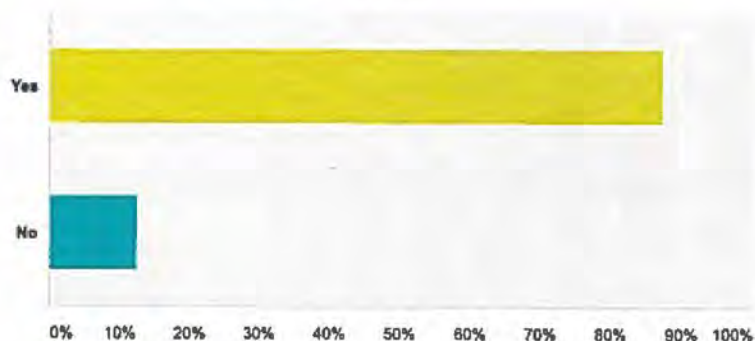
Q5

Customize

Export

## Do you receive deliveries from companies using commercial vehicles?

Answered: 16 Skipped: 1



Answer Choices	Responses	
▼ Yes	87.50%	14
▼ No	12.50%	2
Total		16



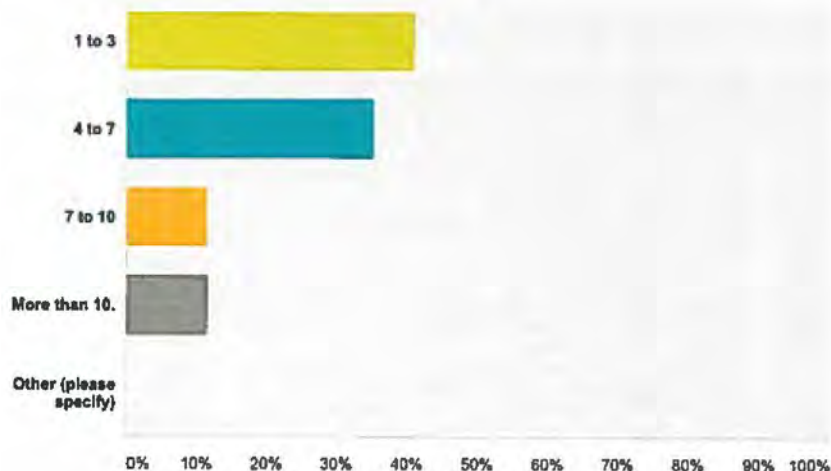
Q6

Customize

Export

### How many times per week (on average) do you receive deliveries?

Answered: 17 Skipped: 0



Answer Choices	Responses
1 to 3	41.18% 7
4 to 7	35.29% 6
7 to 10	11.76% 2
More than 10.	11.76% 2
Other (please specify)	0.00% 0
Total	17

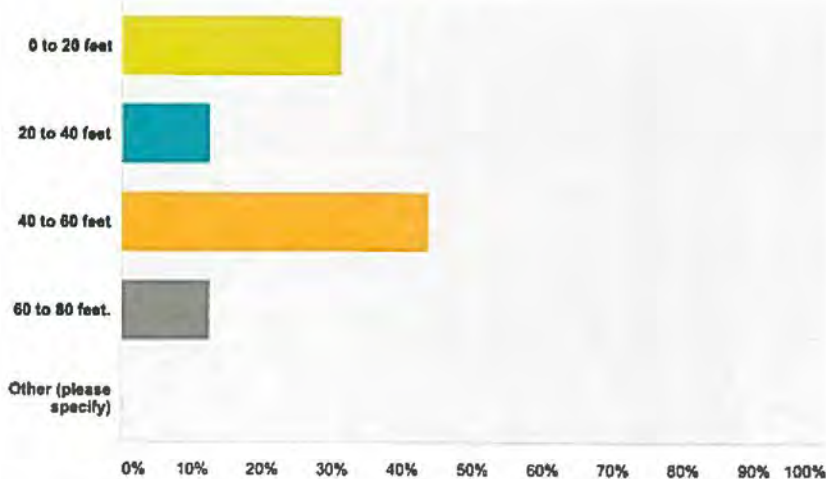
Q7

Customize

Export

### How long do you believe is the longest commercial vehicle used to make your deliveries?

Answered: 16 Skipped: 1



Answer Choices	Responses	
▼ 0 to 20 feet	31.25%	5
▼ 20 to 40 feet	12.50%	2
▼ 40 to 60 feet	43.75%	7
▼ 60 to 80 feet	12.50%	2
▼ Other (please specify)	Responses	0.00% 0
Total		16

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**Q1: What is the name and address of your business?**

Bob Adams Towing Inc  
2499 Cole St  
Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

15 or more times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

60 to 80 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

60 to 80 feet.

**Q1: What is the name and address of your business?**

Downriver Refrigeration Supply  
925 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

60 to 80 feet.



**Q1: What is the name and address of your business?**

2015 Hazel st., Ste. C, Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

No

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

2051 Villa Rd. #202

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

4 to 7 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

*Respondent skipped this question*



**Q1: What is the name and address of your business?**

Big Rock Chophouse  
The Reserve

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

7 to 10 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

More than 10.

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

LaurenAssociates, 2254 Cole

Many other tenants in building that use commercial vehicles

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

4 to 7 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

40 to 60 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

More than 10.

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet



**Q1: What is the name and address of your business?**

Canine Academy

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

10 to 20 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

Roy, Shecter & Vocht, P.C.

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet



**Q1: What is the name and address of your business?**

Deneweth Properties  
707/717 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

20 to 40 feet

**Q1: What is the name and address of your business?**

Newingham Dental Center  
2425 E. Lincoln St. #110  
Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet



**Q1: What is the name and address of your business?**

2205 Holland Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

15 or more times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

2305 Cole Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet



**Q1: What is the name and address of your business?**

Griffin Claw Brewery  
575 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

7 to 10

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

Dogtopia

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

*Respondent skipped this question*

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet



**Q1: What is the name and address of your business?**

1081 S Eton Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

7 to 10

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

20 to 40 feet

Mayor Nickita was comfortable with Logo #1, but agreed a unified agreement by the Commission was preferred.

Brief discussion ensued regarding options for next steps.

Commissioner DeWeese strongly supported an icon in the logo. He stated he will vote against his own motion because the Commission should be unified in the decision. Commissioner DeWeese commented the logo needs to be something people will accept and identify with.

Commissioner Deweese moved to withdraw his motion. Mayor Pro Tem Harris did not support the motion to withdraw.

VOTE:           Yeas,       2 (Harris, Boutros)  
                  Nays,       5 (Bordman, DeWeese, Hoff, Nickita, Sherman)  
                  Absent,   0

Motion failed.

Mark Canavan, McCann Detroit, explained that identity of a logo is a day-forward process, meaning a logo gains meaning with every touchpoint and is meant to grow over 10 or 20 years.

Mayor Nickita asked what the next step is that will help build consensus, stating he wants to build on momentum, not falter. He asked if meeting with McCann Detroit or taking City Manager Valentine's suggestion of workshops should be the next step.

The McCann Detroit representatives indicated time is needed to think about the next step. Mayor Nickita felt it would probably be worthy of the effort to have McCann Detroit put together some suggestions for how to move forward to create consensus.

Commissioner Boutros favored focusing on refining Logo #1.

Commissioners Hoff and Bordman expressed interest in showing the logos to other people to gauge reactions. Commissioner Bordman wondered if receiving reactions from others would crystalize her thoughts and help her determine if one of the logos is the right one.

No action was taken.

## **07-211-17           S. ETON RD. CORRIDOR – MAPLE RD. TO LINCOLN AVE. MULTI-MODAL TRANSPORTATION BOARD RECOMMENDATIONS**

City Engineer O'Meara's report to City Manager Valentine, dated July 19, 2017, is excerpted in regard to four suggested changes on the first block of S. Eton Rd.:

*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.*

In response to a question from Commissioner Bordman, City Engineer O'Meara explained:

- The third drawing is the only one being recommended, and the width of the island at the widest point, on the Maple Road frontage, is approximately 11'.
- The island shown in the first two drawings is the same, and is approximately 15' long on the Maple Road frontage.
- The design with the larger island does not accommodate 50' trucks.

Mayor Nickita commented:

- The primary concern for this construction season is the Maple/S. Eton intersection.
- The rest of the street is planned for next season.
- The goal is to accommodate the expected increase in pedestrian traffic when Whole Foods opens, and to provide safety for pedestrians.

In response to questions from Mayor Nickita regarding the deadline for the City Commission to approve the project for the current construction season, City Engineer O'Meara noted:

- The work was bid as a part of the City's 2017 Concrete Sidewalk Program.
- The contractor will be here through all of August.
- It will be tight if the Commission doesn't approve the project until August 14, but he believes the project can still be completed this year.
- Parts 2 and 3 of the S. Eton Road plans require further study.

Mayor Nickita stated the Commission did not receive the drawings from the City Clerk's office until 3:00 today, and it would be inappropriate for the Commission to move forward without having had adequate time to study the drawings.

Commissioner DeWeese asked for better scale in the drawings, and Mayor Nickita asked for the three options to be labeled.

Commission Sherman:

- Received confirmation from City Engineer O'Meara that the majority of the truck traffic is coming from the west and making a right turn onto Eaton.



- Suggested not allowing trucks heading west to make a left turn on that section of Eton, which solves a lot of issues and concerns, because the intersection would only be dealing with automobiles as opposed to 50' trucks.

Mayor Nickita received consensus from the Commission to postpone the decision on the intersection until the August 14, 2017 Commission meeting, but to move forward with discussion with the City's traffic consultant and the public in attendance.

Commissioner Hoff supported having the drawings identified such as version 1, 2, and 3, and asked for some dimensions on the drawings, too, stating they are very hard to read.

Commissioner Sherman pointed out there is a scale on the upper corner of the drawings. Commissioner DeWeese commented the scale cannot be read unless the Commission receives engineering-sized drawings.

Mayor Nickita, addressing traffic consultant Mike Labadie from Fleis & Vandenbrink, stated:

- The key issue is pedestrian safety.
- The subject intersection has no pedestrian relief in the long distance from curb to curb.
- A notable increase in pedestrian traffic will ensue when Whole Foods opens.
- He would like Mr. Labadie to address whether the criteria for the design is pedestrian safety or accommodating trucks.

Mr. Labadie explained there is only one option, and the three different drawings show three different truck sizes.

City Engineer O'Meara clarified the first two drawings show the original 40' truck turning radius, but the recommendation from the Multi-Modal Transportation Board (MMTB) recommends 50' trucks be accommodated because there is enough turning radius.

Mayor Nickita again stated pedestrian safety is priority number one, and asked:

- How will access, which is very important for people who live, work and play in the district, and safety be accommodated while also accommodating the needs of business owners.
- Has the MMTB thoroughly discussed and studied all the options.

Mr. Labadie affirmed the MMTB has studied the options, and commented:

- The two components, truck movements and improving pedestrian movement, or making pedestrians safer by shortening the distance in which they are exposed to traffic, are competing with each other.
- There is the minimum room necessary for a 50' truck to get through the intersection with a pedestrian island.
- The island should not be thought of as a refuge island, because there is going to be a big change at the signal operation when Whole Foods opens which will provide adequate time for pedestrians to cross the intersection.
- The pedestrian island is not needed, and he would hope pedestrians would not use it as a refuge.
- The idea to address the two competing interests is to have both truck and car movements slowed and to encourage more careful driving.
- It can't be made narrower because the trucks won't fit.



Mayor Nickita asked if a study has been conducted on the number of trucks coming from the east and making a left turn at the intersection, and if it is known that it is not a problem for trucks to come from the west to turn. Mayor Nickita confirmed for Mr. Labadie that he would like traffic counts separated by trucks and size of trucks.

Commissioner Sherman noted:

- It appears there is not a lot of truck traffic coming from the east going west and making a left turn.
- Restricting trucks from making a left turn would mean the island could be designed without concern for the radius of trucks.
- We are designing the intersection to make it more pedestrian friendly and safer.
- The issue that remains is if trucks can make a right turn onto Eton, are pedestrians safe and have we made this intersection more user friendly.

Mayor Nickita stated the central island can be designed to accommodate an occasional left turn by using rolling curbs rather than solid curbs. He asked again if the MMTB has explored these options so that safety is maximized for pedestrians on this corner and the concerns of the business community and the public are still addressed.

Mr. Labadie confirmed that is exactly what the MMTB has done. Mayor Nickita disagreed, saying the result doesn't support it. He indicated he'll get into the questions at the next meeting.

Commissioner Bordman supported no left turn by trucks of a certain size, but expressed concern about smaller trucks that can easily make the turn.

Mayor Pro Tem Harris:

- Echoed Mayor Nickita and Commissioner Sherman's remarks, but also cautioned that consideration has to be given to beer trucks, UPS trucks and other types of trucks that can fit and make the turn.
- Said he wants to hear more data and more analysis.
- Received confirmation from City Engineer O'Meara that the proposed crosswalk markings will be consistent with the new policy.

Commissioner DeWeese commented:

- He would like to see a limit on the size of trucks allowed to make a turn, suggesting a limit of 40' or 50' and, noting that some people may cheat, suggested it be built to handle 45'-50' trucks.
- The precedent has already been set in the decisions made for downtown where our fire truck has make turns in a certain direction.
- Expectations for the subject intersection have been applied to the City's fire department.

Commissioner Hoff said that, in addition to trucks, she is very concerned with the amount of traffic and the safety of pedestrians because there will be a big increase in traffic when Whole Foods opens in November. City Engineer O'Meara indicated the intersection would be built in late August.

Jake Bolyard, Bolyard Lumber, explained his business utilizes trucks that are in excess of 68' and the project as proposed is going to prohibit deliveries and impact his business tremendously.



Commissioner Sherman pointed out trucks have to be able to get through the intersection coming from the west. Mayor Pro Tem Harris asked the maximum length of a truck that would be allowed heading east on Maple going south on Eton. City Engineer O'Meara replied a 62' truck is barely clearing on a right turn, so left turns can be banned but we still have to deal with right turns.

Mr. Bolyard noted his trucks cannot go east because of the bridge and estimated his business has six to eight trucks per day. He confirmed for Commissioner Hoff trucks can make it to the business with the way the intersection is currently configured. He verified for Commissioner Hoff that the island is the deterrent.

Mayor Nickita explained if the island has a rolling curb trucks can drive over it and requested a drawing showing a radius for westbound 62' trucks.

Brian Bolyard said he has been attending the MMTB meetings and has the same problem as the Commission understanding the drawings. He noted the need for an updated drawing with a westbound 62' truck to show the effect on the turning radius.

Commissioner DeWeese requested, for the next meeting, a clear understanding of how the transition for bicycles in the second block will work both in theory and in practice, and a report on the safety of the configuration.

The Commission requested the action item be moved to the next meeting agenda.

No action taken.

#### **07-212-17                      361 E. MAPLE – HISTORIC DESIGNATION REMOVAL REQUEST**

Senior Planner Baka reported:

- The owner of the property located at 361 E. Maple has requested that the City Commission consider removing the historic designation of their building as a contributing historic resource within the City of Birmingham.
- The property owner has submitted an application to the Planning Board requesting to demolish the building as part of a redevelopment proposal.
- The process for removing designation from a property or structure as a contributing historic resource is outlined in section 127-5 of the City Code.
- The first step in the process towards considering eliminating the historic designation of this property is for the City Commission to pass a resolution directing the Historic District Study Committee to commence with the creation of a study committee report as outlined in section 127-4 of the City Code.

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

To adopt the resolution directing the Historic District Study Committee to prepare a study committee report for 361 E. Maple as outlined in section 127-4 of the City Code. *Formal resolution appended to minutes as Attachment B.*

VOTE:            Yeas,        7  
                     Nays,        0  
                     Absent,      0

#### **07-213-17                      REQUEST FOR CLOSED SESSION – PERFORMANCE EVALUATION**



**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. This area includes Yosemite to Lincoln. In order to ensure a coordinated corridor, the section of S. Eton from Lincoln to 14 Mile will be brought to the Multi-Modal Transportation Board for review in conjunction with the section from Yosemite to Lincoln. From a timing perspective, we can incorporate the construction of the changes north of Yosemite in the 2017 Sidewalk Contract and have them completed in conjunction with the opening of the Whole Foods project this year. The remaining sections of the corridor will be studied further down to 14 Mile and a complete plan will be presented for approval at a later date.

### **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

AND

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.

AND

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.

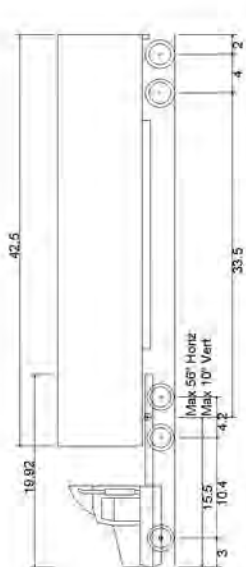
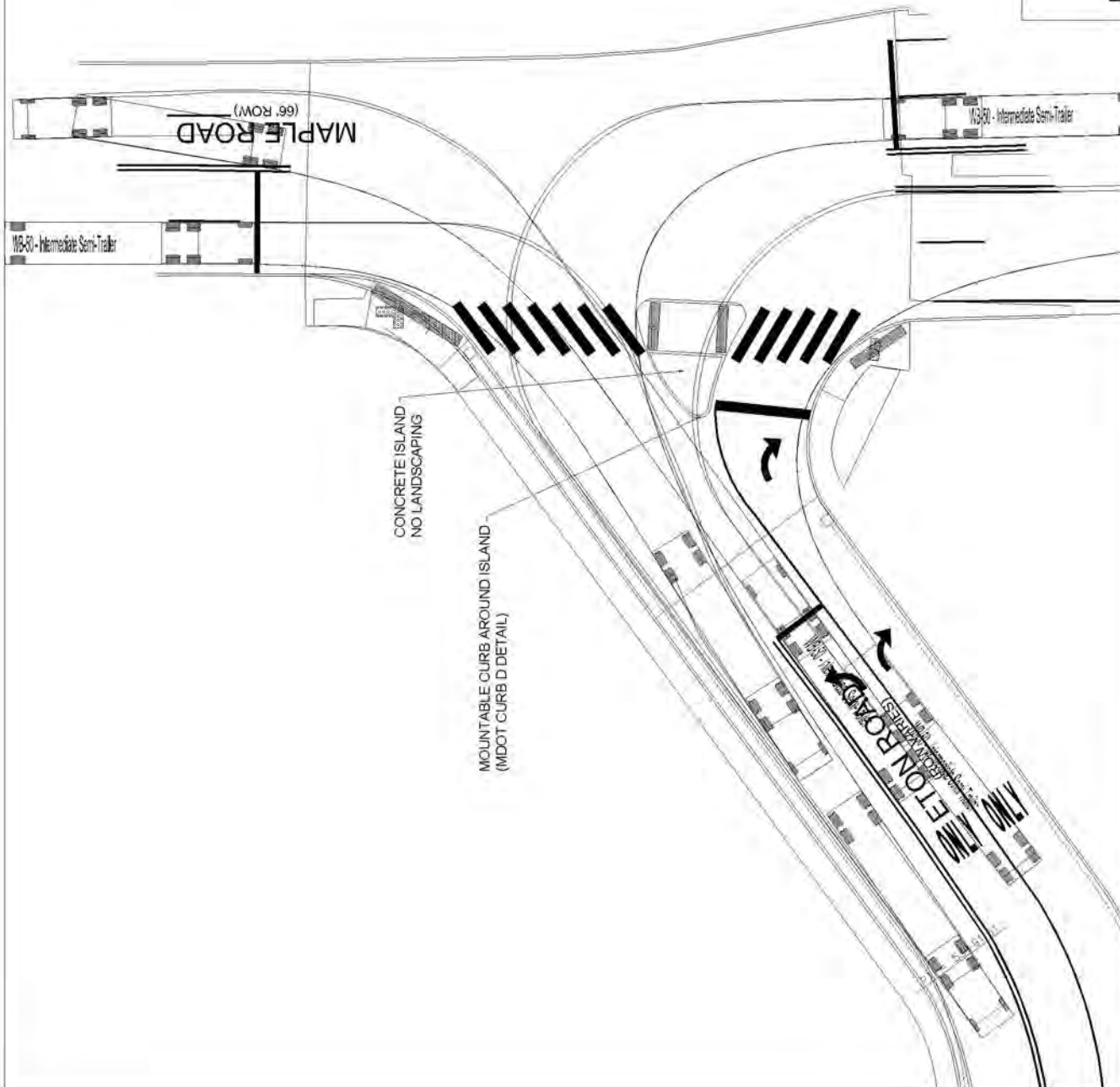
If you have any questions, please feel free to contact us.

Sincerely,

FLEIS & VANDENBRINK



Michael J. Labadie, PE  
Group Manager



WB-50 - Intermediate Semi-Trailer

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock-to-lock time

Max Steering Angle (Virtual)

55.000ft

8.500ft

12.052ft

1.334ft

8.500ft

6.00s

17.90°



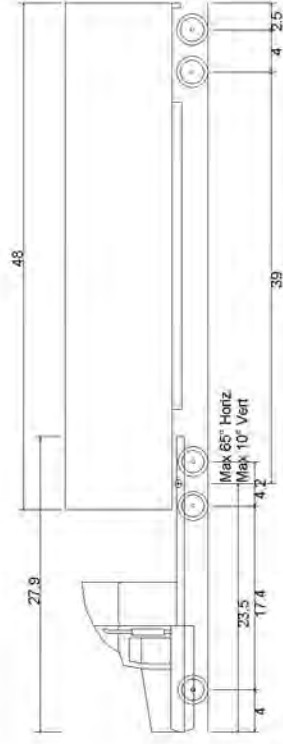
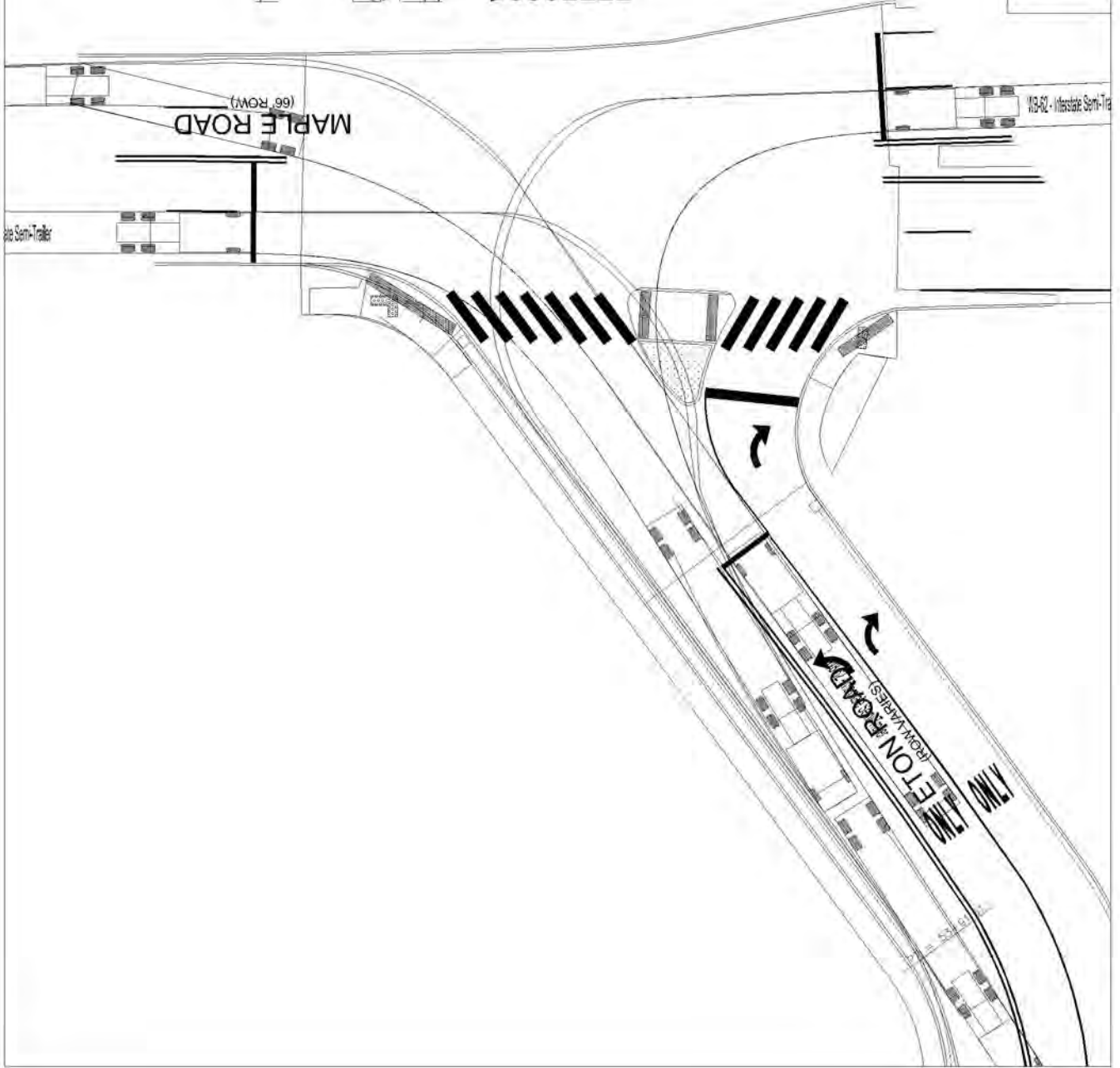
CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN

SOUTH ETON AVENUE AT MAPLE ROAD

IMPROVEMENT PLAN - WB-50 TURNING PATHS







WB-62 - Interstate Semi-Trailer  
 Overall Length  
 Overall Width  
 Overall Body Height  
 Min Body Ground Clearance  
 Max Track Width  
 Lock-to-lock time  
 Max Steering Angle (Virtual)

69.000ft  
 8.500ft  
 13.500ft  
 1.334ft  
 8.500ft  
 6.00s  
 28.40°



CITY OF BIRMINGHAM  
 OAKLAND COUNTY, MICHIGAN  
 SOUTH ETON AVENUE AT MAPLE ROAD  
 IMPROVEMENT PLAN - WB-62 TURNING PATHS



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.

# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed 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 : 1

Groups Printed- Pass Cars - Single Units - Buses - 40 - 50 - 62

Start Time	E. Maple Road Westbound				S. Eaton Street Northbound				E. Maple Road Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. Total	
07:00 AM	0	41	0	41	34	12	0	46	8	0	0	8	95
07:15 AM	0	48	0	48	40	11	1	52	11	0	1	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
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	268	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	1	75	11	0	1	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	273	57	0	330	58	0	4	62	621
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
01:30 PM	0	62	0	62	61	12	2	75	13	0	4	17	154
01:45 PM	0	57	0	57	73	11	1	85	10	0	0	10	152
Total	0	237	0	237	290	45	4	339	46	0	6	52	628
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	305	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



# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed 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 : 2

Groups Printed- Pass Cars - Single Units - Buses - 40 - 50 - 62

Start Time	E. Maple Road Westbound				S. Eaton Street Northbound				E. Maple Road Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. 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		82	16.9	1.1		89.6	0	10.4		
Total %	0	39.1	0	39.1	42.4	8.7	0.6	51.7	8.2	0	1	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	2
Buses	0	5	0	5	4	6	0	10	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	0	0	0	1	0	1	1	0	0	1	2
% WB-50	0	0	0	0	0	0.1	0	0	0.2	0	0	0.1	0
WB-62	0	2	0	2	1	4	0	5	3	0	0	3	10
% WB-62	0	0.1	0	0.1	0	0.6	0	0.1	0.5	0	0	0.4	0.1

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).

# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

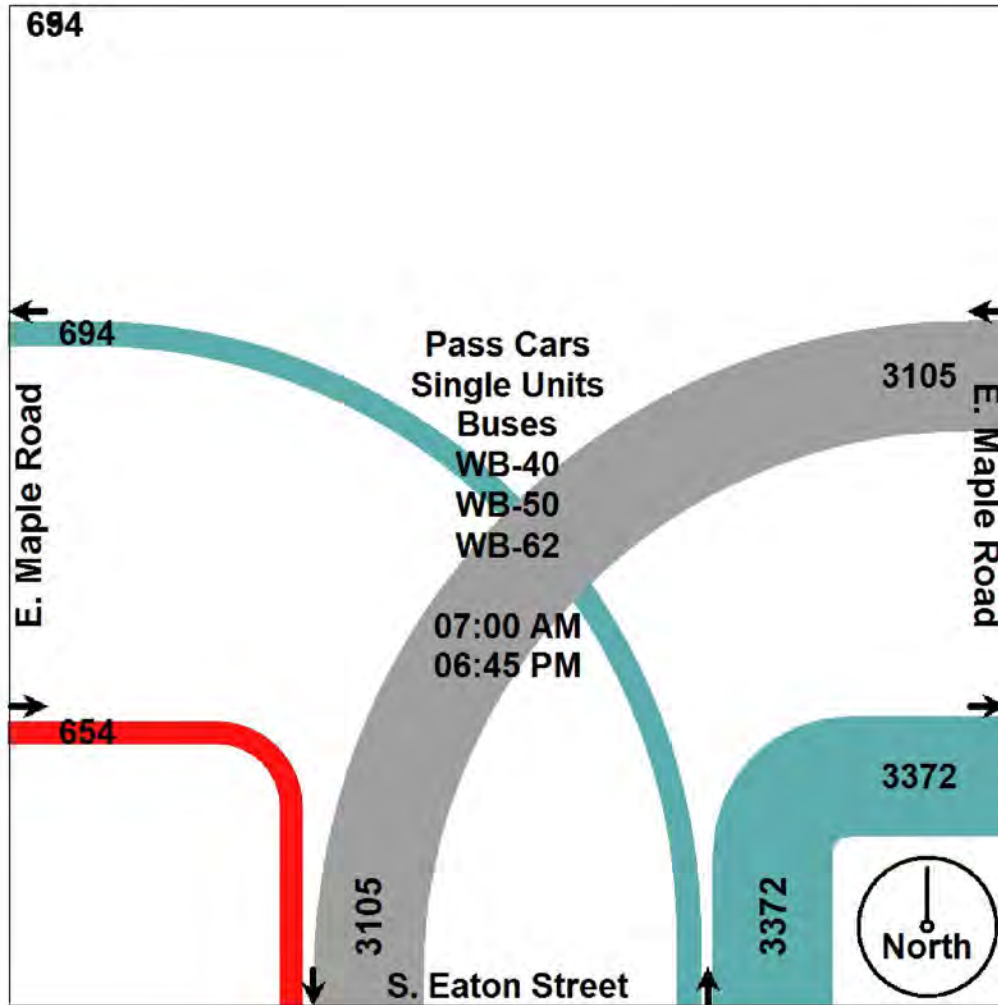
Traffic Study Peformed For:

**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 : 3





# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

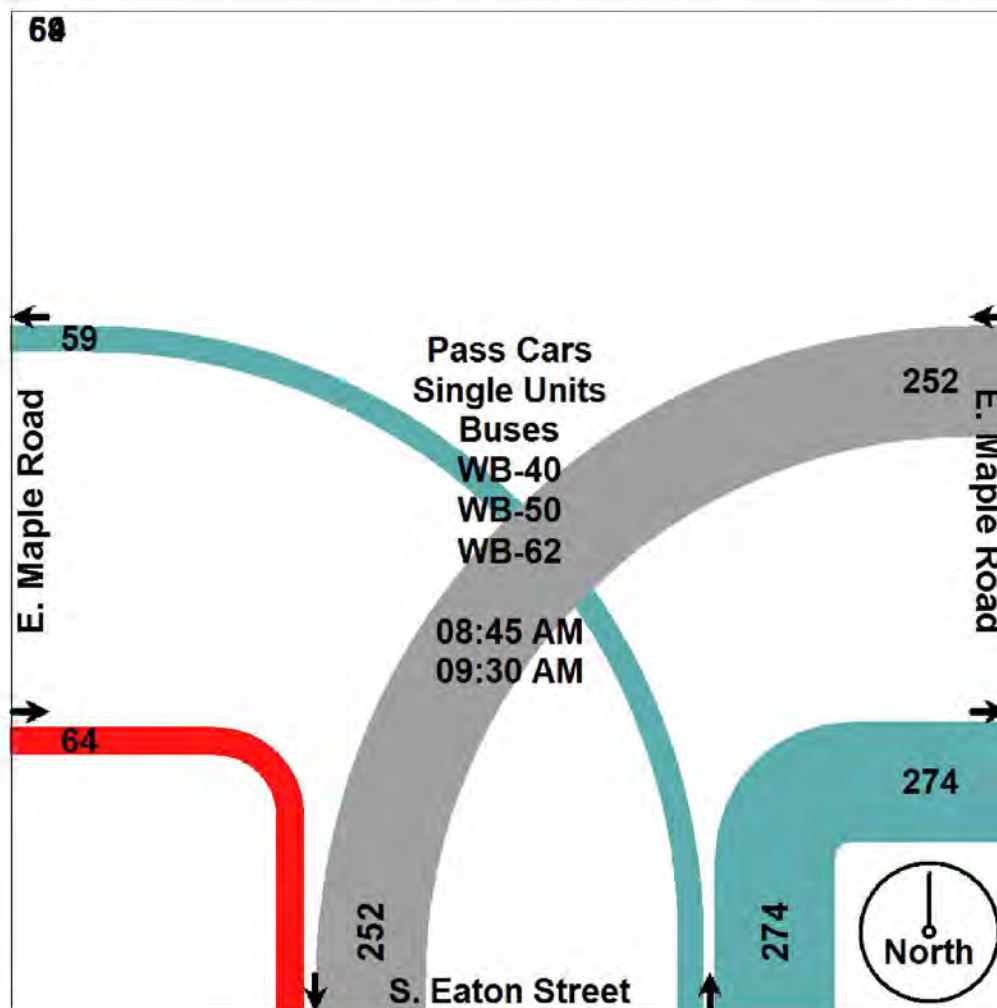
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File Name : TMC\_1 EMaple&SEaton\_7-27-17  
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Start Date : 7/27/2017  
Page No : 4

	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 07:00 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection 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	1	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



# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

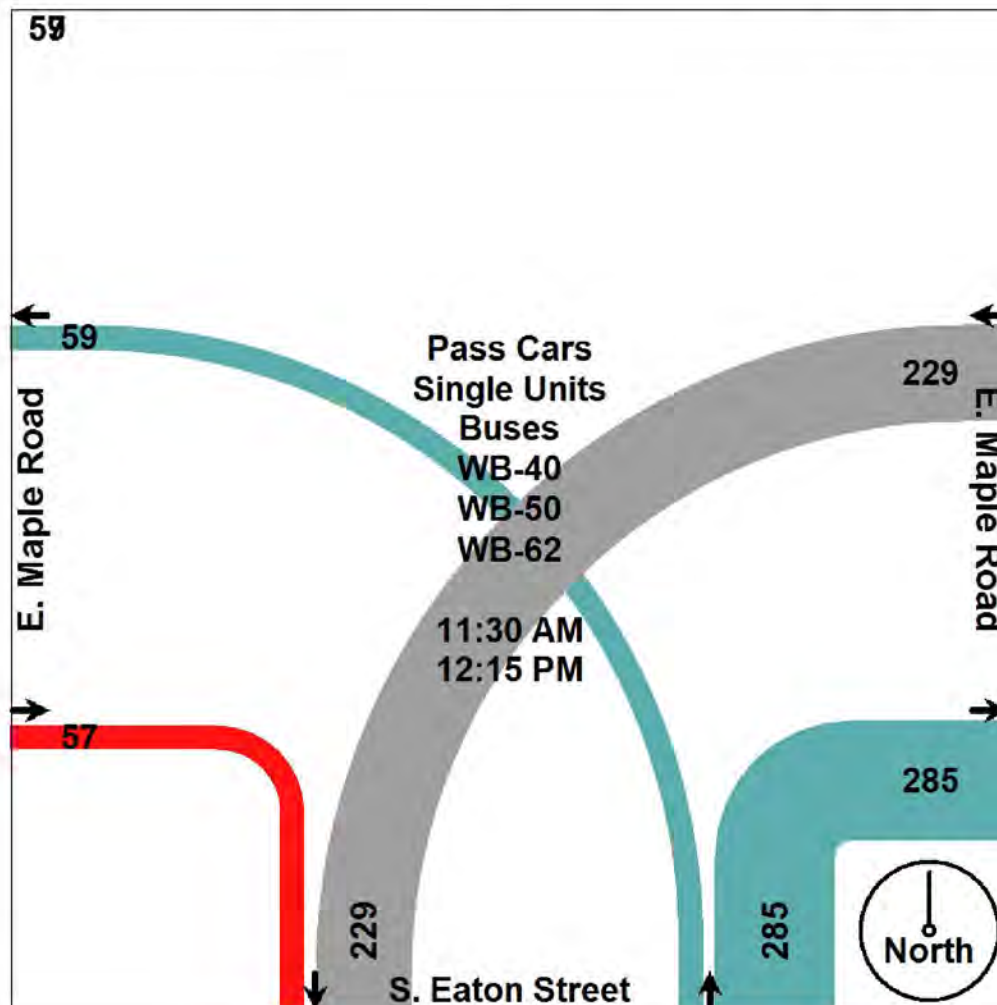
City of Birmingham, Engineering Dept.



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 : 5

	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 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
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





# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed For:

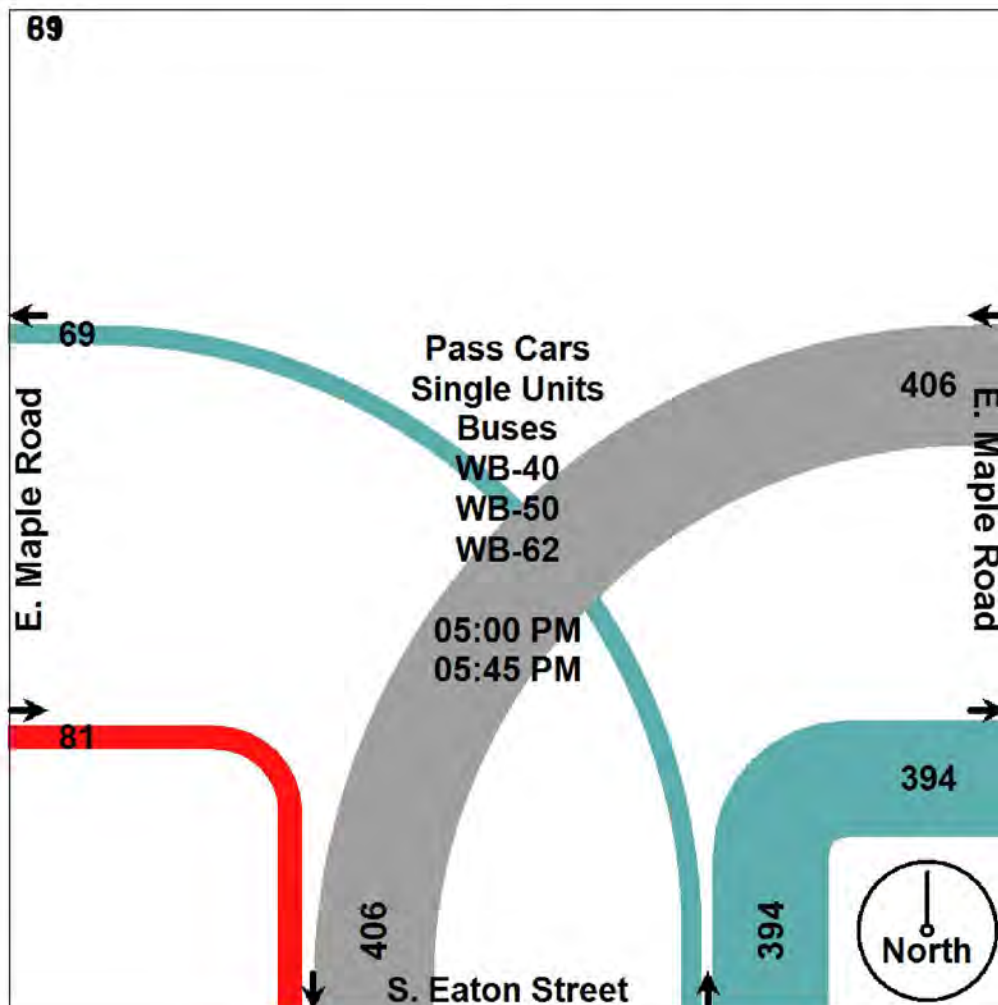
City of Birmingham, Engineering Dept.



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 : 6

	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 02:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
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



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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





are tied into together, they're straight. As soon as you deviate from that, the poles are bent, and they're going to lay down.

- DTE is going to need an easement from the primary to the secondary on the other side of the river, and the City is going to need this easement cleared out.

Mayor Nickita commented:

- It's important to note this piece of land is not a park, it's a City-owned property within the water shed, and it has a limited amount of use.
- The City will be mindful of the trees that are removed and what DTE will do, and will be working with the residents to replace the trees.
- The proposal has been studied extensively, and the result will be receiving funds to replace the trees that are removed, to add many more trees, and to clean up the site.
- The new easement is valuable to the City because the electricity that connects the center of the city to the north is susceptible to failure in storms, and according to what DTE has said this easement will diminish the likelihood the north side of the City losing power.

VOTE:           Yeas,       7  
                  Nays,       0  
                  Absent,   0

#### **08-227-17                   MAPLE RD. & S. ETON RD. INTERSECTION MULTI-MODAL TRANSPORTATION BOARD IMPROVEMENTS**

City Engineer O'Meara reported:

- Tonight we met out at the intersection of S. Eton, to discuss the potential approval of an island as well as other improvements to the intersection
- Julie Kroll from Fleis & Vandenbrink is present.
- A professional count was taken of both truck and pedestrian traffic making the turn in and out of Eton. Ten of the largest truck category, the WB-62 category, were counted. That is the size of the truck used tonight at the on-site demonstration.
- The MMTB thought some turning movements could be disqualified based on some of the reports heard during the public meeting, but in practice trucks are turning in and out in all directions possible.
- Staff is now suggesting a mountable island that is entirely concrete in the area that is not typically driven or walked on, which would slow traffic and make pedestrians feel safer traversing through the area.
- The island is not intended to be a refuge. The traffic signals will be set so that pedestrians should be able to walk through the entire intersection without feeling like they have to stop in the middle.

In response to comments from Mayor Nickita, Ms. Kroll stated Fleis & Vandenbrink was tasked with a concept to make the intersection safer as well as more pedestrian friendly, and to determine if trucks can navigate. Before the island can be designed as to materials, type of curb, etc., the Commission has to determine whether or not they want an island, and, if so, what size.

Commissioners were split on the question installing the island, with Commissioner DeWeese in favor of the smaller island to slow traffic and Commission Hoff feeling installing a mountable curb on a pedestrian island is in conflict. She suggested waiting and observing what happens



with traffic signal adjustments. Commissioner Boutros suggested moving the island 5' east. Mayor Nickita was strongly in favor of an island.

Generally the Commissioners agreed the right turn lane on Eton, which is supposed to be one lane, is being used by cars as two turn lanes, and the final plan needs to discourage cars from using it as two turn lanes while still allowing trucks room to turn.

Commissioner Hoff introduced discussion of waiting on the island but moving forward with widening the sidewalk and installing the ADA ramp as part of the 2017 Concrete Sidewalk Program, although she expressed concern with encouraging people to walk on that side of Eton and cross Eton at the subject crosswalk. Commissioner Bordman agreed, stating there are too many options regarding the island and she is not comfortable voting on it. Commissioner DeWeese agreed there was no disadvantage to expanding the sidewalk now, noting it would give pedestrians more space and narrow the road, which causes cars to be more careful.

Mayor Nickita noted it is a matter of scheduling. The Commission either votes to move forward now with a plan that is not fully designed because of an anticipated increase in the number of pedestrians when Whole Foods opens, on hold off until mid-summer 2018. He pointed out Whole Foods is opening in late October, so there will be more pedestrian traffic without any safety installations.

Commissioner Sherman observed pedestrians choose to cross further north at the top of the hill where Eton is narrower and suggested eliminating the subject crosswalk and moving it to where pedestrians are crossing. He noted the experienced truck driver was crossing the yellow line when turning onto Eton. He noted two cars are making right turns next to each other in a lane meant for one car. He said he didn't have an opinion on the island because there are too many variables. Commissioner Sherman said the area being reviewed should be expanded beyond just the intersection.

Mayor Nickita commented:

- This is about creating a safe environment.
- People are going to cross where they want to cross and where it makes sense to cross.
- People do not want to walk more than they need to, and they definitely do not want to cross two streets when they can cross one, even if the one is not very good.
- The subject crosswalk needs to be made safe for pedestrians.
- The amount of time pedestrians are in an unsafe environment needs to be diminished, and the way to do that is to narrow the street edge to edge, add something in the middle which diminishes their exposure, and adding as much crosswalk and signage as needed.
- There are too many unanswered questions to make a decision.
- Safety is priority number one, congestion is another concern, and access for trucks is another concern, in that order.
- The only thing the Commission needs to consider right now is whether to widen the sidewalk on the west side, or take the whole project into next year for further investigation.

Commissioner DeWeese indicated in urban planning and walkability literature, having narrow sidewalks next to busy streets is not conducive to walkability. He felt widening the sidewalk will make it friendlier. He also commented putting yellow on the curbs to make them stand out, particularly from the west to the east and turning, to slow traffic. He saw no downside to



extending the sidewalk because it does not seem to make a difference for what the future design will be for the crosswalk.

Mayor Pro Tem Harris supported the extension of the west side sidewalk for the reasons that have been stated. He asked Mayor Nickita which of the four items recommended by staff for the S. Eton Rd. – Maple Rd. to Yosemite Blvd. section he is advocating.

Mayor Nickita explained if the west side curb is widened now it might have to be redone to accommodate the final crosswalk plan.

City Engineer O'Meara remarked it would be helpful to have the whole design at once because if the crosswalk is widened to the new 12' crosswalk standard, the other corner will have to be bigger, and it would be nice to coordinate the crosswalk markings all at once. If they change next year they are going to get scratched up, and they are not going to look as good if they are moved and put back a different way.

Mayor Nickita pointed out the importance of safety. The design of a street changes the way people use it, particularly the actions of the drivers. If the street is narrowed, an island is added, a crosswalk is added with a continental pattern of 12" wide, 2" strips, with 2" gaps, that street would be significantly safer. The question is do we try it one more time and bring it back before the end of the season, or do we take more time to look it over and address it for next year.

Commissioner DeWeese indicated the issue should go back to the MMTB. The Commission should have better options, context, awareness of the whole situation and the trade-offs. Doing the curb on the west side is not going to change anything very much right now. He noted he would make the intersection work for larger trucks, and he fully supported the island, because even if it does not serve much point in terms of pedestrians it will serve a point in slowing down traffic.

Commissioner Hoff was in favor of waiting until next year, as was Commissioner Bordman, because there are currently too many variables.

Mayor Nickita stated:

- Truck access from the westbound to Eton worked well conceptually with the island, and there is enough room for it. I do not anticipate that truck making that left from westbound Maple. I think we should very seriously consider eliminating truck-turning from that. We allow trucks to make that left already, we allow trucks to make that turn under the bridge, we know there are a number of trucks that will not go that way anyway, we recognize that routes are generally from the west, from Adams or Woodward, and so with that being the case that obtuse angle allows the trucks to go, and there is a reasonable amount of room if we have something like this island.
- The gap that allows cars to double up and turn right needs to be addressed.
- We have to recognize the fact that trucks are going to be limited in a day so typically there will not be trucks going there when pedestrians are walking there, so for the most part the design needs to be for the majority of the period when it is used with an accommodation for when trucks are present. The intersection has to work for everyone else all the time.
- Staff and the design team need to give us some clarity on those things, so that when we or the MMTB see it again we can actually review those things more specifically and



hopefully get us to where we need to go, so that we are looking at an approval and not designing at the table.

Mayor Pro Tem Harris agreed with everything that has been said, and gave further direction to staff to collect data on multiple days with different lengths and frequency of trucks, the feasibility of having the island, the likelihood of vehicles stopping, and what happens if they do not.

Commissioner Bordman asked that data be collected after Whole Foods opens.

The Commission took no action.

## **VI. NEW BUSINESS**

### **08-228-17 PUBLIC HEARING FOR 211 S. OLD WOODWARD – BIRMINGHAM THEATER SPECIAL LAND USE PERMIT AND FINAL SITE PLAN**

Commissioner Sherman recused himself based on a conversation with the City Attorney, and left the Commission room at 9:48 p.m.

Mayor Nickita opened the public hearing at 9:47 p.m.

City Planner Ecker reported:

- The subject site, Birmingham Theater, is located at 211 S. Old Woodward, on the east side of S. Old Woodward at Merrill.
- The parcel is zoned B-4, Business-Residential and D-4 in the Downtown Overlay District.
- The applicant, Birmingham Teatro, LLC, is applying for a Special Land Use Permit (SLUP) to operate with a Class C liquor license under the new ordinance allowing a movie theater to operate with a liquor license.
- Birmingham Teatro is owned equally by Daniel Shaw and Nicholas Lekas, who in addition to operating the theater, are also part owners of Birmingham Theater, LLC, which is the sub-landlord for 211 S. Old Woodward.
- Article 2, section 2.37, B4 (Business-Residential) District requires that any establishment with alcoholic beverage sales (on-premise consumption) shall obtain a Special Land Use Permit.
- On July 12, 2017, the Planning Board conducted a public hearing and voted unanimously to recommend approval to the City Commission of the Special Land Use Permit ("SLUP") and Final Site Plan for 211 S. Old Woodward, Birmingham Theater, with no conditions.
- No exterior changes to the Birmingham Theater building are proposed.

Answering questions from commissioners, City Planner Ecker explained:

- Alcohol will be sold only on the upper level. Patrons may buy alcohol and take it down to the lower level.
- Birmingham Teatro is owned by Daniel Shaw and Nicholas Liekas, both of whom are also part owners of Birmingham Theater, the EA Fuller Oak Mgmt., and Fuller Oak Mgmt. One or more of the principals who are involved in Birmingham Teatro are also involved in the other organizations, but the SLUP resolution and the contract is with Birmingham Teatro LLC. So if the two owners in Birmingham Teatro LLC change or if they add a new owner, then they would have to come back.





## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** December 27, 2018

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & N. Eton Rd. Intersection – Signal Timing

Over the past several months, City staff have received numerous complaints regarding the timing and configuration of the signal at Maple and N. Eton Road. Specifically, concerns are related to drivers turning left out of the western Whole Foods driveway onto westbound Maple that are not yielding as required to the drivers turning right coming southbound on S. Eton to head westbound on Maple.

Accordingly, the City reached out to the Road Commission for Oakland County to determine if any timing changes had recently been made. In addition, City staff asked our transportation consultant, Fleis & Vandenbrink ("F & V"), to study the intersection timing, circulation and flow and recommend any changes or improvements that may be needed. Please find attached a report from F & V outlining their recommendations for your review.

### **SUGGESTED RESOLUTION:**

To recommend approval of Alternative 1 as noted in F & V's report dated December 27, 2018 to add a permissive flashing yellow left turn arrow for northbound left turning vehicles exiting the western Whole Foods driveway, at a cost of \$6050.

OR

To recommend approval of Alternative 2 as noted in F & V's report dated December 27, 2018 to add both a permissive flashing yellow left turn arrow and a protected green left turn arrow for northbound left turning vehicles exiting the western Whole Foods driveway at a cost of \$7260.

December 27, 2018

VIA EMAIL

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

**RE: Maple Road & Eton Street Intersection Operations  
Whole Foods Drive Approach**

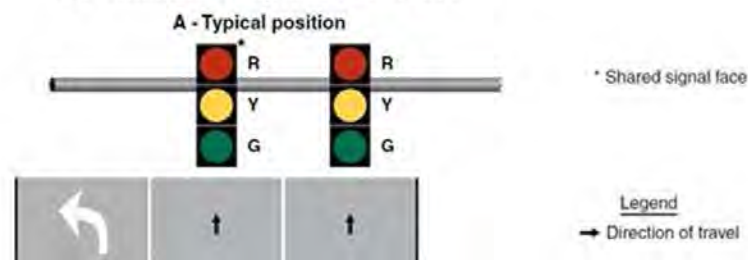
Dear Mr. O'Meara,

The purpose of this letter is to address concerns regarding the signal operations at the Maple Road & Eton Street; specifically, the Whole Foods drive opposite the N. Eton Street approach. Included herein is an overview of the existing PM peak signal operations on the Whole Foods approach, concerns that have been raised, mitigation that has been implemented and additional mitigation measures that may be considered by the City to address operational concerns.

### EXISTING CONDITIONS

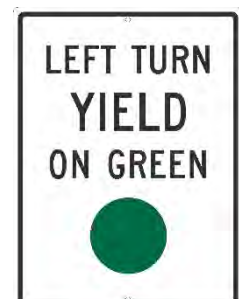
The existing signal operations on the Whole Food approach is a "Shared Signal Face". As summarized in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD, Sections 4D.17-20), this type of signal face controls both the left-turn movement and the adjacent movement (usually the through movement) and can serve as one of the two required primary signal faces for the adjacent movement. A shared signal face always displays the same color of circular indication that is displayed by the signal face or faces for the adjacent movement.

**Figure 4D-6. Typical Position and Arrangements of Shared Signal Faces for Permissive Only Mode Left Turns**



With this type of operation, the left-turning vehicles must yield to opposing traffic and through and right-turning vehicles have the right-of-way. The source of confusion at this intersection is that the opposing (N. Eton Street) approach does not allow southbound through vehicles, so the opposing traffic is only southbound right-turns. Additional signage was added facing the Whole Foods approach to help remind drivers that left-turning must yield to oncoming traffic.

Despite the additional signage, there have been no changes in driver behavior. Drivers continue to be observed making left-turns despite not having the right-of-way and causing crashes and near misses with southbound right-turning vehicles.



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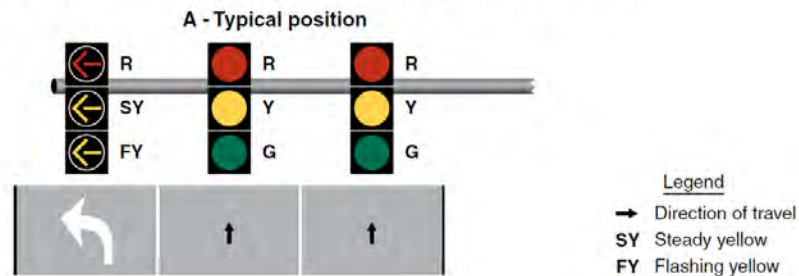
## ALTERNATIVES ANALYSIS

To improve the safety of the intersection, several alternatives were evaluated. These alternatives all involve the addition of a signal head to the Whole Foods approach, with the operations varying by signal operations. For the purpose of this analysis, only the PM peak hour operations were evaluated, as the PM peak volumes were significantly larger than all other peak periods. The alternatives considered are summarized below.

### Alternative 1: Permissive Only Left-turns

This alternative maintains the existing intersection operations, but adds a permissive only signal head for the northbound left-turning vehicles on the Whole Foods approach. This left-turn signal head is the same that is currently displayed for the N. Eton Street approach.

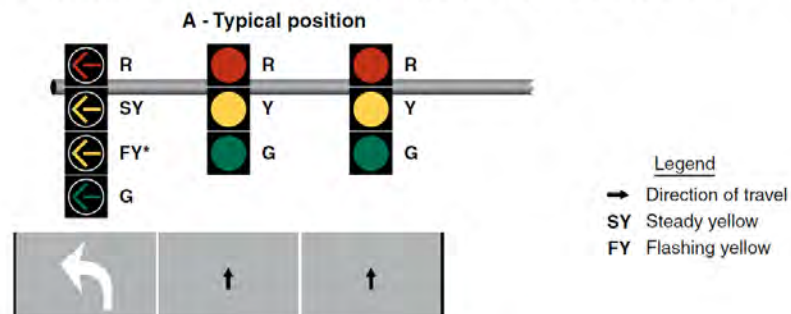
**Figure 4D-7. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Permissive Only Mode Left Turns**



### Alternative 2: Permissive/Protected Left-turns

This alternative maintains the existing permissive operations and adds a protected movement for northbound left-turning vehicles on the Whole Foods approach. The addition of a protected movement on this approach will impact the overall intersection operations as summarized in Table 1.

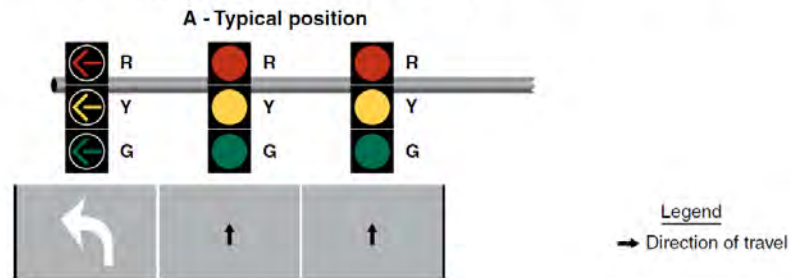
**Figure 4D-12. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Left Turns**



### Alternative 3: Protected Only Left-turns

This alternative would permit northbound left-turns only as a protect movement. The N. Eton Street approach would maintain the existing permissive operations and Whole Foods approach would have a separate phase just for left-turns. It is also feasible to add protected southbound left-turns with this alternative; however, the N. Eton Street signals would also need to be changed to accommodate protected southbound left-turns. The cost associated with protected southbound and northbound left-turns would be similar to that of Alternative 4. The protected only northbound left-turn movement on this approach will impact the overall intersection operations as summarized in Table 1.

**Figure 4D-10. Typical Position and Arrangements of Separate Signal Faces for Protected Only Mode Left Turns**



#### Alternative 4: Split Phasing

This alternative would permit all northbound and southbound movements as a protected only movement. The N. Eton Street approach also need to be changed to reflect a split phasing operation. The split phasing will impact the overall intersection operations as summarized in Table 1.

**TABLE 1: LOS SUMMARY**

Intersection	Approach	PM Peak							
		Existing / Alternative 1		Alternative 2		Alternative 3		Alternative 4	
		Permissive Only		Permissive / Protected		NB Protected Only		Split Phase	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & N. Eton/Whole Foods	NBL	50.0	D	50.0	D	50.0	D	62.5	E
	NBT	46.3	D	46.3	D	46.3	D	53.7	D
	SBL	51.4	D	51.4	D	51.4	D	60.7	E
	SBR	16.2	B	26.9	C	30.6	C	27.6	C
	WBL	31.5	C	31.5	C	31.5	C	33.0	C
	WBTR	45.5	D	45.5	D	45.5	D	49.3	D
	EB	2.3	A	2.3	A	2.3	A	3.6	A
	<b>Overall</b>	<b>22.1</b>	<b>C</b>	<b>23.4</b>	<b>C</b>	<b>23.8</b>	<b>C</b>	<b>26.0</b>	<b>C</b>
Maple Road & S. Eton Street	NBL	50.1	D	50.1	D	50.1	D	42.1	D
	NBR	20.8	C	20.8	C	20.8	C	17.0	B
	WBTL	3.2	A	2.6	A	2.0	A	3.4	A
	EBTR	42.5	D	42.5	D	42.5	D	54.1	D
	<b>Overall</b>	<b>20.8</b>	<b>C</b>	<b>20.6</b>	<b>C</b>	<b>20.3</b>	<b>C</b>	<b>24.1</b>	<b>D</b>



## COST ESTIMATE COMPARISON

The estimated costs associated with each of the alternatives is summarized in Table 2. This information is provided for use in consideration with the alternatives for implementation.

TABLE 2: COST ESTIMATE

Intersection	Approach	Alternative 1	Alternative 2	Alternative 3	Alternative 4
		Permissive Only	Permissive/Protected	Protected Only	Split Phase
Maple Road & N. Eton/Whole Foods	NB	\$2,500.00	\$3,000.00	\$2,500.00	\$2,500.00
	SB	\$0.00	\$0.00	\$2,500.00	\$2,500.00
	<i>SubTotal</i>	<i>\$2,500.00</i>	<i>\$3,000.00</i>	<i>\$5,000.00</i>	<i>\$5,000.00</i>
	Design	\$2,750.00	\$3,300.00	\$5,500.00	\$5,500.00
	Contingency/ Mobilization	\$3,300.00	\$3,960.00	\$6,600.00	\$6,600.00
	<b>Total</b>	<b>\$6,050.00</b>	<b>\$7,260.00</b>	<b>\$12,100.00</b>	<b>\$12,100.00</b>

## SUMMARY

The results of the analysis show that the existing permissive operations provide the best overall intersection operations. Since there is continued driver confusion associated with the existing "green ball" permissive operations, the installation of flashing yellow arrow associated with Alternative should be considered to help reduce confusion associated with permissive operations.

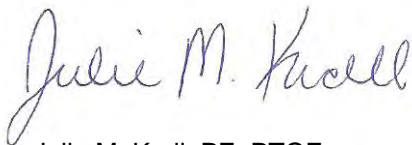
An additional option for consideration is a permissive/protected movement with Alternative 2. This would provide both a permissive (flashing yellow arrow) and a protected (green arrow) movement. There is some additional delay associated with adding a protected movement and additional cost with a four-section head (vs. three section head).

Alternatives 3 and 4 are not recommended. These have higher associated costs and overall higher delay. In addition, alternatives 1 and 2 can adequately address the operational concerns as noted at this intersection.

If you have any questions or concerns, please contact our office.

Sincerely,

FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:js:jmk



Paul O'Meara &lt;pomeara@bhamgov .org&gt;

---

**Fwd: Maple & Eton - signal timings**

1 message

Scott Grewe &lt;Sgrewe@bhamgov.org&gt;

Mon, Dec 3, 2018 at 2:18 PM

To: Paul O'Meara &lt;Pomeara@bhamgov.org&gt;, jrose@fveng.com, Mark Clemence &lt;Mclemence@bhamgov.org&gt;

Here are the changes from Oakland County.

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

From: Jones, Rachel &lt;rjones@rcoc.org&gt;

Date: Mon, Dec 3, 2018 at 2:16 PM

Subject: Maple &amp; Eton - signal timings

To: [sgrewe@bhamgov.org](mailto:sgrewe@bhamgov.org) <[sgrewe@bhamgov.org](mailto:sgrewe@bhamgov.org)>Cc: Deneau, Danielle <[ddeneau@rcoc.org](mailto:ddeneau@rcoc.org)>

Hi Commander Grewe,

Per our earlier conversation please find attached the following signal timings for Maple & Eton:

Co 283\_rev4 (Installed 10/26/17)

Co 283\_rev5 (Installed 10/12/18)

The signal times have not been changed between rev 4 and rev 5, however the operation has been modified which should be an improvement in the intersection efficiency. The change was to bring up the WB LT green after the EB thru at Eton (S) (ie the west side of the bridge). This should bring up this WB LT a few seconds earlier; in rev 4 it didn't come on until after the EB signals at Eton (N) (ie on the East side of the bridge). Hope this makes sense.

The change is noted on the rev 5 paperwork.

We had a crew check the signal last week and they found the signal operating per paperwork. I have an engineer out there now rechecking the controller, clock, signal operation etc. I'll let you know what we find.

Please contact me if you require further info and / or to discuss the timings.

Thanks,

Rachel

Rachel Jones

Signal Operations Engineer



Traffic Operations Center

Road Commission For Oakland County

1200 N.Telegraph Road, West 49

Pontiac, MI 48341-0421

Phone (248) 858 7250

Fax (248) 858 7251

Email [rjones@rcoc.org](mailto:rjones@rcoc.org)


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Scott Grewe  
Operations Commander  
Birmingham Police Department  
151 Martin St.  
Birmingham, MI. 48009  
(248)530-1867



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2 attachments

 283\_rev5\_timing.pdf  
6244K

 283\_rev4\_timing.pdf  
6000K

**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, JANUARY 3, 2019  
City Commission Room  
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, January 3, 2019.

Chairperson Johanna Slanga convened the meeting at 6:05 p.m.

**01-01-19**

**1. ROLL CALL**

**Present:** Chairperson Johanna Slanga; Board Members Katie Schafer, Doug White; Alternate Board Members Daniel Isaksen, Joseph Zane

**Absent:** Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal; Student Representative Alex Lindstrom

**Administration:** Lauren Chapman, City Planner  
Jana Ecker, Planning Director  
Austin Fletcher, Asst. City Engineer  
Scott Grewe, Police Dept. Commander  
Carole Salutes, Recording Secretary

**Fleis & Vanderbrink ("F&V"):**  
Julie Kroll

**Rowe Engineering:**  
Jill Bauer  
Michael Labadie

**01-06-19**

**6. MAPLE RD. / N. ETON RD. SIGNAL TIMING**

Commander Grewe advised the only complaints the Police Dept. gets regarding Eton Rd. and Maple Rd. is the left turning traffic coming out of the western entrance to Whole Foods to go westbound on Maple Rd. conflicting with the southbound N. Eton Rd. traffic that is making a right turn to go west on Maple Rd. They both think they have the right-of-way and they are both going. Legally, the left turning traffic has to yield the right-of-way to the right turn. A sign has been added in the middle of intersection that says Left Turn Must Yield but he doesn't know that it has helped.



## Multi-Modal Transportation Board Proceedings

January 3, 2018

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Staff asked the City's transportation consultant, F&V, to study the intersection timing, circulation and flow and recommend any changes or improvements that may be needed.

Ms. Kroll said she was surprised how busy it was when she went out there at 5:30 p.m. It wasn't just the left turns; some of the issues have to do with vehicles queuing underneath the bridge and the short time that is available for the vehicles on the Whole Foods approach. It only allowed for about one vehicle to get through each cycle length which is 120 seconds. If the queue length is six vehicles and only one can get through every 120 seconds you can see why people are getting frustrated. They are taking chances by creeping up on the stop bar and trying to get into the intersection so they can make it through and not have to sit for another two minutes.

F&V has looked at four different alternatives for the signal head on that approach:

1. Add a new three section signal head for the left turning lane exiting the western drive of Whole Foods with permissive phasing;
2. At same location, add a new four section signal head which is flashing yellow with protected left turn movement. That would provide permissive phasing for when it is not busy and allow the queue lanes to clear. Just during peak periods additional time is needed for the left turn movement;
3. At same location, add a new three section signal head with protected only movement where there would be no permissive turns during the off-peak time. However, the concern would be that vehicles would be sitting when there are no cars when the time could be used for vehicles to clear the intersection;
4. Add a new three section signal head with split phasing where the Whole Foods approach would go separate from the other approaches and they would have no conflicting traffic.

Ms. Kroll advised that after running studies, the best results were achieved with alternative 2. In coordination with this they would do some adjustments to the signal timing on the other approaches because there are some issues with the intersection as a whole that can be improved. This would just be one part of that improvement.

Mr. Isaksen said that after viewing the tables it looks to him as though alternative 1 and alternative 2 have very similar levels of service except that the southbound right turn lane loses some quality of service because of being told to yield.

Ms. Kroll explained there is a really long southbound right turn phase so they took some time away from it and that is why the level of service reduces there. However, they didn't change the time on the northbound left. It still remained at 15 seconds, the max that they had for that approach. The same number of northbound left turn vehicles can get through the intersection whether it is permissive or protected.

## Multi-Modal Transportation Board Proceedings

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Ms. Ecker explained that makes it more orderly because vehicles only go when they have the protected green and the other vehicles are not coming. So the conflicts of the two of them coming at once are not happening as often.

The cost estimate between alternatives 1 and 2 was reviewed. For alternative 1 the estimate was \$8,550 and for alternative 2 it was \$10,260, for a difference of \$1,710.

Mr. Isaksen said his instinct is to proceed incrementally. Alternative 1 seems to be a minimal tweak to try. Chairman Slanga thought if they spend the \$8,500 and they find the need to add the protected status, then they will need to spend it again.

Ms. Kroll said she will take a look to see if some of the issues under the bridge can be fixed. The two intersections are clustered so they operate together. She will try to find how to increase the time under the bridge so backups will be decreased. To increase the time under the bridge she will have to reduce the time on S. Eton Rd. They have to make sure that doing something in one place doesn't impact something elsewhere.

Chairperson Slanga opened up discussion from the public at 6:55 p.m.

Mr. Dave Underdown, who is one of the owners of N. Eton Plaza, agreed that is a tough intersection to get through and he is looking forward to anything that can be done to make it move better. The customers are saying they don't come because it is hard to get out of his center at certain times because traffic is so backed up. Anything that can be done would certainly help his tenants.

Mr. Steve Kalczynski, 1883 Shipman Blvd. said when he goes to LA Fitness anywhere between 4 p.m. to 7:30 each evening, that is when he sees the most issues arising with traffic building up. In his opinion if they could put more time into the lights to relieve the pressure on vehicles going east and west, that may resolve a lot of problems. He does not see a lot of pedestrians.

Mr. Zane agreed that giving everybody more time during that period is a difficult balancing act. He would trust the experts on this tough intersection.

Chairperson Slanga said if alternative 1, permissive only, doesn't work it doesn't seem very cost effective to spend almost \$19,000 total for permissive / protected. She thought they need to look at this intersection in total again now that Whole Foods is in and established. The whole intersection is operating below where people would want it, which is one of the reasons why people are frustrated. She hoped F&V could come back with more thoughts and opportunities.

Ms. Kroll noted that issues have been identified on certain movements during certain times of day and they want to see if they can make it better. There will be additional discussion about the S. Eton Rd. leg with regard to pedestrian improvements.



## Multi-Modal Transportation Board Proceedings

January 3, 2018

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Responding to the chairperson, Commander Grewe said the complaints they have received are strictly about the turning. Typically they are coming from a person that is on N. Eton Rd. making a right turn to go west on Maple Rd. The concern is about being cut off by people making a left turn out of Whole Foods and not yielding to them as they are making a right turn. However, the accident data is not there to support that there is a serious problem. It is just that drivers are frustrated. Maybe taking a step back to look at everything again is probably a better way to go.

Ms. Kroll said they go out in the field as she did today to see if their model matches what is actually happening. By doing the field observations she can pinpoint the issues and then go back to her model and revise it to see if they can fix the problems.

The consensus of board members was not to make a resolution on this matter, but to request a broader look at what is happening at different times and different days versus the model now that Whole Foods is in.

APPROVED



## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** January 31, 2019

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & N. Eton Rd. Intersection – Signal Timing

---

Recent issues that have been raised about the operation of this traffic signal were discussed at the January meeting of the Multi-Modal Transportation Board (MMTB). After discussions with the Board and input from the public, F&V requested the opportunity to investigate the matter more fully before finalizing recommendations. A revised report is now attached.

In addition to addressing the foremost issue of ongoing conflicts between northbound and southbound traffic, F&V is also suggesting changes that should improve delays for northbound traffic coming from S. Eton Rd. F&V will be prepared to demonstrate the proposed changes using computer modeling.

After this further analysis, Alternate 3 has been identified as the superior option. After reviewing the report, staff endorses this suggestion.

**SUGGESTED RESOLUTION:**

To recommend approval of Alternate 3 referenced in the F&V report dated January 26, 2019, creating a protected left turn phase for northbound vehicles turning left from the Whole Foods approach, at an estimated cost of \$8,550.



January 26, 2019

VIA EMAIL

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

**RE: Maple Road & Eton Street Intersection Operations  
Whole Foods Drive Approach  
Revised Study**

Dear Mr. O'Meara,

The purpose of this letter is to address concerns regarding the signal operations at the Maple Road & Eton Street; specifically, the Whole Foods drive opposite the N. Eton Street approach. Concerns that have been raised regarding the existing signal operations and the safety of the Whole Foods Drive approach. The purpose of this study is to summarize what mitigation has been implemented and what additional mitigation measures that may be considered by the City to address operational and safety concerns.

F&V previously performed an analysis for this intersection as summarized in our letter dated December 27, 2018. F&V presented the findings to the Multi-Modal Transportation Board (MMTB) at the January 3, 2019 meeting and the MMTB requested a further analysis to consider:

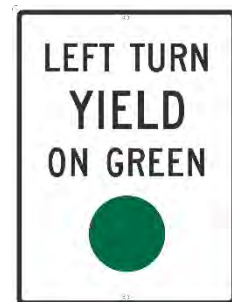
- Existing signal timing improvements
- Impacts to S. Eton Street
- Impacts to Maple Road
- Proposed pedestrian improvements on S.Eton Street
- Coordination with adjacent signals on Maple Road

Included herein is a revised analysis that considered these items as noted by the MMTB and additional items that were further evaluated by F&V.

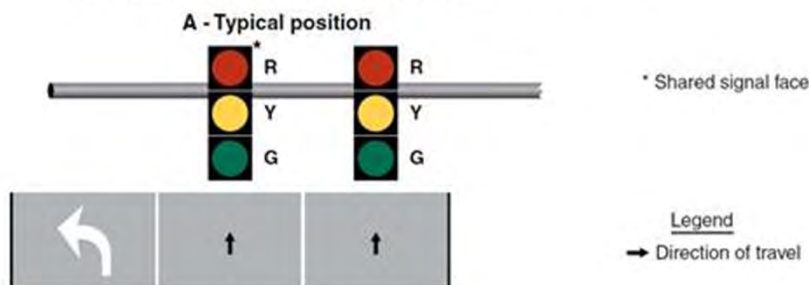
**EXISTING CONDITIONS**

The existing signal operations on the Whole Food approach is a "Shared Signal Face". As summarized in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD, Sections 4D.17-20), this type of signal face controls both the left-turn movement and the adjacent movement (usually the through movement) and can serve as one of the two required primary signal faces for the adjacent movement. A shared signal face always displays the same color of circular indication that is displayed by the signal face or faces for the adjacent movement.

With this type of operation, the left-turning vehicles must yield to opposing traffic and through and right-turning vehicles have the right-of-way. The source of confusion at this intersection is that the opposing (N. Eton Street) approach does not allow southbound through vehicles, so the opposing traffic is only southbound right-turns. Additional signage was added facing the Whole Foods approach to help remind drivers that left-turning vehicles must yield to oncoming traffic.



**Figure 4D-6. Typical Position and Arrangements of Shared Signal Faces for Permissive Only Mode Left Turns**



Despite the additional signage, there have been no changes in driver behavior. Drivers continue to be observed making left-turns despite not having the right-of-way and causing crashes and near misses with southbound right-turning vehicles.

## FIELD REVIEW

F&V performed field observations and identified the following existing operational concerns.

- 1) The southbound right-turns on N. Eton Street have a continuous movement with a green arrow at the same time the Whole Foods approach has a permissive left-turn movement. The right-turn volumes fill the limited queue area between N. Eton Street and S. Eton Street (underneath the railroad bridge). When there is an available gap in traffic for the left-turns exiting the Whole Foods drive, there is no place for the left-turning vehicles to queue because the space has been filled with N. Eton Street vehicles. It was observed that many drivers on the Whole Foods approach had to wait several cycle lengths to make a left-turn exiting the site due to lack of queuing space under the bridge.
- 2) The westbound left-turns on Maple Road at the Whole Foods driveway operates with a protected left-turn movement during all hours of the day, except 4-6PM, when the left-turn operates with a permissive only movement. The demand for left-turns at this driveway is very low, with the highest volumes occurring during the PM peak hour (13 veh/hr) with the permissive phasing. By providing a protected movement for left-turns for all other hours the S. Eton Street operations were observed to have significant delays.
- 3) The intersection is running as an isolated signal with a 130 second cycle length. The adjacent signals on Maple Road in the City of Birmingham are running 90 second cycle lengths. The adjacent signals in the City of Troy are running SCATS; however, based on the signal timing permits the intersections are typically running 120 second cycle lengths. With the Eton/Maple intersection running 130 seconds, it would be very difficult to have any type of coordination along the corridor.

## ALTERNATIVES ANALYSIS

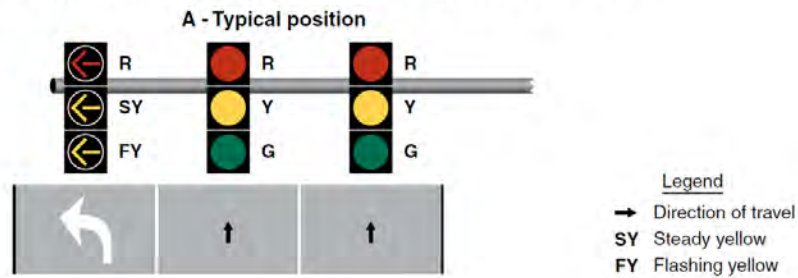
To improve the safety of the intersection, several alternatives were evaluated. These alternatives all involve the addition of a signal head to the Whole Foods approach, with the operations varying by signal operations. The alternatives considered are summarized below.

### Alternative 1: Permissive Only Left-turns

This alternative maintains the existing intersection operations, but adds a permissive only signal head for the northbound left-turning vehicles on the Whole Foods approach. This left-turn signal head is the same that is currently displayed for the N. Eton Street approach. The operations and vehicle queueing with a permissive only left-turn (existing conditions) are summarized in **Table 1** and **Table 2** respectively.



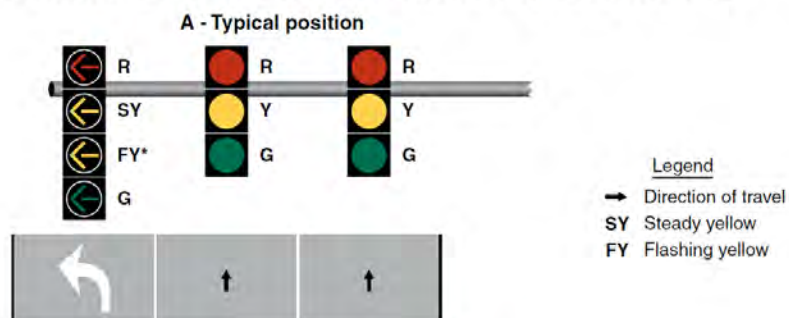
**Figure 4D-7. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Permissive Only Mode Left Turns**



#### Alternative 2: Permissive/Protected Left-turns

This alternative maintains the existing permissive operations and adds a protected movement for northbound left-turning vehicles on the Whole Foods approach. The addition of a protected movement on this approach will impact the overall intersection operations and vehicle queuing as summarized in **Table 1** and **Table 2** respectively.

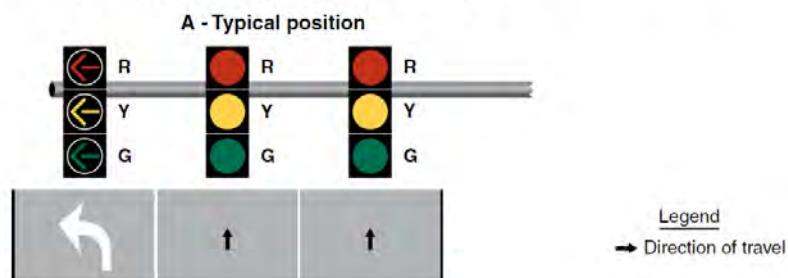
**Figure 4D-12. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Left Turns**



#### Alternative 3: Protected Only Left-turns

This alternative would permit northbound left-turns only as a protect movement. The N. Eton Street approach would maintain the existing permissive southbound left-turn operations, however the southbound right-turns would be stopped while the Whole Foods approach has a separate phase just for left-turns. The protected only northbound left-turn movement on this approach will impact the overall intersection operations and vehicle queuing as summarized in **Table 1** and **Table 2** respectively.

**Figure 4D-10. Typical Position and Arrangements of Separate Signal Faces for Protected Only Mode Left Turns**



#### Alternative 4: Split Phasing

This alternative would permit all northbound and southbound movements as a protected only movement. The N. Eton Street approach also need to be changed to reflect a split phasing operation. The split phasing

will impact the overall intersection operations and vehicle queuing as summarized in **Table 1** and **Table 2** respectively.

**TABLE 1: INTERSECTION OPERATIONS SUMMARY**

Intersection	Peak Period	Approach	Existing / Alternative 1		Alternative 2		Alternative 3		Alternative 4	
			Permissive Only		Permissive / Protective		NB Protected Only		Split Phasing	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & S. Eton Street	AM	EB	52.8	D	52.8	D	52.8	D	85.0	F
		WB	2.8	A	2.1	A	1.7	A	3.8	A
		NBL	48.6	D	48.6	D	48.6	D	38.7	D
		NBR	19.7	B	19.7	B	19.7	B	16.6	B
		Overall	21.8	C	21.4	C	21.2	C	31.5	C
	PM	EB	54.5	D	72.8	E	54.5	D	123.6	F
		WB	2.3	A	2.7	A	1.5	A	4.6	A
		NBL	65.5	E	52.3	D	65.5	E	41.6	D
		NBR	26.4	C	24.0	C	26.4	C	21.0	C
		Overall	25.9	C	31.6	C	25.5	C	49.2	D
Maple Road & N. Eton Street / Whole Foods Drive	AM	EB	2.0	A	2.0	A	2.0	A	3.9	A
		WBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A
		WBTR	46.0	D	46.0	D	46.0	D	89.6	F
		NBL	46.9	D	46.9	D	46.9	D	54.2	D
		NBT	45.1	D	45.1	D	45.1	D	50.5	D
		SBL	55.4	E	55.4	E	55.4	E	66.6	E
		SBR	18.2	B	28.6	C	31.5	C	29.4	C
		Overall	23.2	C	24.8	C	25.2	C	42.3	D
	PM	EB	1.6	A	2.5	A	1.6	A	4.7	A
		WBL	30.7	C	32.5	C	30.7	C	43.8	D
		WBTR	59.0	E	75.8	E	59.0	E	158.5	F
		NBL	65.1	E	52.2	D	65.1	E	65.1	E
		NBT	51.8	D	46.7	D	51.8	D	51.8	D
		SBL	73.5	E	54.8	D	73.5	E	72.3	E
		SBR	17.5	B	26.0	C	27.5	C	26.7	C
		Overall	27.6	C	34.0	C	28.8	C	64.6	E

\* Indicates No Volume Present



**TABLE 2: VEHICLE QUEUING SUMMARY**

Intersection	Peak Period	Approach	Existing / Alternative 1		Alternative 2		Alternative 3		Alternative 4	
			Permissive Only		Permissive / Protective		NB Protected Only		Split Phasing	
			Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Maple Road & S. Eton Street	AM	EBT	218	303	223	328	226	326	317	524
		EBTR	235	331	235	345	244	351	333	539
		WBL	87	128	81	123	65	121	84	125
		WBT	86	126	57	93	15	69	71	115
		NBL	29	70	28	67	27	65	27	65
		NBR	86	159	87	160	89	166	85	149
	PM	EBT	297	425	385	575	295	421	1068	1670
		EBTR	333	463	406	602	322	452	1091	1691
		WBL	110	133	107	137	99	141	111	134
		WBT	74	125	67	115	33	93	76	119
		NBL	51	112	52	115	50	102	40	87
		NBR	132	238	134	248	131	238	108	193
Maple Road & N. Eton Street / Whole Foods Drive	AM	EBL	13	42	19	58	16	48	20	54
		EBTR	24	74	23	66	16	48	30	70
		WBL	0*	0*	0*	0*	0*	0*	0*	0*
		WBT	263	393	243	403	220	359	421	547
		WBTR	251	386	225	383	206	353	416	548
		NBL	9	31	10	34	12	40	14	43
		NBT	2	13	2	13	2	12	2	11
		SBL	40	103	51	136	57	149	47	122
		SBR	111	196	133	229	177	280	122	222
	PM	EBL	24	67	28	70	19	56	33	80
		EBTR	19	58	31	83	22	62	43	95
		WBL	20	122	21	123	16	98	34	173
		WBT	282	465	305	482	255	437	465	479
		WBTR	250	432	280	452	217	390	466	486
		NBL	59	124	45	104	47	108	46	105
		NBT	9	32	10	33	11	38	8	29
		SBL	60	154	67	171	72	173	78	185
		SBR	162	276	177	298	192	291	175	295

\* Indicates No Volume Present

## COST ESTIMATE COMPARISON

The estimated costs associated with each of the alternatives is summarized in **Table 3**. This information is provided for use in consideration with the alternatives for implementation.

**TABLE 3: COST ESTIMATE**

Intersection	Approach	Alternative 1	Alternative 2	Alternative 3	Alternative 4
		Permissive Only	Permissive/Protected	Protected Only	Split Phase
Maple Road & N. Eton/Whole Foods	NB	\$2,500.00	\$3,000.00	\$2,500.00	\$2,500.00
	SB	\$0.00	\$0.00	\$0.00	\$2,500.00
	<i>SubTotal</i>	<i>\$2,500.00</i>	<i>\$3,000.00</i>	<i>\$2,500.00</i>	<i>\$5,000.00</i>
	Design	\$2,750.00	\$3,300.00	\$2,750.00	\$5,500.00
	Contingency/ Mobilization	\$3,300.00	\$3,960.00	\$3,300.00	\$6,600.00
	<b>Total</b>	<b>\$8,550.00</b>	<b>\$10,260.00</b>	<b>\$8,550.00</b>	<b>\$17,100.00</b>

## CONCLUSIONS

- Alternative 1 is not recommended. This is essentially the same as the existing conditions and the southbound right-turning vehicles on N. Eton Street will continue to fill up the available queuing space under the bridge.
- Alternative 2 is not recommended. This maintains a permissive phase for a portion of available signal timing, with the remaining time on the split to a protected movement. During the permissive phase the southbound right-turning vehicles on N. Eton Street will continue to fill up the available queuing space under the bridge and when there is a protected phase for the left-turns there would not be any place for the vehicles to queue.
- Alternative 3 is recommended. The implementation of this operation would require the southbound right-turns to stop during same phase as the northbound left-turns. This eliminates 1) the conflicting traffic volumes within the intersection and 2) provides the queue space under the bridge to the Whole Foods traffic. In addition, the southbound right-turns have a very long right-turn overlap phase that runs concurrent with the eastbound left-turns on Maple Road, so the elimination of right-turns during the same split as the Whole Foods approach will not have a significant impact on the operations of this movement.
- Alternative 4 is not recommended. This alternative impacts the operations on Maple Road by decreasing the time available for through traffic. In addition, Alternative 3 can adequately address the operational concerns at this intersection as noted above.

## RECOMMENDATIONS

Based on the field observations performed by F&V and the alternatives operational analysis performed the following improvements are recommended:

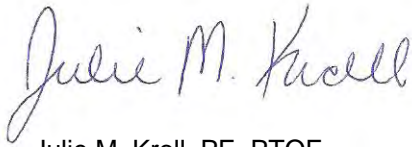
- Run a 120 second cycle length at Maple Road & Eton Street intersection. Include signal timing offsets to improve coordination between adjacent signals on Maple Road.
- Run a permissive only left-turn movement on the westbound left-turn movement at the Whole Foods Drive (currently only run the during the 4-6PM time period)
- Prohibit southbound right-turns during the same phase as the Whole Foods approach. Provide a protected left-turn signal head. (Alternative 3)

The recommended improvements were used as the baseline conditions in evaluation of the proposed pedestrian improvements on S.Eton Street.



If you have any questions or concerns, please contact our office.

Sincerely,  
FLEIS & VANDENBRINK

A handwritten signature in blue ink that reads "Julie M. Kroll". The signature is written in a cursive, flowing style.

Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:jjs:jmk

**CITY OF BIRMINGHAM MULTI-MODAL  
TRANSPORTATION BOARD THURSDAY,  
FEBRUARY 7, 2019  
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 7, 2019.

Chairperson Johanna Slanga convened the meeting at 6:02 p.m.

**1. ROLL CALL**

**Present:** Chairperson Johanna Slanga, Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer (arrived 6:10 p.m.), Joe Zane (arrived 6:06 p.m.); Alternate Board Member Daniel Isaksen

**Absent:** Board Member Doug White; Student Representative Alex Lindstrom

**Administration:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul O'Meara, City Engineer  
Laura Eichenhorn, Transcriptionist

**Fleis & Vanderbrink ("F&V"):**

Julie Kroll

**5. MAPLE ROAD / N. ETON – SIGNAL TIMING**

Planning Director Ecker reviewed the previous information and discussion on the item.

City Engineer O'Meara then invited Ms. Kroll from F&V to continue with the item.

Ms. Kroll explained F&V did some additional field investigation at the intersection, creating two different timing plans: one for the period between 4:00 p.m. - 6:00 p.m., and one outside the period of 4:00 p.m. - 6:00 p.m. She continued:

- At this signal there is a 130-second cycle length, whereas the cycle length at the intersections to the east is 120 seconds. The intersections to the west run a 90-second cycle length. With the 130-second cycle length the timing was not going to work. A 90-second cycle length was too short for the offset intersections, so the option of running a 120-second cycle length was recommended.
- Outside of the 4:00 p.m. - 6:00 p.m. time period, there were significant queues on S. Eton, particularly around 3:30 p.m.



Vice-Chairperson Edwards noted that school lets out at 3:30 p.m.

Ms. Kroll continued her presentation, adding:

- The long queues on S. Eton around 3:30 p.m. were caused by the protected left turn going into the Whole Foods parking lot. F&V looked at the possibility of eliminating the protected left turn and replacing it with permissive left turns which operate between 4:00 p.m. - 6:00 p.m.
- Southbound right turns on N. Eton have a green arrow during two periods each cycle: once as an overlap phase with adjacent signals when S. Eton is running, and once during the 17 seconds the intersection allows for the Whole Foods approach. The right-turn arrow times ended up totalling approximately seventy seconds per cycle. Eliminating the 17 second leg still left about 50 seconds of southbound right turns, allowing for the clearance of southbound right turns.
- As a result, F&V recommends turning off the southbound right-turns at the same time the northbound lefts are exiting the Whole Foods approach. This eliminates the conflict beneath the bridge.

Chairperson Slanga reminded the Board that at the N. Eton intersection the only concerns were the two turning lanes. The table of alternatives shared at the Board's January 3, 2019 meeting had Alternatives 1 & 2 with permissive turns which feature flashing lights that allowed both lanes to turn together. Alternative 3 would allow each lane an opportunity to turn. The change being proposed is a revised cost and a recommendation to look at Alternative 3.

Ms. Kroll explained to Chairperson Slanga that Alternative 2 is only different from Alternative 1 in that it provides a short amount of time for protected turns. Alternative 3, in contrast, turns off the southbound right turns because F&V found the right-turn lane already had enough time during the 120-second cycle length to clear. The northbound left turns only have 17 seconds, so F&V wanted to make sure that all 17 seconds were given to the Whole Foods approach in order to allow the Whole Foods approach to clear those vehicles and to avoid the southbound turns filling up the queue space under the bridge.

Ms. Kroll confirmed for Mr. Rontal there will be a red right arrow shown to the southbound right turn lane during the 17 seconds allotted for northbound right turns.

Vice-Chairperson Edwards said Alternative 3 would not improve the efficiency of the traffic flow at the intersection, but would make the intersection safer. She said drivers heading southbound into the intersection and attempting to turn right encounter a lower level of service. She also confirmed that she understood why Alternative 3 was being suggested, but that some people driving the intersection might be displeased with the change.

Mr. Isaksen pointed out that the level of service for the southbound right turn is still one of the highest on the table, and suggested that as a result the southbound right turns will be least negatively impacted by a small loss in level of service.

Vice-Chairperson Edwards agreed with Mr. Isaksen, just saying that some of the neighbors of the intersection are grumbling about the possible change.

Ms. Kroll noted the southbound right turns are still ranked 'C' for level of service in Alternative

3, which is adequate and only causes an additional 10-12 second wait for the turn. She also explained she used the recommendations from Alternative 3 as the baseline conditions to evaluate all the alternatives listed for Maple Road / S. Eton – Pedestrian Improvements, in order to clarify their compatibility.

The Board was then shown modelling of the existing conditions as well as Alternative 3.

Dr. Rontal explained that the westbound left-turn out of Whole Foods would be synchronized with the eastbound left-hand turn out of N. Eton. The southbound N. Eton traffic turning left to go eastbound onto Maple is synchronized with northbound left-turn going westbound into Whole Foods.

Ms. Kroll confirmed, adding the southbound left is permissive between 4:00 - 6:00 p.m., causing cars to yield to any traffic leaving the Whole Foods driveway.

Vice-Chairperson Edwards expressed concern that when parents go to pick up their children from Pembroke School around 3:50 p.m. the intersection gets overwhelmed with cars heading south and trying to make a left.

Mr. Isaksen suggested that maybe there should be another time of day where the signal operation is different to address the school traffic.

Ms. Kroll said that during school drop-offs northbound right turns back up under the bridge due to a westbound protected left turn occurring at the same time. Alternative 3 proposes to create a permissive westbound left turn outside the hours of 4:00 p.m. - 6:00 p.m. in order to allow the northbound right turns to flow more freely.

**Motion by Mr. Isaksen**

**Seconded by Mr. Rontal to recommend approval of Alternate 3 referenced in the F&V report dated January 26, 2019, creating a protected left turn phase for northbound vehicles turning left from the Whole Foods approach, at an estimated cost of \$8,550.**

**Motion carried, 7-0.**

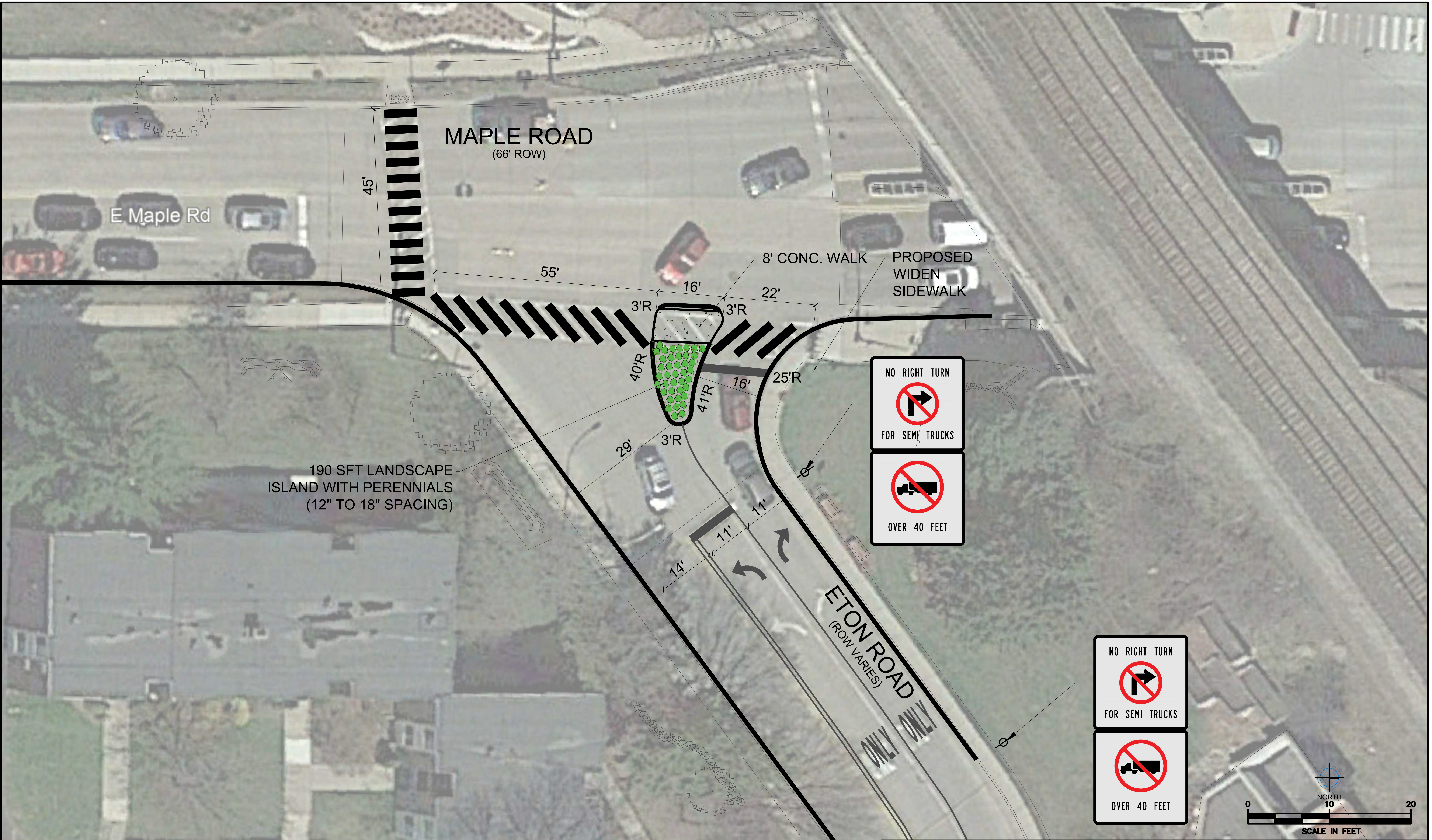
**VOICE VOTE**

Yeas: Isaksen, Rontal, Schafer, Zane, Slanga, Edwards, Folberg

Nays: None

Absent: White

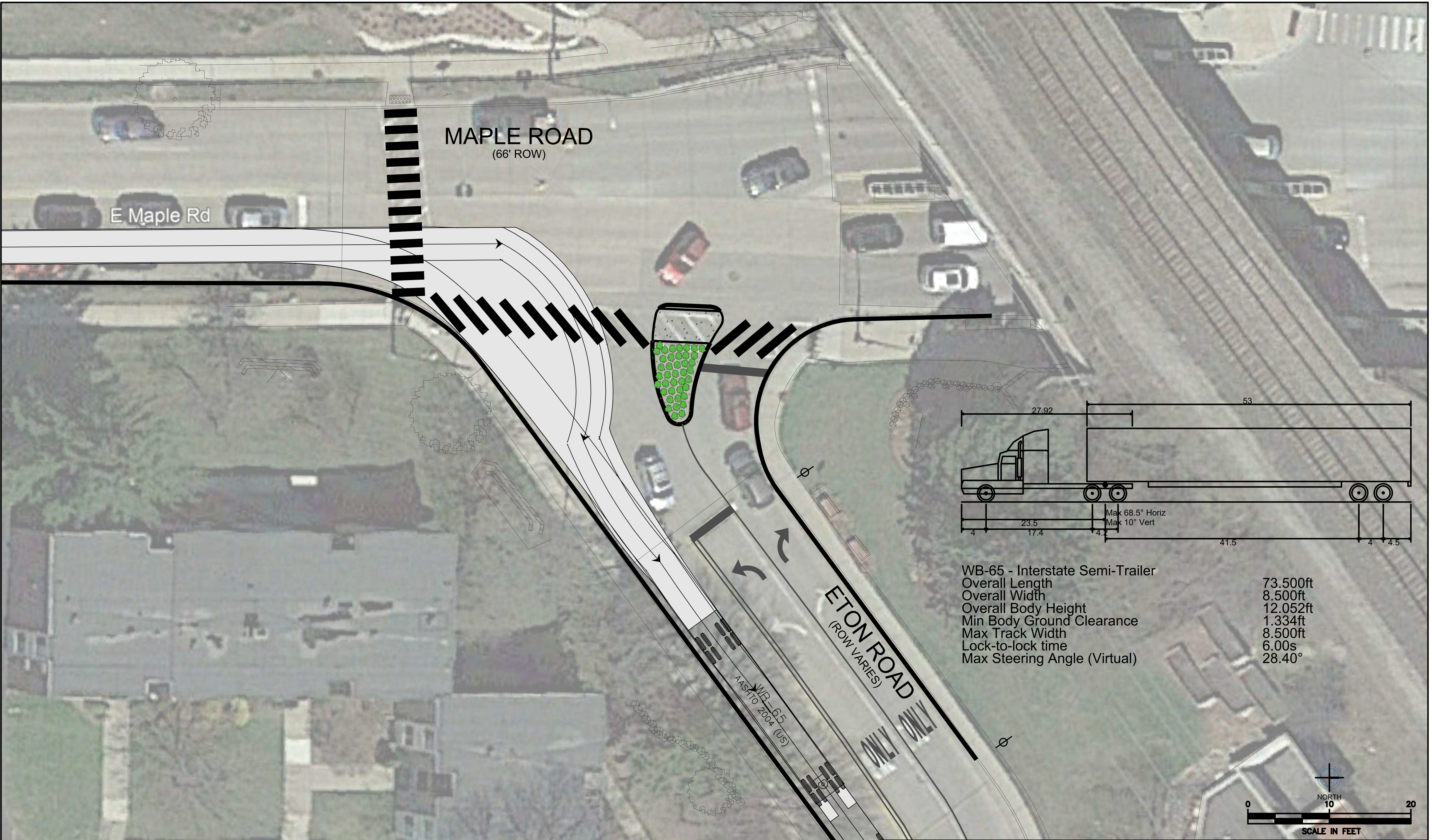




**OPTION 1A WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

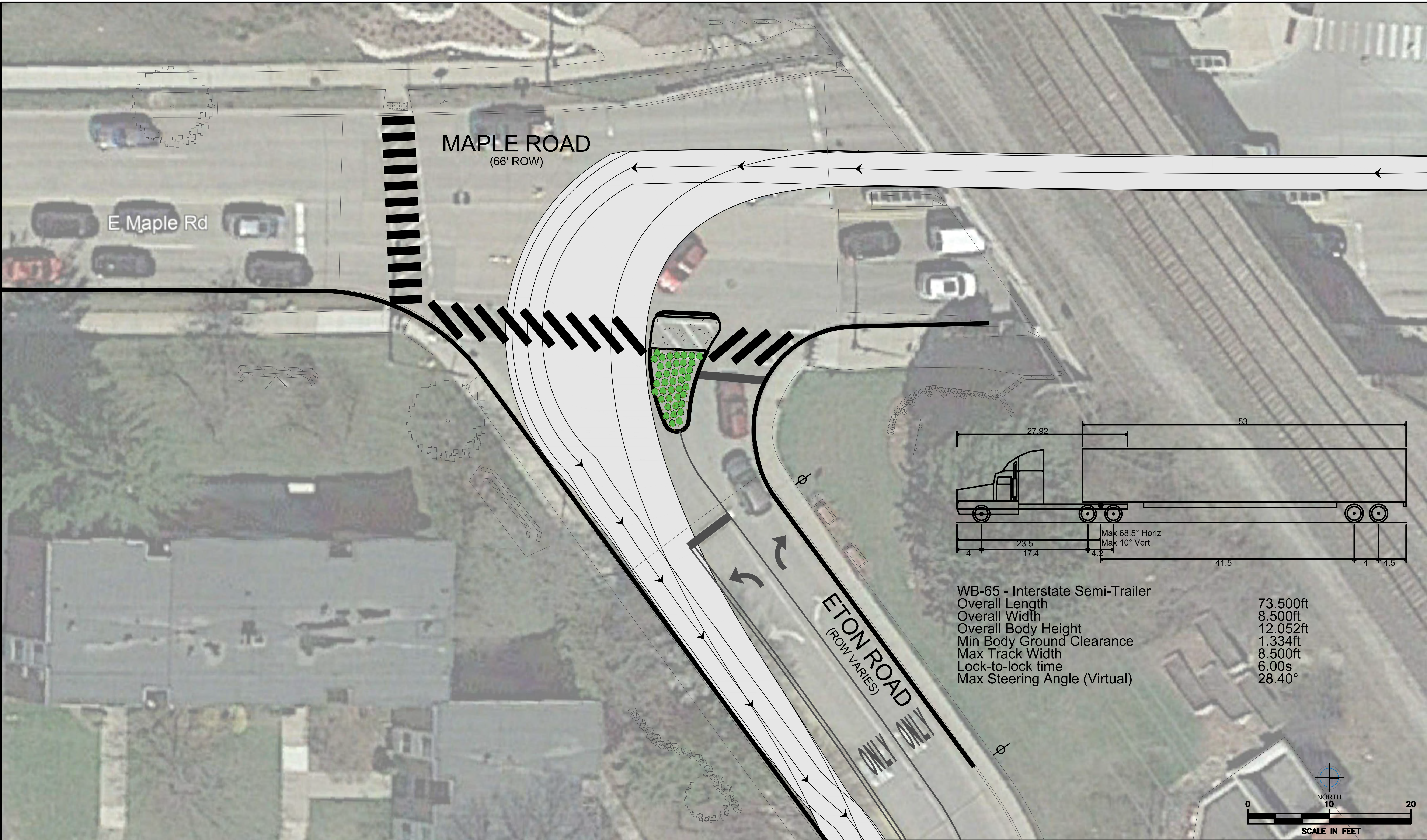




**OPTION 1A WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

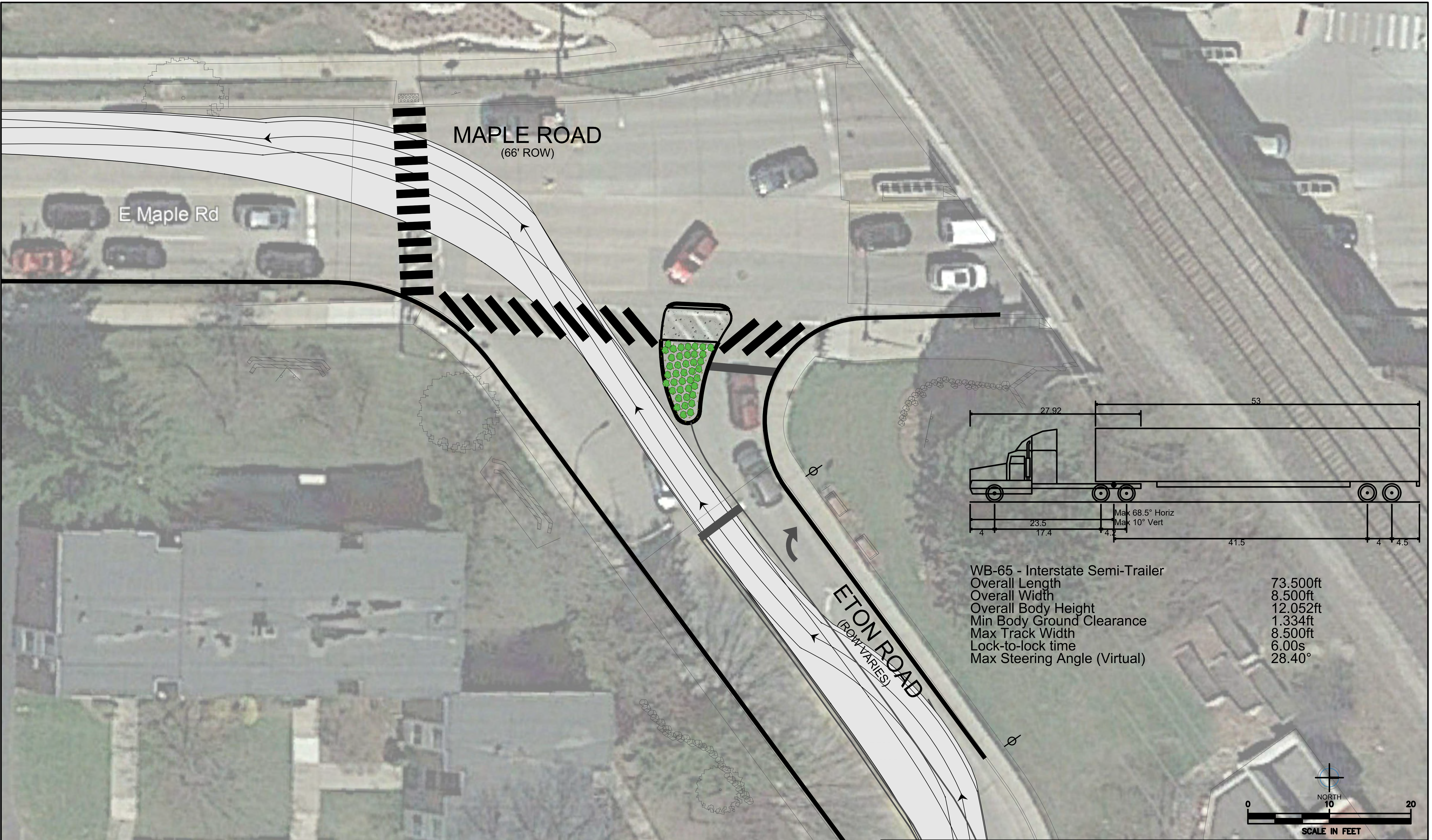




**OPTION 1A WB65  
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**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
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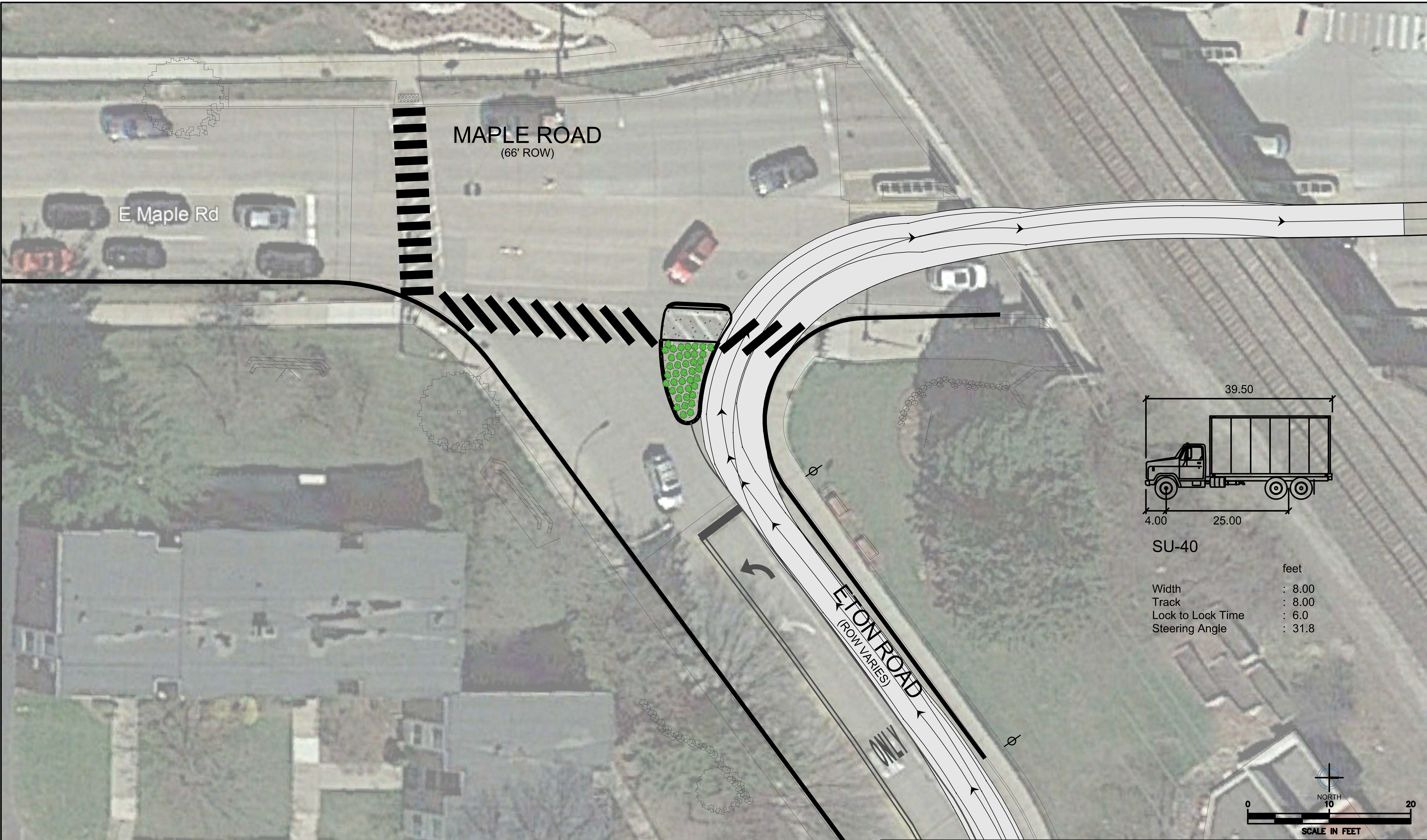




**OPTION 1A WB65  
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**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**





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**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
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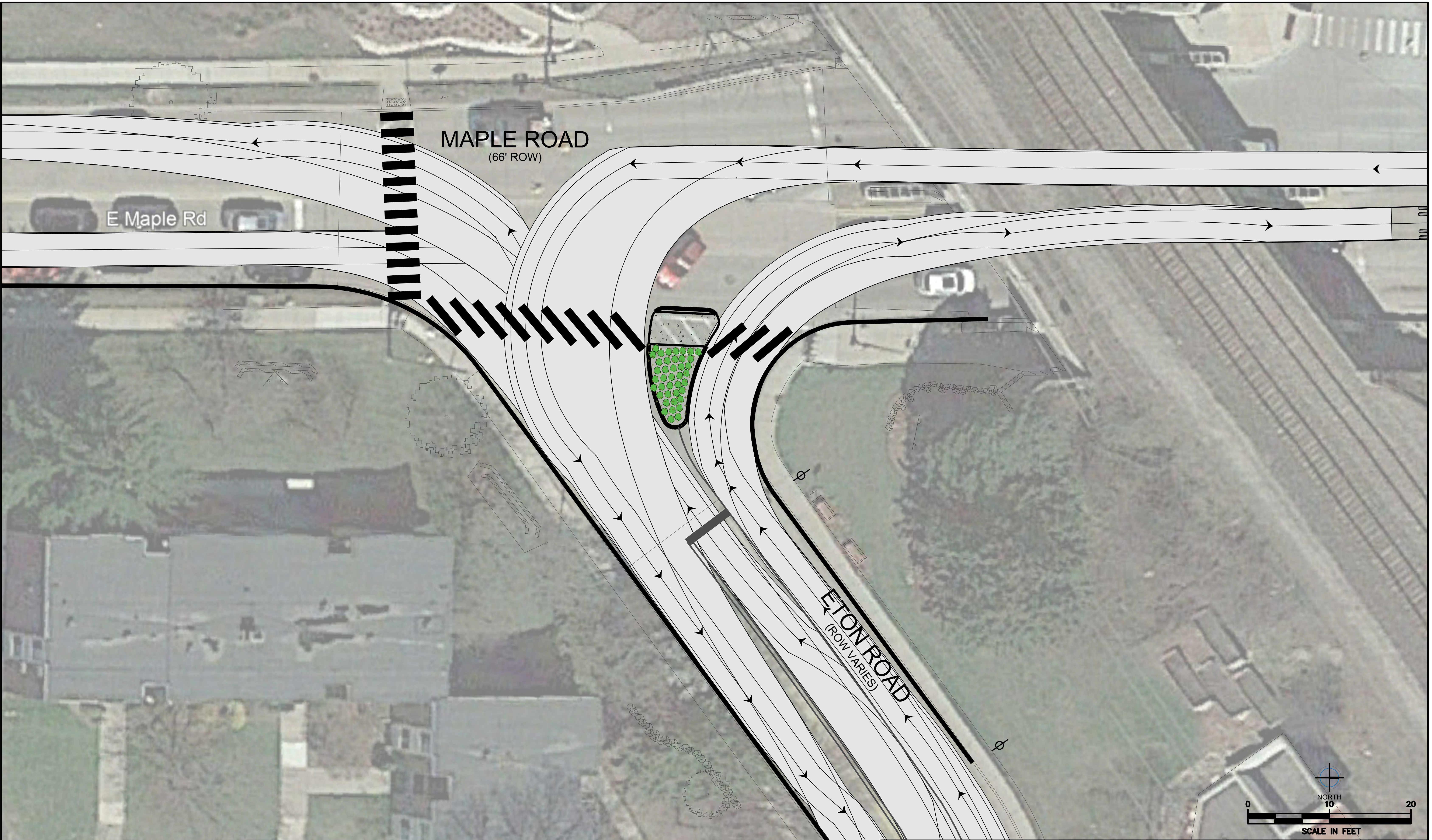
823901

FAV PROJECT NO.

**FLEIS&VANDENBRINK**

DESIGN. BUILD. OPERATE.

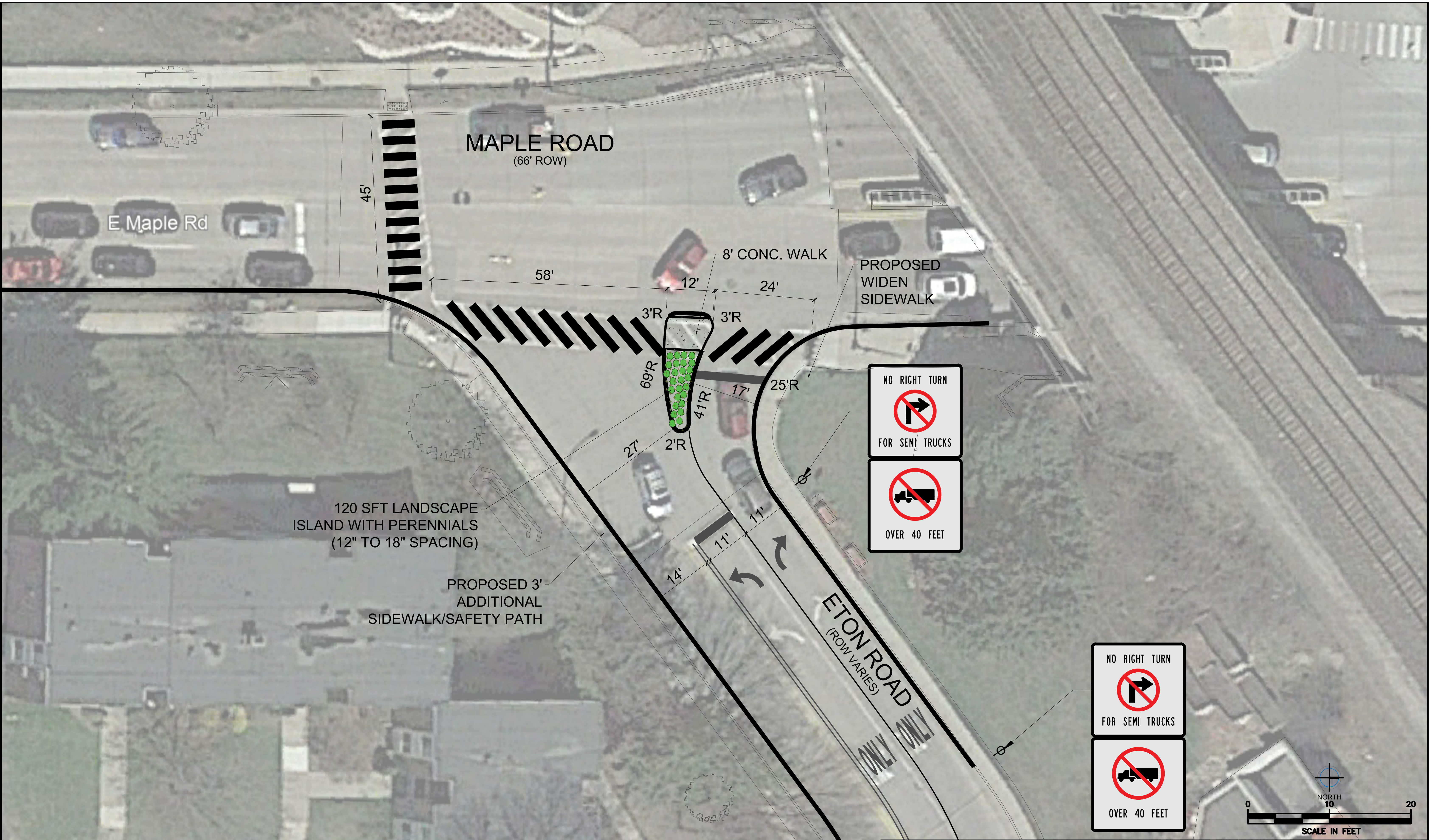




**OPTION 1A WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

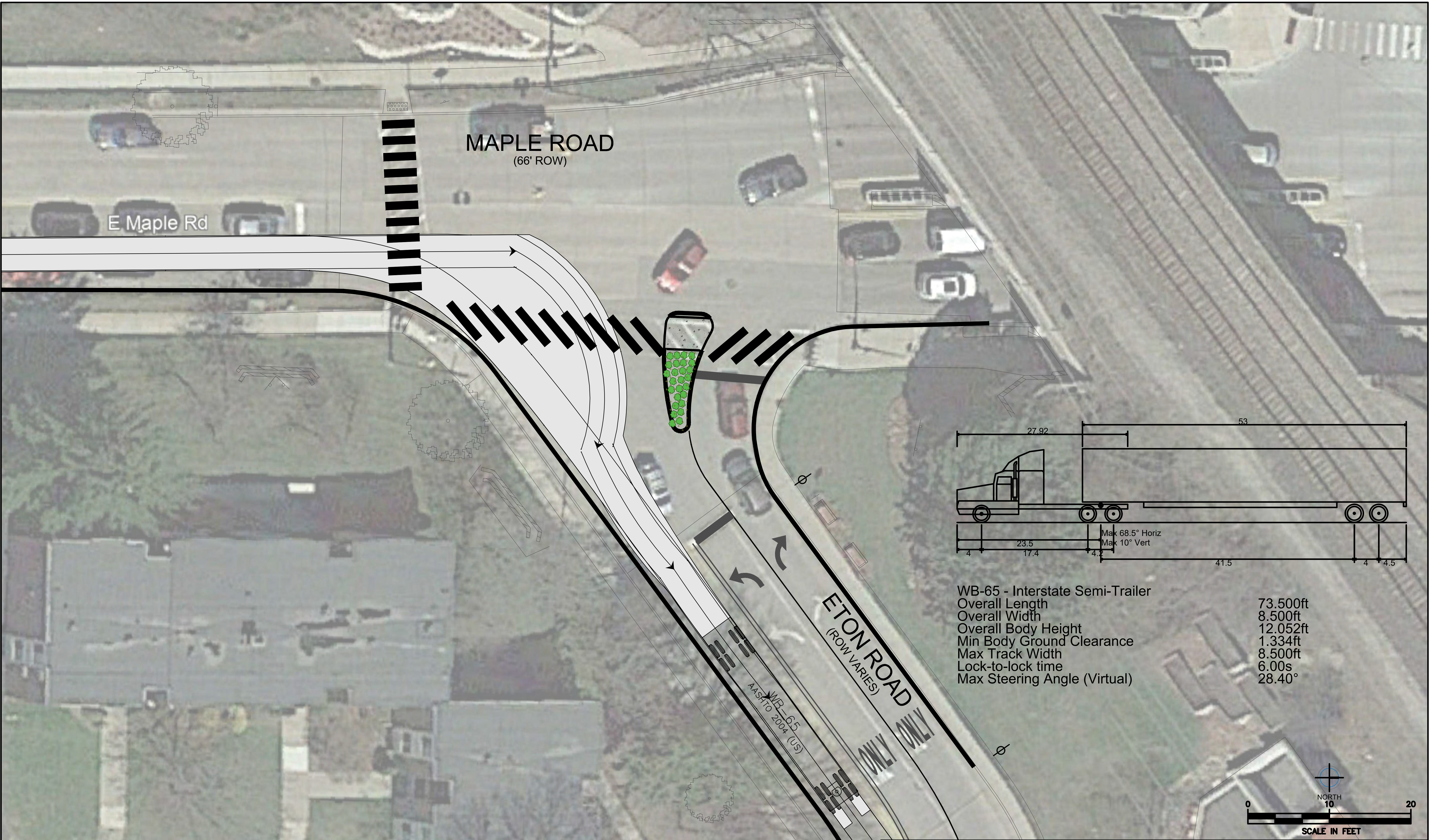




**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





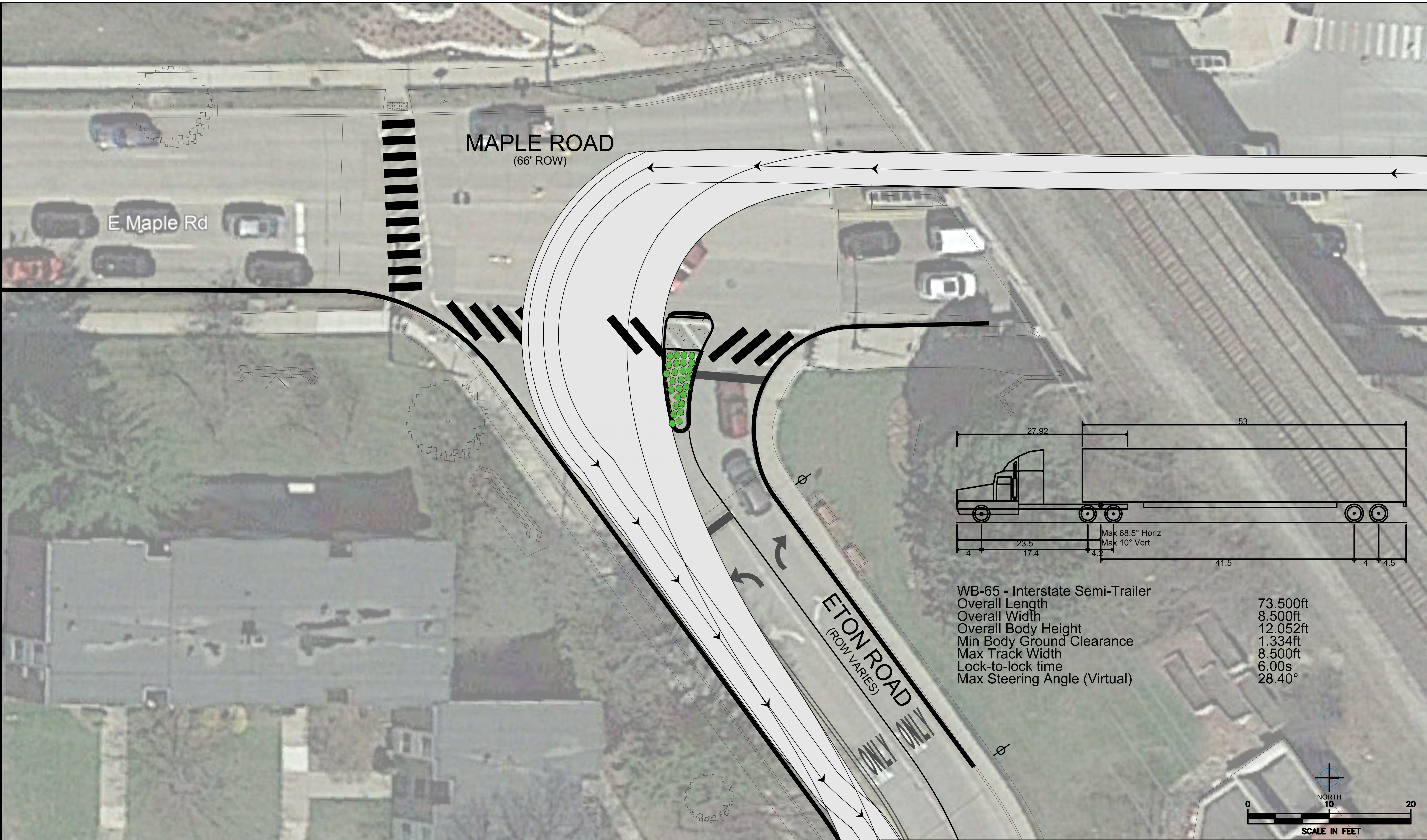
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**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

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F&V PROJECT NO.







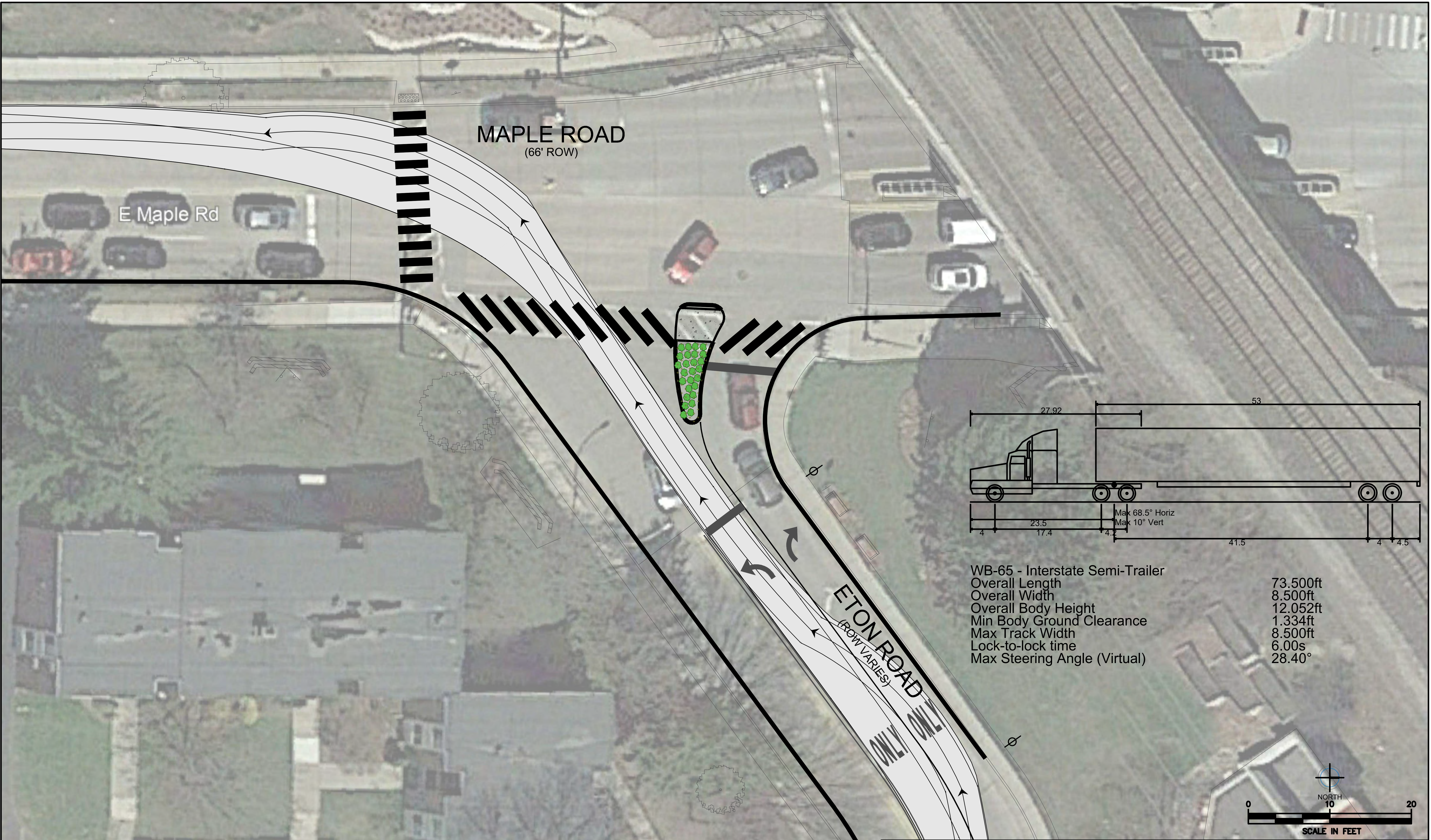
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SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

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F&V PROJECT NO.

**FLEIS&VANDENBRINK**  
DESIGN. BUILD. OPERATE.

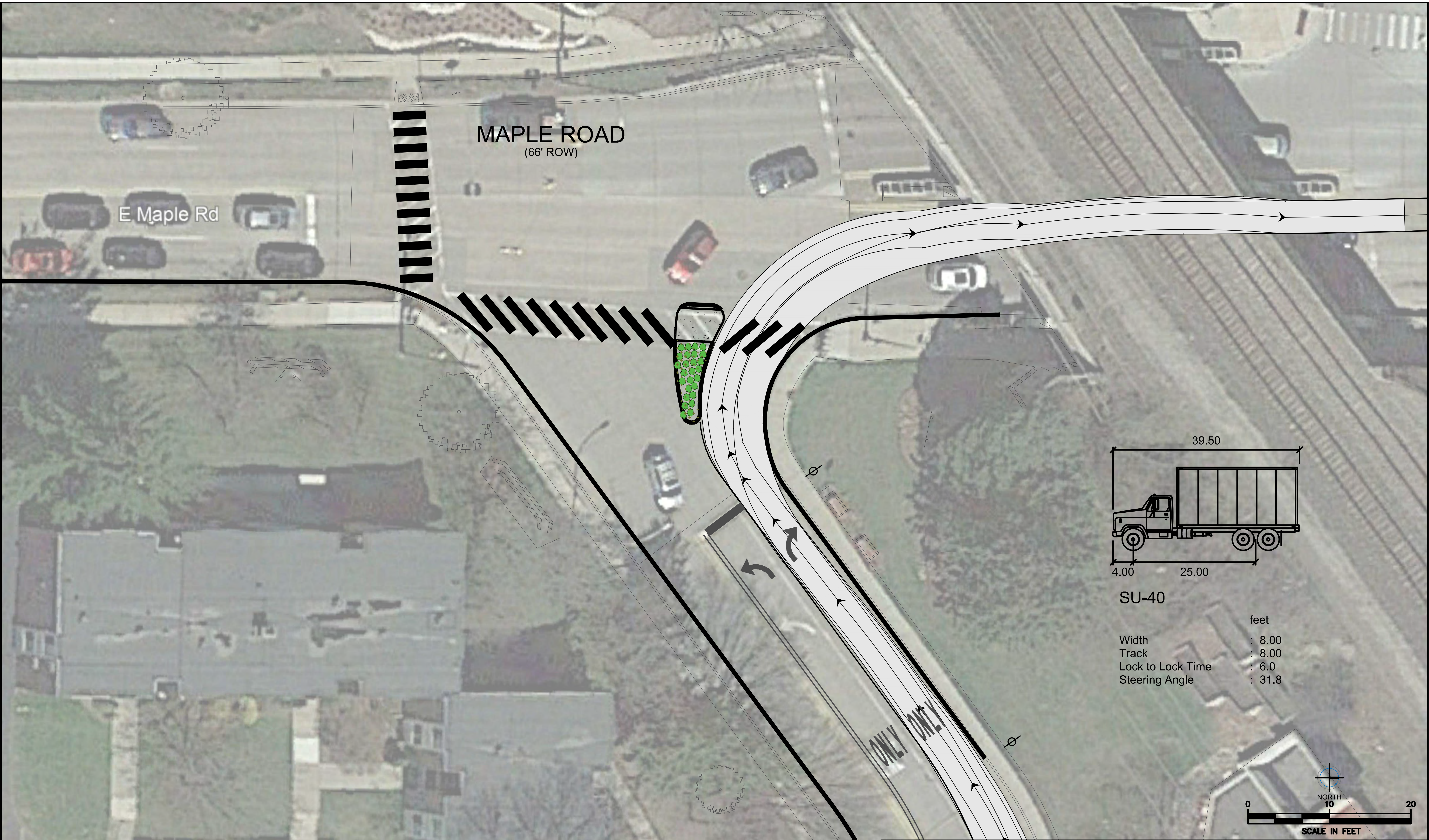




**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
OAKLAND COUNTY, MICHIGAN  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

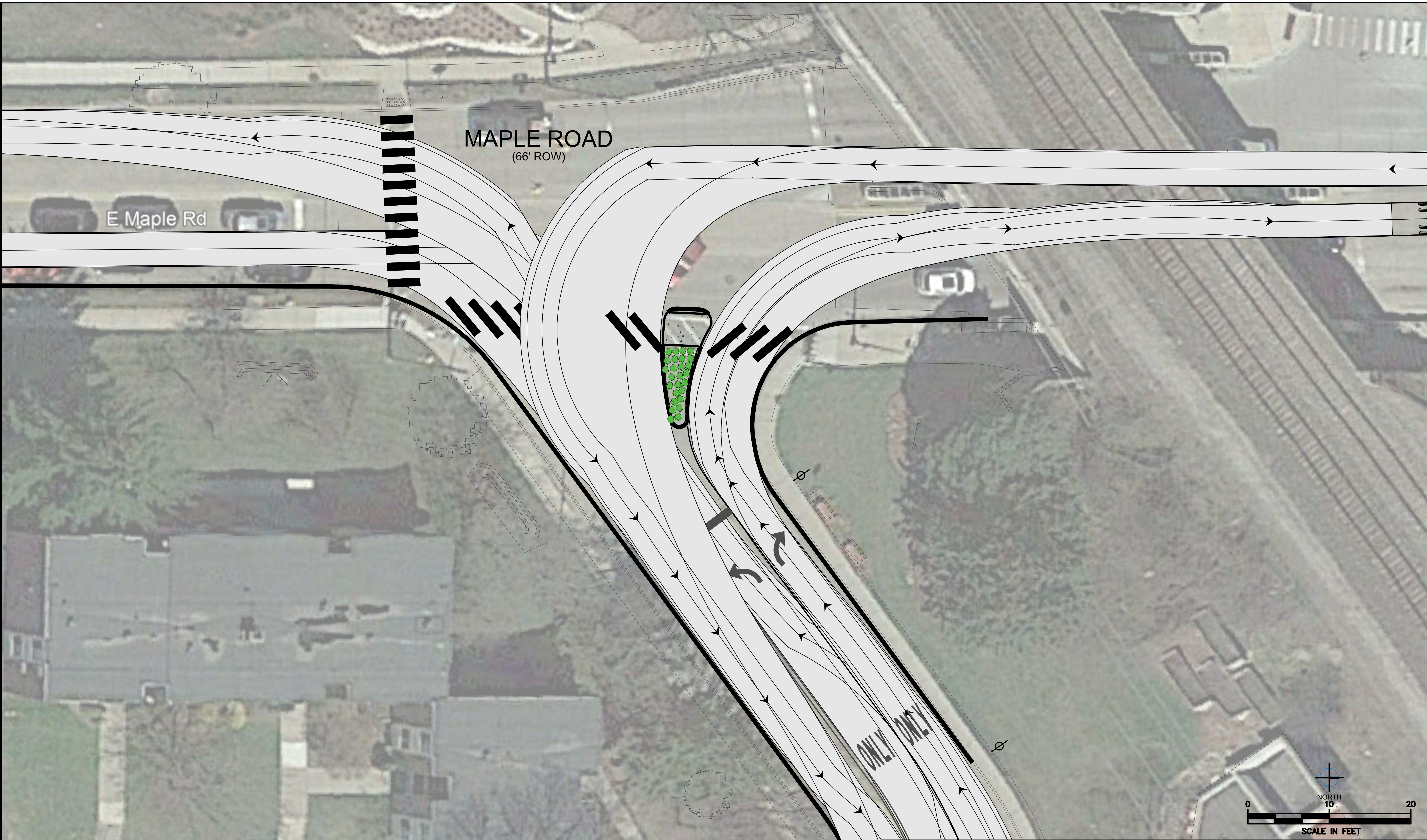




**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

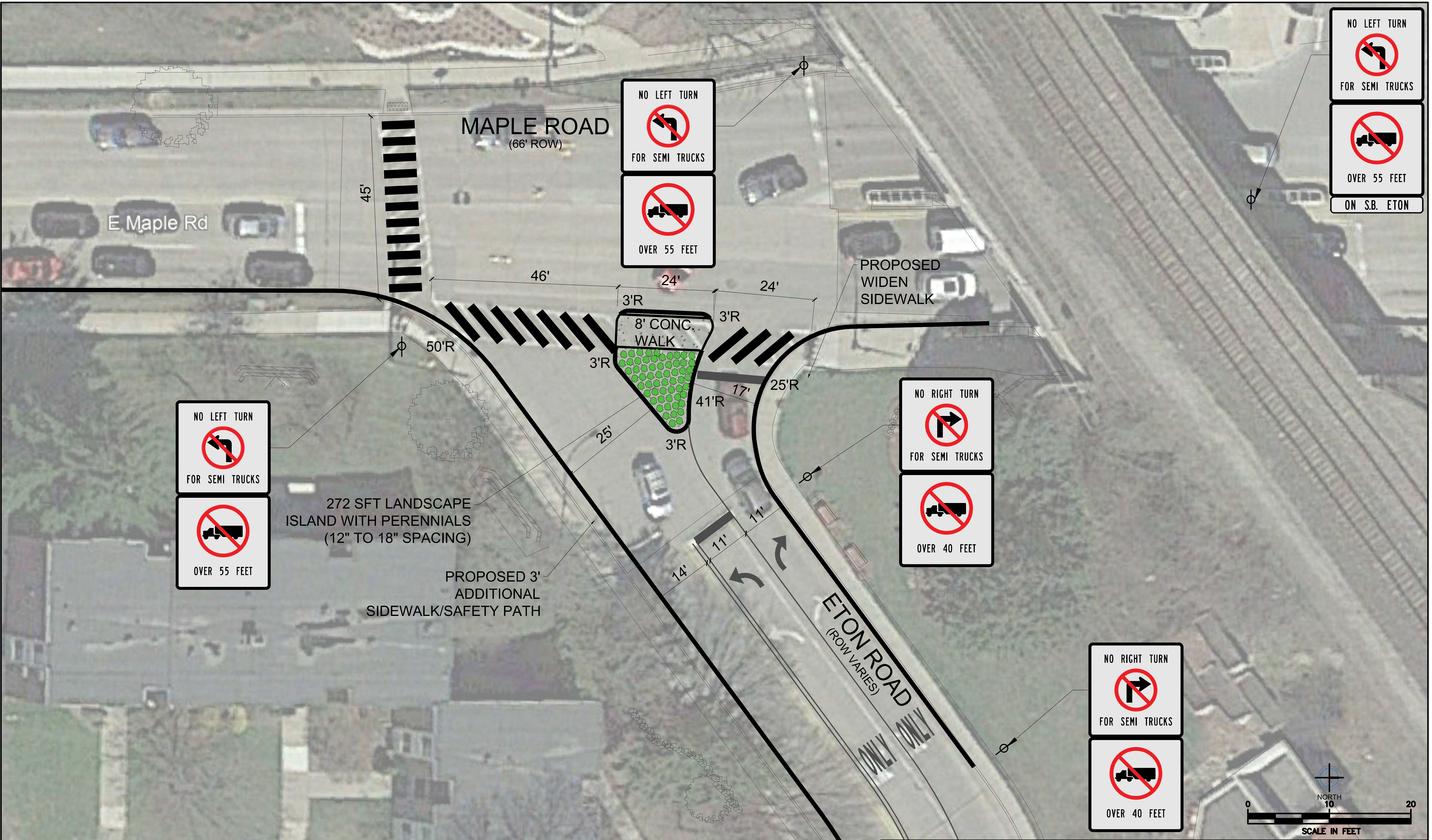




**OPTION 1B WB65  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

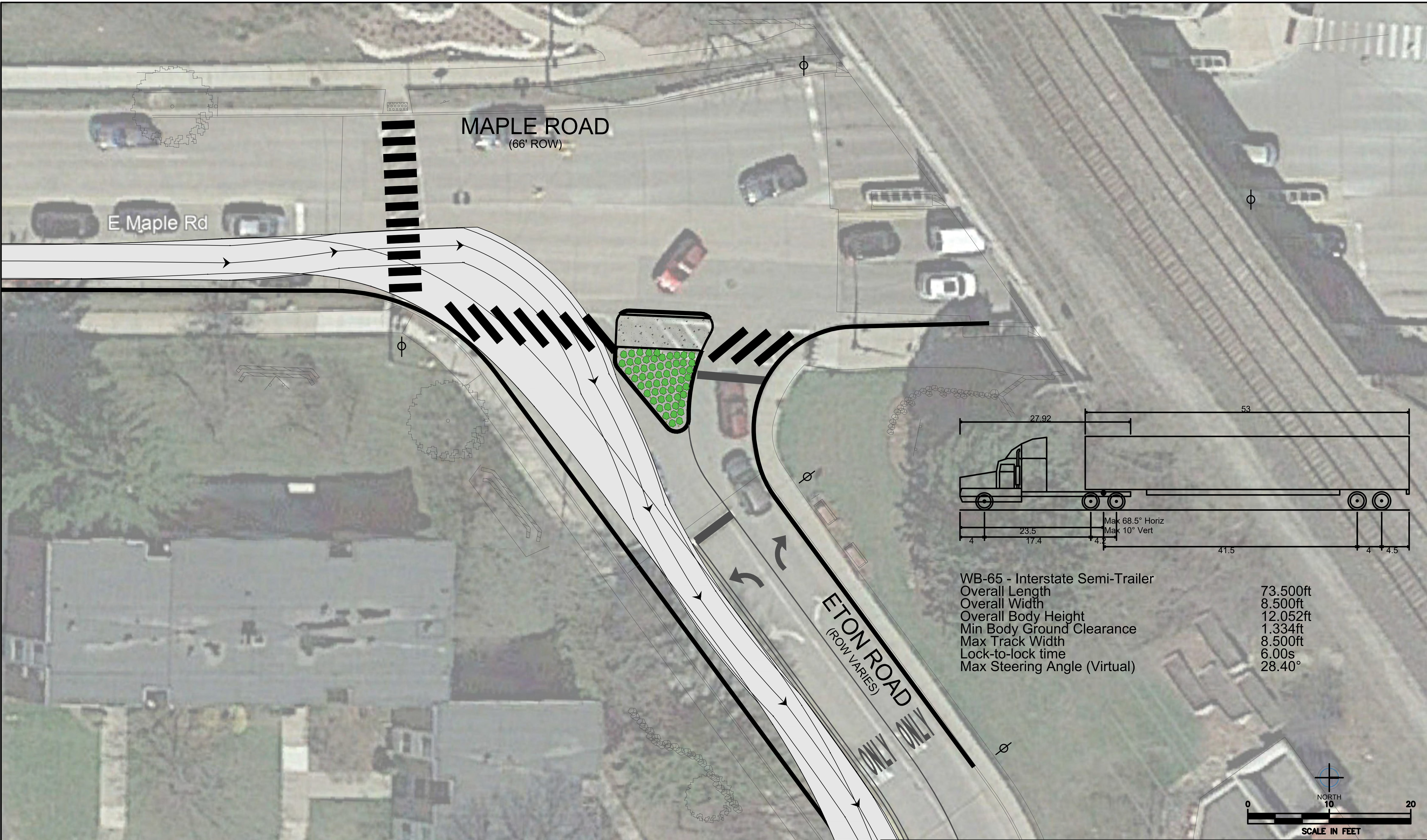




**OPTION 2 WB50  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

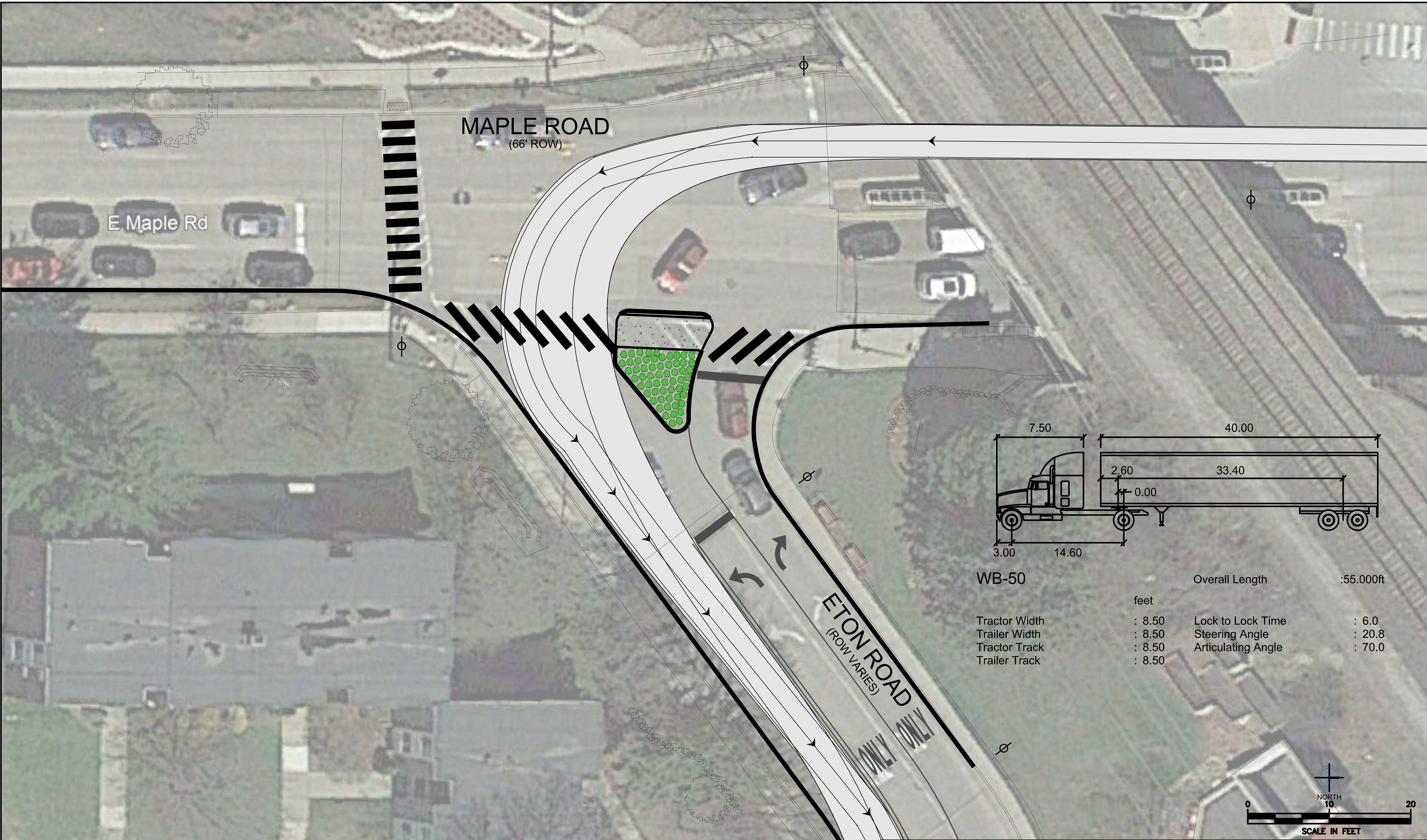




**OPTION 2 WB50  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





**OPTION 2 WB50  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

823901

FAV PROJECT NO.

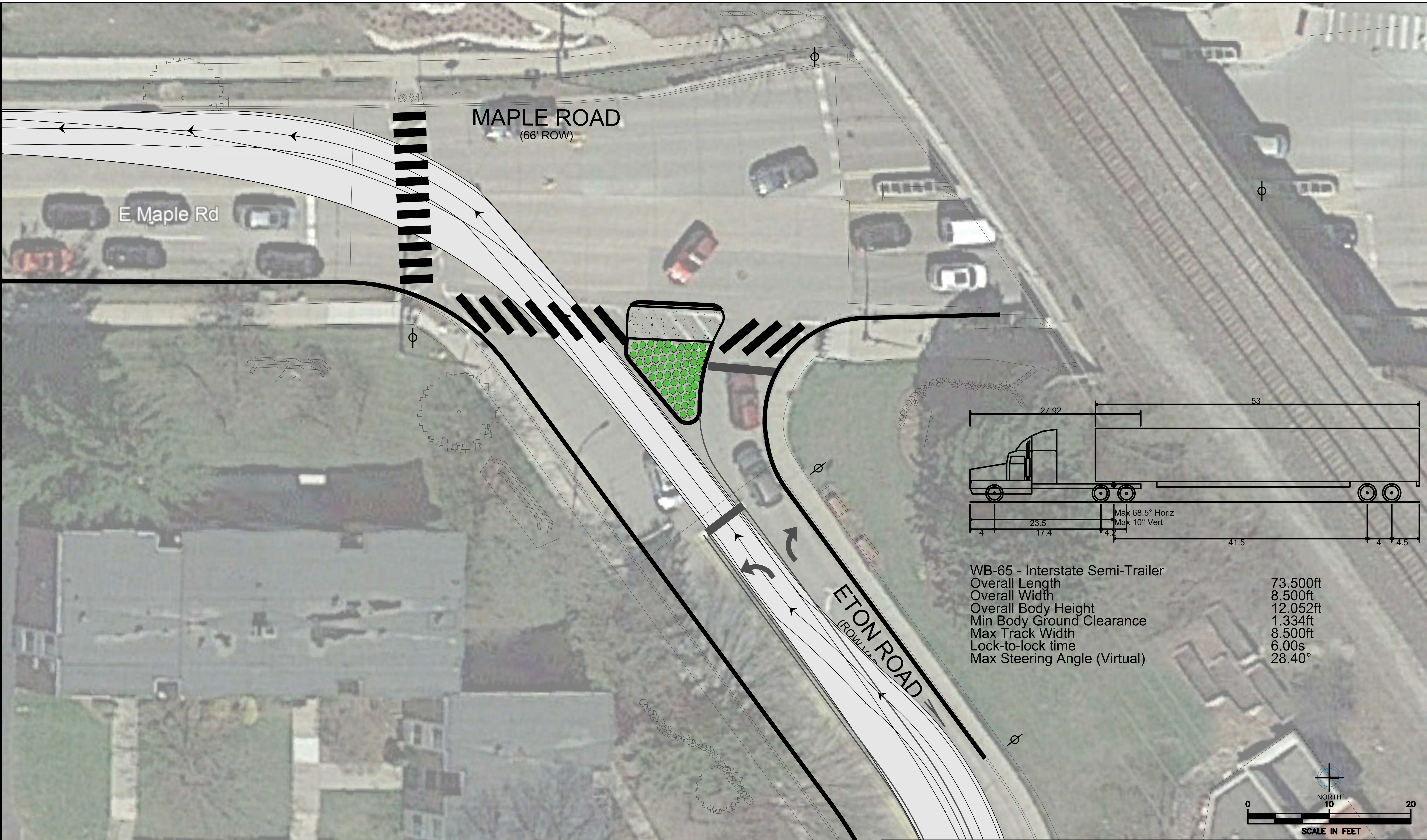
CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN

**SOUTH ETON AVENUE AT MAPLE ROAD**  
IMPROVEMENT PLAN

FLEIS&VANDENBRINK

DESIGN. BUILD. OPERATE.

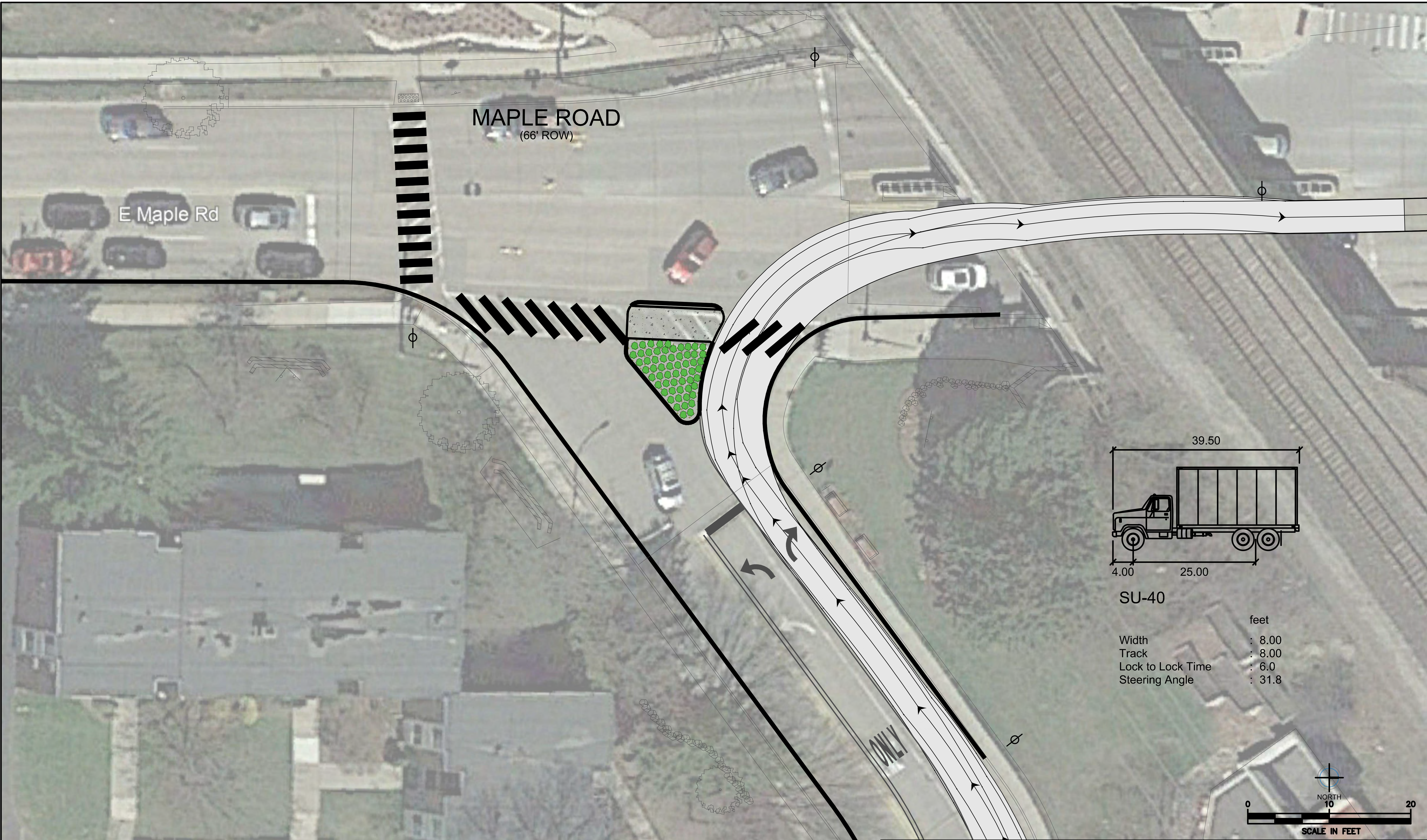




**OPTION 2 WB50  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





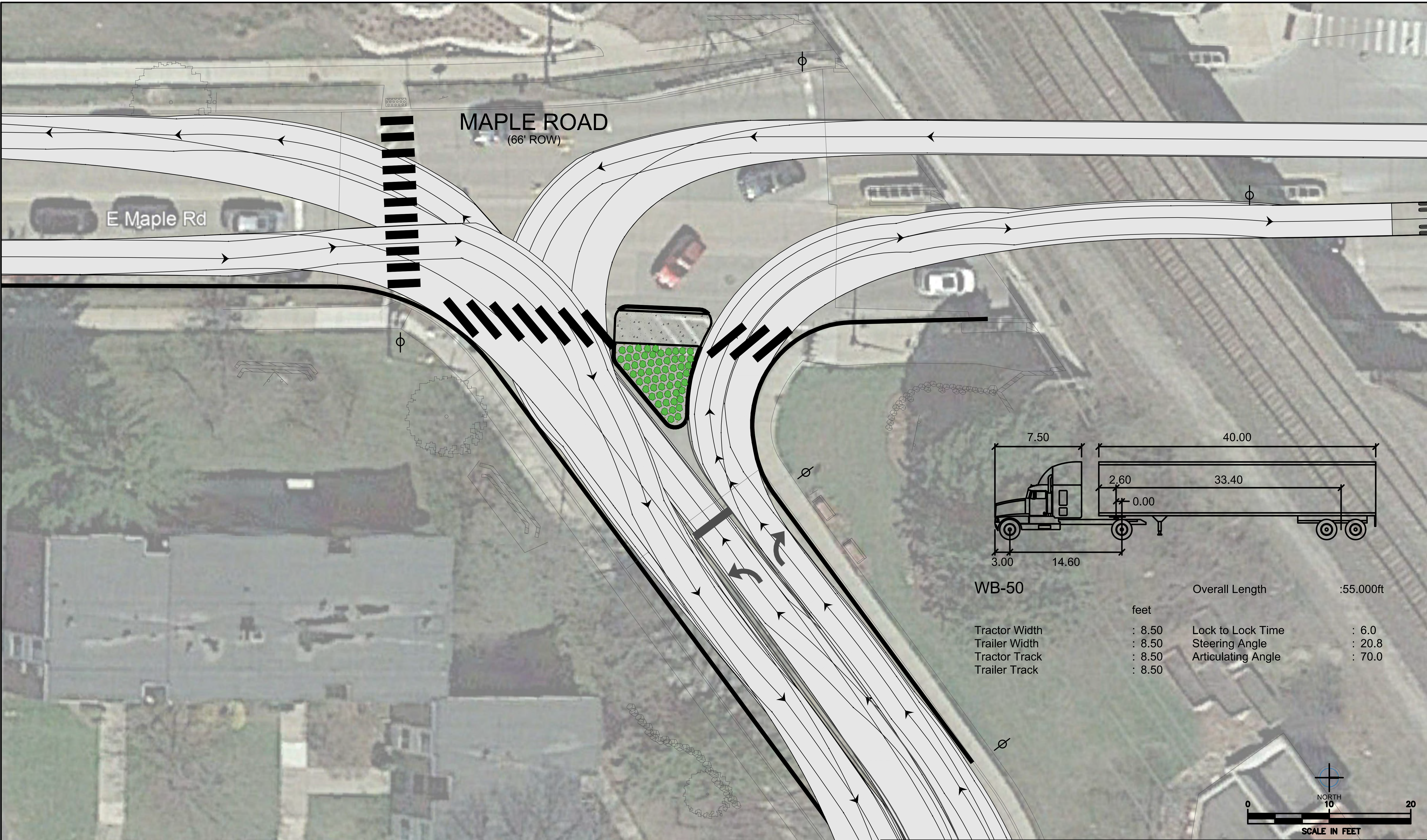
## OPTION 2 WB50 SPLITTER ISLAND

CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN

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F&V PROJECT NO.







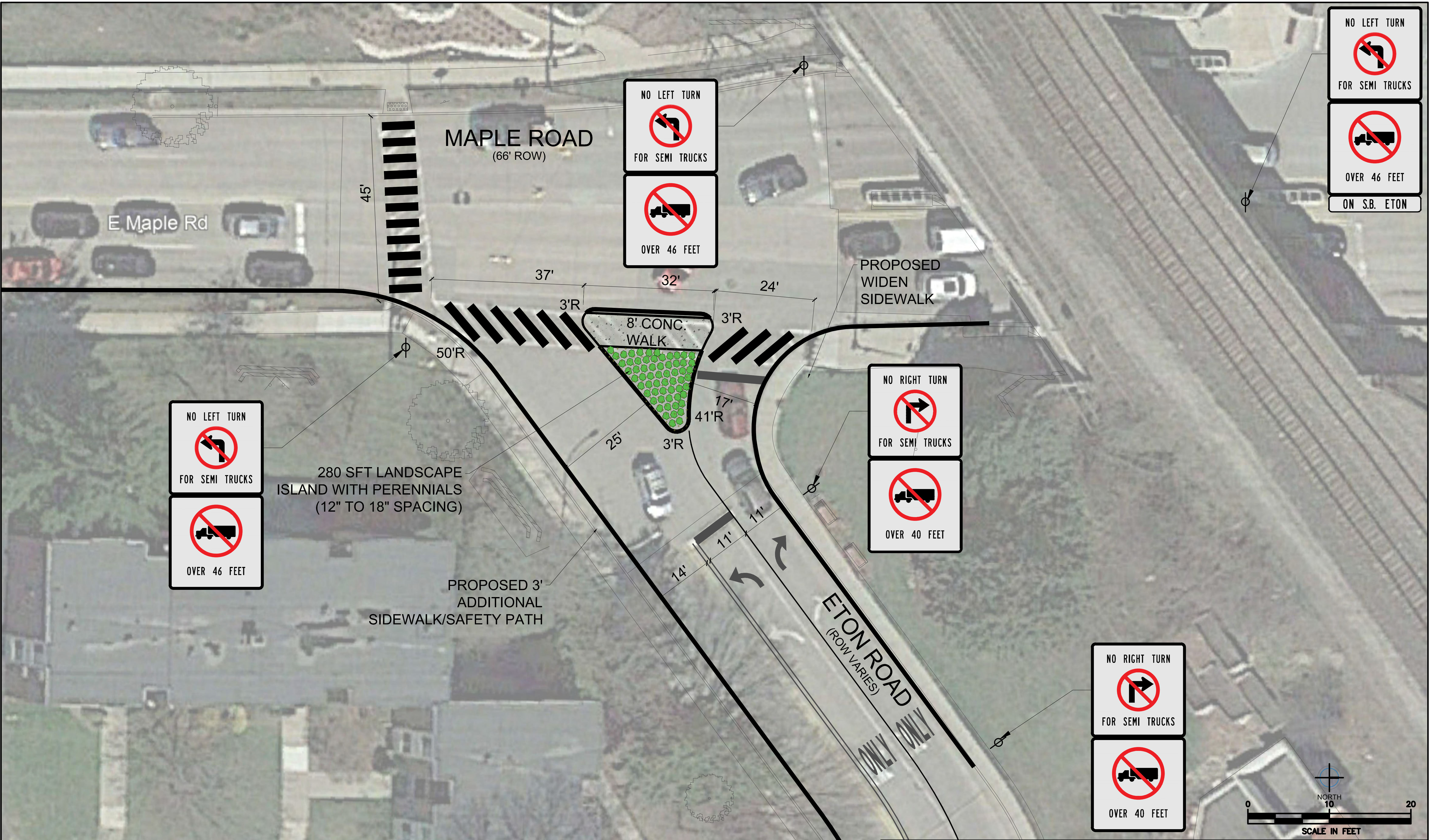
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CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN

823901  
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DESIGN. BUILD. OPERATE.

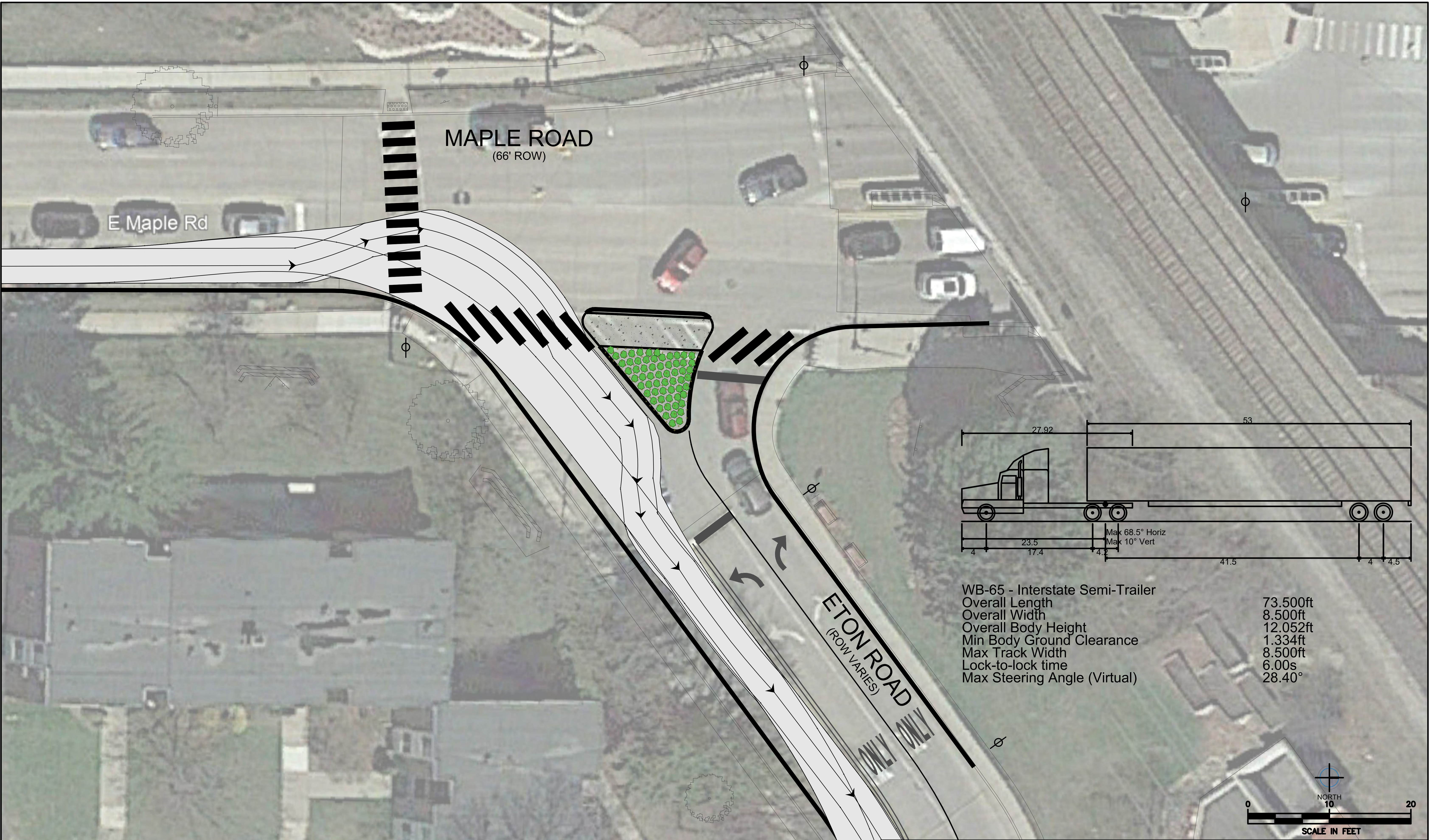




# OPTION 3 WB40 SPLITTER ISLAND

CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN



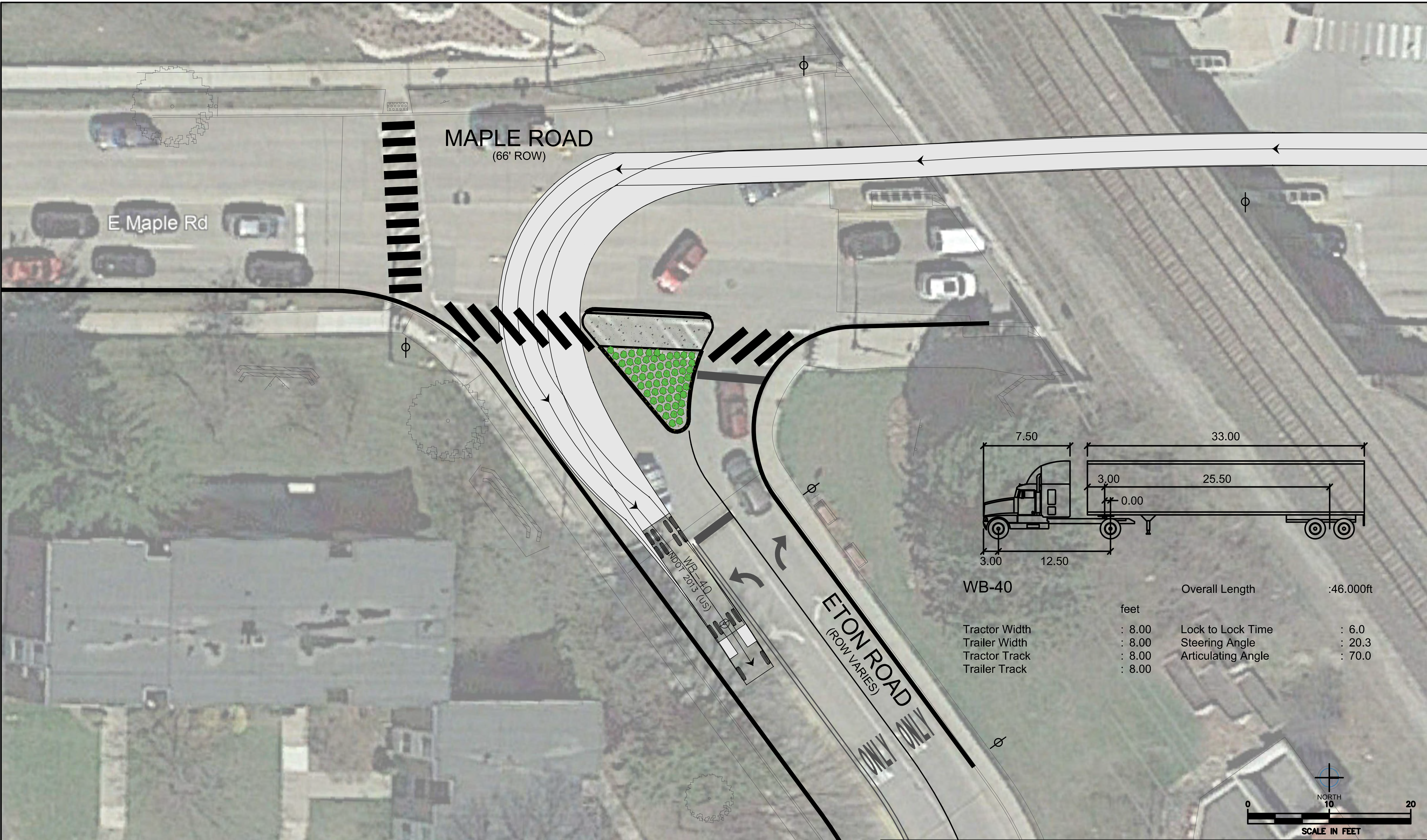


WB-65 - Interstate Semi-Trailer	
Overall Length	73.500ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

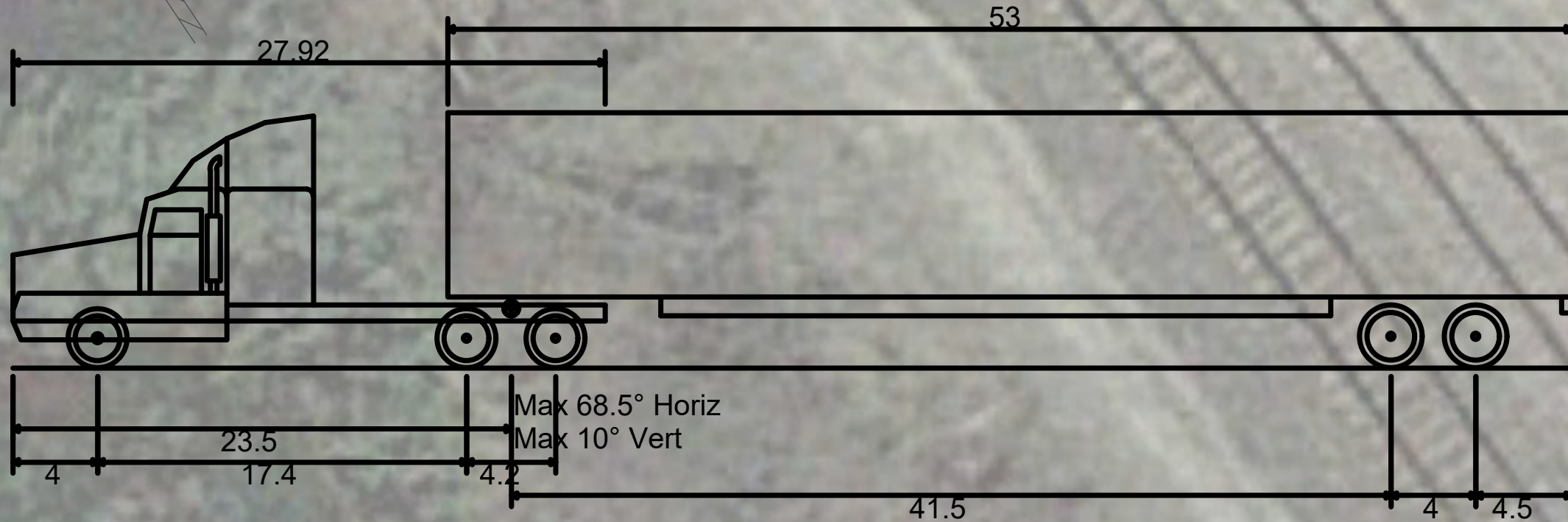
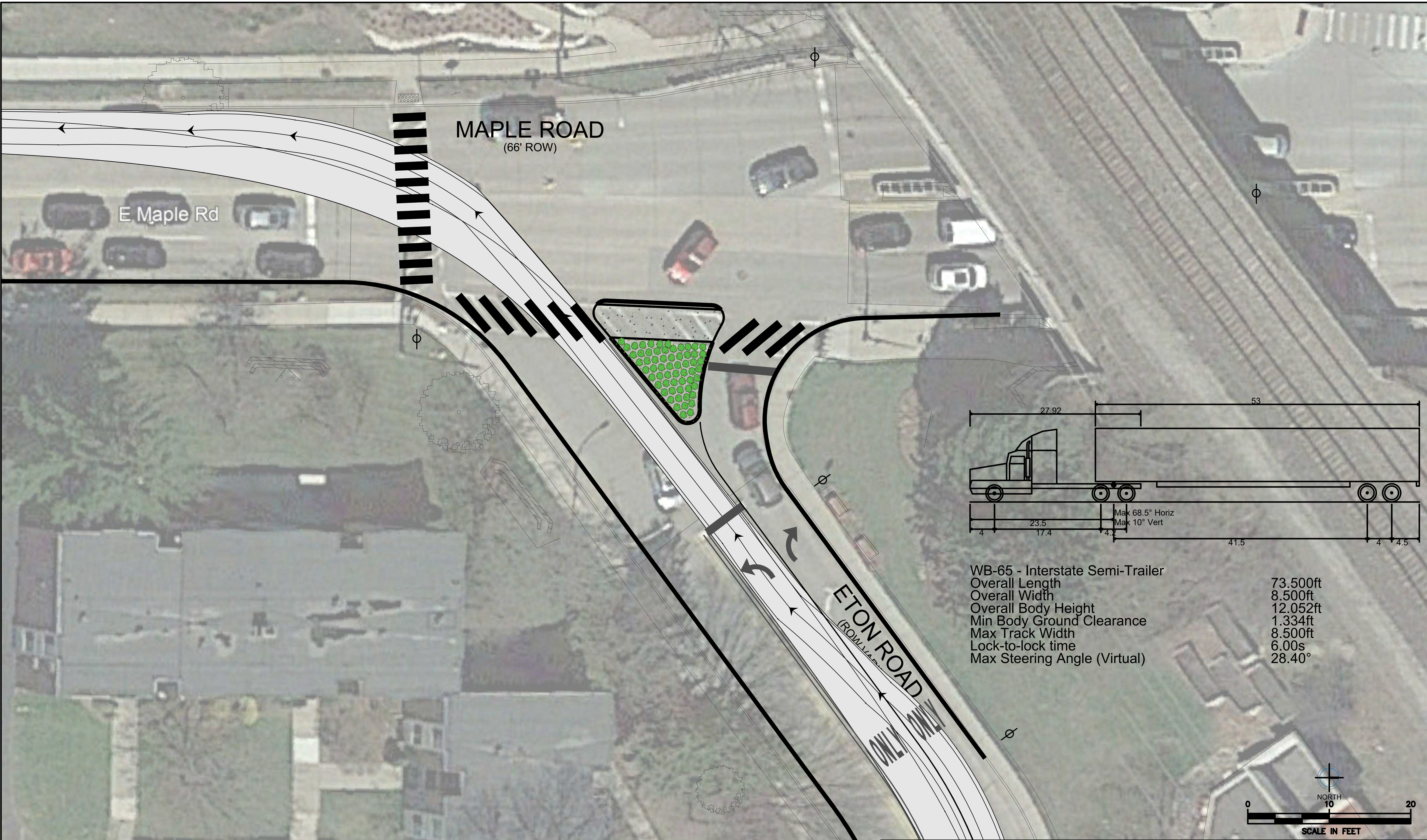




**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





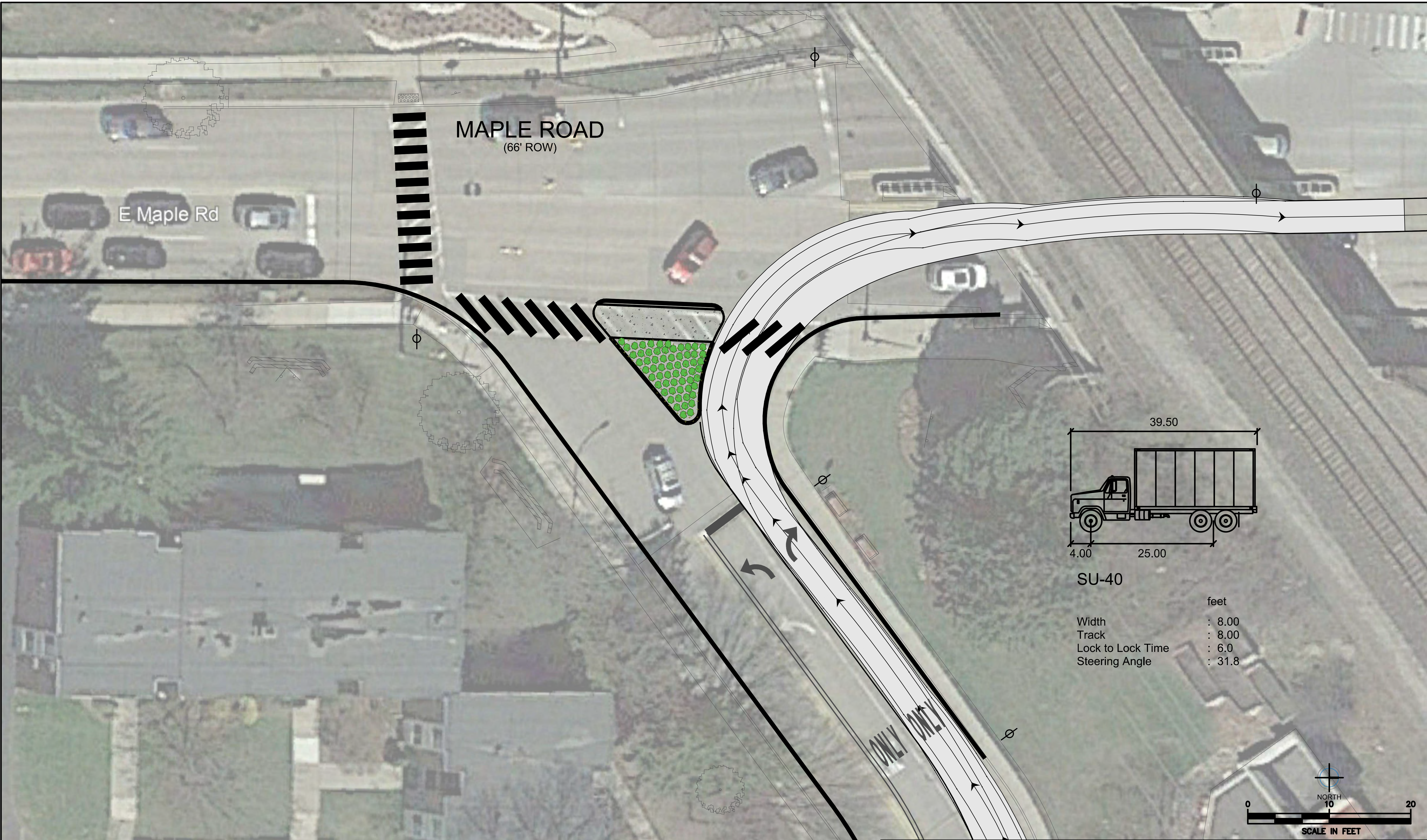
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**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**



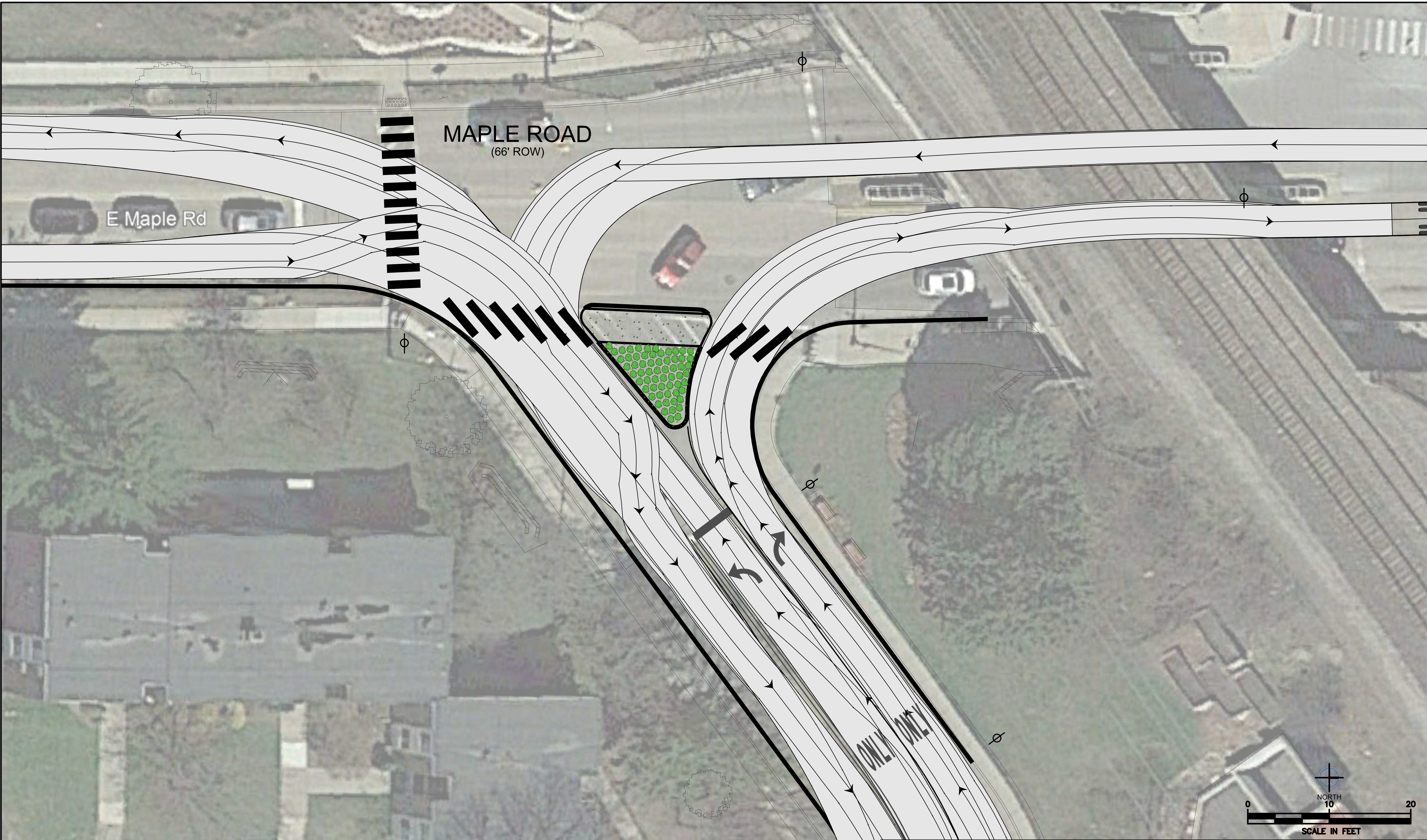




**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





**OPTION 3 WB40  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**



# Maple Road & South Eton Street

## Pedestrian Island

Maple Road

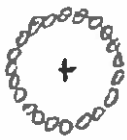
CONCRETE

SIDEWALK

### SYMBOL LEGEND



Potentilla



Yarrow



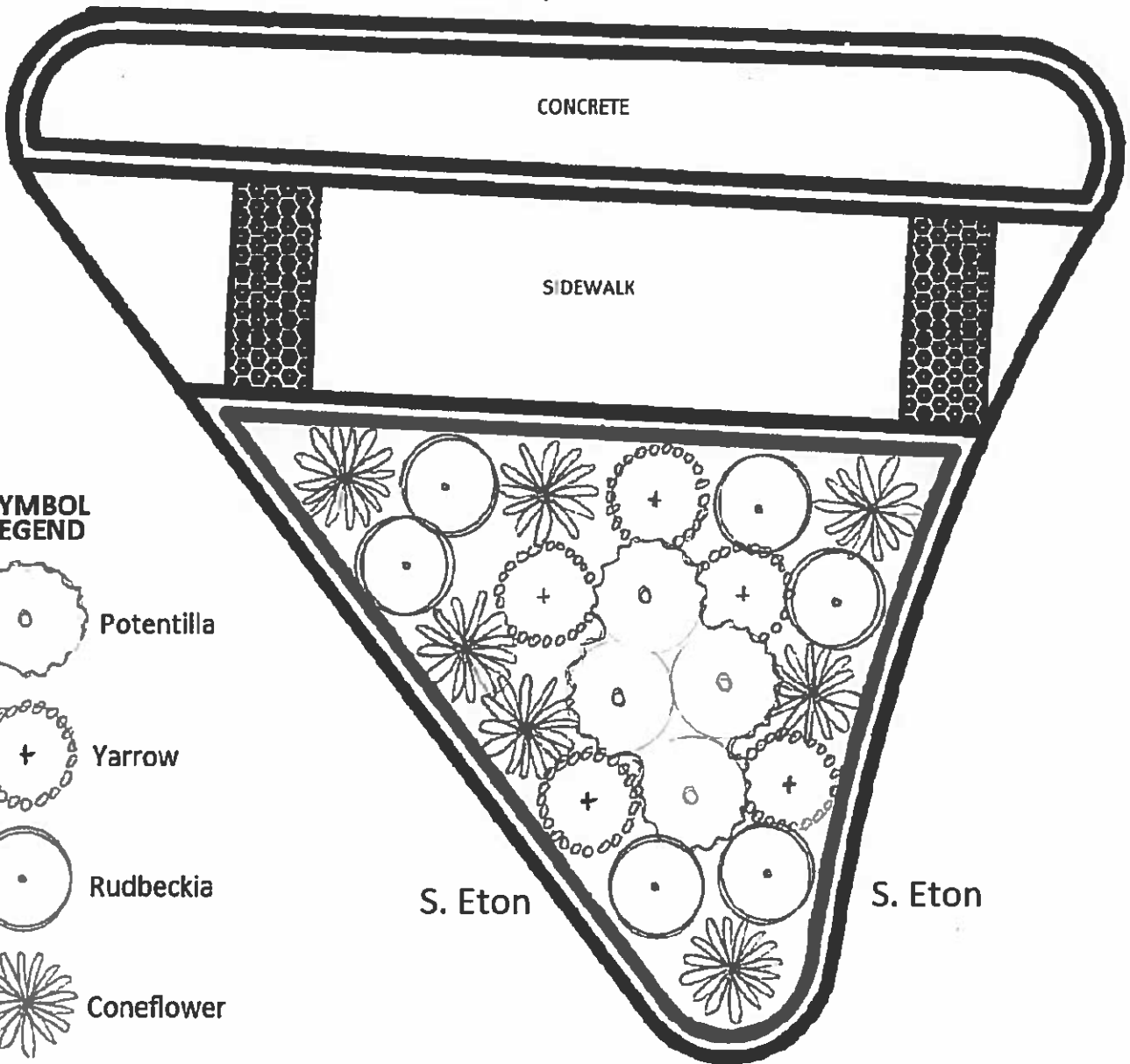
Rudbeckia



Coneflower

S. Eton

S. Eton







Potentilla



Yarrow





Rudbeckia



Coneflower



## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** March 20, 2019

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

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** E. Maple Rd. & Eton Rd. Intersection  
Multi-Modal Transportation Board Recommendations

### INTRODUCTION:

In the fall of 2017, a new Whole Foods grocery store opened at 2100 E. Maple Rd., replacing an office building. Given that the new store would have a driveway entering into the Maple Rd. & N. Eton Rd. intersection, it was anticipated that there would be an impact on traffic flows and demand in this area. Considerable discussion and study went into traffic signal modifications at the Planning Board level, and at the staff level, prior to issuing a building permit. Concurrently, the City formed an Ad Hoc Rail District Committee that studied many issues relative to traffic and parking along the S. Eton Rd. corridor. The findings of the committee were referred to the Multi-Modal Transportation Board (MMTB) for several recommendations. Since certain issues remain unresolved at this intersection, it has been studied again recently by the MMTB. Recommendations in two areas are provided below for consideration of the City Commission.

### BACKGROUND:

#### **A. South Eton Rd. Intersection (West of CN Railroad)**

At the City Commission meeting of August 14, 2017, the City Commission reviewed a recommendation from the MMTB to install a pedestrian island to improve the S. Eton Rd. crosswalk at Maple Rd., in conjunction with other modifications for the S. Eton Rd. block south to Yosemite Blvd. After discussion and review, the Commission did not feel the issues of pedestrian demand vs. the needs of truck turns and vehicle turns had been explored fully. Further, there was interest in seeing if pedestrian traffic patterns changed upon the opening of the Whole Foods grocery store.

New traffic count data was obtained in September, 2018. It was compared to data collected in 2015. F&V noted the following points of interest:

- Vehicular traffic overall did not change much, except that southbound right turns from N. Eton Rd., as well as through westbound traffic increased measurably. Neither of these increases could be attributed to Whole Foods.



- Pedestrian activity on the west side of the intersection remains stable both before and after the opening of Whole Foods. Pedestrian traffic did increase measurably for the crosswalk crossing Maple Rd. at N. Eton Rd. (traffic to and from the Pembroke Park Subdivision).

With the above data, traffic consultant F&V was asked to consider every possible option of ways to modify the S. Eton Rd. intersection to improve walkability. As noted in their memo, the following base parameters were used in the design:

- The existing south side crosswalk at S. Eton Rd. exceeds the maximum length of a crosswalk per AASHTO recommendations. While it is recommended that crosswalks not exceed 60 ft. in length, the current crosswalk is 88 ft.
- If a splitter island is installed as was recommended initially, the raised island must have a minimum width of 6 ft., preferably 8 to 10 ft., to provide a safe feeling refuge if a pedestrian needs to stop and wait there. (The time provided to use this crosswalk is more than sufficient for pedestrians to cross without stopping at the island, however, if a pedestrian starts crossing late in the cycle, they may need to stop in the middle.)
- Since there are commercial tenants located in the Rail District that routinely ship materials using large semi-trailers, and there is no other legal entry and exit point for these vehicles, F&V recommends that the WB-65 truck turning template be used in the design (for more information, the dimensions of a WB-65 truck is featured in the attached memo).

Overall, F&V was able to present nine different design concepts to modify the intersection in an effort to improve conditions for pedestrians. The various reasons that most were eliminated is detailed in the memo. The top candidates for further consideration were Options 1 and 6, which both feature a splitter island design similar to what was recommended previously. The difference between the two is that the crosswalk crossing Maple Rd. was relocated further east on Option 6. When first discussed at the meeting of February 7, 2019, the Board saw benefits in both options. While pedestrians using the crosswalk on Option 6 would benefit from not having potential conflicts with northbound left turns from S. Eton Rd., the close proximity of the bridge abutments, which greatly impacts sight distance for westbound motorists, made some Board members hesitate. Additional time was provided to have an outside pedestrian safety expert that works for the Michigan Dept. of Transportation (MDOT) review the proposed designs. After considering current crash patterns and traffic behaviors, she recommended that Option 6 is the best design, although Option 1 has merit as well.

The MMTB considered the additional information at their meeting of March 6, 2019. The Board considered not only the perceived safety of the relocated crosswalk, but also the level of convenience or lack thereof that pedestrians would feel having to use the island to cross Maple Rd. Issues raised included:

- It had already been established that the small splitter island is not a positive environment for pedestrians to have to stand and wait for traffic to clear. If Option 6 were built, all northbound/southbound pedestrians would be required to wait on the island.
- Northbound pedestrians from S. Eton Rd. coming from the west side of the street wishing to head north and west down Maple Rd. would be forced to go out of their



way to cross Maple Rd., which may result in attempts to cross Maple Rd. where the crosswalk is today, even if not recommended or signed to do so.

In the end, the MMTB did not feel that the benefits of Option 6 outweighed its drawbacks, and recommended on a 7-0 vote to recommend the installation of Option 1, the splitter island with the Maple Rd. crosswalk remaining as it is today.

Although not discussed in detail, the MMTB members clarified that the recommendation includes the other components of the recommendation that existed previously:

- Relocation of the west side curb on S. Eton Rd. from Maple Rd. to Yosemite Blvd., so that the west side sidewalk can be reconstructed at 8 ft. wide instead of its current 5 ft.
- Additional sidewalk width will be added to the southeast corner of the intersection, to improve the waiting area for pedestrians, where additional right-of-way allows this opportunity.
- Sharrows will be added to this block of S. Eton Rd. to encourage the use of the traffic lanes by bicyclists.

## **B. North Eton Intersection (East of CN Railroad)**

The Maple Rd. and Eton Rd. intersection has been operating for over a year in its revised mode. During the months of October through the end of the year, the partial blockage of other streets in the area, such as Coolidge Hwy., 14 Mile Rd., and Adams Rd. due to construction projects resulted in higher than normal demand for this intersection. Additionally, Whole Foods experienced strong traffic demand during the Christmas shopping season, which resulted in problems not seen to such an extreme degree before. Of particular note was the fact that the north and south entrances into the intersection, particularly for traffic turning on to westbound Maple Rd., were conflicting with each other. As in any intersection, left turns are supposed to yield to right turns. However, due to extreme demands, and lack of storage space under the railroad bridge, resulted in unexpected frustrations and driver behaviors. Our traffic consultant was asked to review the issue and provide recommendations.

The issue was discussed at both the January and February, 2019 MMTB meetings. Various options were offered and discussed, with the preferred option being to provide a separate protected phase for northbound drivers exiting the Whole Foods driveway. Doing so would allow for them to not have to enter the intersection at the same time as southbound traffic, which should reduce conflicts. While studying the intersection further, it was noted that a "special" 4 to 6 PM timing that operated every day was working better for northbound S. Eton Rd. drivers than it was during the rest of the mid-day period. Northbound drivers turning eastbound on Maple Rd. were being stopped under the bridge, where little storage room is available, which would reduce the number of vehicles that could be processed for this turn during each cycle, resulting in queues to the south. The total length of the signal cycle is also recommended for a 10-second reduction, to 120 seconds, to fit in better with the other traffic signals on the Maple Rd. corridor. Details are in the attached report from F&V, and the recommended changes are summarized below at the end of this memo.



If approved, we anticipate that this change can be implemented in approximately 60 days, once a new traffic signal can be acquired, and installed through the Road Commission for Oakland Co.

**LEGAL REVIEW:**

No legal review is required.

**FISCAL IMPACT:**

**A. South Eton Rd. Intersection (West of CN Railroad)**

If the City Commission directs staff to proceed with the MMTB recommendation (Option 1), the following improvements will be constructed, at the following estimated costs:

Splitter Island	\$20,000
Landscaping at Island	\$ 2,000
Widened handicap ramp at SE Corner	\$ 1,000
Widened sidewalk and ramps on W. Side (One block)	<u>\$53,000</u>
TOTAL	<u>\$76,000</u>

If approved by the Commission, the Engineering Dept. anticipates that this work may be added to the 2019 Concrete Sidewalk Replacement Program, which will be underway during the upcoming summer. The resolution below includes authorization for these additional funds.

Note that if the City Commission wishes to proceed with Option 6 in the alternative (wherein the Maple Rd. crosswalk is relocated to the east), the estimated cost would include the above items, plus additional concrete, pavement marking, and traffic signal work. Including the \$76,000 cost of Option 1, the total estimated cost of Option 6 would be in the range of \$105,000 to \$130,000 (an increase of 36% to 71%), per F&V.

**B. North Eton Intersection (East of CN Railroad)**

The recommended traffic signal modifications (Alternative 3) at the Maple Rd. & N. Eton Rd. intersection will require the installation of an additional traffic signal for the northbound traffic within this intersection, as well as signal timing modifications. The additional cost is estimated at \$8,550. If authorized by the City Commission, staff will direct the Road Commission of Oakland County to proceed with this modification as soon as possible.

**SUMMARY:**

In accordance with the recommendations of the Multi-Modal Transportation Board, the City Commission is asked to consider the following modifications:

- A. Maple Rd. & S. Eton Rd. – Pedestrian improvement Option 1, including widening of the west side S. Eton Rd. sidewalk from Maple Rd. to Yosemite Blvd., installation of a splitter island for the south side of the intersection, and sidewalk enhancements at the southwest corner.



- B. Maple Rd. & N. Eton Rd.** – Traffic signal modification Alternative 3, providing a protected phase for traffic existing the northbound Whole Foods driveway, as well as associated traffic signal timing changes, which will reduce the ongoing conflict between northbound and southbound vehicles in this intersection.

When reviewing these items, although located at the same intersection, these recommendations are independent and do not have any material impact on one another, that is, should the Commission wish to approve one of the recommendations and not the other, there will be no negative repercussions to the implemented recommendation in doing so.

**ATTACHMENTS:**

**A. South Eton Rd. Intersection (West of CN Railroad)**

- Staff cover memo to MMTB, January 31, 2019.
- S. Eton Rd. intersection pedestrian improvements comprehensive study from F&V, February 1, 2019.
- MMTB minutes, meeting of February 7, 2019.
- March 1, 2019 memo to the MMTB regarding the splitter island recommendation for the S. Eton Rd. intersection.
- Follow up memo to the MMTB regarding MDOT safety review relative to Option 6, March 1, 2019.
- FHWA Issue Brief, "Engineering Countermeasures to Reduce Red-Light Running."
- MMTB minutes, meeting of March 7, 2019.
- City Commission package of information for meeting of July 24, 2017:
  - Staff cover memo, July 19, 2017.
  - Truck turning diagrams, pedestrian island proposal.
  - Cross-sections and plans for S. Eton Rd. corridor pavement marking concept plans.
  - Ad Hoc Rail District Committee Final Report
  - City Commission minutes, meeting of December 12, 2016.
  - Memo to MMTB, January 27, 2017.
  - Plan of existing conditions.
  - Photos of existing conditions.
  - Minutes of MMTB meeting, February 2, 2017.
  - Memo to MMTB, February 24, 2017.
  - Minutes of MMTB meeting, March 2, 2017.
  - Memo to MMTB, April 4, 2017.
  - Concept plan of proposed improvements at Maple Rd. & S. Eton Rd., March 2017.
  - City Commission minutes, meeting of April 13, 2017.
  - Memo to MMTB, April 28, 2017.
  - F&V Memo, April 13, 2017.
  - Minutes of MMTB meeting, May 4, 2017.
  - Memo to MMTB, May 25, 2017.
  - Minutes of MMTB meeting, June 1, 2017.
  - Memo to MMTB, July 14, 2017.
  - Results of Survey, S. Eton Commercial Traffic Review.
- City Commission meeting minutes, July 24, 2017.
- Staff cover memo, August 4, 2017.
- F&V Memo, dated August 4, 2017.



- Traffic count summary and detailed data, dated August 2, 2017.
- City Commission meeting minutes, August 14, 2017.

## **B. North Eton Intersection (East of CN Railroad)**

- Memo to MMTB, December 27, 2018.
- F&V Memo, December 21, 2018.
- Memo referencing minor timing changes recently completed by the Road Commission for Oakland County, December 3, 2018.
- Minutes of MMTB meeting, January 3, 2019.
- Memo to MMTB, January 31, 2019.
- F&V Memo, January 26, 2019.
- Minutes of MMTB meeting, February 7, 2019.

### **SUGGESTED RESOLUTION A:**

To direct staff to proceed with the pedestrian enhancement improvements for the block of S. Eton Rd. from Maple Rd. to Yosemite Blvd., as recommended by the Multi-Modal Transportation Board, including:

- Installation of a landscaped pedestrian refuge island at the S. Eton Rd. pedestrian crossing for Maple Rd. traffic, as designed in Option 1.
- Relocation of the west side curb to allow for an 8 ft. wide sidewalk from Maple Rd. to Yosemite Blvd.
- Enhanced sidewalk and handicap ramp at the southeast corner of the Maple Rd. intersection.

Further, to direct staff to amend the 2019 Concrete Sidewalk Program, Contract #6-19(SW), to construct these improvements in the 2019 construction season, at an estimated cost of \$76,000, and to approve the appropriation and amendment to the fiscal year 2018-2019 Major Streets Fund budget as follows:

#### Major Streets Fund

##### Revenues:

202-000.000-400.0000	Draw from Fund Balance	\$76,000
Total Revenue		<u>\$76,000</u>

##### Expenditures:

202-449.001-981.0100	Capital Outlay – Engineering and Construction of Roads and Bridges	<u>\$76,000</u>
Total Expenditures		<u>\$76,000</u>

### **SUGGESTED RESOLUTION B:**

To direct staff to proceed with the traffic signal timing improvement at the Maple Rd. and N. Eton Rd. intersection Alternate 3, as recommended by the Multi-Modal Transportation Board, to provide a separate protected phase for northbound traffic entering this intersection, at an estimated cost of \$8,550, directing staff to proceed with the necessary changes through the Road Commission for Oakland County, further, to approve the appropriation and amendment to the fiscal year 2018-2019 Major Streets Fund budget as follows:



Major Streets Fund

Revenues:

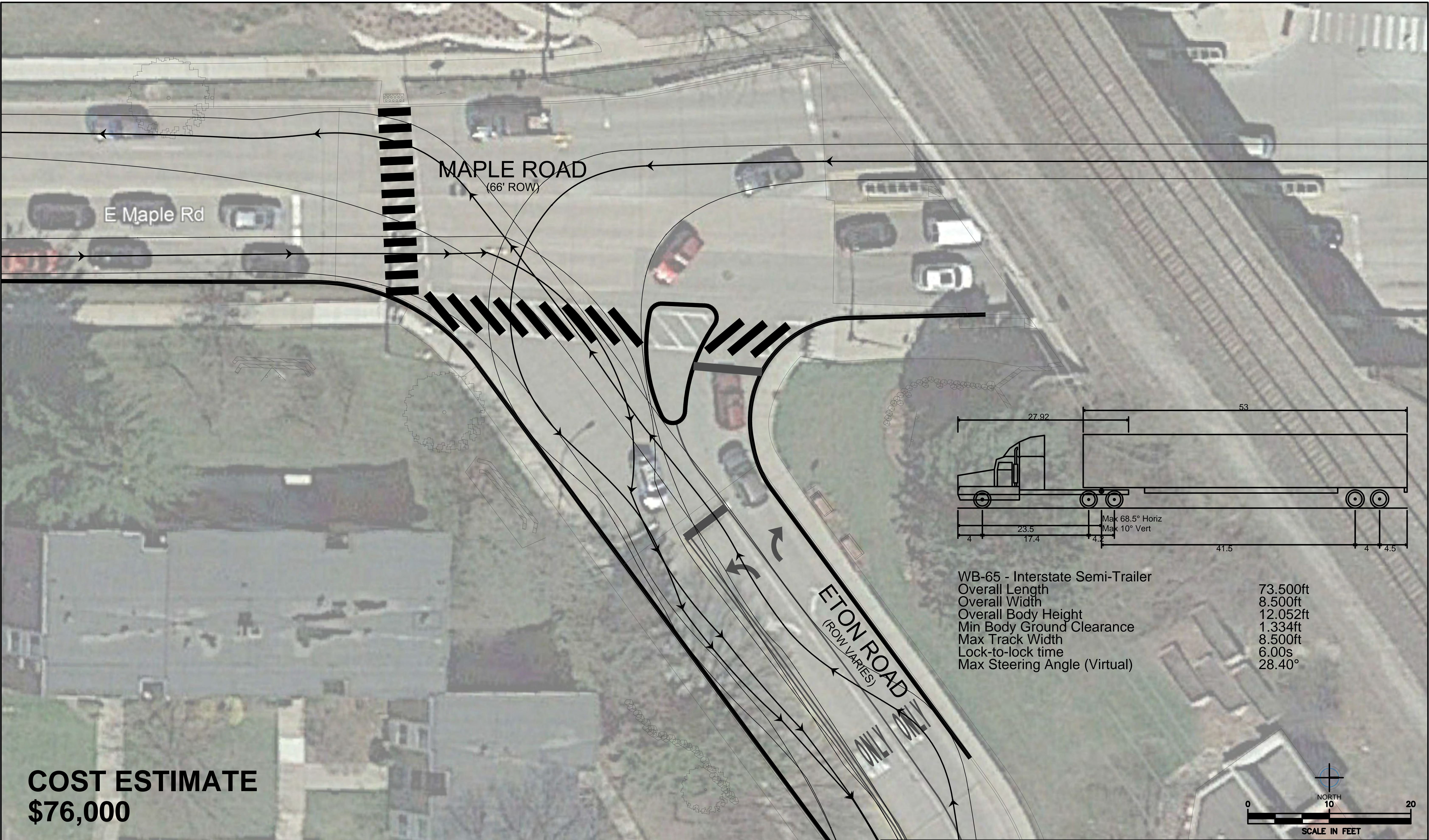
202-000.000-400.0000	Draw from Fund Balance	\$8,550
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Total Revenue		<u>\$8,550</u>
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Expenditures:

203-303.001-971.0100	Traffic Controls – Machinery & Equipment	<u>\$8,550</u>
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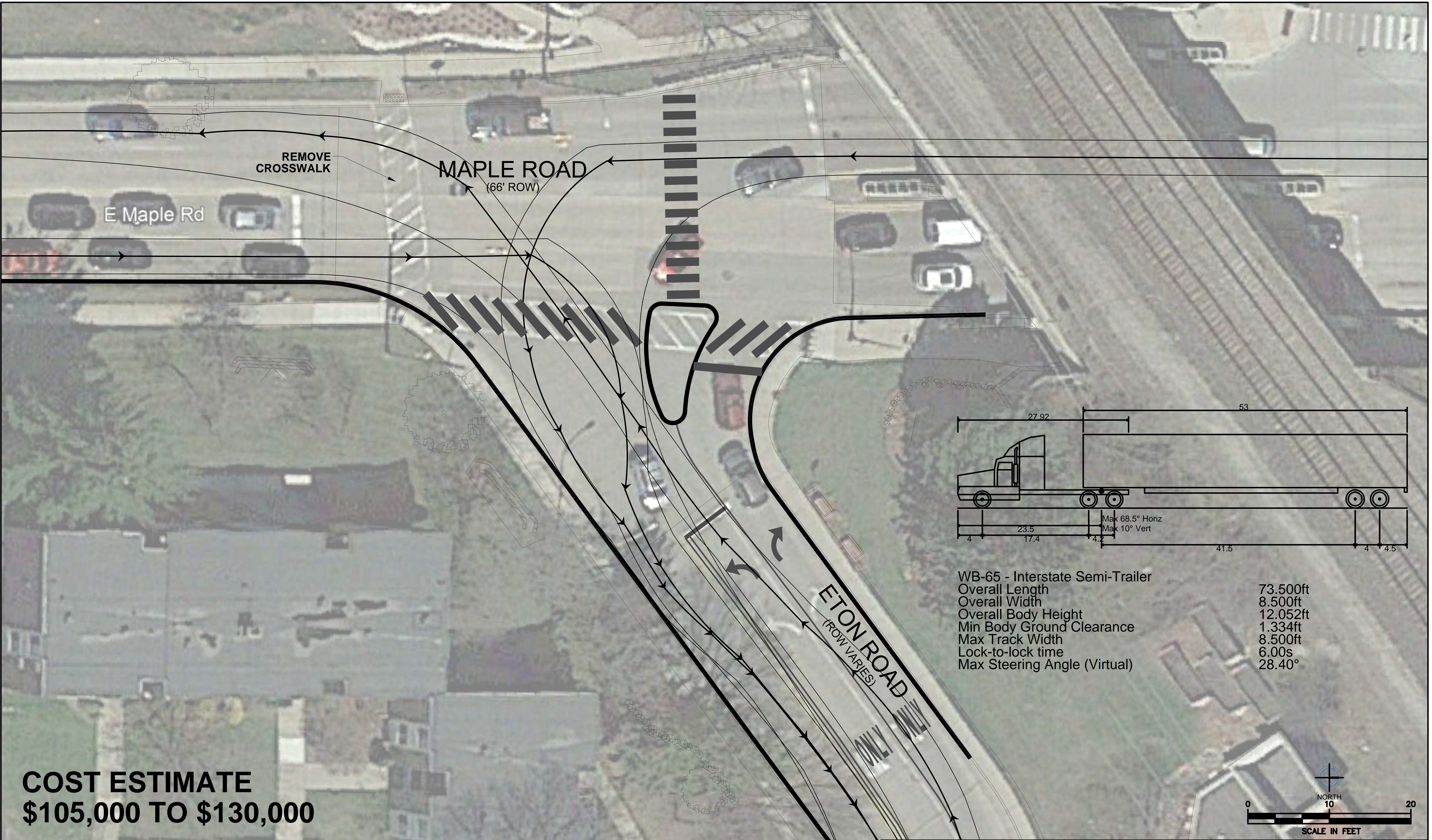
**COST ESTIMATE**  
**\$76,000**

**OPTION 1**  
**SPLITTER ISLAND**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**







**OPTION 2**  
**SPLITTER ISLAND PED CROSSING**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**







## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** January 31, 2019

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & S. Eton Rd. Intersection

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Recent issues that have been raised about the operation of the traffic signal at Maple and N. Eton were discussed at the January meeting of the Multi-Modal Transportation Board (MMTB). After discussions with the Board and input from the public, both F&V and the MMTB agreed that the Maple and N. Eton intersection should be reviewed in conjunction with the Maple and S. Eton intersections to ensure that both signals worked well together and congestion was minimized. Thus, the MMTB requested F & V to study both intersections fully and come back to the board with recommendations for each. The previous agenda item addressed the proposed recommendations for the Maple and N. Eton intersection. A detailed study of options by F & V for improvements to the Maple and S. Eton intersection is attached to this report.

In addition to ensuring that both the N. Eton and S. Eton intersections work together to improve congestion, F & V also considered numerous options to improve the pedestrian environment at the Maple and S. Eton intersection. The attached letter dated January 30, 2019 outlines all options considered by F & V, and recommends both vehicular and pedestrian improvements at S. Eton that work in conjunction with the improvements recommended at N. Eton. F&V will be prepared to demonstrate the options considered, including the recommended option(s) using computer modeling.

After this further analysis, Option 6 that recommends adding a splitter island and relocating the N-S crosswalk to the east leg of the intersection has been identified as the best option. After reviewing the report, staff endorses this recommendation.

### **SUGGESTED RESOLUTION:**

To recommend approval of Option 6 – Splitter Island Pedestrian Crossing as noted in F & V's report dated January 30, 2019 to add a pedestrian refuge island to shorten the length of the E-W crosswalk and to relocate the N-S crosswalk to the east, at an approximate cost of \$25,000 – \$50,000.



February 1, 2019

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

VIA EMAIL

**RE: Maple Road & S. Eton Street  
Pedestrian Improvements Summary**

Dear Mr. O'Meara:

The purpose of this letter is to provide a summary of the pedestrian improvements for consideration at the Maple Road & S. Eton Street intersection. Included herein is project background information, improvements previously evaluated and new improvements for consideration.

#### **PROJECT BACKGROUND**

The Ad Hoc Rail District Committee prepared a report (dated November 2016) that provided recommendations for the future of the Rail District along S. Eton Street. The report includes several items for consideration at the S. Eton Street & Maple Road intersection. There are two recommendations at this intersection that would reduce the overall crossing length. The two concepts from the Ad Hoc Rail District Committee Report include:

##### **1. Splitter Island**

The Committee recommended a pork chop shaped pedestrian island to, *"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."*



**Exhibit from Ad Hoc Rail Committee Report**

**27725 Stansbury Boulevard, Suite 195  
Farmington Hills, MI 48334**

**P: 248.536.0080**

**F: 248.536.0079**

**www.fveng.com**



## 2. Bump-Out (Southeast Corner)

The Committee recommended a bump out to, “give motorists better visibility of pedestrians attempting to cross and to shorten the length of road crossings for pedestrians.”



Exhibit from Ad Hoc Rail Committee Report

## VEHICULAR AND PEDESTRIAN VOLUMES

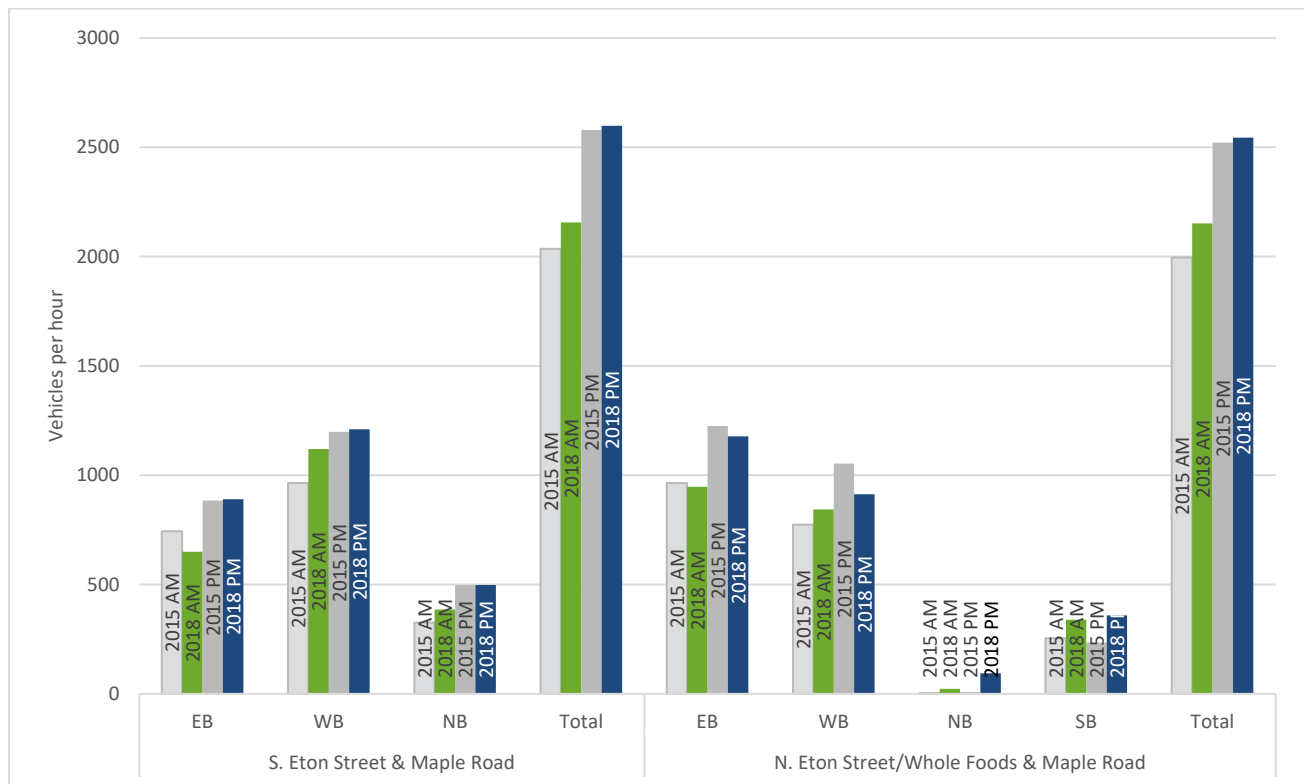
The existing (2018) vehicular and pedestrian traffic volumes were compared to historic (2015) volumes at the Maple Road & Eton Street intersections. The historic (2015) data collection was performed during the weekday AM (7-9AM) and PM (4-6PM) peak periods prior to the Whole Foods construction. The existing count data was conducted in September 2018 after Whole Foods had been open for several months, but prior to the holiday shopping season. The results of the count data comparison are summarized in the tables and charts below, and the detailed count data comparison is attached.

Table 1: Traffic Volume Comparison

Intersection	Approach	AM Peak Hour Traffic Volumes (vph)			PM Peak Hour Traffic Volumes (vph)		
		8-9AM			5-6PM		
		2015 AM	2018 AM	Difference	2015 PM	2018 PM	Difference
S. Eton Street & Maple Road	EB	744	650	-94	884	890	6
	WB	965	1,120	155	1,198	1,210	12
	NB	326	386	60	497	498	1
	Total	2,035	2,156	121	2,579	2,598	19
N. Eton Street/Whole Foods & Maple Road	EB	964	947	-17	1,225	1,178	-47
	WB	774	843	69	1,053	913	-140
	NB	4	23	19	8	94	86
	SB	254	339	85	235	359	124
	Total	1,996	2,152	156	2,521	2,544	23



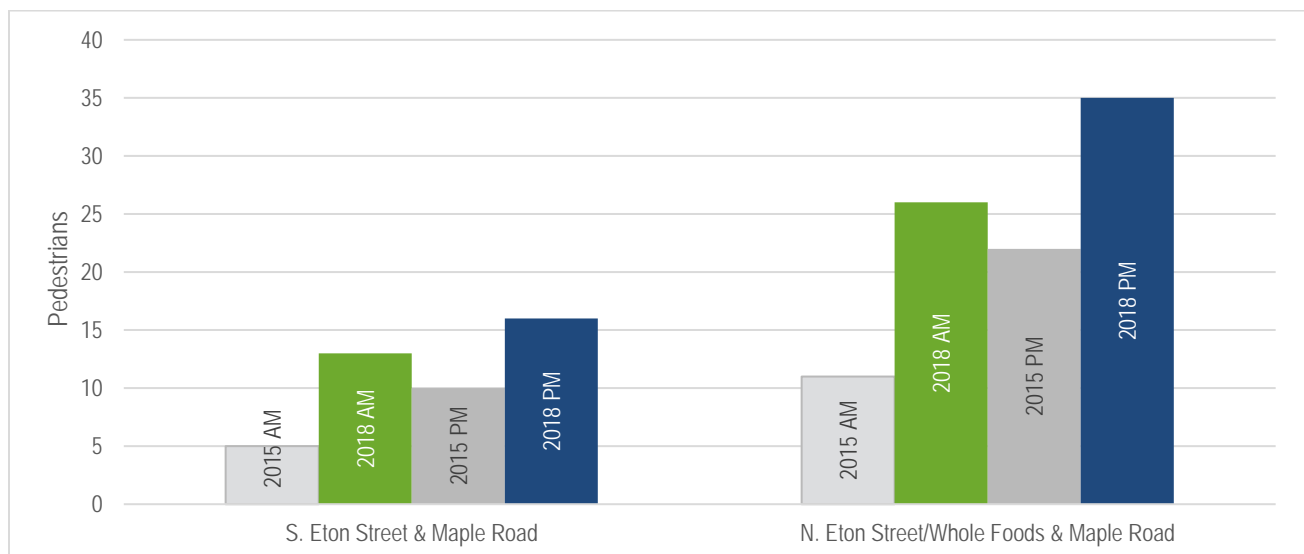
**Chart 1: Traffic Volume Comparison**



**Table 1: Pedestrian Volume Comparison**

Intersection	AM Peak Period Pedestrian Volumes			PM Peak Period Pedestrian Volumes		
	7-9AM			4-6PM		
	2015 AM	2018 AM	Difference	2015 PM	2018 PM	Difference
S. Eton Street & Maple Road	5	13	8	10	16	6
N. Eton Street/Whole Foods & Maple Road	11	26	15	22	35	13

**Chart 2: Pedestrian Volume Comparison**





## Key Findings

- The overall difference in vehicular traffic from 2015 to 2018 at the Maple Road & Eton Street intersections is minimal. The larger increase in traffic occurred at the intersections during the AM peak period. Of particular interest are the increases during the AM peak hour of SB right-turns on N. Eton Street and WB through traffic on Maple Road at S. Eton Street.
- There was a noticeable increase in pedestrian activity, especially at the N. Eton Street intersection where pedestrian volumes doubled post Whole Foods opening.

## ALTERNATIVES ANALYSIS

The Ad Hoc Rail District Committee requested that F&V evaluate the feasibility of the two alternatives: 1) Splitter Island and 2) Bumpout (SE Corner). In addition, F&V also developed several other alternatives that were also evaluated for consideration. The analysis for each alternative evaluated is summarized herein.

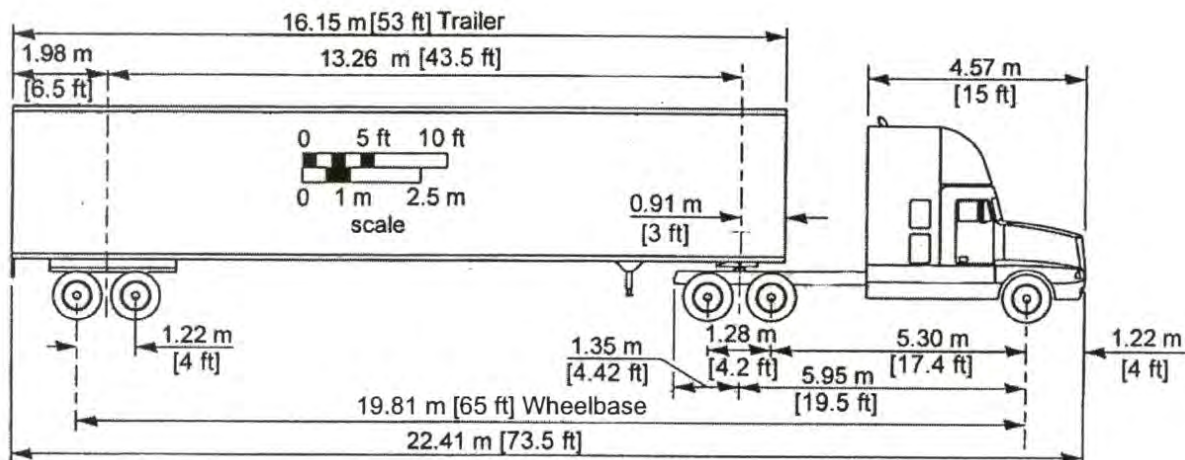
### 1. SPLITTER ISLAND

The proposed raised splitter island initially proposed in the Ad Hoc Rail Committee Report was further evaluated. The splitter island would be located between the northbound left- and right-turning vehicles. This type of pedestrian improvement is generally applied at locations where speeds and volumes make crossings prohibitive, or where three or more lanes of traffic make pedestrians feel exposed or unsafe in the intersection. The existing pedestrian crossing on the south leg of the intersection Maple Road & S. Eton 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 splitter island would improve pedestrian safety by reducing the area for pedestrian conflicts, decreasing vehicle speeds approaching the intersection, and provide a greater awareness of pedestrian activity at the intersection. The *Urban Street Design Guide*, published by the National Association of City Transportation Officials (NACTO) recommends that the raised island be at least 6 feet wide, with a preferred width of 8–10 feet for pedestrian comfort and safety.

Since the splitter island is located at an intersection, the design should include a “nose” which extends past the crosswalk. This protects people waiting on the median and slows turning drivers. In addition, the island should include curbs, bollards, or other features to protect people waiting.

S. Eton Street provides access for several developments that ship and receive via semi-trailers, including a lumberyard and a vehicle storage facility. The only available truck access for these commercial developments is via the Maple Road & S. Eton Street intersection, since trucks are not permitted on S. Eton Street south of Lincoln Street, nor on any of the cross-streets. Therefore, in order to accommodate these commercial developments, it was determined that the design concept for the raised island be developed using a WB-65 truck turning template.





The design of the splitter island considered both the recommendations of NACTO and the necessary truck accommodations. The signalized pedestrian walk time on the east-west approaches can accommodate pedestrians across the intersection without the need for a pedestrian refuge. However, if the island is proposed it is anticipated that many pedestrians will use the island as a refuge to make a two-stage crossing. Therefore, it is recommended that the design the island include design features to ensure the safety of pedestrians who might use the island as a refuge. Considering all these factors the proposed design of the splitter island is shown on the attached **Option 1**.

### Key Findings

- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.
- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The island provides approximately 325-square feet of raised area. This is enough to maintain a small planting area.

## 2. BUMPOUT (SE CORNER)

A bumpout on the southeast corner was further evaluated. This bumpout was originally proposed as in the Ad Hoc Rail Committee Report. The bumpout was designed to accommodate a box truck turning radius since articulated trucks do not have the ability make a northbound right-turn at this intersection due to the railroad bridge center abutment. The proposed design for this bumpout is shown on the attached **Option 2**. This bump-out would reduce the radius on the southeast corner from the existing 26-feet to 10-feet. The bumpout would also reduce the existing 88-foot crosswalk distance to 68 feet. A bumpout on this approach would also encourage slower turning speeds due to the smaller curb radius.

### Key Findings

- The stop bar on S. Eton Street needs to remain to accommodate the truck turning movements from Maple Road.
- The total crosswalk distance is reduced from 88-feet to 68-feet. Although this is a good reduction, the crossing distance remains higher than is recommended without a pedestrian refuge. A pedestrian refuge was also considered with this bump-out, however due to left-turning truck movements from the west Maple Road only a very small island can be provided and is less than the recommended 6 feet, therefore a pedestrian island is not recommended in conjunction with this bumpout.
- Drainage modifications, including a new drainage structure, would be required to accommodate a bump-out on the southeast corner.

## 3. BUMPOUT (SW CORNER)

A bumpout on the southwest corner was considered. The bumpout was designed to accommodate a WB-65 truck-turning radius since trucks have the ability make a right-turn at this intersection from eastbound Maple Road. The proposed design for this bumpout is shown on the attached **Option 3**. This bump-out would reduce the radius on the southwest corner from the existing 47-feet to 15-feet. The bumpout would also reduce the existing 88-foot crosswalk distance to 75 feet. A bumpout on this approach would also encourage slower turning speeds due to the smaller curb radius.

### Key Findings

- The stop bar on S. Eton Street needs to remain to accommodate the truck turning movements from Maple Road.
- The total crosswalk distance is reduced from 88-feet to 75-feet. Although this is a good reduction, the crossing distance remains higher than is recommended without a pedestrian refuge. A pedestrian refuge was also considered with this bump-out, however due to left-turning truck movements from the west Maple Road a pedestrian refuge cannot be accommodated.



- Drainage modifications, including a new drainage structure, would be required to accommodate a bump-out on the southwest corner.

#### 4. MEDIAN ISLAND

A median island was considered for the S. Eton Street approach and would be located between the northbound and southbound traffic. Similar to the splitter island, a median island would also improve pedestrian safety by reducing the area for pedestrian conflicts, decreasing vehicle speeds approaching the intersection, and provide a greater awareness of pedestrian activity at the intersection. According to NACTO the raised island be at least 6 feet wide, with a preferred width of 8–10 feet. In addition, since the median island is located at an intersection, the design should include a “nose” which extends past the crosswalk. This protects people waiting on the median and slows turning drivers. In addition, the island should include curbs, bollards, or other features to protect people waiting. The City of Birmingham has several locations within the City that provide median islands, including two locations on W. Maple Road.

The design of the median island considered both the recommendations of NACTO and the necessary truck accommodations. The signalized pedestrian walk time on the east-west approaches can accommodate pedestrians across the intersection without the need for a pedestrian refuge. However, if the island is proposed it is anticipated that many pedestrians will use the island as a refuge to make a two-stage crossing. Therefore, it is recommended that the design the island include design features to ensure the safety of pedestrians who might use the island as a refuge. Considering all these factors the proposed design of the splitter island is shown on the attached **Option 4**.

#### Key Findings

- The stop-bars on S. Eton Street for the left- and right-turn lanes are able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.
- The total crosswalk distance is comprised of two shorter crossings of 50-feet and 30-feet, with a 7-foot pedestrian refuge. This is a 8-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The island provides approximately 260-square feet of raised area. This is enough to maintain a small planting area.

#### 5. SLIP LANE

A slip lane would provide a channelized approach for northbound right-turning vehicles on S. Eton Street. Since the intersection is skewed, this channelization would create an opportunity to provide a right-turn lane that intersects Maple Road at a 90-degree angle. In addition, the channelization would create a large median island for pedestrians, significantly reducing the crosswalk distance from a long 88-feet to two shorter crossings of 53-feet and 15-feet. The large median island also provides the opportunity to relocate the existing N-S crossing from the west side of the intersection to the east side of the intersection. The pedestrian crossing would be in-between the northbound left and right-turning vehicles, therefore eliminating any pedestrian-vehicle conflicts. The proposed design of the slip lane is shown on the attached **Option 5**.

#### Key Findings

- This alternative will require ROW acquisition on the southeast corner of the S. Eton Street & Maple Road intersection.
- The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.
- A retaining wall may be necessary on the southeast corner of the S. Eton Street & Maple Road intersection due to significant grades adjacent to the railroad tracks.
- The signal at the S. Eton Street & Maple Road intersection would need to be redesigned to accommodate the proposed lane geometry and pedestrian crossing.
- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.



Due to truck turning movements, no changes can be made to the stop bar location for the northbound left-turn.

- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 15-feet, with a 47-foot pedestrian refuge. This is a significant reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.

## 6. SPLITTER ISLAND PEDESTRIAN CROSSING

This alternative combines the N-S pedestrian crossing from Alternative 5 and the splitter island from Alternative 1. The N-S pedestrian crossing is moved from the west side of the intersection to the east side of the intersection. Pedestrians would use the splitter island as the landing point to cross Maple Road. This alternative eliminates the pedestrian-vehicle conflicts. In order to provide a crossing at this location the splitter island needs to be large enough to accommodate waiting pedestrians and provide the necessary level landing space for ADA compliance. To provide the required design of the splitter island, additional lane width is needed on the southwest corner to accommodate the truck turning movements. The proposed design of the splitter island with the pedestrian crossing is shown on the attached **Option 6**.

### Key Findings

- The pedestrian signal at the S. Eton Street & Maple Road intersection would need to be redesigned to accommodate the proposed pedestrian crossing.
- The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.
- The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.
- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.
- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The island provides approximately 325 square feet of raised area. This is enough to maintain a small planting area.

## 7. NARROW ROADWAY

This alternative considered narrowing S. Eton Street at the intersection. The approach with Maple Road currently provides two lanes northbound (separate left- and right- turn lanes) and one southbound through lane, for a total of three lanes across the S. Eton Street approach. The skew of this approach makes the crossing extended from a typical 36-feet across to the 88-feet that is provided for pedestrian crossing. By narrowing the roadway the intersection approach can be realigned within the existing ROW. The intersection approach is then a typical T-intersection; with one lane in each direction on the S. Eton Street approach. The proposed design is shown on the attached **Option 7**.

The primary concern with this alternative is the operational impacts of eliminating the exclusive left- and right-turn lanes and providing one shared lane. A analysis was performed to determine the measure-of-effectiveness (MOE) of this alternative as compared to existing operations. The MOE summary is provided in **Table 1**. The results of the analysis shows that the high volume of southbound right-turns warrants an exclusive right-turn lane. Eliminating this exclusive movement increased both the vehicle delay (LOS) and the vehicle queueing.



**Table 1: Alternative 7-S.Eton Street MOE Summary**

Intersection	Peak Period	Approach	Existing Conditions (Exclusive RT & LT)		Proposed Conditions (Shared LT/RT)		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & S. Eton Street	AM	EB	52.8	D	52.8	D	0.0	-
		WB	1.7	A	1.7	A	0.0	-
		NBL	48.6	D	100.2	F	51.6	D > F
		NBR	19.7	B			80.5	B > F
		Overall	21.2	C	34.7	C	13.5	-
	PM	EB	54.5	D	54.5	D	0.0	-
		WB	1.5	A	1.5	A	0.0	-
		NBL	65.5	E	791.4	F	725.9	E > F
		NBR	26.4	C			765.0	C > F
		Overall	25.5	C	169.9	F	144.4	C > F
Maple Road & N. Eton Street / Whole Foods Drive	AM	EB	2.0	A	5.4	A	3.4	-
		WBL	0.0*	A	0.0*	A	0.0	-
		WBTR	46.0	D	46.0	D	0.0	-
		NBL	46.9	D	46.9	D	0.0	-
		NBT	45.1	D	45.1	D	0.0	-
		SBL	55.4	E	55.4	E	0.0	-
		SBR	31.5	C	31.5	C	0.0	-
		Overall	25.2	C	26.7	C	1.5	-
	PM	EB	1.6	A	5.6	A	4.0	-
		WBL	30.7	C	30.7	C	0.0	-
		WBTR	59.0	E	59.0	E	0.0	-
		NBL	65.1	E	65.1	D	0.0	-
		NBT	51.8	D	51.8	D	0.0	-
		SBL	73.5	E	73.5	D	0.0	-
		SBR	27.5	C	27.5	C	0.0	-
		Overall	28.8	C	30.7	C	1.9	-

\* Indicates No Volume Present



Intersection	Peak Period	Approach	Existing Conditions (Exclusive RT & LT)		Proposed Conditions (Shared LT/RT)		Difference	
			Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Maple Road & S. Eton Street	AM	EBT	228	343	223	323	-5	-20
		EBTR	250	370	234	336	-16	-34
		WBL	67	119	61	115	-6	-4
		WBT	14	59	11	54	-3	-5
		NBL	32	73	378	615	346	542
		NBR	82	152			296	463
	PM	EBT	291	404	331	514	40	110
		EBTR	321	437	358	543	37	106
		WBL	97	141	96	142	-1	1
		WBT	30	91	29	86	-1	-5
		NBL	51	107	486	505	435	398
		NBR	122	211			364	294
Maple Road & N. Eton Street / Whole Foods Drive	AM	EBL	13	41	27	69	14	28
		EBTR	64	64	40	83	-24	19
		WBL	0*	0*	0*	0*	0	0
		WBT	241	375	256	405	15	30
		WBTR	227	362	236	381	9	19
		NBL	13	38	12	37	-1	-1
		NBT	1	11	1	9	0	-2
		SBL	65	159	46	127	-19	-32
		SBR	172	271	164	256	-8	-15
	PM	EBL	21	57	16	56	-5	-1
		EBTR	17	55	19	59	2	4
		WBL	20	125	16	105	-4	-20
		WBT	292	482	266	430	-26	-52
		WBTR	259	454	237	396	-22	-58
		NBL	41	88	43	98	2	10
		NBT	10	36	9	34	-1	-2
		SBL	65	158	66	160	1	2
		SBR	189	284	178	274	-11	-10

\* Indicates No Volume Present

### Key Findings

- The intersection operations would be significantly impacted by this alternative. A LOS F would be experienced on several movements and the vehicle queue lengths would extend beyond the existing conditions by 300-500 feet (12-20 vehicles).
- The stop-bar on S. Eton Street is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles).
- The total crosswalk distance is reduced from 88-feet to 46-feet.
- Drainage modifications, including a new drainage structure, would be required to narrow the roadway at this approach.



## 8. GRADE SEPARATION

A grade separation alternative was considered for this intersection to accommodate the pedestrians on the E-W movement across N. Eton Street. The benefit of grade separation is the pedestrian is completely separated from the vehicular traffic and provides uninterrupted flow for pedestrian movements. Grade separation is most feasible and appropriate in extreme cases where pedestrians must cross roadways such as freeways and high-speed, high-volume arterials. However, studies<sup>1</sup> have shown that many pedestrians will not use grade separated crossings if they can cross at street level in about the same amount of time. Furthermore, any grade separation must be ADA compliant which requires the use of ramps or elevators. Extensive ramping results in long crossing distances and steep slopes that will be difficult to accommodate with the adjacent railroad bridge.

### Key Findings

- The total crossing distance will likely be extended due to the ramping required.
- A pedestrian bridge would be difficult to construct adjacent to the railroad bridge.
- Pedestrians will not use a grade separated crossing if a more direct route is available.
- Lighting, drainage, graffiti removal, and security are also major concerns with underpasses.
- The cost associated with grade separation is very high, in the \$1-10Mil range depending on the type of construction, design and site conditions.

## 9. PEDESTRIAN SIGNAL TIMING

The signal timing at the Maple Road & Eton Street intersection overall is a complex system. The N. and S. Eton approaches are coordinated to provide efficient movement of traffic through the intersection. To reduce back-ups on Maple Road the N-S pedestrian signals are activated by push buttons. The E-W pedestrian crossing on S. Eton Street is *not* controlled by push buttons, as there is adequate time for pedestrians to cross during the normal signal phasing. There are some pedestrian safety concerns associated with the current signal operations.

- The WB left-turns on Maple Road have a permissive / protected left-turn. During the permissive phase, pedestrians are crossing S. Eton Street in conflict with the left-turning vehicles.
- The NB right-turns from S. Eton Street onto Maple Road are permitted to turn right-on-red during the pedestrian walk phase.

Signal timing changes were investigated at this intersection to determine if changes to the signal timing could be accommodated and maintain acceptable intersection operations. The signal timing alternatives and the resulting MOEs are summarized in **Table 2**.

---

<sup>1</sup> Bowman, B.L., J.J. Fruin, and C.V. Zegeer, *Planning, Design, and Maintenance of Pedestrian Facilities*, Report No. FHWA-IP-88-019, Federal Highway Administration, October 1988.



**Table 2: Alternative 9-Signal Timing MOE Summary**

Intersection	Peak Period	Approach	Existing Conditions		Pedestrian Phase		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & S. Eton Street	AM	EB	52.8	D	160.6	F	107.8	D > F
		WB	1.7	A	7.0	A	5.3	-
		NBL	48.6	D	58.7	E	10.1	D > E
		NBR	19.7	B	26.1	C	6.4	B > C
		Overall	21.2	C	58.2	E	37.0	C > E
	PM	EB	54.5	D	230.8	F	176.3	D > F
		WB	1.5	A	9.8	A	8.3	-
		NBL	65.5	E	79.9	E	14.4	-
		NBR	26.4	C	28.8	C	2.4	-
		Overall	25.5	C	90.7	F	65.2	C > F
Maple Road & N. Eton Street / Whole Foods Drive	AM	EB	2.0	A	7.8	A	5.8	-
		WBL	0.0*	A	0.0*	A	0.0	-
		WBTR	46.0	D	196.7	F	150.7	D > F
		NBL	46.9	D	54.2	D	7.3	-
		NBT	45.1	D	50.5	D	5.4	-
		SBL	55.4	E	81.1	F	25.7	E > F
		SBR	31.5	C	35.8	D	4.3	C > D
		Overall	25.2	C	85.1	F	59.9	C > F
	PM	EB	1.6	A	11.0	B	9.4	A > B
		WBL	30.7	C	59.6	E	28.9	C > E
		WBTR	59.0	E	265.4	F	206.4	E > F
		NBL	65.1	E	79.1	E	14.0	-
		NBT	51.8	D	54.3	D	2.5	-
		SBL	73.5	E	91.6	F	18.1	E > F
		SBR	27.5	C	33.2	C	5.7	-
		Overall	28.8	C	106.2	F	77.4	C > F

\* Indicates No Volume Present



Intersection	Peak Period	Approach	Existing Conditions		Pedestrian Phase		Difference	
			Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Maple Road & S. Eton Street	AM	EBT	228	343	664	1096	436	753
		EBTR	250	370	671	1106	421	736
		WBL	67	119	65	120	-2	1
		WBT	14	59	9	51	-5	-8
		NBL	32	73	34	77	2	4
		NBR	82	152	96	167	14	15
	PM	EBT	291	404	1934	2979	1643	2575
		EBTR	321	437	1953	2980	1632	2543
		WBL	97	141	99	139	2	-2
		WBT	30	91	34	91	4	0
		NBL	51	107	62	119	11	12
		NBR	122	211	117	212	-5	1
Maple Road & N. Eton Street / Whole Foods Drive	AM	EBL	13	41	23	63	10	22
		EBTR	64	64	33	79	-31	15
		WBL	0*	0*	0*	0*	0	0
		WBT	241	375	462	503	221	128
		WBTR	227	362	461	507	234	145
		NBL	13	38	11	32	-2	-6
		NBT	1	11	2	13	1	2
		SBL	65	159	61	157	-4	-2
		SBR	172	271	208	305	36	34
	PM	EBL	21	57	33	73	12	16
		EBTR	17	55	47	93	30	38
		WBL	20	125	41	195	21	70
		WBT	292	482	465	480	173	-2
		WBTR	259	454	464	481	205	27
		NBL	41	88	49	104	8	16
		NBT	10	36	10	38	0	2
		SBL	65	158	81	187	16	29
		SBR	189	284	231	311	42	27

\* Indicates No Volume Present

## Key Findings

- An exclusive pedestrian phase would provide a safer crossing than the existing condition.
- The intersection operations would be significantly impacted by this alternative. A LOS F would be experienced on several movements and the vehicle queue lengths would extend beyond the existing conditions by 200-2500 feet (8-100 vehicles).
- It is recommended an exclusive pedestrian phase is run with push button activation due to the low pedestrian volumes at this intersection.



## SUMMARY

Alternative	Recommendation	Comments	Cost Estimate
1. Splitter Island	Recommended	<ul style="list-style-type: none"> <li>The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.</li> </ul>	\$25,000-50,000
2. Bumpout (SE Corner)	Not Recommended	<ul style="list-style-type: none"> <li>The bumpout reduces the overall crossing distance, but a long crossing distance remains.</li> </ul>	\$25,000-50,000
3. Bumpout (SW Corner)	Not Recommended	<ul style="list-style-type: none"> <li>The bumpout reduces the overall crossing distance, but a long crossing distance remains.</li> </ul>	\$25,000-50,000
4. Median Island	Not Recommended	<ul style="list-style-type: none"> <li>The total crosswalk distance is comprised of two shorter crossings of 50-feet and 30-feet, with a 7-foot pedestrian refuge. This is a 8-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.</li> <li>The median is only 7-ft wide. The recommended minimum is 6-ft wide. A larger pedestrian refuge associated with a different alternative is recommended.</li> </ul>	\$25,000-50,000
5. Slip Lane	Recommended (with reservations)	<ul style="list-style-type: none"> <li>This alternative will require ROW acquisition on the southeast corner of the S. Eton Street &amp; Maple Road intersection.</li> <li>The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.</li> <li>A retaining wall may be necessary on the southeast corner of the S. Eton Street &amp; Maple Road intersection due to significant grades adjacent to the railroad tracks.</li> <li>The signal at the S. Eton Street &amp; Maple Road intersection would need to be redesigned to accommodate the proposed lane geometry and pedestrian crossing</li> </ul>	\$250,000-500,000
6. Splitter Island Ped Crossing	Recommended	<ul style="list-style-type: none"> <li>The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.</li> <li>The pedestrian signal at the S. Eton Street &amp; Maple Road intersection would need to be redesigned to accommodate the proposed pedestrian crossing.</li> <li>The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.</li> <li>The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.</li> </ul>	\$75,000-100,000

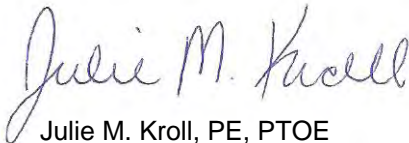


7. <b>Narrow Roadway</b>	Not Recommended	<ul style="list-style-type: none"><li>Significant impact on traffic operations</li></ul>	\$25,000-50,000
8. <b>Grade Separation</b>	Not Recommended	<ul style="list-style-type: none"><li>Pedestrians will not use a grade separated crossing if a more direct route is available.</li><li>Construction would be difficult adjacent to the railroad bridge</li></ul>	\$1Mil-\$10Mil
9. <b>Pedestrian Signal Timing</b>	Not Recommended	<ul style="list-style-type: none"><li>Significant impact on traffic operations</li></ul>	\$20,000

We hope that this information provides adequate clarification to address the questions of the City. If you have any questions or concerns, please contact our office.

Sincerely,

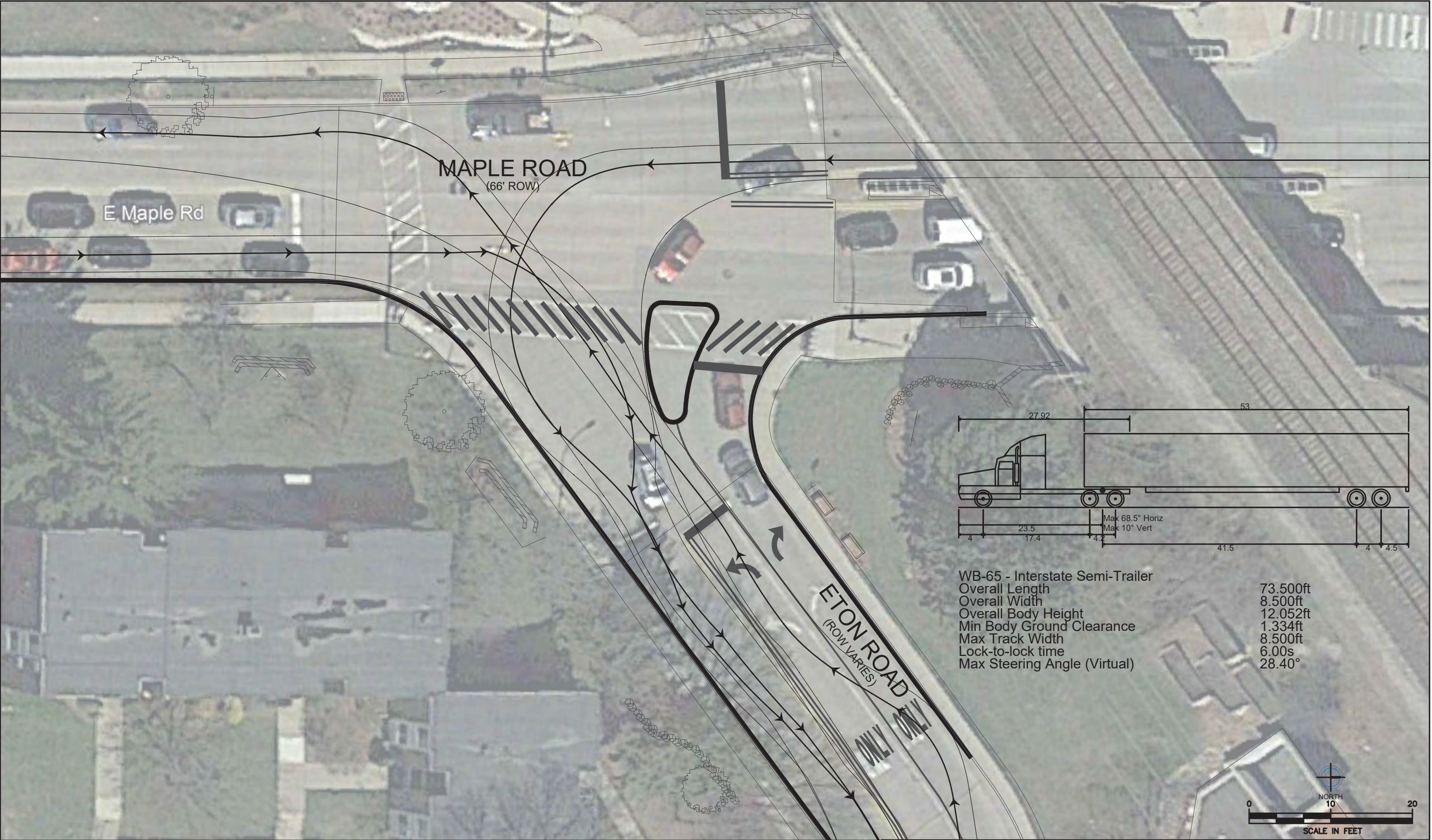
FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:jjjs



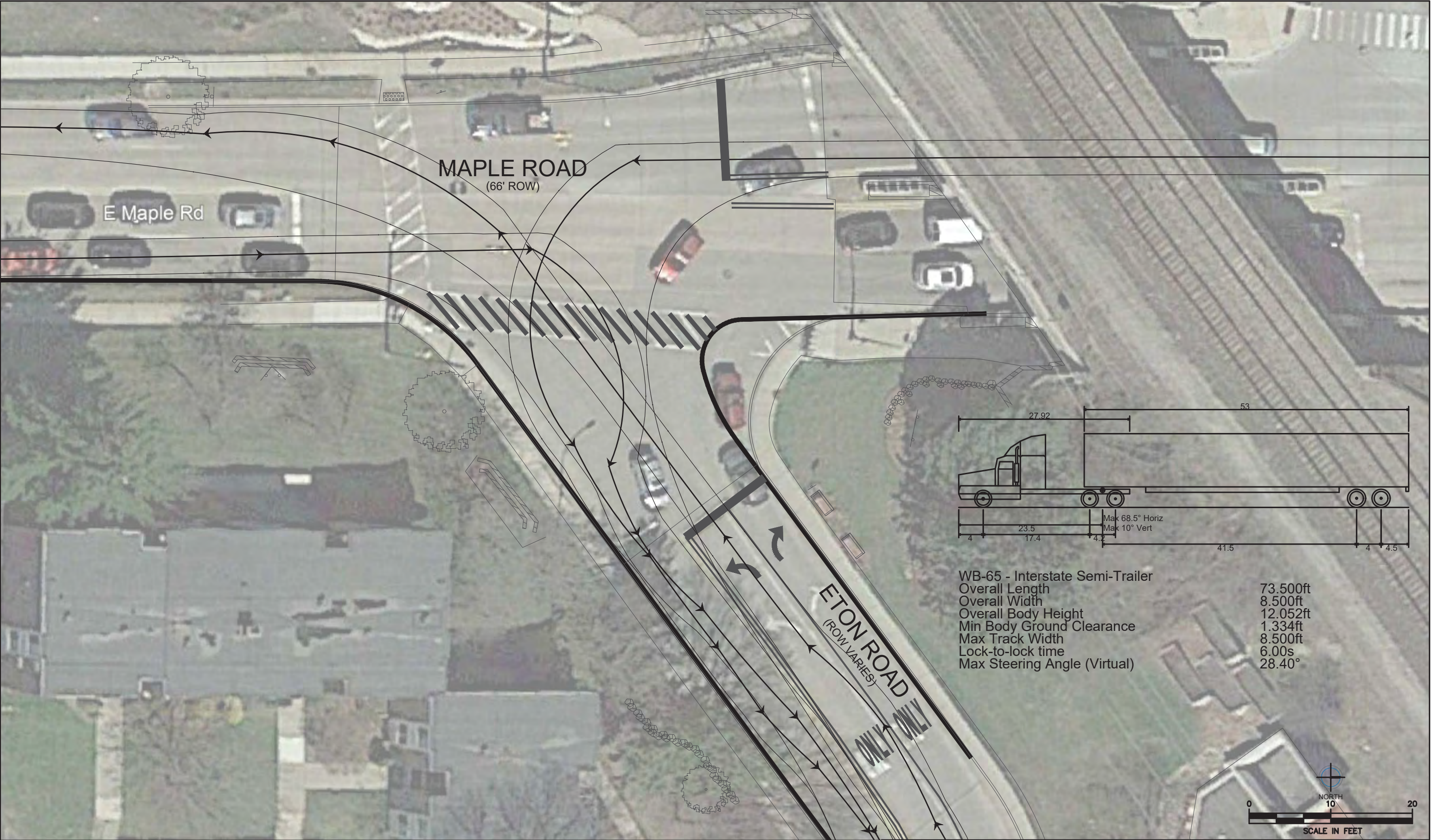


**OPTION 1  
SPLITTER ISLAND**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**





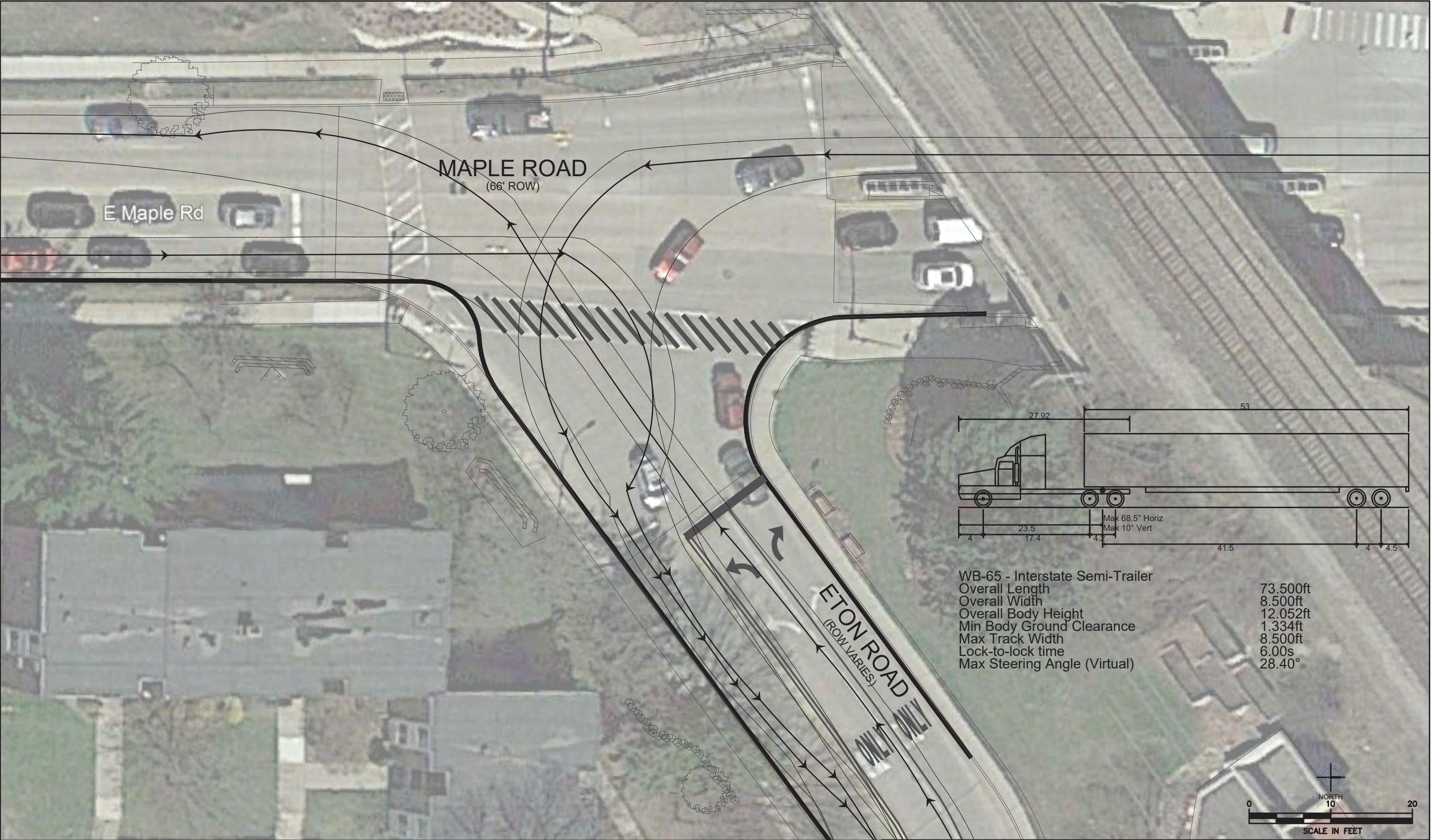


**OPTION 2**  
**BUMPOUT SE CORNER**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**







**OPTION 3  
BUMPOUT SW CORNER**

**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN**

823817  
FAY PROJECT NO.

**FLEIS & VANDENBRINK**  
DESIGN. BUILD. OPERATE.





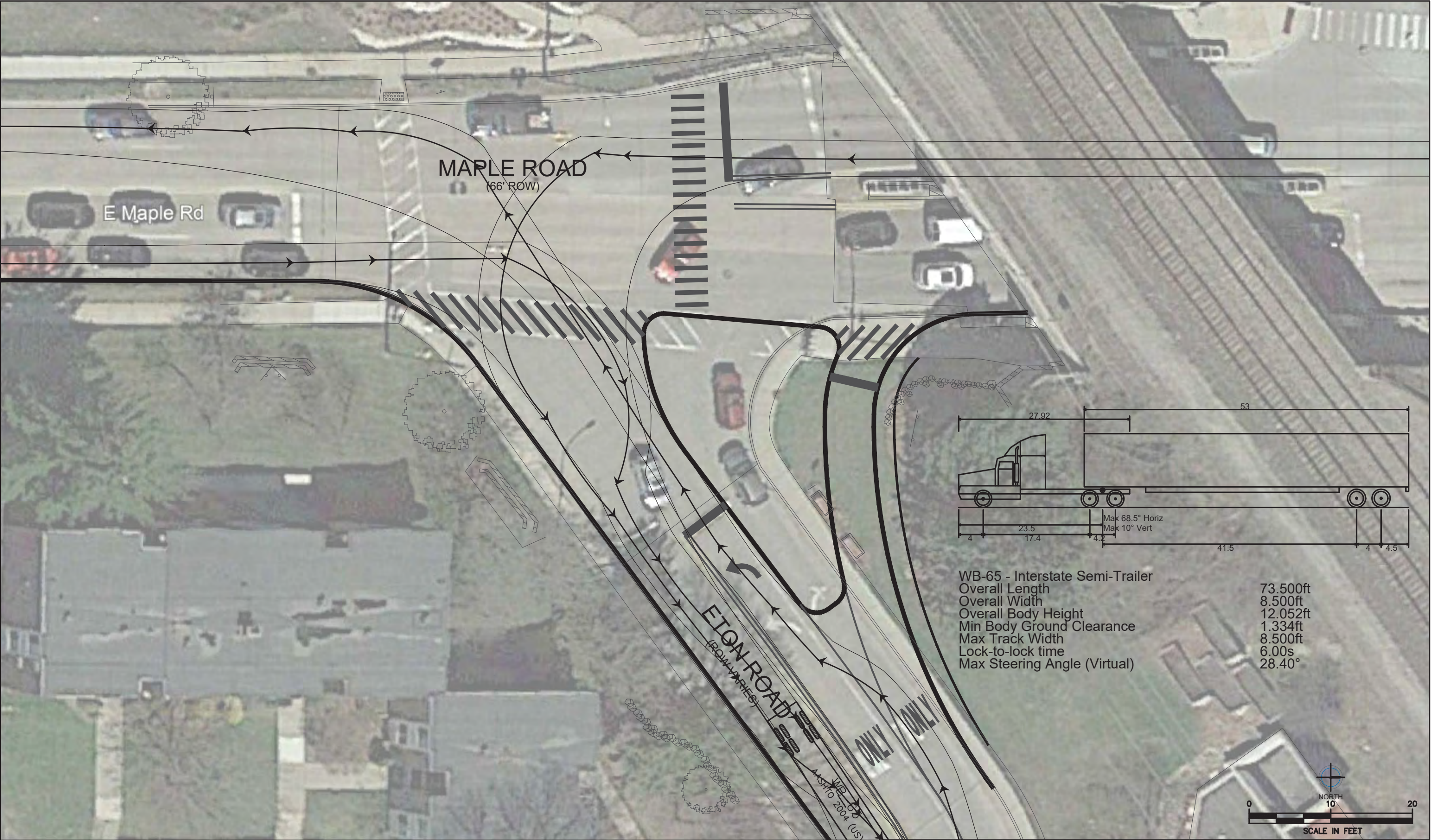
WB-65 - Interstate Semi-Trailer	
Overall Length	73.500ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

**OPTION 4**  
**MEDIAN ISLAND**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**





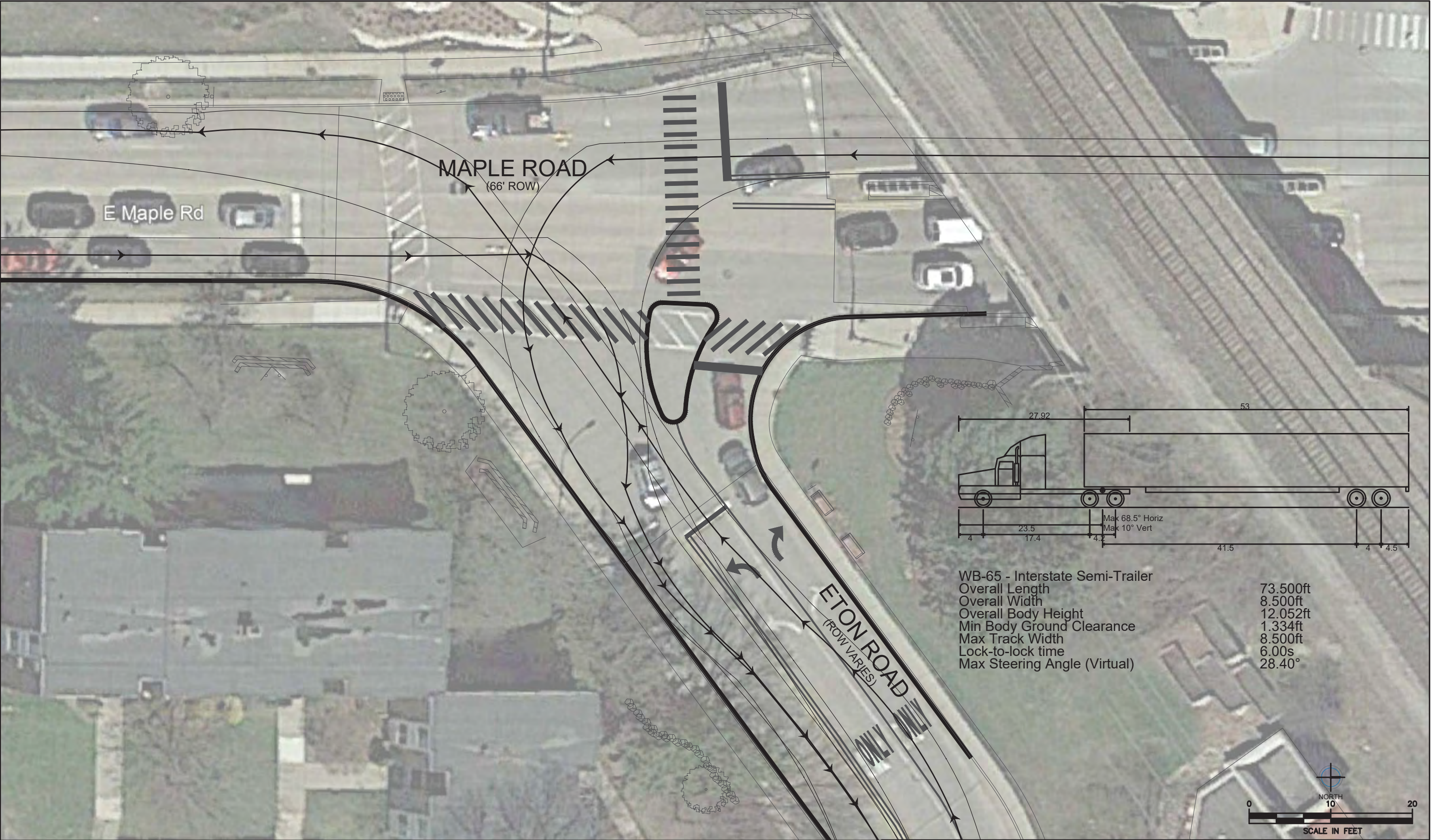


**OPTION 5  
SLIP LANE**

**CITY OF BIRMINGHAM**  
OAKLAND COUNTY, MICHIGAN  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
IMPROVEMENT PLAN







**OPTION 6**  
**SPLITTER ISLAND PED CROSSING**

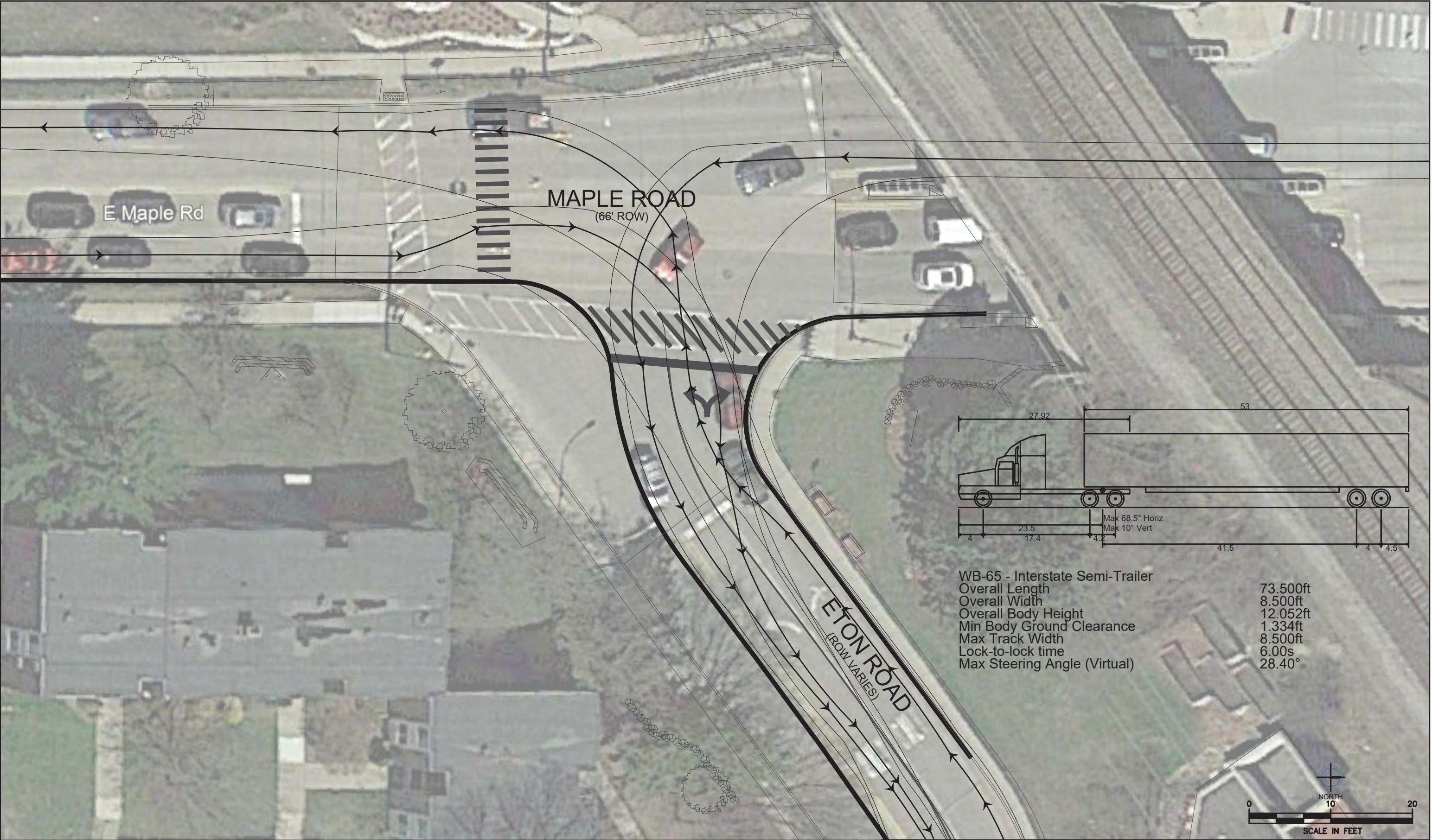
**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**

823497

FLEIS & VANDENBRINK

DESIGN. BUILD. OPERATE.





**OPTION 7**  
**NARROW ROADWAY**

**CITY OF BIRMINGHAM**  
**OAKLAND COUNTY, MICHIGAN**  
**SOUTH ETON AVENUE AT MAPLE ROAD**  
**IMPROVEMENT PLAN**





**CITY OF BIRMINGHAM MULTI-MODAL  
TRANSPORTATION BOARD THURSDAY,  
FEBRUARY 7, 2019  
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 7, 2019.

Chairperson Johanna Slanga convened the meeting at 6:02 p.m.

**1. ROLL CALL**

**Present:** Chairperson Johanna Slanga, Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer (arrived 6:10 p.m.), Joe Zane (arrived 6:06 p.m.); Alternate Board Member Daniel Isaksen

**Absent:** Board Member Doug White; Student Representative Alex Lindstrom

**Administration:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul O'Meara, City Engineer  
Laura Eichenhorn, Transcriptionist

**Fleis & Vanderbrink ("F&V"):**

Julie Kroll

**6. MAPLE ROAD / S. ETON – PEDESTRIAN IMPROVEMENTS**

City Engineer O'Meara introduced the item and Ms. Kroll presented the item.

Ms. Kroll clarified that the largest truck going through this intersection regularly is a 53' semi-trailer, also known as a WB 65. No alternatives are being offered as part of this item that require trucks to drive over parts of the pedestrian islands. The schematics do not include trucks making the northbound-to-eastbound right turn because the trucks would hit the bridge.

City Engineer O'Meara noted F&V recommended Alternatives 1 or 6, and said it would be worth inviting an outside safety expert to review Alternative 6 if it was chosen to make sure pedestrians would be sufficiently visible to motorists even if a pedestrian crossed at the wrong time.

Dr. Rontal said Alternative 6 could feel like a daunting cross for a pedestrian.

Ms. Schafer said there may be impeded sightlines for westbound motorists, as well.



Planning Director Ecker acknowledged the difficulties, confirming it is just an overall difficult intersection for crossing. She also explained that the City Commission had previously turned down the Board's recommendation because they wanted to wait until Whole Foods was opened and the patterns of traffic and crossing at this intersection were more established.

City Engineer O'Meara confirmed the west sidewalk is to be widened to 8', per a City Commission decision from 2018. He added that the proposed pedestrian island in both Alternatives 1 and 6 would be landscaped with a small green space.

Ms. Kroll confirmed and said the current drawing is concept, whereas a final plan would be surveyed and to scale with inclusion of the 8' width of the west sidewalk.

Vice-Chairperson Edwards said Alternative 5 seemed like it would feel the safest to a pedestrian even though the option is likely cost-prohibitive. She noted that people cross north-south frequently at this intersection because narrower east-west crossings are possible at various points along Eton.

Planning Director Ecker said Alternative 5 makes the intersection much larger than it is today, even though the pedestrian island is also much larger. As a result, it is unlikely a pedestrian would necessarily feel any safer with the island as proposed in Alternative 5. In addition the City would have to go to a property owner for the right-of-way and add in a retaining wall because of the grade for Alternative 5. With Alternative 6, the crosswalk is significantly reduced in length versus the current length, likely allowing for increased feelings of pedestrian safety.

Mr. Zane said there are two issues: does it feel safe to cross east-west, and should the City move the crosswalk.

Planning Director Ecker said the east-west crosswalk is an improvement, and the Board can decide whether to keep the north-south crosswalk where it is or move it over, noting the north-south crosswalk will be technically safer if relocated to the east side of the intersection. That said, she also acknowledged there are other factors to consider including sight issues caused by the hill and the bridge, and having to cross in order to go north.

Mr. Isaksen said he was uncomfortable with the possibility in Alternative 6 that a car coming westbound under the bridge may not see a pedestrian in time to stop if the pedestrian was going northbound and jaywalking against the light.

Dr. Rontal said Alternatives 1 & 6 seem to be the best options, acknowledging that there seemed to be no perfect option.

Ms. Kroll said the only tables included in the report were ones reflecting a change in operations of the intersection.

Vice-Chairperson Edwards said the proposed alternatives could give more definition to the intersection, make the intersection feel safer, and encourage cars to move slower.

Chairperson Slanga noted people who avoid the back-up on S. Eton and intend to turn right sometimes move over into the actual turn lane. A splitter island would, in contrast, force those



drivers into one lane and encourage turns that stay closer to the corner.

Chairperson Slanga asked the Board to recommend moving forward with discussion of Alternatives 1 and 6, with the understanding that Alternative 6 would require further discussion of the location of the north-south crosswalk and an evaluation by an outside safety consultant.

The Board confirmed.

Ms. Kroll told Chairperson Slanga that the cost difference between Alternatives 1 and 6 reflect the necessity of moving the traffic signal and the pedestrian push button if the crosswalk is moved.

APPROVED





## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** March 1, 2019

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & S. Eton Rd. Intersection

Recent issues that have been raised about the operation of the traffic signal at Maple and N. Eton were discussed at the January meeting of the Multi-Modal Transportation Board (MMTB). After discussions with the Board and input from the public, both F&V and the MMTB agreed that the Maple and N. Eton intersection should be reviewed in conjunction with the Maple and S. Eton intersections to ensure that both signals worked well together and congestion was minimized. Thus, the MMTB requested F & V to study both intersections fully and come back to the board with recommendations for each. The previous agenda item addressed the proposed recommendations for the Maple and N. Eton intersection. A detailed study of options by F & V for improvements to the Maple and S. Eton intersection is attached to this report.

In addition to ensuring that both the N. Eton and S. Eton intersections work together to improve congestion, F & V also considered numerous options to improve the pedestrian environment at the Maple and S. Eton intersection. The attached letter dated January 30, 2019 outlines all options considered by F & V, and recommends both vehicular and pedestrian improvements at S. Eton that work in conjunction with the improvements recommended at N. Eton. F&V will be prepared to demonstrate the options considered, including the recommended option(s) using computer modeling.

After this further analysis, Option 6 that recommends adding a splitter island and relocating the N-S crosswalk to the east leg of the intersection was identified as the best option.

On February 7, 2019, the MMTB reviewed the proposed options and the traffic analysis. After much discussion, the MMTB determined that their preferred options were options 1 and 6. A majority of MMTB members stated that option 6 was the preferred option, with the only concern being whether or not to relocate the north – south crosswalk from the western leg of the intersection to the eastern leg of the intersection. The board directed F & V to send the proposed plans to a safety expert for review and comment, and to bring the matter back to the MMTB at the next meeting.

F & V forwarded the proposed plans to Ms. Carissa McQuiston, Non-Motorized Safety Engineering Specialist with MDOT's Safety Programs Unit in Lansing, MI. Ms. McQuiston's comments and recommendations are summarized in the attached letter dated March 1, 2019 from F & V. Based



on the safety analysis, and information provided by the Birmingham Police Department, F & V continues to recommend Option 6 – Splitter Island Pedestrian Crossing, which includes the north-south crosswalk relocated to the east side of the intersection. Staff has asked F & V to conduct a field visit during the PM peak hours on March 4 -6, 2019 to ensure the intersection is performing in accordance with the data provided. An update will be provided at the MMTB meeting on March 7, 2019 to report any inconsistencies.

**SUGGESTED RESOLUTION:**

To recommend approval of Option 6 – Splitter Island Pedestrian Crossing as noted in F & V's report dated March 1, 2019 to add a pedestrian refuge island to shorten the length of the E-W crosswalk and to relocate the N-S crosswalk to the east, at an approximate cost of \$25,000 – \$50,000.



March 1, 2019

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

VIA EMAIL

**RE: Maple Road & S. Eton Street  
Pedestrian Improvements Summary**

Dear Mr. O'Meara:

The purpose of this letter is to provide additional information regarding the pedestrian improvements for consideration at the Maple Road & S. Eton Street intersection. F&V previously performed an analysis and review for this intersection as summarized in our letter dated February 1, 2019. F&V presented the findings to the Multi-Modal Transportation Board (MMTB) at the February 7, 2019 meeting and the MMTB requested a further analysis to consider:

- Safety review of the pedestrian crossing location in Option 6 by a pedestrian safety expert.

Included herein is a summary of the additional analysis performed to consider these items as noted by the MMTB.

## PROJECT BACKGROUND

The preferred recommendation from the MMTB was **Option 6: Splitter Island Pedestrian Crossing**.

### Advantages

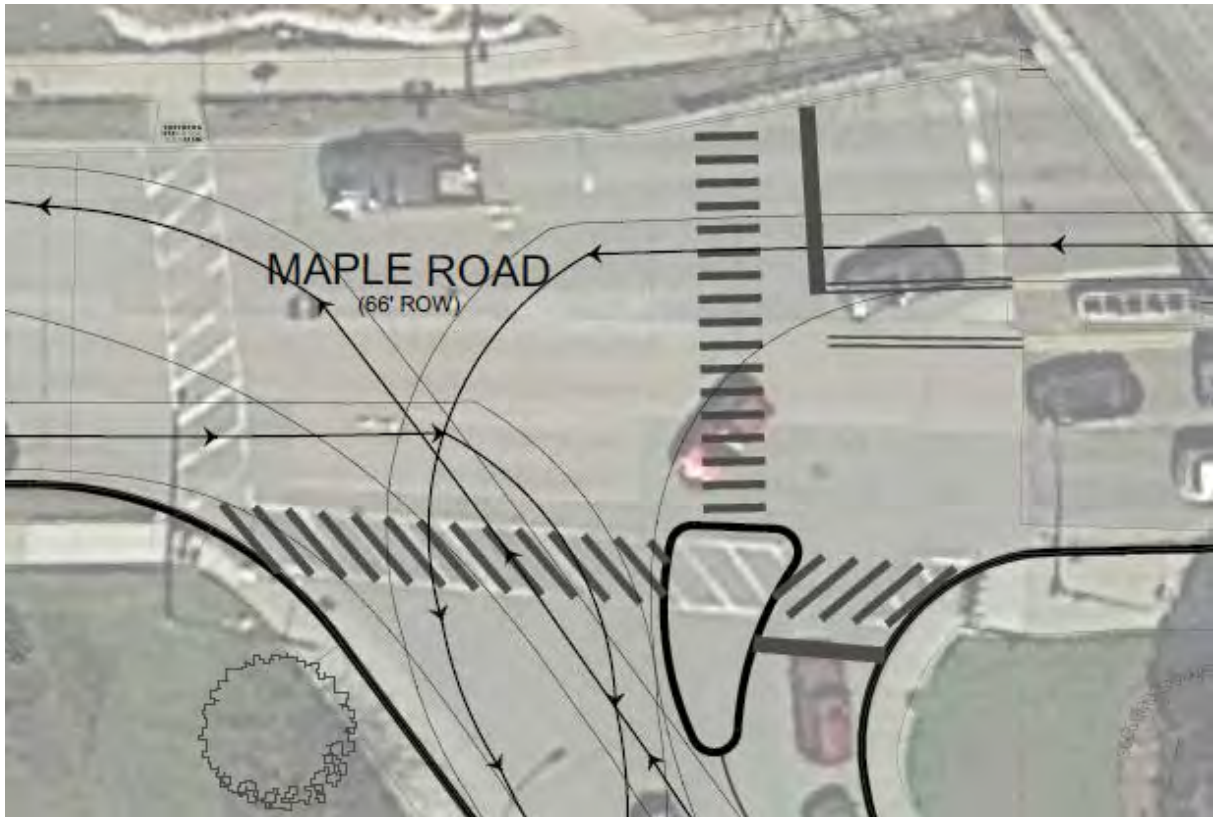
- Splitter island large enough to accommodate waiting pedestrians and provide the necessary level landing space for ADA.
- The N-S pedestrian crossing across Maple Road can be relocated to the east side of the intersection, thus eliminating pedestrian conflicts with turning traffic.
- The island provides approximately 325 square feet of raised area. This is enough to maintain a small planting area.
- The total crosswalk distance is comprised of two shorter crossings of 53-feet and 18-feet, with a 13-foot pedestrian refuge. This is a 17-ft reduction in pedestrian crossing distance over the existing 88-foot crosswalk length.
- The stop-bar on S. Eton Street for the right-turn lane is able to move closer to the intersection, providing an additional queuing space (1-2 vehicles) and improved visibility for pedestrians at the intersection.



## Concerns

- The existing guardrail on the north side of the intersection will need to be adjusted to accommodate pedestrian crosswalk on the east side of the intersection.
- The sight distance for the crosswalk for westbound vehicles on Maple Road would be limited by the grade differences and railroad bridge obstructing a clear line of sight.

### Option 6: Splitter Island Pedestrian Crossing



## MDOT SAFETY REVIEW

F&V contacted MDOT Traffic and Safety Division in Lansing, Michigan to obtain an expert opinion on the safety of locating the crosswalk on the east side of the intersection as shown above in Option 6. Specifically associated with the following concerns of the MMTB which were provided to MDOT for evaluation:

- *Is there a concern with relocating the crossing to the east side of the intersection given the location of the bridge pier?*
- *What if pedestrians are crossing during a red phase (illegal crossings), they may be hit by a westbound driver who can't see the pedestrian because of the bridge obstructing the sight distance.*

Carissa McQuiston, PE, MDOT Non-Motorized Safety Engineering Specialist reviewed the proposed Option 6 and in particular, the proposed crosswalk location. She provided the following comments regarding the MMTB concerns.

*Illegal crossings shouldn't be the focus of the proposed pedestrian operations, unless there is an existing issue with pedestrians crossing illegally at this intersection. If there is an existing issue then it looks like there would be a sight distance issue. Other items to consider:*

1. *Do drivers tend to run the light so they don't have to store under the bridge (it looks like there is minimum storage under the bridge between the two signals)?*
2. *Are there noted issues (illegal crossings) with the current crossing location and westbound through traffic? If so, those would likely increase if the crossing is moved to the east side of the intersection.*



3. *I would assume that the timing of the signal would be made to serve both the pedestrians and the vehicles, so hopefully illegal crossings would not be an issue.*
4. *Also, make sure the area is well lit at night to eliminate shadows from the bridge.*

### ADDITIONAL ANALYSIS

From the MDOT review, several items were identified that we further evaluated.

1. *Do drivers tend to run the light so they don't have to store under the bridge (it looks like there is minimum storage under the bridge between the two signals)?*

The Birmingham Police Department provided information regarding this intersection and vehicle violations. There is no substantiated history of red-light running at this intersection; however, the BPD does not have enough violation data at this intersection to conclusively say that red light running is not a concern. The City has requested that F&V perform a field review between March 4-6, 2019 to provide additional feedback regarding red light running at this intersection. Additional information from the field reviews will be provided to the MMTB at the March 7, 2019 meeting.

2. *Are there noted issues (illegal crossings) with the current crossing location and westbound through traffic? If so, those would likely increase if the crossing is moved to the east side of the intersection.*

The Birmingham Police Department provided information regarding pedestrian crashes at this intersection. There has been only one pedestrian crash at this intersection in the last 10 years that occurred in 2011. If there were higher occurrences of illegal crossings, we would expect this number to be higher. Therefore, there is no substantiated history of illegal crossings at this intersection.

3. *I would assume that the timing of the signal would be made to serve both the pedestrians and the vehicles, so hopefully illegal crossings would not be an issue.*

The proposed crossing location would be pedestrian activated, there-by serving the pedestrians as-needed at this intersection.

4. *Also, make sure the area is well lit at night to eliminate shadows from the bridge.*

There is intersection lighting; however, there is currently no lighting under the bridge. The intersection lighting should be reviewed as part of a design phase with this project.

### SUMMARY

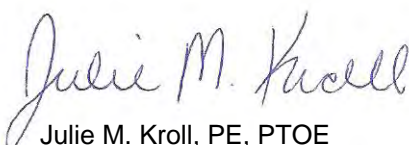
The primary concerns from MDOT with the crosswalk location on the east side of the intersection were:

- Is there a lot of red-light running?
- Is there an issue with the existing crossing location and pedestrians crossing illegally?

We have determined that the answer to both of these questions is no. Therefore, there is no safety or operational concern with relocating the crosswalk to the east side of the intersection. Other items that should be addressed in the design phase for this project is to insure there is adequate intersection lighting, and potentially add lighting under the bridge.

We hope that this information provides adequate clarification to address the questions of the City. If you have any questions or concerns, please contact our office.

Sincerely,  
FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:jmk

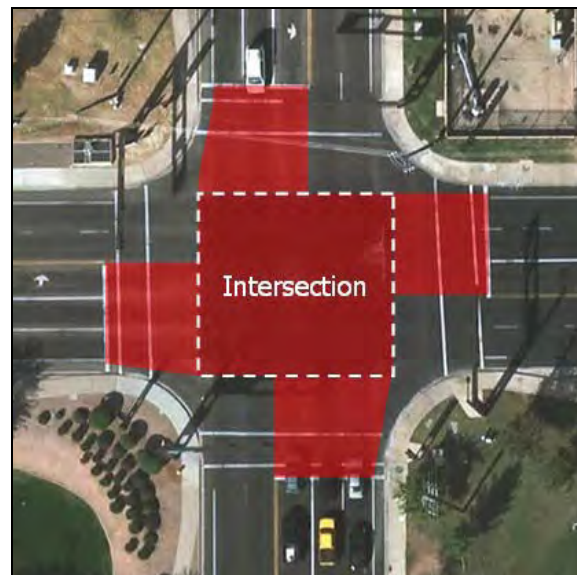




# Engineering Countermeasures to Reduce Red-Light Running

## Red-Light Running Defined

There is no simple or single reason to explain why drivers run red lights, but beginning with a definition will provide a framework for discussion. The simplest definition of red-light running (RLR) is the act of entering, and proceeding through, a signalized intersection after the traffic signal has turned red. According to the Uniform Vehicle Code (UVC)<sup>1</sup>, a motorist "...facing a steady circular red signal shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to proceed is shown..." (§11-202). An intersection is defined in the UVC as "... the area embraced within the prolongation or connection of the lateral curb lines, or if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict" (§1-132). See Figure 1.



**Figure 1: Diagram of UVC definition of an intersection**

## Red-Light Running Fatalities

FHWA identified the following four elements from the Fatality Analysis Reporting System that provide a consistent definition of red-light running fatalities.

- The crash occurred at an intersection or was intersection-related;
- The intersection was controlled by an active traffic signal;
- A driver was charged with either failing to stop for a red signal or failing to obey a traffic control device; and
- A driver was going straight at the time of collision.

On average, during the 2000 to 2007 period, 916 annual RLR fatalities have resulted. In 2007, 883 RLR fatalities have occurred. This represents a reduction of 33 RLR fatalities or approximately 3.5 percent as compared to the most recent five-year average. A chart illustrating the RLR fatalities between 2000 and 2007 is shown in Figure 2.

1. National Committee on Uniform Traffic Laws and Ordinances (NCUTLO). *Uniform Vehicle Code*. 2000.



U.S. Department of Transportation  
Federal Highway Administration



Safe Roads for a Safer Future  
Investment in roadway safety saves lives



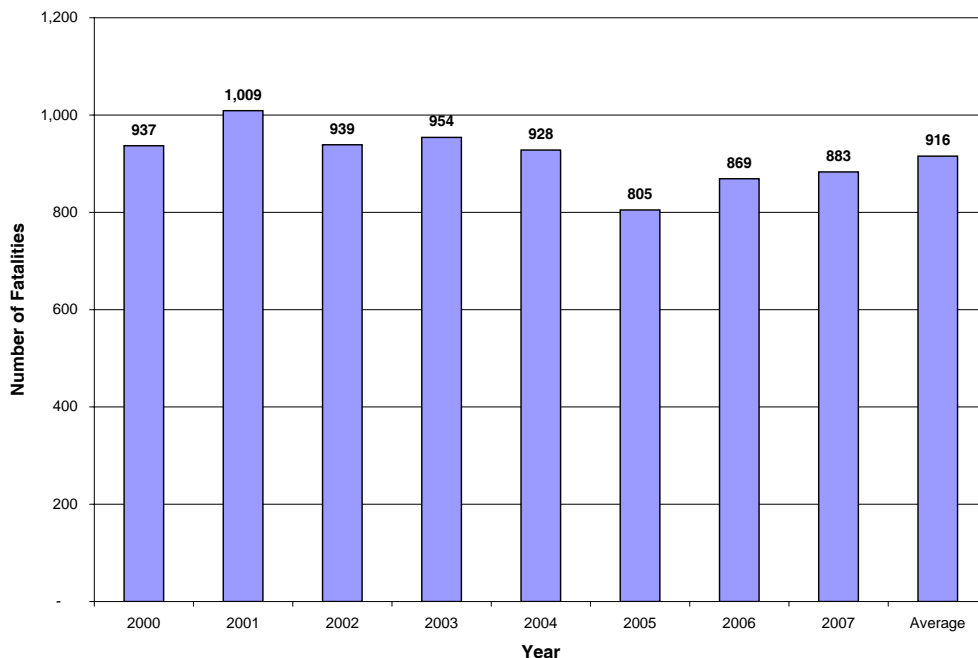


Figure 2: Red Light Running Fatalities Year 2000 to 2007

## Factors Affecting Red-Light Running

### Overview

A number of intersection and human factors influence RLR. How these factors interact to increase or decrease the risk of RLR will assist in identifying the varied reasons behind RLR. Red-light runners can be categorized into intentional and unintentional violators. In general, engineering countermeasures should help address the unintentional violations, and enforcement countermeasures should help address the intentional violations.

An example of an intentional reason would be, "I was in a hurry and I thought I could beat the yellow light." Examples of an unintentional reason for running a red light would be, "I could not see the signal, the sun was in my eyes or I tried to slow down but I was caught in the dilemma zone when the light turned red." Research has found that more than 50% of red-light violations happen within the first 0.5-seconds of the red signal indication and 94.2% of red-light violations occur within the 2.0-seconds of the

red-light onset.<sup>2</sup> Engineers must look at each of these reasons, conduct field surveys of the intersections and subsequently recommend targeted engineering, enforcement, and education countermeasure programs to reduce the RLR problem. Prior to the discussion of engineering causes and countermeasures, this brief will describe several of the legal, demographic, human behavioral factors, vehicular, and intersection characteristics related to RLR.

### Meaning of Yellow Indication

The meaning of the yellow indication is different in legal codes of the states. The law as stated in the UVC and the Manual on Uniform Traffic Control Devices (MUTCD) is considered a permissive yellow law, meaning that the driver can enter the intersection during the entire yellow interval and be in the intersection during the red indication as long as he/she entered the intersection during the yellow interval. As of 2009, permissive yellow rules were followed by at least half of the

states.<sup>3</sup> However, in other states there are two types of restrictive yellow laws that apply, namely:

- Vehicles can neither enter the intersection nor be in the intersection on red; or
- Vehicles must stop upon receiving the yellow indication, unless it is not possible to do so safely.

This will need to be considered in combination with the definition of an intersection when developing a plan to address red-light running. Any public information and education campaign would need to incorporate a learning objective regarding the meaning of the yellow indication.

### Demographic Characteristics

The demographics category includes the age, gender and vehicle occupancy characteristics of the red-light runner. It also includes whether or not the red-light runner was wearing a seat belt and looks at his/her driving record.

**Age.** Younger drivers between the

2. RITA, John A. Volpe National Transportation Systems Center, *Analysis of Red Light Violation Data Collected from Intersections Equipped with Red Light Photo Enforcement Cameras*, DOT-VNTSC-NHTSA-05-01. Washington, DC, 2006.

3. Interim Report: NCHRP Project 03-95 Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersection. Prepared by Vanasse Hangen Brustlin for the Transportation Research Board, September 2009.



ages of 18 to 25 years old are more likely to run red lights compared to other age groups.<sup>4</sup>

**Gender.** Red-light runners are more likely than non-runners to be male.<sup>5</sup>

**Occupancy.** Drivers have a higher probability of running red lights when driving alone compared to when passengers are in their vehicles.<sup>6</sup>

**Seat Belts.** Red-light runners are less likely to wear safety belts.<sup>7</sup>

**Driving Record.** Drivers with poor driving records and driving smaller and older cars have a higher tendency to run red lights.<sup>8</sup> Red-light runners are more likely than non-runners to be driving with suspended or revoked driver's licenses.

## Human Behavioral Factors

**Driver Inattention.** Many common distractions that cause drivers to reduce their focus on the task of driving include:

- Drowsiness;
- Conversing with passengers;
- Manipulating radio and/or GPS devices;
- Eating; and
- The use of a cellular phone or other electronic devices.

**Speeding.** Motorists may:

- Accelerate when anticipating a change in signal indication, in order to make it through the intersection on the yellow. If a motorist misjudges the time of the signal change, he or she will enter the intersection against the red signal indication; and/or
- Drive above the posted speed limit or drive too fast for conditions, increasing the distance available to react to a change in the traffic signal indication.<sup>9</sup>

## Aggressive Driving Headway.

Drivers that follow closely (headway of less than two seconds) are more likely to run a red light.<sup>10</sup>

## Vehicular Characteristics

**Larger-sized vehicles.** There is a significant statistical difference between the rates of RLR for following a passenger car and for following a larger-size vehicle with higher rates of RLR for driving behind a larger-size vehicle due to vertical visibility blockage of the traffic signal pole.<sup>11</sup>

## Intersection Characteristics

**Traffic Volumes.** The RLR frequency increases as the approach traffic volume at intersections increases.<sup>12</sup>

**Time-of-Day Characteristics.** The average red-light violations are higher during AM and PM peak hours com-

pared to other times of the day.<sup>13,14</sup>

**Approach Grade.** Drivers on downgrades are less likely to stop than drivers on level or upgrade approaches.

**Frequency of Signal Cycles.** Many researchers recognize a correlation between the frequency of signal changes and red light running.<sup>15,16,17</sup> If the cycle length increases, the hourly frequency of signal changes decreases, which should reduce the exposure of drivers to potential red-light running situations.<sup>18</sup>

**Type of Signal Control.** The type of signal control plays a role in the exposure of drivers to red-light running situations. Highway corridors with vehicle-actuated traffic control tend to produce more compact vehicle platoon configurations than pretimed

4. Porter, B.E. and Berry, T.D. A Nationwide Survey of Self-Reported Red Light Running: Measuring Prevalence, Predictors, and Perceived Consequences. *Accident Analysis and Prevention*, 33, 735-741. 2001.

5. Retting, R.A. et al. Evaluation of Red Light Camera Enforcement in Oxnard, California. *Accident Analysis and Prevention*, 31, 169-174. 1999.

6. Porter, B.E. and Berry, T.D. 2001.

7. Retting, R. A. and Williams A.F. Characteristics of Red Light Violators: Results of a Field Investigation. *Journal of Safety Research*, 27(1), 9-15. 1996.

8. Ibid.

9. Retting, R.A. et al., 1999.

10. Bonneson, et. al. *Engineering Countermeasures to Reduce Red-Light-Running*. Report No. FHWA/TX-03/4027-2. Texas Department of Transportation, Austin, TX. 2002.

11. Radwan, E. et al. "Red-Light Running and Limited Visibility Due to LTVs Using the UCF Driving Simulator." Orlando, FL: Center for Advanced Transportation Systems Simulation, University of Central Florida, Florida Department of Transportation. 2005.

12. Brewer et al. *Engineering Countermeasures to Red-Light-Running. Proceeding of the ITE 2002 Spring Conference and Exhibit* (CD-ROM). Washington, DC: Institute of Transportation Engineers. 2002.

13. Retting et al. Red-Light Running and Sensible Countermeasures: Summary of Research Findings. Transportation Research Record 1640, 23-26. Transportation Research Board, Washington, DC. 1998.

14. Lum, K.M. and Wong, Y.D. Impacts of Red Light Camera on Violation Characteristics. *Journal of Transportation Engineering*, November/December, 648-656. 2003.

15. Porter, B.E. and England, K.J. Predicting Red-Light Running Behavior: A Traffic Study in Three Urban Settings. *Journal of Safety Research*, 31(1), 1-8. 2000.

16. Baguley, C. Running the Red at Signals on High-Speed Roads. *Traffic Engineering & Control*, 29, 7-8. 1988.

17. Van der Horst, R. and Wilmick A. Drivers' Decision-Making at Signalized Intersections: An Optimization of the Yellow Timing. *Traffic Engineering & Control*, December, 615-622. 1986.

18. Cesar Quiroga, Edgar Kraus, Ida van Schalkwyk, and James Bonneson, CTS-02/150206-1: Red Light Running, A Policy Review, Texas Transportation Institute, Center for Transportation Safety, March, 2003, Page 4.



Table 1: Summary of Engineering Countermeasures to Reduce Red-Light Running

Improve Signal Visibility/ Conspicuity	Increase the Likelihood for Stopping	Remove Reasons for Intentional Violations	Eliminate the Need to Stop
Signal for Each Approach Through Lane	Install Signal Ahead Signs	Adjust Yellow Change Interval	Coordinate Signal Operation
Install Backplates	Install Transverse Rumble Strips	Provide or Adjust All-Red Clearance Interval	Remove Unwarranted Signals
Modify Placement of Signal Heads	Install Activated Advance Warning Flashers	Adjust Signal Cycle Length	Construct a Roundabout
Increase Size of Signal Displays	Improve Pavement Surface Condition	Provide Dilemma Zone Protection	
Install Programmable Signal/ Visors or Louvers			
Install LED Signal Lenses			

traffic control.<sup>19</sup> The result is an increase in the number of drivers who may be exposed to the yellow and/or red indications during “max out” phase terminations in the operation of the system and a reduction in the probability of stopping before the stop line after the light changes to yellow as long the approach is occupied. If the approach is unoccupied for a period of time, the green may reach its maximum limit and “gap out” forcing the green phase to end regardless of whether the approach is occupied. There is a greater potential for RLR as the frequency of max out increases.

**Yellow interval duration.** Both long yellow intervals which can violate driver expectancy and short yellow intervals (intervals shorter than the Institute of Transportation Engineers (ITE)-suggested values<sup>20</sup>) have resulted in a high number of RLR violations.

## Engineering Countermeasures To Reduce Red Light Running

### Overview

ITE and the Federal Highway Administration (FHWA) developed a publication titled *Making Intersections Safer: A Toolbox of Engineering*

19. Van der Horst, R. Driver Decision Making at Traffic Signals. *Transportation Research Record* 1172, 93-97. 1998.

20. *Traffic Engineering Handbook*, Washington, DC. ITE. 1999.

### Countermeasures to Reduce Red-Light Running: An Informational Report.<sup>21</sup>

Similar work has been completed by Bonneson, Brewer, and Zimmerman. The principal objectives of these publications are to identify engineering design and operational features of an intersection that could be upgraded to reduce RLR. The engineering countermeasures can be grouped into four distinct areas:

- Improving signal visibility/conspicuity;
- Increasing the likelihood of stopping;
- Removing the reasons for intentional violations; and
- Eliminating the need to stop.

Table 1 summarizes the countermeasures that can be considered under each of the countermeasure groupings identified above. These engineering countermeasures are based on a driver characteristic called the “unintentional violator.” This type of driver may be incapable of stopping or may be inattentive while approaching the intersection due to poor judgment by the driver or in the design or operation of the intersection. A second type of driver characteristic

21. *Making Intersections Safer: A Toolbox of Engineering Countermeasures to Reduce Red-Light Running: An Informational Report*, ITE. 2003 [http://safety.fhwa.dot.gov/intersection/redlight/rlr\\_report/](http://safety.fhwa.dot.gov/intersection/redlight/rlr_report/).

is the “intentional violator” who, based on his/her judgment, knows they may violate the signal yet proceeds through the intersection anyway. This type of driver is most affected by enforcement countermeasures, while unintentional red-light runners are most affected by engineering countermeasures.

### Increase Signal Visibility/Conspicuity

**Signal for Each Approach Through Lane.** Section 4D.15 of the MUTCD only requires that “a minimum of two signal faces shall be provided for the major movement on the approach...” Under this standard, it would be acceptable to have only two signals on an approach with three or more through lanes. When a signal is positioned such that it is over the middle of the lane, it is in the center of the motorist's cone of vision, thereby increasing its visibility. The additional signal head further increases the likelihood that a motorist will see the signal display for the approach. Placement of a primary signal head over each through lane has been demonstrated to have the lowest incidence of crashes.

**Install Backplates.** Backplates are used to improve the signal visibility by providing a background around the signals, thereby enhancing the contrast. They are particularly useful in complex visual environments, in east-west directions, and against bright sky backgrounds, but many agencies use backplates on all signals because of the conspicuity they provide. A retroreflective yellow border strip around the



outside perimeter of signal backplates has also been found to significantly reduce nighttime crashes at signals and also helps drivers identify an intersection as signalized during a power failure.

### Modify Placement of Signal Heads.

Overhead-signal displays help to overcome the three most significant obstacles posed by locations that have only pole-mounted signal heads, which are: (1) they generally do not provide good conspicuity, (2) mounting locations may not provide a display with clear meaning and (3) motorists' line-of-sight blockage to the signal head due to other vehicles, particularly trucks, in the traffic stream. Studies have shown significant reduction in crashes attributed to the replacement of pole-mounted signal heads with overhead-signal heads. However, even with overhead signals, pole-mounted supplemental signal faces should be considered to further enhance signal visibility and conspicuity.

### Increase Size of Signal Displays.

12-inch signal lenses should be considered for all signals, and especially those displaying red indications, to increase signal visibility. The MUTCD requires 12-inch-diameter signal lenses for approaches where speeds are greater than 40 mph and for some other circumstances. Yet many road authorities have made it their policy to use 12-inch-diameter lenses universally for new installations, regardless of the approach speed. Studies in Michigan, North Carolina, and elsewhere have shown the safety benefits of using 12-inch lenses, even in low-speed situations.

**Install Programmable Lens Signals/Visors or Louvers.** Optically programmed or visibility-limited signals limit the field of view of a signal. They allow greater definition and accuracy of the field of view. The MUTCD speaks of visibility-limited signals mostly with regard to left-turning traffic at an intersection. The MUTCD permits the use of visibility limited signal faces in situations where the road user could be misdirected, particularly at skewed or closely-spaced intersections when the road user sees the



Figure 3: Example of backplates on a multilane arterial intersection

signal indications intended for other approaches before seeing the signal indications for their own approach. Because the field of view is restricted and requires specific alignment, the signals require rigid mounting instead of suspension on overhead wires. There is some concern associated with glare and the limitations of seeing the signal. Signal visibility alignment requires attention both in design and in field maintenance.

**Install LED Signal Lenses.** LED units are used for three main reasons: they are very energy efficient, are brighter than incandescent bulbs, and have a longer life increasing the replacement interval. LED signals may be noticeably brighter and more conspicuous than an adjacent signal with the incandescent bulb. LED traffic signal modules have a service life of 6 to 10 years compared to incandescent bulbs that have a life expectancy of only 12 to 15 months. There is a belief that LEDs are brighter and last longer and therefore would provide safety benefits but this has not been quantified. Some studies have found that LED units tend to lose brightness over time instead of exhibiting an immediate failure.

### Increase the Likelihood for Stopping

**Install Signal Ahead Signs.** The MUTCD (Section 2C.29) requires an advance traffic control warning sign when “the primary traffic-control

device is not visible from a sufficient distance to permit the road user to respond to the device.” In addition to the normal symbolic SIGNAL AHEAD warning sign, a sign with the legend BE PREPARED TO STOP (W3-4) can be used.

### Install Transverse Rumble Strips.

Rumble strips are a series of intermittent, narrow, transverse areas of rough-textured, slightly raised or depressed road surface. The rumble strips provide an audible and a vibrotactile warning to the driver. When coupled with the SIGNAL AHEAD warning sign and also the pavement marking word message— SIGNAL AHEAD—the rumble strips can be effective in alerting drivers of a signal with limited sight distance. There are no known studies reporting on how this treatment can reduce red-light violations or the resulting crashes; hence their use should be restricted to special situations. If used, they should be limited to lower-speed facilities (less than 40 mph) and be reserved for locations where other treatments have not been effective. Rumble strips should not be installed if there will be excessive noise for adjacent residential areas or there are numerous bicyclists using the facility.

**Install Activated Advance Warning Flashers.** The purpose of an activated advance-warning flasher (AAWF) is to forewarn the driver when a traffic



signal on his/her approach is about to change to the yellow and then the red phase. This type of treatment provides a specific warning of an impending traffic signal change ahead. AAWFs inform drivers of the status of a downstream signal. Yellow flashing beacons with the sign are activated or an otherwise blank changeable message such as "Red Signal Ahead" is illuminated for several seconds. The sign and the flashers are placed a certain distance from the stop line as determined by the speed limit on the approach.

### Improve Pavement Surface

**Condition.** As a vehicle approaches a signalized intersection and slows to stop for a red light, it may be unable to stop due to poor pavement friction and as a result, proceed into the intersection. Countermeasures to improve skid resistance include asphalt mixture (type and gradation of aggregate as well as asphalt content), pavement overlays, and pavement grooving. Additionally, countermeasures can be considered such as the use of a SLIPPERY WHEN WET sign with a supplemental Advisory Speed Plate for a lower advisory speed.

### Remove Reasons for Intentional Violations

**Adjust Yellow Change Interval.** MUTCD (Section 4D.10) provides guidance regarding the duration of yellow change interval. It indicates that the duration of the yellow change interval should be approximately 3 to 6 seconds, with longer intervals reserved for high-speed approaches. The MUTCD does not provide guidance regarding the calculation of clearance interval durations other than to provide ranges of acceptable values. ITE prepared a formula to calculate the yellow change interval that uses a number of operational parameters including perception-reaction time, deceleration rate, approach speed and grade.<sup>22</sup>

There is a correlation between the duration of the yellow interval and red

light running events. Van der Horst observed a substantial reduction in the number of red-light running events after increasing the duration of the yellow interval from 3 to 4 seconds (in urban areas) and from 4 to 5 seconds (in rural areas).<sup>23</sup> A small adjustment was observed in the drivers' stopping behavior, which was attributed to the relatively low increase in the duration of the yellow interval.<sup>24</sup>

ITE suggests that a long change interval may encourage drivers to use it as part of the green interval and therefore maximum care should be used when exceeding five seconds. If the calculated or selected yellow change interval length exceeds 5 seconds, it may be the choice of the local jurisdiction to handle the additional time with a red clearance interval. Furthermore, using a yellow change interval length less than 3 seconds may violate driver expectancy and result in frequent entry on red indications. If the interval is too short, rear-end crashes may result.

ITE is in the process of preparing *Guidelines for Determining Traffic Signal Change Intervals: a Recommended Practice* (RP). In 1985 ITE published a Proposed Recommended Practice titled *Determining Vehicle Change Intervals* that was not ratified to become an recommended practice. Later, in 2001, ITE published the informational report *A History of the Yellow and All-Red Intervals for Traffic Signals*.

ITE plans to prepare the RP to reflect the current state-of-the-practice and to provide the user with a broader overview of key considerations to determine yellow change and red clearance intervals for traffic signals and their application. A separate effort is underway by the National Cooperative Highway Research Program (NCHRP Project 03-95) to

prepare a document titled *Guidelines for Timing Yellow and All-Red Intervals at Traffic Signals*. This project will have a longer time horizon because it will incorporate new primary data into the research.

### Provide or Adjust All-Red Clearance Interval.

An all-red clearance interval is an optional portion of a traffic signal cycle that can follow a yellow change interval and precede the next conflicting green interval. The purpose of the all-red interval is to allow time for vehicles that entered the intersection during the yellow-change interval to clear the intersection before the traffic-signal display for the conflicting approaches turns to green. Engineering formulas should be used to calculate whether this extra clearance interval is needed and what its duration should be based on the speeds, intersection widths and other factors. The all-red clearance interval may also be useful in mitigating the "go" decision by a motorist in the amber dilemma zone when there is not enough time to clear the intersection, particularly at high speed locations. Generally, the duration of the all-red clearance interval is from 0.5 to 3.0 seconds. The MUTCD provides guidance that the all-red clearance interval should not exceed 6 seconds (Section 4D.10).

**Adjust Signal Cycle Length.** Proper timing of signal-cycle lengths can reduce driver frustration that might result from unjustified short or long cycle lengths. Longer cycle lengths mean fewer cycles per hour and therefore fewer yellow-change intervals per hour and thus can reduce the number of opportunities for traffic-signal violations. On the other hand, signal cycles that are excessively long can encourage RLR because drivers do not want to have to wait several minutes for the next green interval.

### Provide Dilemma Zone Protection.

The "dilemma zone" has been defined recently to be the area in which it may be difficult for a driver to decide whether to stop or proceed through an intersection at the onset of the yellow-signal indication. It is also referred to as the "option zone" or the "zone of

22. *Determining Vehicle Signal Change and Clearance Intervals*, Washington, DC: ITE, 1994.

23. Van der Horst, R. 1998.

24. Cesar Quiroga, Edgar Kraus, Ida van Schalkwyk, and James Bonneson, CTS-02/150206-1: Red Light Running, A Policy Review, Texas Transportation Institute, Center for Transportation Safety, March, 2003, Page 5.



indecision.” One potential counter-measure to reduce red-light running is to reduce the likelihood that a vehicle will be in the dilemma zone at the onset of the yellow interval. This can be accomplished by placing vehicle detectors at the dilemma zone. They detect if a car is at the dilemma zone immediately before the onset of the yellow interval. If a vehicle is there, the green interval can be extended so that the vehicle can travel through the dilemma zone and prevent the onset of the yellow while in the dilemma zone.

### Eliminate the Need to Stop Coordinate Signal Operation.

Interconnected signal systems provide coordination between adjacent signals and are proven to reduce stops, reduce delays, decrease accidents, increase average travel speeds, and decrease emissions. An efficient signal system is also one of the most cost-effective methods for increasing the capacity of a road. With reduced stops, the opportunity to run red lights is also reduced. In addition, if drivers are given the best signal coordination practical, they may not be as compelled to beat or run a red signal.

### Remove Unwarranted Signals.

If there is a high incidence of RLR violations, this may be because the traffic signal is perceived as being not necessary and does not command the respect of the motoring public. Sometimes signals are installed for reasons that dissipate over time. For instance, traffic volume may decrease due to changing land-use patterns or the creation of alternative routes. The removal of a traffic signal should be based on an engineering study. Factors to be considered are included in ITE's *Traffic Control Devices Handbook*. If a signal is eliminated, the traffic engineer must continue to monitor the intersection for any potential increase in crashes.

**Construct a Roundabout.** When a roundabout replaces a signalized intersection, the RLR problem is obviously eliminated. Single-lane roundabouts and other roundabouts have been shown to have significantly less crashes (and less severe



Figure 4: Example of entry to multi-lane roundabout

crashes) than signalized intersections. Readers should consult *NCHRP 572: Roundabouts in the United States*<sup>25</sup> and FHWA's *Roundabouts: An Informational Guide*.<sup>26</sup>

### Intersection Field Assessment Form

The following intersection field inspection form sheet is provided and can be downloaded online at [http://safety.fhwa.dot.gov/intersection/redlight/redl\\_reports/fieldinspfrm.cfm](http://safety.fhwa.dot.gov/intersection/redlight/redl_reports/fieldinspfrm.cfm).

The field inspection form should be used to identify the extent to which an intersection approach may exhibit traffic operational or engineering design issues that could have an effect on red-light running. A separate field assessment sheet should be completed for each intersection approach. The form shows the types

of information that an engineer or an engineering technician should evaluate to determine if a red-light running problem exists at a specific location. Based on the data, the transportation engineering professional can identify if the RLR problems are due to intentional or unintentional (traffic operational or engineering and design) reasons and can suggest engineering countermeasures as a first step prior to consideration of the placement of automated red light cameras at an intersection.

25. [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_572.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_572.pdf).

26. Robinson, B. W., L. Rodegerdts, W. Scarbrough, W. Kittelson, R. Troutbeck, W. Brilon, L. Bondzio, K. Courage, M. Kyte, J. Mason, A. Flannery, E. Myers, J. Bunker, and G. Jacquemart. *Roundabouts: An Informational Guide*. Report FHWA-RD-00-067. FHWA, U.S. Department of Transportation, June 2000. (This document is being updated, with publication likely in 2010.)



## INTERSECTION FIELD INSPECTION FORM

LOCATION INFORMATION			
Intersection Identification: _____ with _____			
Approach Name: _____		Direction Heading: _____	
PART 1. CHECK SIGNAL VISIBILITY			
Type of Signal Mounting: <b>Span Wire</b> <b>Mast Arm</b> <b>Pole</b> <b>Structure</b>		Sight Distance to the Signal: _____ feet	
Requires Advance Warning Sign? <b>Y</b> <b>N</b>		Advance Signal Warning Sign Present: <b>Y</b> <b>N</b>	
Is anything blocking the view of the signals? <b>Y</b> <b>N</b> If yes, describe _____			
Can signal faces on other approaches be seen? <b>Y</b> <b>N</b> If yes, do these signals have visors, shields, or programmable lenses? <b>Y</b> <b>N</b>			
PART 2. CHECK SIGNAL CONSPICUITY			
Could visual clutter detract from the signal? <b>Y</b> <b>N</b>		Signal Lens Size Adequate?:	
Are the signal indications confusing? <b>Y</b> <b>N</b>		Red signal lens size: <b>8 inch</b> <b>12 inch</b>	
If yes, explain: _____		Distance from stop line to signal: _____ feet	
_____		Near side signal? <b>Y</b> <b>N</b>	
Are backplates present? <b>Y</b> <b>N</b>		Is existing size adequate? <b>Y</b> <b>N</b>	
Are backplates necessary? <b>Y</b> <b>N</b>		Number of Signal Heads Adequate?	
Are other glare-reducing steps needed? <b>Y</b> <b>N</b>		Total number of signal heads for major movement: _____	
Signal lens type: <b>Incandescent</b> <b>LEDs</b>		Total number of lanes for major movement: _____	
		Is existing number adequate? <b>Y</b> <b>N</b>	
		Signal Heads Placement Adequate? <b>Y</b> <b>N</b>	
PART 3. CHECK SIGNAL CONTROL PARAMETERS			
Grade (as decimal) $g =$ _____ (uphill is positive)		Calculate the needed change period ( $CP$ ) for this approach using agency practice or the following equation:	
Approach speed $V =$ _____ mph		$CP = 1.0 + \frac{\text{Yellow}}{(20 + 64.4g)} + \frac{\text{All-red}}{1.47 * V}$ $CP = 1.0 + \frac{1.47 * V}{(20 + 64.4g)} + \frac{W + 20}{1.47 * V}$	
Cross street width $W =$ _____ feet			
	Actual Value	Calculated Value	Is Existing Adequate?
Yellow Interval	_____	_____	<b>Y</b> <b>N</b>
All Red Interval	_____	_____	<b>Y</b> <b>N</b>
PART 4. CHECK OTHER FACTORS			
Is horizontal location adequate? <b>Y</b> <b>N</b> Pavement condition on approach: <b>Adequate</b> <b>Polished</b> <b>Severely Rutted</b>			
Should signal warranting study be conducted? <b>Y</b> <b>N</b> Other concerns: _____			
PART 5. IDENTIFY PROMISING COUNTERMEASURES			
<b>Visibility Deficiency</b>	<b>Conspicuity Deficiency</b>	<b>Signal Timing Operation Deficiency</b>	
_____ Install additional signals on near side	_____ Add signals to achieve one per lane	_____ Change yellow interval	
_____ Change signal mounting	_____ Replace with LED lens type	_____ Add/change all-red interval	
_____ Install SIGNAL AHEAD sign	_____ Replace with 12" signal head	<b>Other Measures</b>	
_____ Install Advance Warning Flashers	_____ Install double red signal	_____ Determine if signal is warranted	
_____ Remove/relocate sight obstruction	_____ Install/enhance backplates	_____ Consider roundabout or innovative design	
_____ Install programmable lenses	_____ Install rumble strips on approach	_____ Improve pavement condition	
_____ Install shields and visors	_____ Install near side signal		
_____ Other _____			

Inspection By: \_\_\_\_\_

Date: \_\_\_\_\_



## Resources

FHWA. *Field Guide for Inspecting Signalized Intersections to Reduce Red Light Running*. FHWA-SA-05-008. Washington, DC. 2005.

[http://safety.fhwa.dot.gov/intersection/redlight/redl\\_reports/fguide\\_isirlr/](http://safety.fhwa.dot.gov/intersection/redlight/redl_reports/fguide_isirlr/)  
(HTML)

[http://safety.fhwa.dot.gov/intersection/redlight/redl\\_reports/fieldinspfrm.cfm](http://safety.fhwa.dot.gov/intersection/redlight/redl_reports/fieldinspfrm.cfm).  
(Field Inspection Form plus downloadable .pdf form)

Federal Highway Administration, National Highway Traffic Safety Administration, *Red Light Camera Systems Operational Guidelines*, Washington, DC. January 2005.

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<http://safety.fhwa.dot.gov/intersection/redlight/fhwasa05002/fhwasa05002.pdf>.

FHWA, Research, Development, and Technology, Turner-Fairbank Highway Research Center, *Association of Selected Intersection Factors with Red-Light Running Crashes*, FHWA-RD-00-112. Washington, DC. 2000.

<http://www.hsisinfo.org/pdf/00-112.pdf>

Institute of Transportation of Engineers. *A History of the Yellow and All-Red Intervals for Traffic Signals*. Washington, DC: ITE. 2001.

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[http://safety.fhwa.dot.gov/intersection/redlight/rlr\\_report/rlrbook.pdf](http://safety.fhwa.dot.gov/intersection/redlight/rlr_report/rlrbook.pdf)

Texas Transportation Institute. *Engineering Countermeasures to Reduce Red-Light Running*. Report 4027-2, College Station, TX. August 2002.

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Texas Transportation Institute. *Evaluation of Enforcement Issues and Safety Statistics Related to Red Light Running*. Research Report 4196-1. College Station, TX. September 2003.

<http://tcd.tamu.edu/Documents/4196-1.pdf>





U.S. Department of Transportation  
**Federal Highway Administration**



**Safe Roads for a Safer Future**  
*Investment in roadway safety saves lives*



**CITY OF BIRMINGHAM MULTI-MODAL  
TRANSPORTATION BOARD THURSDAY,  
MARCH 7, 2019  
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 7, 2019.

Chairwoman Johanna Slanga convened the meeting at 6:02 p.m.

**1. ROLL CALL**

**Present:** Chairwoman Johanna Slanga, Vice-Chairwoman Lara Edwards; Board Members Amy Folberg, Daniel Rontal, Katie Schafer, Doug White, Joe Zane; Student Representatives Chris Capone, Bennett Pompei

**Absent:** None

**Present in Audience:** Alternate Board Member Daniel Isaksen

**Administration:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul O'Meara, City Engineer  
Laura Eichenhorn, Transcriptionist

**Fleis & Vanderbrink ("F&V"):**

Julie Kroll

**5. MAPLE ROAD / S. ETON – PEDESTRIAN IMPROVEMENTS**

City Engineer O'Meara reviewed the previous information and discussion on the item.

Julie Kroll, Traffic Consultant with F&V, presented updates on the item, explaining Ms. Kroll reached out to Carissa McQuiston, Non-Motorized Safety Engineering Specialist at MDOT, for a second opinion on whether the intersection becomes more dangerous for pedestrians if the crosswalk is moved from the west side to the east side and a pedestrian crosses against the light, given the possibility a westbound car may not see the pedestrian in advance. Ms. McQuiston said if there is an ongoing problem with pedestrians crossing against the light and vehicles running yellow and red lights, there would likely be an issue no matter what side the crosswalk is on. Ms. McQuiston recommended that the intersection be well-lit, especially underneath the bridge, in order to minimize the concerns regarding pedestrian safety.



City Engineer O'Meara noted the City is working on increasing the lighting under the bridge, but it is requiring ongoing negotiations with CN Railroad, who owns the bridge.

To follow up on Ms. McQuiston's comments, Ms. Kroll reached out to the Birmingham Police Department and asked about the frequency of pedestrian-vehicle issues at this intersection. The Police Department had insufficient data on violations to draw a conclusion. Traffic crash data noted that there has not been a pedestrian crash in this intersection since 2010. Ms. Kroll then went out and observed the intersection on March 5, 2019 between 4 p.m. - 7 p.m. to determine how often vehicles westbound through vehicles entered the intersection on a yellow light and how often vehicles entered the intersection on a red light. With these criteria, Ms. Kroll found 46 vehicles ran yellow lights, and 5 vehicles ran red lights. That said, the traffic volume on the road is 20,000 vehicles per day, so it is a very small percentage of vehicles running yellow or red lights. In addition, the intersection has a small period of time where all lights are red in order to give illegal movements time to clear before any approach is given a green light.

It would be several seconds once a vehicle enters the intersection before a pedestrian going north and a vehicle going west would have a possible interaction, Ms. Kroll explained. The largest concern would be westbound vehicles and southbound pedestrians.

Ms. Schafer suggested that if the crosswalk remains on the west side there is more time before a westbound vehicle coming under the bridge would reach an illegally-crossing pedestrian, whereas on the east side an illegally crossing pedestrian would be immediately in front of a westbound vehicle coming under the bridge.

Ms. Kroll explained that Ms. McQuiston said illegal pedestrian crossings should not be the focus of this analysis, unless illegal pedestrian crossings are a frequent, on-going issue. According to all available information, it has been determined that there is not a problem with illegal pedestrian crossings at this intersection. Given this, moving the crosswalk to the east side of the intersection will decrease the number of conflicting traffic movements occurring in the intersection. On the west side, pedestrians will always have a conflict with left-turning vehicles; on the east side, there is no conflict with turning vehicles.

Vice-Chairwoman Edwards expressed concern that an adult with a number of children may not be able to cross the intersection in one trip given the smaller size of the proposed splitter island. She noted that a split group of pedestrians, including children, would have to wait an entire light cycle in order to rejoin on the opposite side of the street. In addition, requiring pedestrians to go east-west if they are ultimately trying to go north-south will likely feel cumbersome to those pedestrians. For those reasons Vice-Chairwoman Edwards said she would be concerned about moving the crosswalk to the east side, even though she sees it as enormously beneficial to reduce the potential interactions between pedestrians and turning cars.



Planning Director Ecker noted that moving the intersection to the east side makes it safer overall. She also noted that there is a crosswalk at Whole Foods, should a group of pedestrians want to cross together and not have to risk being split into two groups by the size of the splitter island.

Vice-Chairwoman Edwards agreed that was true, but pointed out that it would require the pedestrians to go east-west again.

Ms. Schafer said the splitter island has evolved into a place where pedestrians must stand if they are trying to cross Maple even though it is small, whereas it was originally designed to be a refuge while crossing.

Chairwoman Slanga asked the Board whether they would like to broaden the discussion beyond Options One and Six, which the Board had narrowed their discussions to at the last meeting.

Mr. Zane replied that the Board seems to prefer Option One to Option Six. He asked if anyone on the Board was advocating for Option Six.

Planning Director Ecker said it stood out that the City's traffic consultants determined Option Six is a more safe option than Option One.

Mr. Zane acknowledged the safety findings for Option Six but also noted that some frequent users of the intersection have expressed a preference for Option One. He added that Option One is half the cost of Option Six, which is not the determining factor but is in its favor combined with the other considerations. He noted that theoretically leaving the crosswalk on the west side is less safe, but that there has not been an issue with pedestrians crossing on the west side in terms of safety.

Vice-Chairwoman Edwards agreed with Mr. Zane's summary. She also repeated Commissioner Nickita's recommendation that intersections be designed in accordance with where it is most convenient for pedestrians to cross. To do otherwise is to increase the likelihood of jaywalking.

Chairwoman Slanga invited the Board to make a motion, since the Board members seemed largely in agreement.

**Motion by Dr. Rontal**

**Seconded by Mr. Zane to accept Option One presented by F&V including a splitter island without moving the crosswalk.**

Chairwoman Slanga asked for public comment.

Daniel Isaksen, 1386 Yorkshire and Alternate Member of the MMTB, said he was not convinced by the argument that pedestrians would always have to cross east-west. He said there is insufficient data to prove the assertion. While he agreed that the goal of minimizing



interactions between pedestrians and left-turning vehicles is an important one, moving the crosswalk to the east side makes the intersection less intuitive which could cause drivers and pedestrians to move less appropriately, and thus less safely, move through the space.

Seeing no further comment, Chairwoman Slanga closed public comment.

**Motion carried, 7-0.**

ROLLCALL VOTE

Yeas: Rontal, Zane, Edwards, Folberg, Schafer, Slanga, White

Nays: None





## 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

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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 in December of last year. Since that time, the MMTB has studied the S. Eton Rd. 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 8½ ft. wide two-way bike lane adjacent to the west side curb. The remaining 1½ 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 partly 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 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.

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.

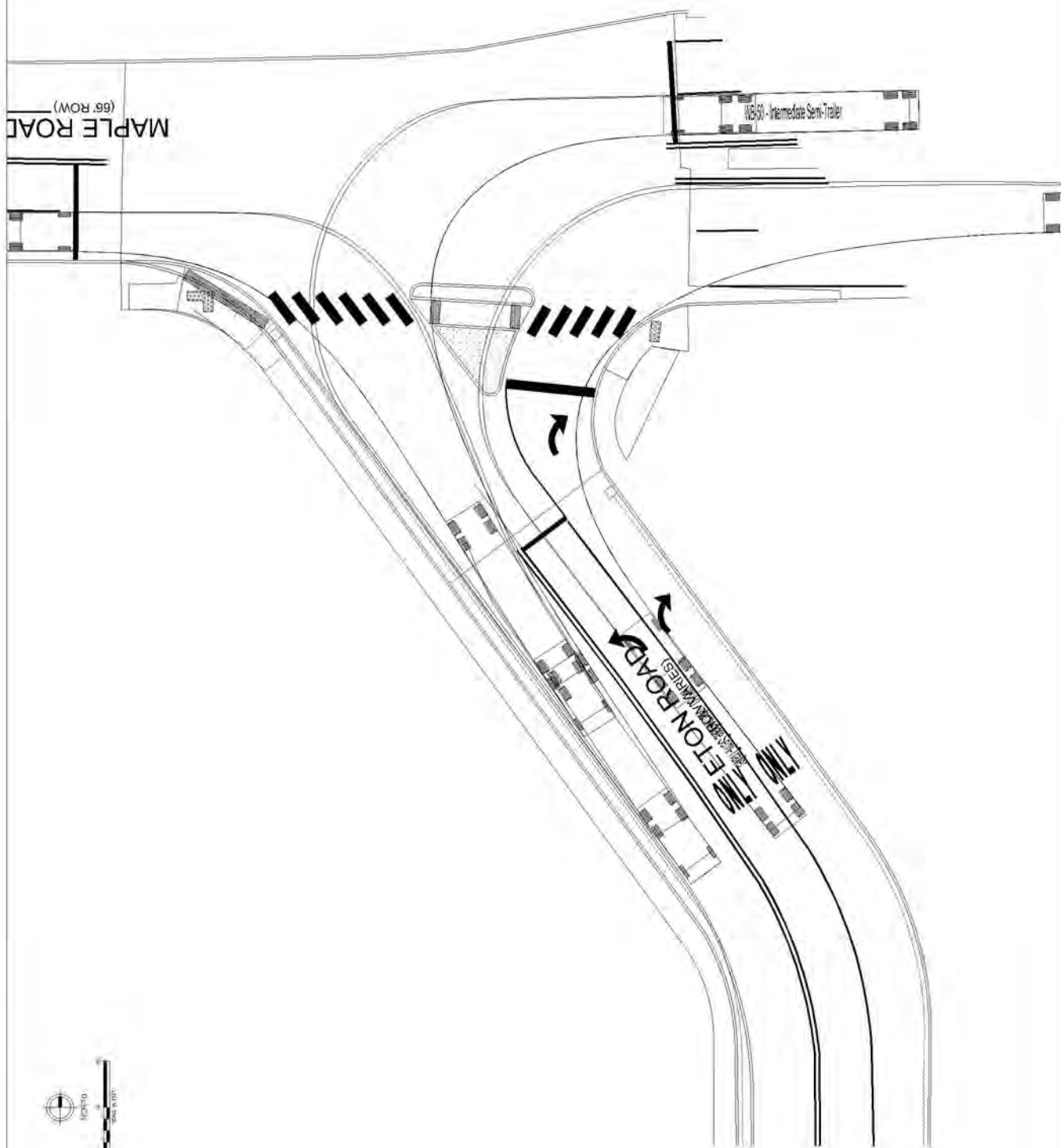
#### SUGGESTED RESOLUTION B:

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.







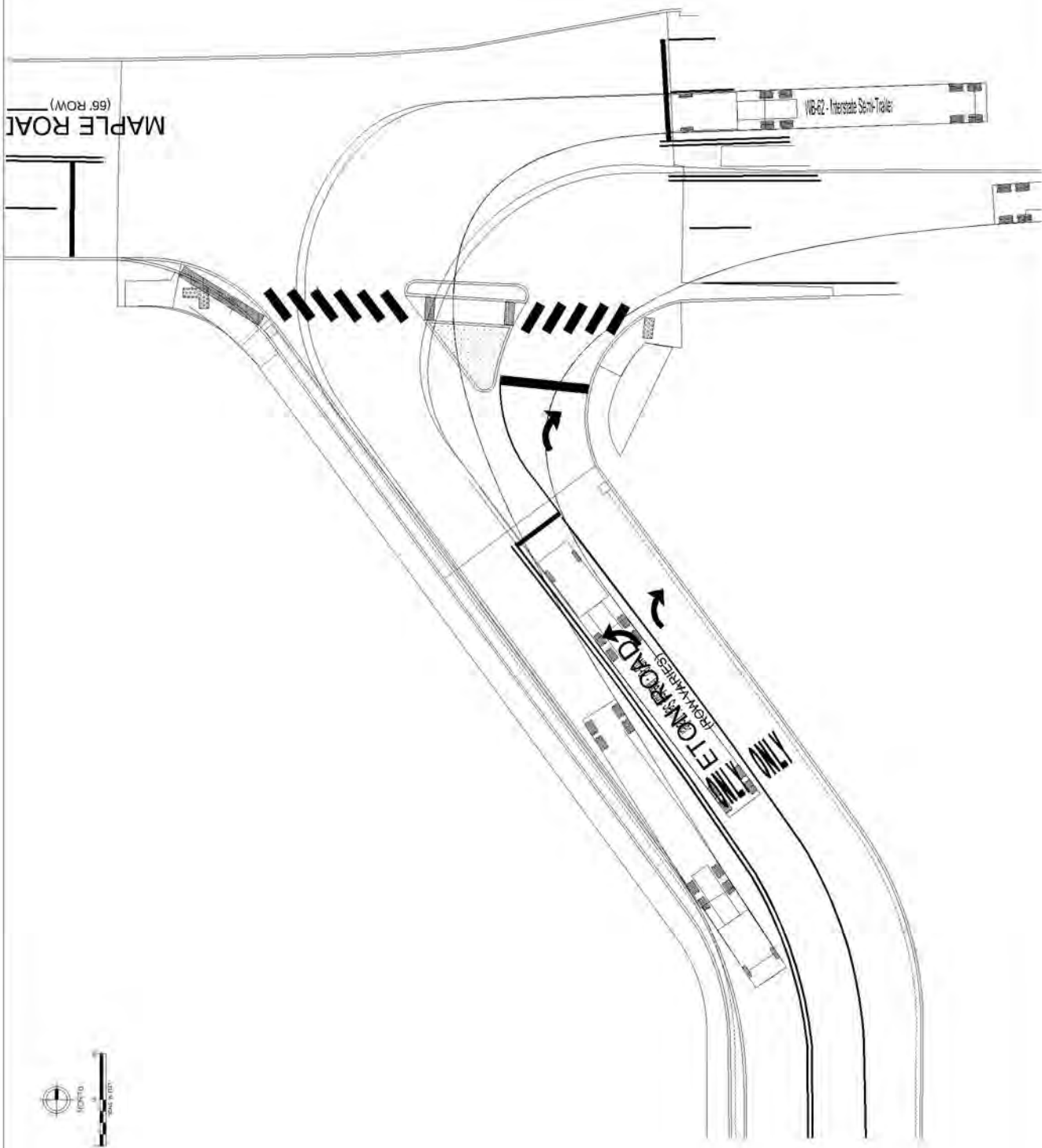
DATE: 01/11/2017  
DRAWN BY: J. B. BROWN  
CHECKED BY: J. B. BROWN  
APPROVED BY: J. B. BROWN

PROJECT: SOUTH ETON AVENUE AT MAPLE ROAD  
SHEET: 1 OF 1  
SCALE: 1" = 40'

CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN

DATE: 01/11/2017  
DRAWN BY: J. B. BROWN  
CHECKED BY: J. B. BROWN  
APPROVED BY: J. B. BROWN

FLISBANDENBRINK  
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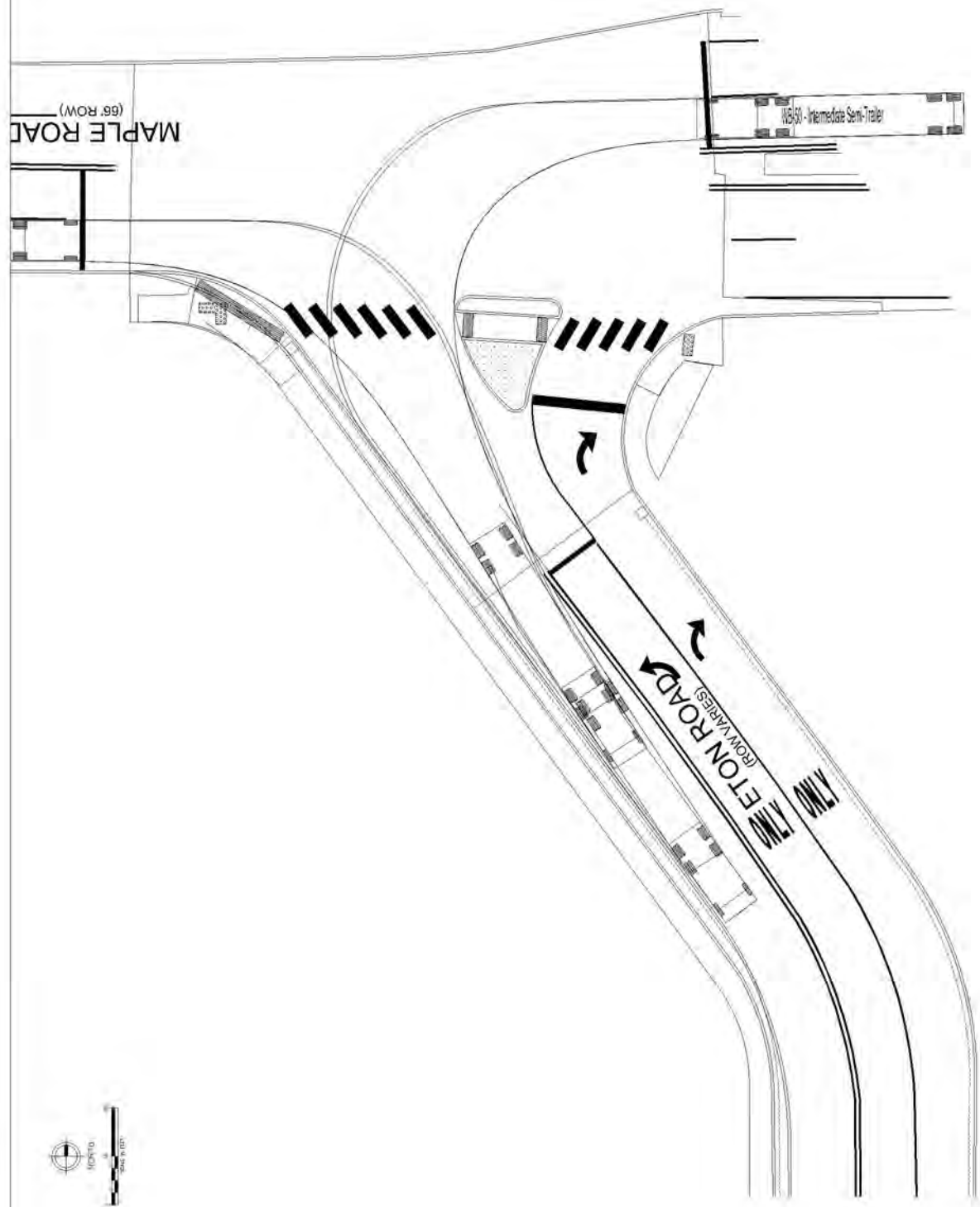
DATE: 01/11/2017  
PROJECT: SOUTH ETON AVENUE AT MAPLE ROAD  
SHEET: 1

DESIGNED BY: J. L. BROWN  
CHECKED BY: J. L. BROWN  
DATE: 01/11/2017

CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN

DATE: 01/11/2017  
PROJECT: SOUTH ETON AVENUE AT MAPLE ROAD  
SHEET: 1

DESIGNED BY: J. L. BROWN  
CHECKED BY: J. L. BROWN  
DATE: 01/11/2017





# S. Eton Street (Villa to Yosemite) - Looking North



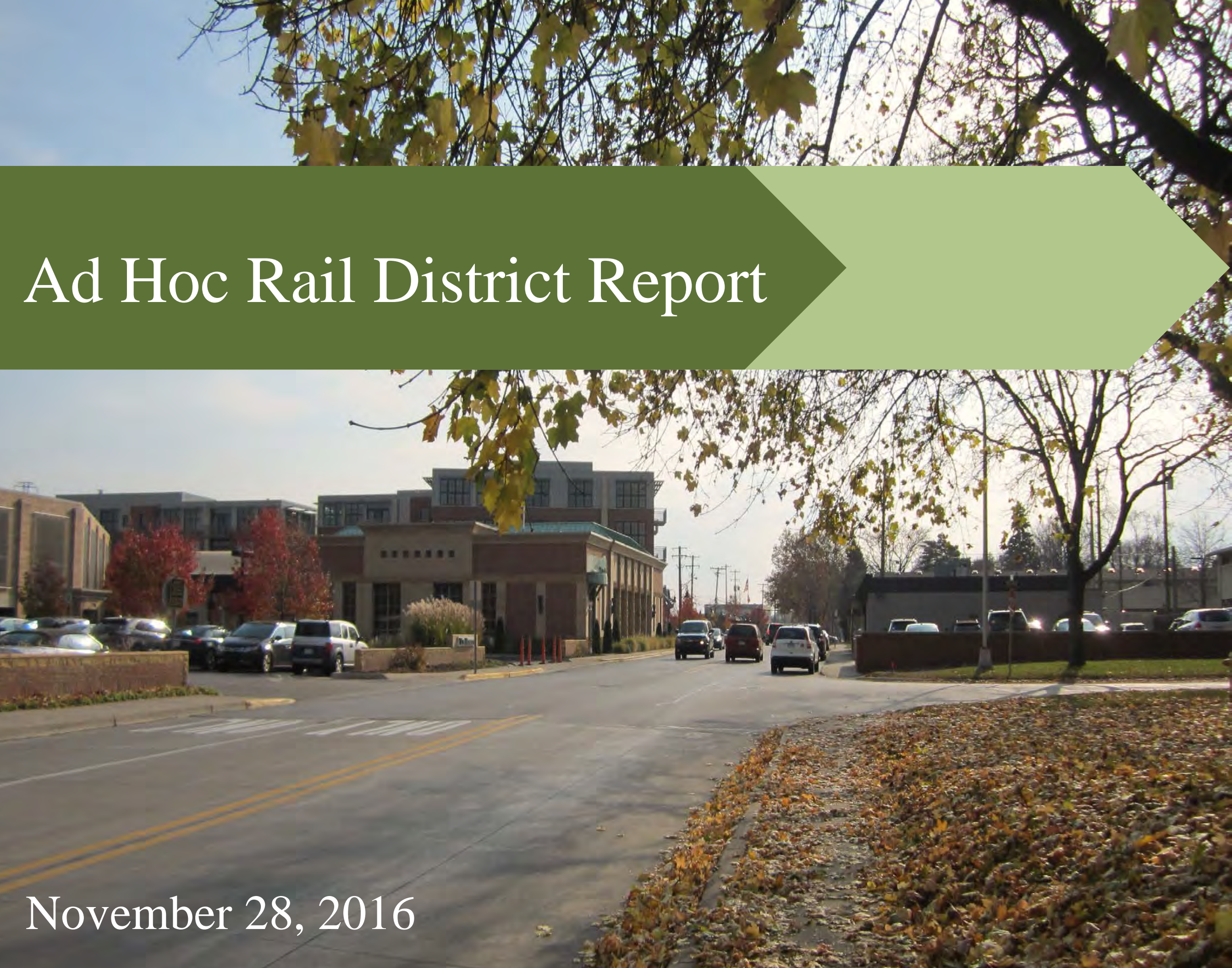
# S. Eton Street (Lincoln to Villa)-Looking North











# Ad Hoc Rail District Report

November 28, 2016





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### 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



Irongate – 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:

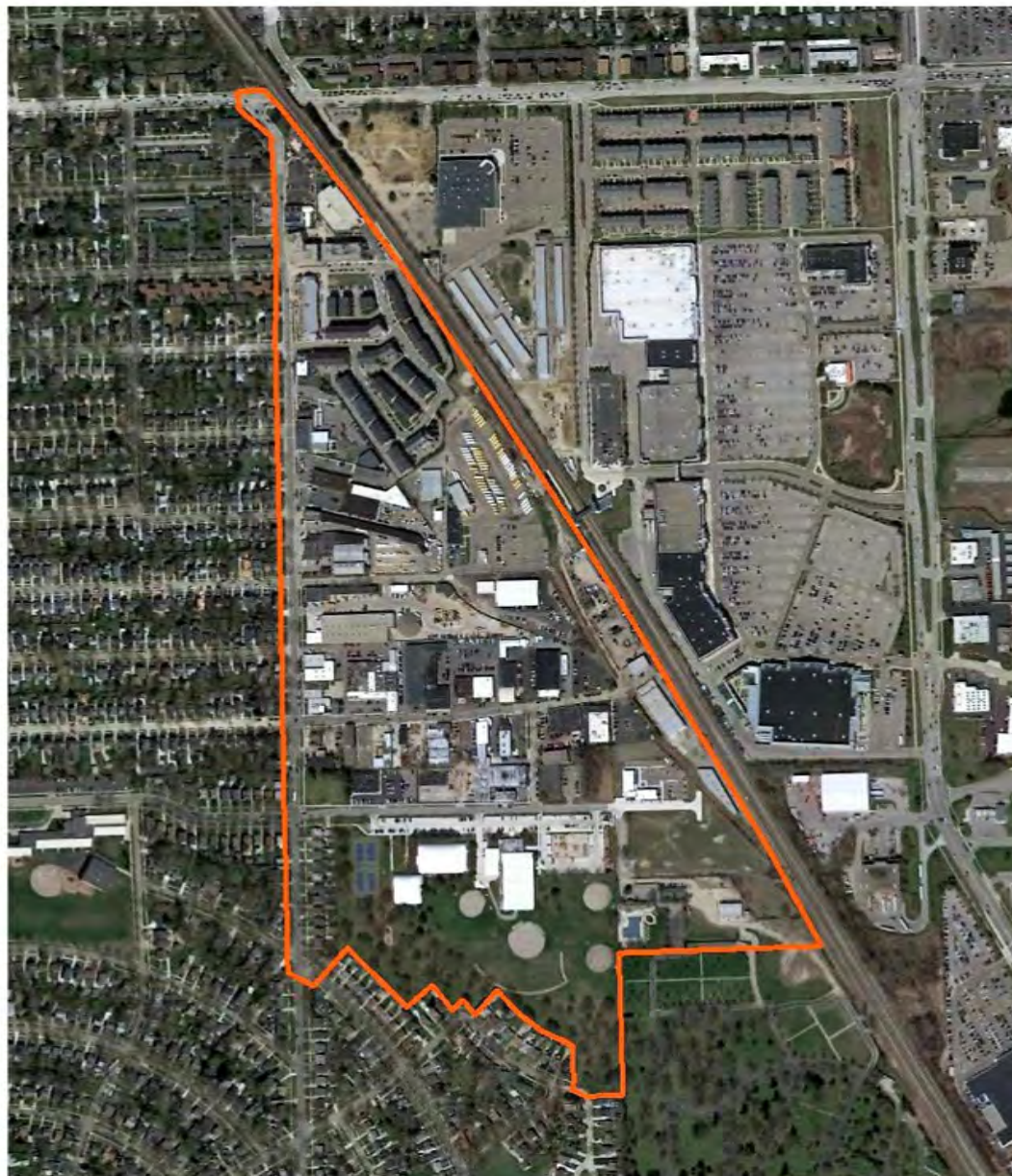
### Goals

- 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





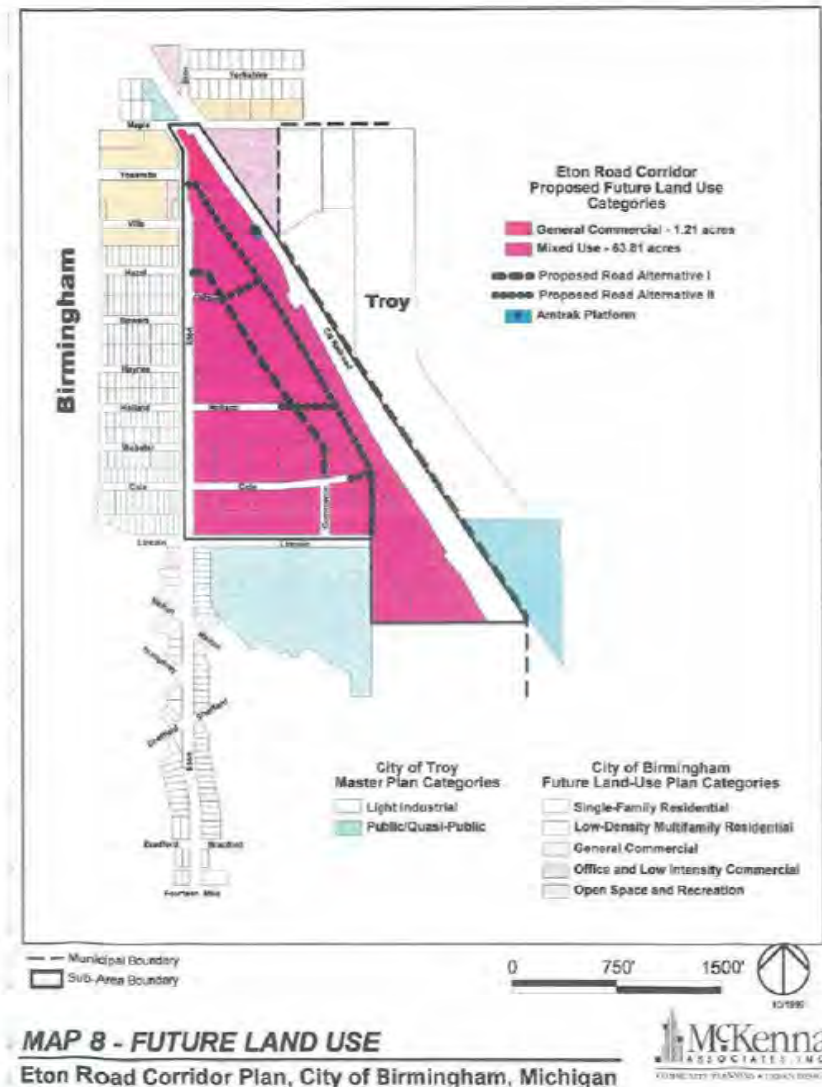
## Eton Road Corridor Plan (1999)

**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.



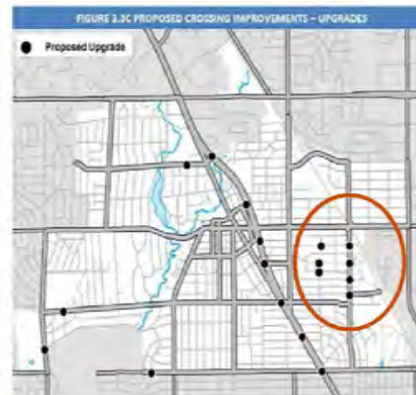
## Multimodal Transportation Plan (2013)

**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:

- Encourage and direct development within the boundaries of the Eton Road Mixed-Use District and implement the Eton Road Corridor Plan;
- Encourage residential and nonresidential uses that are compatible in scale within adjacent resident neighborhoods;
- Encourage the retention, improvement, and expansions of existing uses that help define the Eton Road Corridor;
- Allow mixed use developments including residential uses within the Eton Road Corridor; and
- 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.



## 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 & Development

- 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 Safety/Amenities

- 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 is an issue between Sheffield and 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.

### Traffic

- Excessive speed heading southbound on S. Eton – especially from Lincoln to 14 Mile – 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 to widen the pedestrian area at the southwest corner of E. Maple and S. Eton in order to improve bicycle and pedestrian safety and to ease traffic flowing in and out.



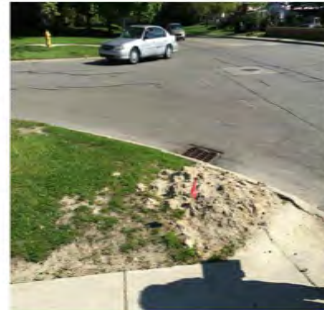
## Preliminary Assessment: Walking Survey

Committee members conducted a walking survey and inventory of the S. Eton Corridor. Findings are outlined below and on the pages that follow.



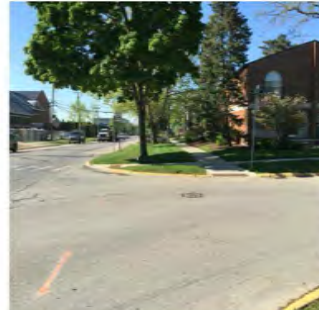
**First stop - under the bridge at S. Eton/Maple Rd.**

- 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



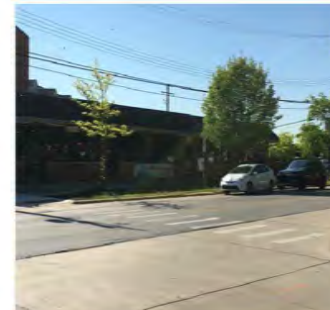
**Second stop - Yosemite/S. Eton**

- 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 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)



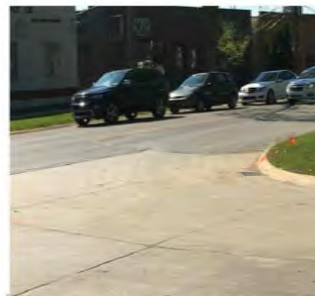
### Sixth stop – Haynes/S. Eton

- It was noted that parking could occur along the dividing island at Bolyard Lumber



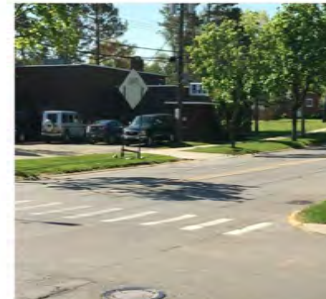
### Seventh stop – Holland/S. Eton

- 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



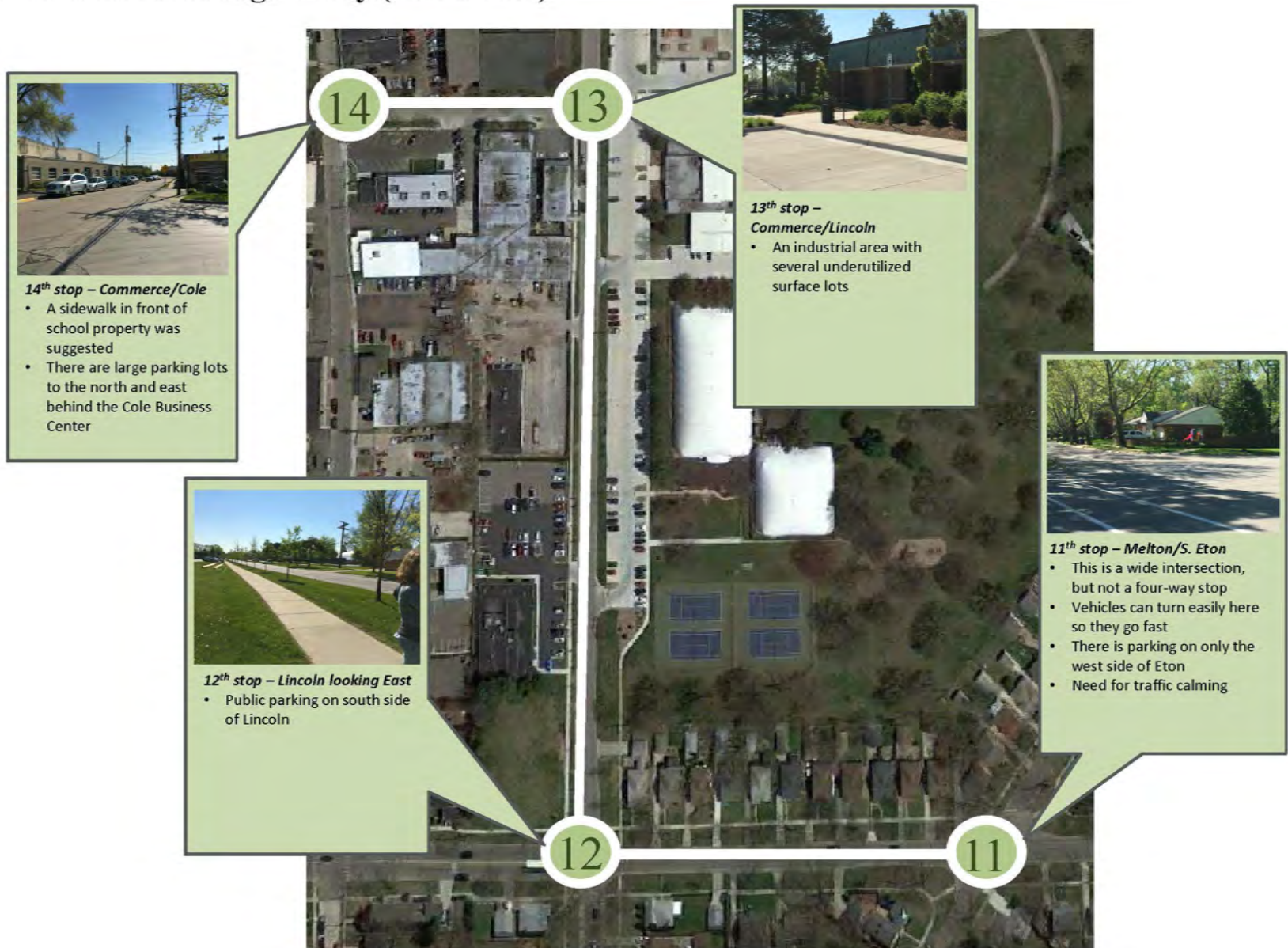
### Tenth stop – Lincoln/S. Eton

- 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 Assessment: Walking Survey (Continued)





## Preliminary Assessment: Walking Survey (Continued)



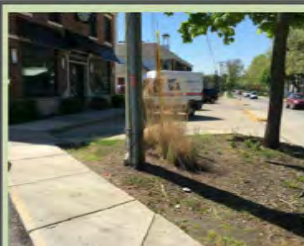
### 16<sup>th</sup> stop – Cole Business Center Lots

- There is much parking to the north and east behind Cole Business Center with underutilized parking
- Two adjoining parking lots are blocked from each other by a wall (no shared access)



### 15<sup>th</sup> stop – Commerce and Cole

- Sidewalks needed in front of the school property
- Several surface parking lots in front of buildings that are not full



### 18<sup>th</sup> stop – Northbound S. Eton

- Yellow curbing was noted in front of Down River Refrigeration
- Angled parking was not supported at this location by Multi Modal Transportation Board
- Sidewalk is incomplete in front of Roy Schecter and Vocht office
- No sidewalk connection from S. Eton to Robot Garage area



### 17<sup>th</sup> stop – DPS/Down River Refrigeration

- Inefficient use of parking around Down River Refrigeration
- High traffic egress area south of DPS
- Poor area lighting



## 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. In addition to the concepts illustrated below in the area of S. Eton and Maple, the Committee discussed purchasing property on the southwest corner of the intersection to widen the sidewalk and create a pedestrian plaza at the corner to enhance pedestrian safety and comfort. Additionally, the Committee talked about improving the viaduct underpass on E. Maple through the use of paint and lighting.

### S. Eton and Maple Intersection

Existing



Proposed



#### 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.

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 3

The Committee discussed constructing a pork chop-shaped pedestrian island as an alternative to a bump-out. 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.

Existing



Proposed



## S. Eton Intersections

Bump-out curbs were considered for the intersection of S. Eton and Yosemite (shown to the right) 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., Cole St, Lincoln, Melton, Sheffield and 14 Mile Road.

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. Accent materials of different textures and/or colors could be added to intersection 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. Alternatively, the east side of S. Eton at this intersection could be extended to narrow the street further and provide more space for street trees and plantings.

The committee recommended hiring a consultant to study possible improvements to this intersection.

Existing



Proposed



## **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





## 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.

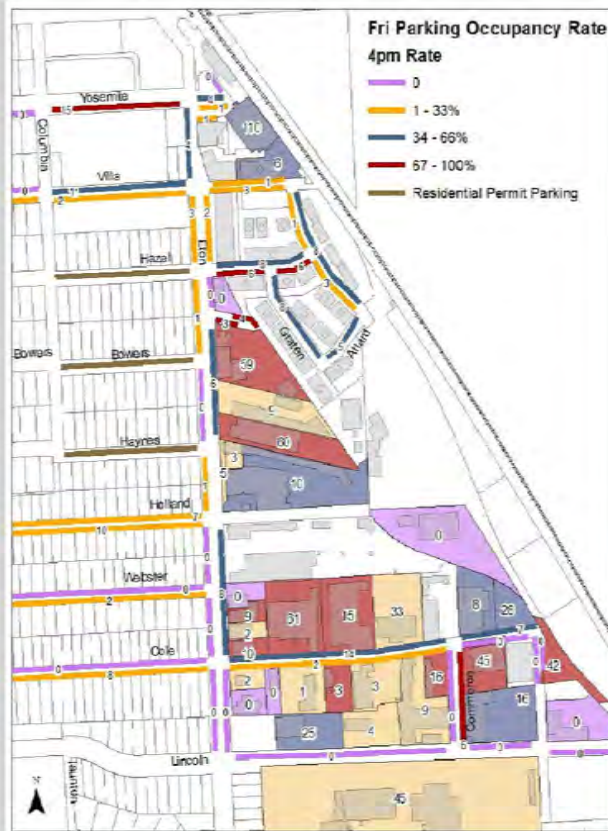
Count data was then entered into a map for each day and time of the study. The maps on the following pages indicate the total counts for each hour of on street and off street parking spaces, and color code the percent occupancy rate in classes for 0, 1-33%, 34-66%, and 67-100%. These maps are shown side 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





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%.



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 23<sup>rd</sup> 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 23<sup>rd</sup> 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 =  $\frac{(\text{Building Floor Area} * \text{Number of Stories})}{(\text{Parcel Area} * 4 \text{ Stories})}$

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 re-developed 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.

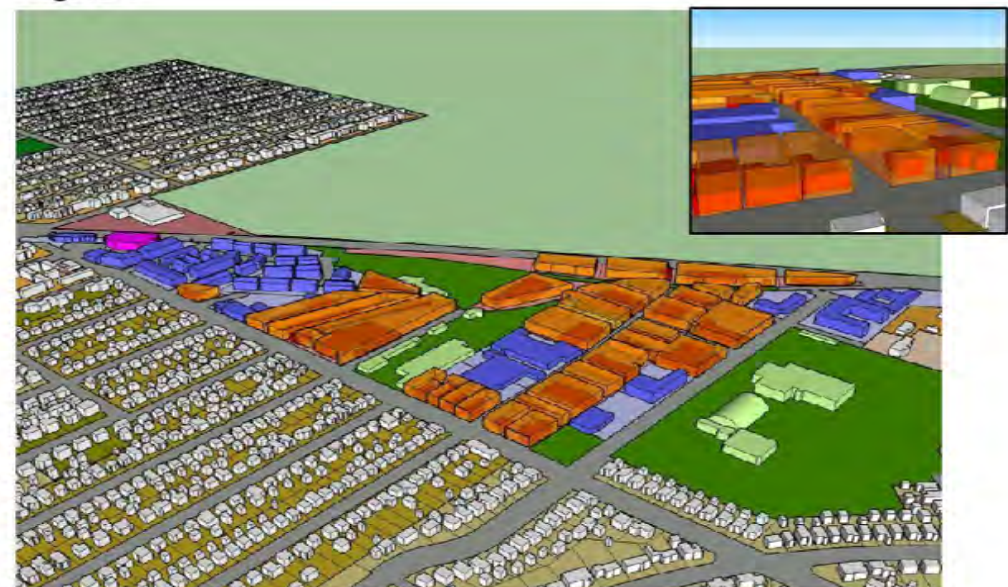
### Future Buildout:

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%
<b>Total</b>		<b>863,704</b>	<b>347,766</b>	<b>-</b>	<b>40%</b>	<b>895,241</b>	<b>3,454,816</b>	<b>26%</b>



## Build-out Analysis

Table 2: Focus Area with Potential for Redevelopment

Parcel Address	Parcel Sq. Footage	1st Floor Building Sq. Footage	% Building on Parcel	Est. Total Building Sq. Footage	Est. Max Build Out	Current % of Max Build Out
Assumptions		Building Floor Area	Floor Area / Parcel	Building Floor Area * # of Stories	Parcel Area * 4 Stories	Total Build Sq. Ft. / 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	-	-	-	-
<b>Total</b>	<b>1,139,807</b>	<b>349,080</b>	<b>31%</b>	<b>357,991</b>	<b>3,992,042</b>	<b>9%</b>

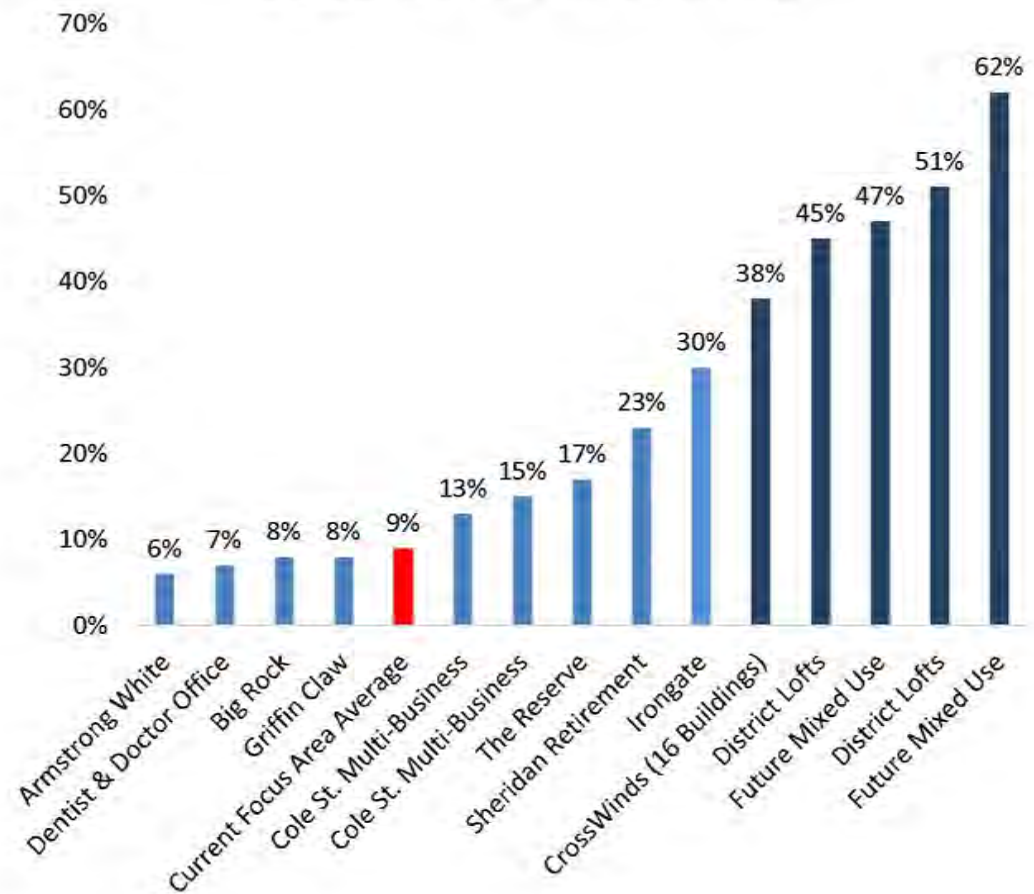
## Determining Future Build-out

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.

Figure 5: Percent of Maximum Build Out





## 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
<b>Total</b>	<b>1,139,807</b>	<b>3,992,042</b>	<b>3,327</b>	<b>2,994</b>	<b>6,321</b>	<b>3,160</b>	<b>2,528</b>	<b>1,896</b>

\*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.

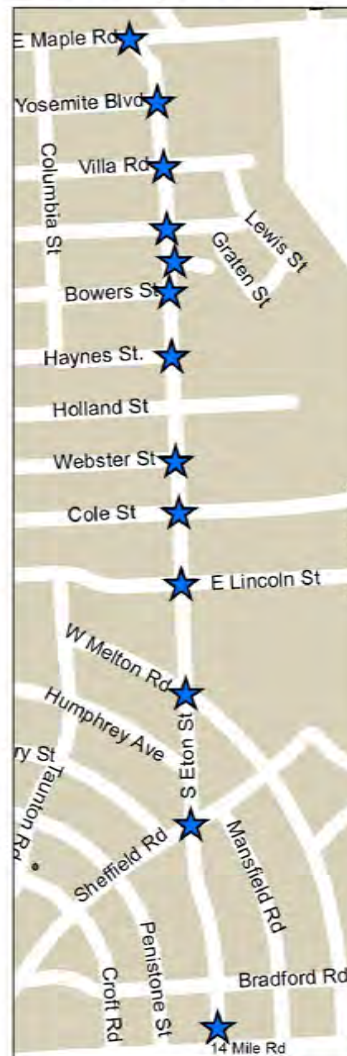
**Recommendation:** Construct bump-out curbs throughout the study area.

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.

Building on the recommendations of the MMTP, the Committee identified additional intersections that appeared to be strong candidates for bump-out curbs. The map to the right illustrates the possible locations for bump-outs along S. Eton that were identified as priorities for further study. Intersections along S. Eton are as follows: Maple, Yosemite, Villa, Bowers, Haynes, Holland, Webster, Cole, Lincoln, Melton, Sheffield and 14 Mile Road.

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 accent materials to create a plaza feel at this intersection. Benches, planters, and bicycle parking are also recommended.

Possible 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 bicycle because no demarcation exists between the parking lanes and the driving lanes. Additionally, the inconsistent pavement treatment (asphalt and concrete) along S. Eton creates a seam between the driving and parking lanes, presenting an obstacle for bicyclists. Suggestions have been made to organize the street in order to make conditions safer for cyclists.



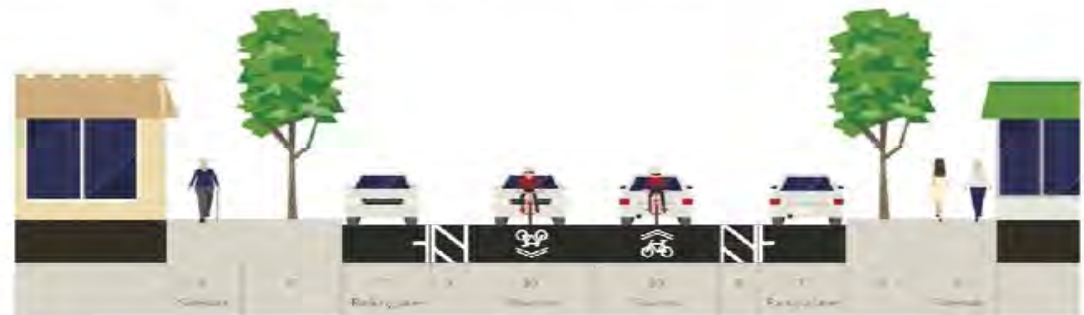
As shown in the picture above, a bicyclist rides through a narrow stretch of S. Eton where cars are parked on both sides. Bicyclists in the Corridor currently share lanes with vehicle traffic.

**Recommendations:** Add sharrows and buffers to S. Eton from Yosemite to 14 Mile. Maintain sharrows and accommodate parking south of Lincoln where possible. See illustration to the right for the preferred street design option.

While it is common to channel on-street bicyclists using a single line to divide the street lane, there are other alternatives such as a shared lane or “sharrow,” which can comfortably accommodate bikes on the street without a designated lane.

The Committee reviewed several options for bike lanes along S. Eton, but recommended providing sharrow markings with 3’ buffers. Unlike the other options that explored designated bike lanes, this design allows for comfortable bicyclist passage without the elimination of on-street parking, it works well given the current inconsistent pavement treatment along S. Eton, and allows for the addition of curb bump outs all along S. Eton.

### Preferred Option: Use of 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/Convention	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



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 multi-modal 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.



## 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.

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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

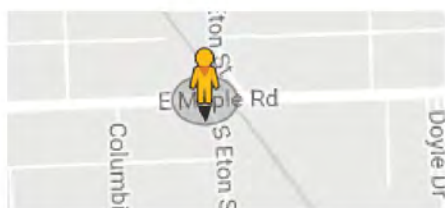
Maple Rd. &amp; S. Eton Rd. Looking South



Image capture: Oct 2016 © 2017 Google

Birmingham, Michigan

Street View - Oct 2016





139 S Eton St

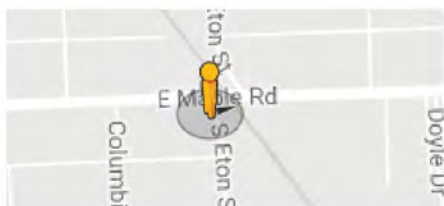
Maple Rd. and S. Eton Rd., Looking NE



Image capture: Aug 2015 © 2017 Google

Birmingham, Michigan

Street View - Aug 2015





**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.**

**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



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



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

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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	<u>\$53,000</u>
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.

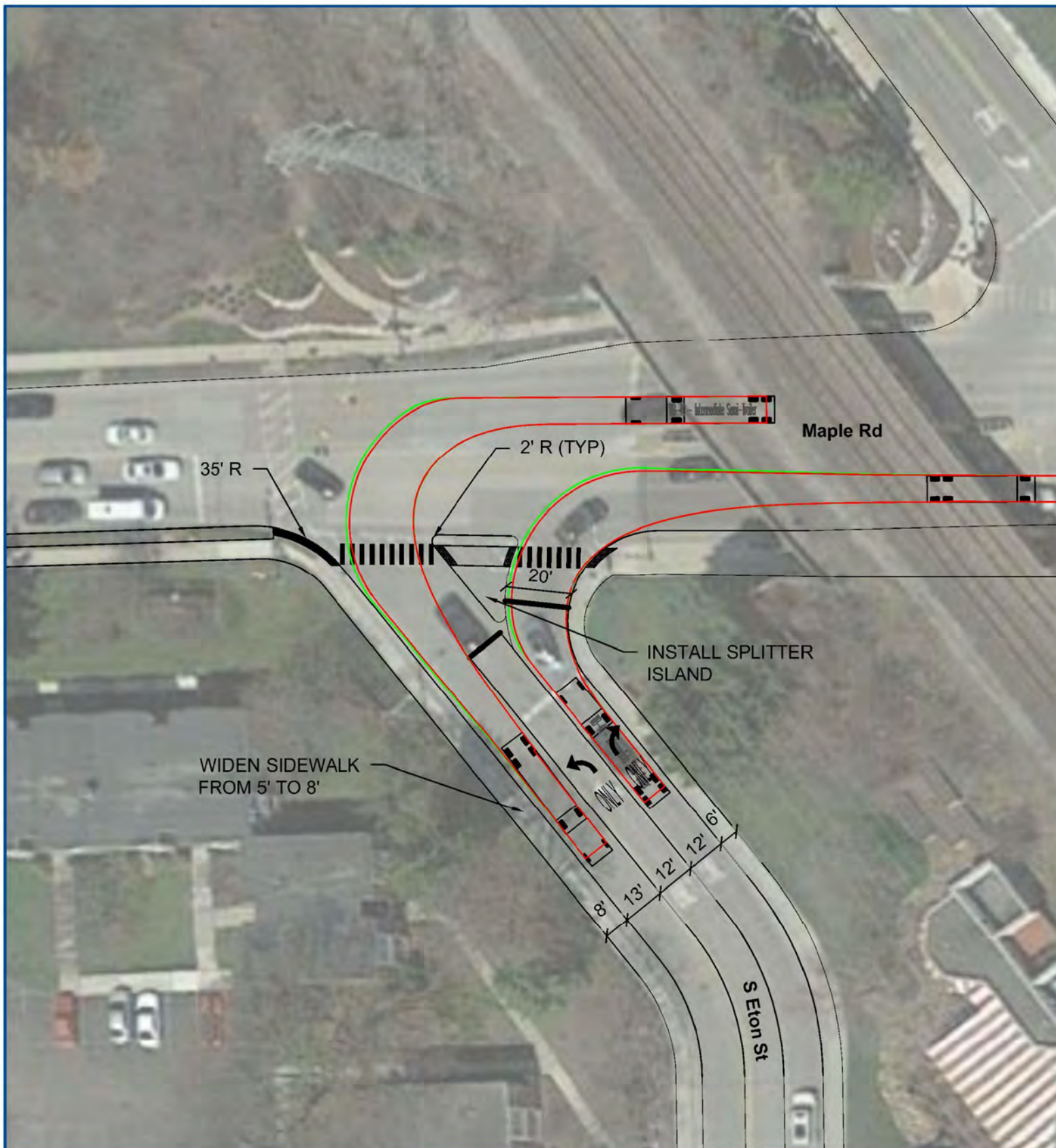
No funding is currently being provided in the current or upcoming budget for these improvements. A suggested recommendation at this time can then be moved forward to the City Commission in time for them to consider an adjustment to the recommended fiscal year 2017-18 budget:

#### 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.





NORTH



SCALE IN FEET

**CONCEPT DRAWING**  
**Maple Road & South Eton Street**  
**BIRMINGHAM, MI**



**DRAFT**

**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, MARCH 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, 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

Nays: 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 markings would 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.

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.

**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.**

**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 bicyclists. The 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.



**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

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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. Splitter island** – 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. **Enlarged handicap ramp area at the SE corner** – 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:

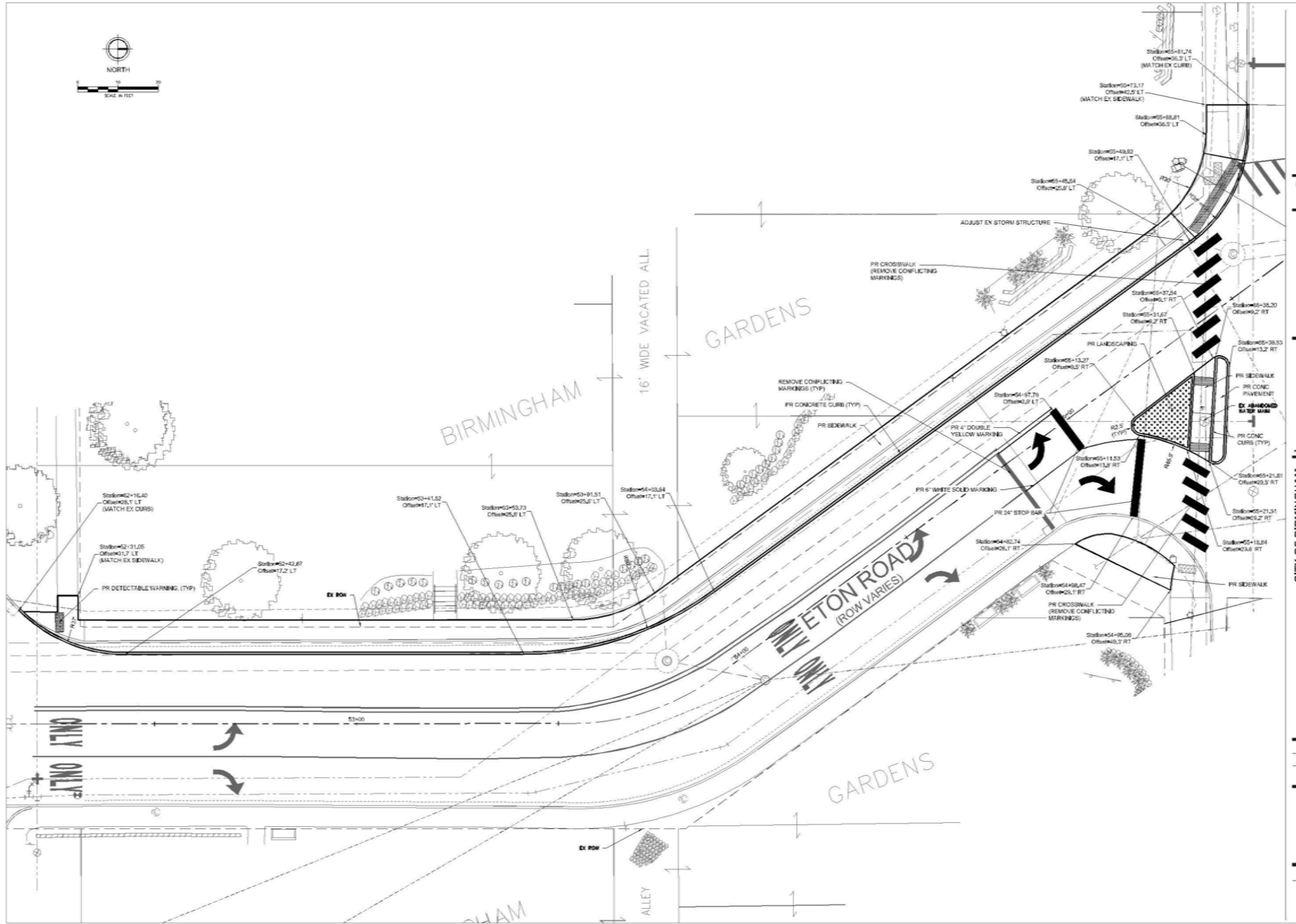
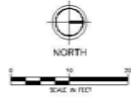
1. Given that the road would be narrowed, there was uncertainty about how trucks turning from westbound Maple Rd. on to S. Eton Rd. would be able to maneuver in this area. After further review and discussion, F&V was able to clarify that the design provides the proper amount of space to make this turn, 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).





**BIRMINGHAM CITY COMMISSION MINUTES**  
**APRIL 13, 2017**  
**MUNICIPAL BUILDING, 151 MARTIN**  
**7:30 P.M.**

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Mayor Mark Nickita called the meeting to order at 7:30 PM.

**II. ROLL CALL**

ROLL CALL: Present,	Mayor Nickita
	Mayor Pro Tem Harris
	Commissioner Bordman
	Commissioner Boutros
	Commissioner Hoff
	Commissioner Sherman
Absent,	Commissioner DeWeese

Administration: City Manager Valentine, City Attorney Currier, City Clerk Brown, Police Chief Clemence, Fire Chief Connaughton, City Planner Ecker, Police Commander Grewe, Building Official Johnson, City Engineer O'Meara, DPS Director Wood

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

Mayor Nickita announced Commissioner Hoff was honored by Michigan State University's College of Communication Arts and Sciences with an Outstanding Alumni Award.

**04-86-17 APPOINTMENTS TO BROWNFIELD REDEVELOPMENT AUTHORITY**

Robert Runco was present and was interviewed by the Commission. Beth Gotthelf was not able to attend.

Commissioner Hoff noted both Mr. Runco and Ms. Gotthelf are seeking reappointment and were inaugural members of the Board.

**MOTION:** Motion by Commissioner Boutros:

To appoint Robert Runco to the Brownfield Redevelopment Authority to serve a three-year term to expire May 23, 2020.

**MOTION:** Motion by Commissioner Hoff:

To appoint Beth Gotthelf to the Brownfield Redevelopment Authority to serve a three-year term to expire May 23, 2020.

Vote on Robert Runco

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



Vote on Beth Gotthelf

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

**04-87-17: APPOINTMENTS TO BOARD OF BUILDING TRADES APPEALS**

Benjamin Stahelin and Dennis Mando were present and were interviewed by the Commission.

Mr. Stahelin confirmed for Commissioner Bordman that his wife serves on the Board of Review.

City Manager Valentine noted the Board has not met in approximately ten years.

Mr. Mando commented he has served on the Board for more than nine years. He stated he has been a mechanical contractor for 35 years and has performed work in Birmingham and surrounding communities. He verified for Commissioner Bordman that he has not worked for the City of Birmingham.

**MOTION:** Motion by Mayor Pro Tem Harris:

To appoint Benjamin Stahelin to the Board of Building Trades Appeals to serve a three-year term to expire May 23, 2020.

**MOTION:** Motion by Commissioner Bordman:

To appoint Dennis Mando to the Board of Building Trades Appeals to serve a three-year term to expire May 23, 2020.

Vote on Benjamin Stahelin

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

Vote on Dennis Mando

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

**04-88-17: APPOINTMENTS TO HOUSING BOARD OF APPEALS**

Neither Chris McLogan nor David Frink was able to attend. Brian Blaesing provided notice that he does not wish to be reappointed.

Commissioner Sherman pointed out both applicants are seeking reappointment. He noted one has served on the Board for 16 years and the other was interviewed by the Commission recently.

**MOTION:** Motion by Commissioner Sherman:

To appoint Chris McLogan to the Housing Board of Appeals to serve a three-year term to expire May 4, 2020.

**MOTION:** Motion by Commissioner Boutros:

To appoint David Frink to the Housing Board of Appeals to serve a three-year term to expire May 4, 2020.

Vote on Chris McLogan

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

Vote on David Frink

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

Commissioner Boutros announced an opening on the Housing Board of Appeals.

Commissioner Hoff read the qualifications for the Board, "Applicants shall be qualified by education or experience in building construction administration, social services, real estate, or other responsible positions".

Mayor Nickita reminded residents that the City announces openings on boards on the City's web site and at City Commission meetings.

The City Clerk administered the oath to the appointed Board members.

#### **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.

#### **04-89-17                   APPROVAL OF CONSENT AGENDA**

The following items were removed from the Consent Agenda:

- Commissioner Bordman – Item G (Purchase of Larvicide Material)
- Commissioner Hoff – Item A (City Commission Minutes of March 27, 2017)
  - Item E (Medical Marijuana Operation/Oversight Grant)
  - Item F (High Intensity Drug Trafficking Area Agreement)
  - Item H (Lawn and Landscape Services Contract)

**MOTION:**     Motion by Mayor Pro Tem Harris, seconded by Commissioner Boutros:  
To approve the Consent Agenda, with items A, E, F, G, and H removed.

ROLL CALL VOTE:	Yeas,	Commissioner Harris Commissioner Boutros Commissioner Hoff Commissioner Sherman Commissioner Bordman Mayor Nikita
	Nays,	None
	Absent,	1 (DeWeese)



- B. Approval of warrant list, including Automated Clearing House payments, dated March 29, 2017 in the amount of \$393,256.29.
- C. Approval of warrant list, including Automated Clearing House payments, dated April 5, 2017 in the amount of \$342,587.68.
- D. Resolution authorizing the 2017 Sidewalk Repair Program, and directing the Engineering Department to notify the owners of subject property of the City's intention to replace sidewalks adjacent to their properties
- I. Resolution approving the purchase and planting of 106 trees from KLM Landscape for the 2017 spring tree purchase and planting project for a total project cost not to exceed \$32,550.00, charged to account numbers 203-449.005-819.0000, 202-449.005-819.0000, 203-449.005-729.0000 and 202-449.005-729.0000, and authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances.
- J. Resolution awarding the Springdale Pavilion New Concrete Floor Contract to Luigi Ferdinandi & Son Cement Co. in an amount not to exceed \$57,900.00, charged to account number 401-751.001-981.0100 and authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances.

The Commission agreed to discuss the removed items at this time.

#### **04-90-17 PURCHASE OF LARVICIDE MATERIAL**

Commissioner Bordman reminded the public of the importance of patrolling one's property and removing standing water to eliminate the ability of mosquitos to lay eggs or for the eggs to hatch.\*

**MOTION:** Motion by Commissioner Bordman, second by Commissioner Sherman:  
To approve the purchase of the larvicide material from Clarke Mosquito Control in the amount not to exceed \$8,109.40, waiving the normal bidding requirements based on the government regulated pricing for this type of material, charged to account number 590-536.002-729.0000.

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

#### **04-91-17 PARKS AND CITY PROPERTY LAWN AND LANDSCAPE SERVICES CONTRACT**

Commissioner Hoff asked why the City's current vendor, Birmingham Lawn Maintenance & Snow Removal, Inc., increased their price by a significant amount. DPS Director Wood said Birmingham Lawn did not offer an explanation for the price increase, but she noted the new contract contains an increased scope of work over the current contract.

Director Wood confirmed for Commissioner Hoff:

- The City has been satisfied with Birmingham Lawn's work.
- Progressive Irrigation, Inc. is familiar to the City and had favorable reference checks.
- The subject quote does not include irrigation service.
- Progressive Irrigation is the current contractor for irrigation services with the City.
- The subject contract includes mowing of grass and noxious weeds for lots in violation of City ordinance, the costs of which are recouped by charging the violators.

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Bordman:  
To award the Parks and City Property Lawn and Landscape Services Contract to Progressive Irrigation, Inc. DBA Pro Turf Management Lawn for a four (4) year Agreement in the amount of \$541,320.00 plus amounts for ordinance enforcement and fertilization/weed control services, charged to account numbers 203-449.003-937.0400, 202-449.003-937.0400, 101-751.000-811.0000, 101-441.003-811.0000, and 591-537.002-811.0000, and authorizing the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances.

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

**04-92-17 APPROVAL OF CITY COMMISSION MINUTES OF MARCH 27, 2017**

Commissioner Hoff explained that the indented paragraph on Page 4 should be omitted.

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Bordman:  
To approve the City Commission minutes of March 27, 2017 as corrected.

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

**04-93-17 2017 MICHIGAN MEDICAL MARIJUANA OPERATION AND  
OVERSIGHT GRANT SUB RECIPIENT AGREEMENT; and  
04-94-17 2017 HIGH INTENSITY DRUG TRAFFICKING AREA (HIDTA) SUB  
RECIPIENT AGREEMENT**

In response to Commissioner Hoff's request for more information Police Chief Clemence explained the agreements secure the City's portion of Federal grant funding in the case of the HIDTA Grant and of state grant funding in the case of the MMOO Grant. He further noted both grants are specifically allocated to cover overtime for narcotics enforcement activities. He indicated \$4,100 is expected from HIDTA, and a little over \$7,000 from MMOO.

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Sherman:  
To approve the 2017 Michigan Medical Marijuana Operation and Oversight Grant Sub recipient Agreement between the City of Birmingham and Oakland County and authorizing the Mayor and City Manager to sign the agreement on behalf of the City.

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

**MOTION:** Motion by Commissioner Hoff, second by Commissioner Boutros:  
To approve the Program Year 2017 High Intensity Drug Trafficking Area (HIDTA) Sub recipient Agreement between the County of Oakland and the City of Birmingham and authorizing the Mayor and City Manager to sign the agreement on behalf of the City

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



## **V. UNFINISHED BUSINESS**

## **VI. NEW BUSINESS**

### **04-95-17 PUBLIC HEARING – SLUP AMENDMENT AT 250 N. OLD WOODWARD – EMAGINE PALLADIUM/FOUR STORY BURGER**

Mayor Nickita opened the public hearing at 7:59 PM.

City Planner Ecker provided background information:

- In December of 2016 the petitioner changed the business name and concept to Four Story Burger. The City's Zoning Ordinance requires approval from the City Commission for a name change.
- During the liquor license renewal hearings the City Commission set a public hearing for April 13, 2017 to consider terminating the Special Land Use Permit (SLUP).
- The petitioner submitted a complete application to the Planning Department seeking a SLUP amendment for the name change. There is no change in ownership.
- The Planning Board, on March 22, 2017, recommended approval of the SLUP amendment.
- No exterior signage is proposed at this time. The building owner would pursue any exterior changes separately.

Commissioner Sherman confirmed the City received a letter from Mr. Jon Goldstein, CH Birmingham, LLC, DBA Emagine Palladium, indicating that neither he nor Mr. Paul Glanz would be available to attend the public hearing. Commissioner Sherman stated the Commission had made it clear their attendance was necessary as the owners. He desired to postpone the public hearing because of Mr. Goldstein's and Mr. Glantz's absence.

Commissioner Bordman supported postponing the public hearing and stated her disappointment that the owners have been unable meet with the Commission on an item of such importance to them and to the City.

Mayor Pro Tem Harris questioned the business' ability to sell liquor and operate should the Commission postpone consideration of a SLUP Amendment. City Manager Valentine confirmed the business would continue to operate at status quo.

Mayor Nickita pointed out the owners have had three opportunities for a dialogue with the Commission on the issue of the SLUP violation and have consistently failed to appear.

Commissioner Hoff supported postponing the public hearing because it is an important issue, and she has questions for the owners. She felt the situation is more than a name change.

**MOTION:** Motion by Commissioner Sherman, seconded by Commissioner Bordman: To postpone until May 8, 2017 the public hearing to consider an amendment to the Special Land Use Permit and Final Site Plan Review for 250 N. Old Woodward, Emagine Palladium Theatre and Ironwood Grill restaurant to allow the establishment to change their name to Emagine Palladium Theatre and Four Story Burger.

Patrick Howe, attorney representing CH Birmingham, LLC, was present and introduced the third owner of Emagine Palladium, Lauren Goldstein. Mr. Howe confirmed he and Ms. Goldstein are

authorized to act on behalf of Mr. Goldstein and Mr. Glantz. He was unable to confirm whether they would be available on May 8, 2017.

Mrs. Goldstein confirmed she is one of three owners of the business. She admitted the name change in violation of the SLUP was done in the wrong way and in the wrong order and, with apology, stated her commitment to rectifying the situation.

Commissioner Hoff indicated she believes violation is very serious and wants to talk to the two main partners.

Commission Boutros said he would respect Ms. Goldstein's position as an owner, believes Mr. Goldstein's letter to the Commission expresses a sincere wish to correct the SLUP, and stated he does not support postponing the public hearing.

Mayor Pro Tem Harris remarked on the seriousness of the SLUP process and commented he believes the owners are sincere in their wish to address the situation. He stated he has no objection to holding the public hearing as scheduled and noted the Planning Board has recommended unanimously that the SLUP amendment be approved.

Commissioner Sherman was firm in his belief that Mr. Goldstein and Mr. Glantz are making the business decisions and that Ms. Goldstein is not involved in the day-to-day operation. He was in favor of postponing the public hearing so that Mr. Goldstein and Mr. Glantz could attend.

Commissioner Bordman expressed her belief that Mr. Howe, having represented the owners in the original request for the SLUP, should have known Commission approval was required for a name change.

Mr. Howe indicated he was not asked to assist with the name change. Ms. Goldstein confirmed Mr. Howe was not consulted until the City notified the owners they were in violation of the SLUP.

Mayor Nickita stated he does not recall another entity causing such complexity and having such inconsistent representation from the ownership team. He said he wants to know who is in charge and what is actually going on. Mr. Howe clarified that he was brought in two weeks ago to take over and finish the project. He reiterated he was not involved in the name change or in past discussion regarding the SLUP amendment.

Commissioner Bordman called the question.

VOTE:        Yeas,    4  
              Nays,    2 (Harris, Boutros)  
              Absent, 1 (DeWeese)

The public hearing was postponed until May 8, 2017.

**04-96-17                    PUBLIC HEARING – SLUP TERMINATION AT 250 N. WOODWARD  
                                  – EMAGINE PALLADIUM/IRONWOOD GRILL**

Mayor Nickita opened the public hearing at 8:18 PM.



City Planner Ecker confirmed the Commission set the public hearing based on concerns over the SLUP violation and that the two public hearings are tied together

**MOTION:** Motion by Harris, seconded by Sherman:

To postpone until May 8, 2017, the public hearing to consider termination of the Special Land Use Permit at 250 N. Woodward – Emagine Palladium/Ironwood Grill.

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

**04-97-17                    SPECIAL EVENT – HAVDALAH IN THE PARK.**

Deborah Morosohk, Director of Education at Temple Beth Al El\*, explained Havdalah is an approximately 10-minute short Jewish blessing ceremony at end of Sabbath consisting of singing with guitar accompaniment. The event is proposed for two Saturdays, 6:30 – 7:30 and is intended to be a fun family event for people from the synagogue. She confirmed for Commissioner Hoff that the service will take place in Shain Park, that the event is open to the public, and that attendance is anticipated to be around 30 people.

Commissioner Hoff expressed concern about the July 22 date because the Day on the Town event is the same day.

City Manager Valentine confirmed that Day on the Town will end just before Havdalah in the Park begins.

Clerk Brown confirmed for Commissioner Hoff that Temple Beth Al sent out the required notice letter.

**MOTION:** Motion by Commissioner Bordman, seconded by Commissioner Sherman:

To approve a request from Temple Beth El to hold Havdalah in the Park in Shain Park, on June 17, 2017 and on July 22, 2017 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.

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

**04-98-17                    SPECIAL EVENT – HIGH OCTANE EVENT ON WILLITS STREET.**

Mr. Darakjian explained he is requesting the closure of Willits Street for the safety of attendees and so the cars can be parked at an angle to allow for more cars to be displayed. He noted the event typically fills the parking spaces on both sides of the street with approximately 30 cars, and additional cars are parked in the Bates Street lot.

Fire Chief Connaughton explained closing the road poses problems should the Fire Department have to respond to a fire. The response would be within three minutes with two engines, an aerial truck, a rescue truck, and there would not be time for the cars to be moved if they were in the way. Normally all operations would happen on Willits Street because a minimum of 18' feet is need for set up, and there is not enough room in Willits Alley.

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. Splitter island. 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. Enlarged handicap ramp area at the southeast corner. 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

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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 facilities, 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

# DRAFT

**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

Nays: None

Absent: Adams, Slanga



## **5. LAWDALE 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 and pedestrians.
- 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 Plan B 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 lane 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

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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.

**DRAFT**

**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:** Alternate Members Daniel Isaksen, Katie Schaefer

**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

**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 LAWNSDALE 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.

While reviewing the plan, further questions were raised about the pedestrian environment on this section of Oakland Ave. The existing handicap ramp at the southeast corner of the Oakland Ave. & Lawndale Ave. intersection encourages pedestrians to cross in the middle of the Lawndale Ave. intersection, which is not



## MEMORANDUM

Engineering Dept.

**DATE:** July 14, 2017

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** S. Eton Rd. – Maple Rd. to Lincoln Ave.

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At the Multi-Modal Transportation Board (MMTB) meeting of June 1, a public hearing was held to review and discuss the various components of multi-modal improvements now being considered for S. Eton Rd. between Maple Rd. and Eton Rd. The Board was ready to approve the majority of the proposal, outside of the pedestrian island at Maple Rd. New information found that week determined that the proposal to build an island that could accommodate 40 ft. truck turning radii may be too small caused the Board to hesitate on this feature. The Board asked staff to survey all businesses in the Rail District, and return the issue at the following meeting.

A survey was distributed to all businesses in the Rail District, allowing for quick response through the internet. A total of 99 businesses were sent the message requesting input, and 17 responses back were received; details are attached. Only one business responded indicating that they have trucks longer than 60 ft., while that one and another indicated that they receive deliveries from trucks longer than 60 ft. A larger number received deliveries from trucks in the 40 to 60 ft. range (7), while only one again actually owned such large vehicles. The sample size was disappointingly small.

The three Rail District businesses that appeared at the public hearing last time have been invited to come back for this meeting as well.

To assist with this discussion, additional truck turning radius drawings generated by a computer program have been attached for your reference. The drawings now include:

1. A picture of all three turning movements when driving a truck with a 50 ft. turning radius.
2. A picture of all three turning movements when driving a truck with a 62 ft. turning radius.
3. A picture of the proposed island now modified to allow for a 50 ft. truck turning radius.

At this time, the Board must make the decision about what type of pedestrian improvement is appropriate for this location. Here are some things to consider:

1. It appears that trucks greater than 40 ft. may be more common than was thought, but from the data given, it is unclear if the majority of those would fall between 40 and 50 ft., or not. Hopefully additional information can be gathered at the meeting.



2. The Board may wish to not consider the right turn movement out of S. Eton Rd. As shown on the drawings, even the 40 ft. turning radius cannot make this turn if the island is provided. At the last meeting, it appeared that such turns are not common now, given the tight turn already required to keep clear of the railroad bridge center column. Drivers of trucks needing to leave the district can make a left turn on to Maple Rd. with any of the designs.
3. If the Board determines that the intersection needs to be designed to accommodate the largest standard truck (62 ft.), then no island feature can be installed. The currently proposed road narrowing on the west side of the block could proceed.
4. Even if no island is installed a more enhanced bumpout on the southwest corner cannot be installed if the intersection is going to accommodate either a 50 or 62 ft. truck turning radius.
5. Generally, beneficial street designs should not be removed to accommodate a vehicle that does not generally get driven through the area. Extremely large vehicles, such as the example of Adams Towing pulling a bus, is a rare circumstance. They have indicated that such tows are already difficult through this intersection, and that other routes are often selected to make this trip.

It is recommended that the results of the truck survey be reviewed, input from the public be received, and then a decision made on what sized trucks the Board feels that this intersection should be designed to. The entire S. Eton corridor package then needs to be formalized in a recommendation to the Commission. Two suggested recommendations are listed below that provide alternatives for the above question on which size trucks should be accommodated. Recommendation B eliminates the island at Maple Rd. from the recommendation. Only the block directly south of Maple Rd. has been changed from the recommendation prepared for the last meeting:

#### SUGGESTED RECOMMENDATION A (DESIGNED FOR 50 FT. TRUCK TURNING AT MAPLE RD.):

To recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

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 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.

SUGGESTED RECOMMENDATION B (DESIGNED FOR 62 FT. TRUCK TURNING AT MAPLE RD.):

To recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

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 wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.
- c. 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.





## MEMORANDUM

Police Department

**DATE: July 13, 2017**

**TO: Multi-Model Transportation Board**

**FROM: Scott Grewe / Operations Commander**

**SUBJECT: Commercial Traffic on S. Eton**

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In an attempt to obtain more information regarding the amount and size of commercial vehicles used on S. Eton a survey was sent to addresses in the Rail District. On June 21<sup>st</sup> post cards were sent out requesting their participation in the survey. On July 13<sup>th</sup> the surveys were reviewed and below are the results.

1. 58% of respondents stated their business requires the use of a commercial vehicle.
  - a. Respondents who stated the use commercial vehicles estimated how many times per day their vehicles used S. Eton.
    - i. 17.65% 1 to 3 times.
    - ii. 17.65% 4 to 7 times.
    - iii. 11.76% 7 to 10 times.
    - iv. 11.76% 15 or more times.
  - b. They also provided the estimated truck lengths used by their business.
    - i. 5.88% 10' to 20' vehicle.
    - ii. 29.41% 20' to 40' vehicle.
    - iii. 5.88% 40' to 60' vehicle.
    - iv. 5.88% 60' to 80' vehicle.
2. 87.5% stated they receive deliveries from companies using commercial vehicles.
  - a. Respondents estimated how many deliveries they received per week.
    - i. 41% 1 to 3 deliveries.
    - ii. 35.29% 4 to 7 deliveries.
    - iii. 11.76% 7 to 10 deliveries
    - iv. 11.76% more than 10 deliveries.
  - b. Estimated length of delivery vehicles.
    - i. 31.25% 0 to 20' vehicle.
    - ii. 12.5% 20' to 40' vehicle.
    - iii. 43.75% 40' to 60' vehicle.
    - iv. 12.50% 60' to 80' vehicle.

All responses have been attached for review.

Create better surveys faster. Upgrade to add users and get team collaboration tools. [View pricing](#) →

## City of Birmingham S. Eton Commercial Traffic Review

[Summary](#) → [Design Survey](#) → [Collect Responses](#) → [Analyze Results](#)

## CURRENT VIEW

[+ FILTER](#) [+ COMPARE](#) [+ SHOW](#)

## No rules applied

Rules allow you to **FILTER**, **COMPARE** and **SHOW** results to see trends and patterns. [Learn more](#) →

RESPONDENTS: 17 of 17

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Question Summaries



Data Trends



Individual Responses

PAGE 1

Q1

[Export](#)

## SAVED VIEWS (1)



Original View (No rules applied)

[+ Save as...](#)

## EXPORTS

## SHARED DATA

## No shared data

Sharing allows you to share your survey results with others. You can share all data, a saved view, or a single question summary. [Learn more](#) →[Share All](#)

## What is the name and address of your business?

Answered: 17 Skipped: 0

Responses (17)

## PAID FEATURE

Use text analysis to search and categorize responses; see frequently-used words and phrases. To use Text Analysis, upgrade to a paid plan.

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Categorize as...

Filter by Category

Search responses

Showing 17 responses

Bob Adams Towing Inc 2499 Cole St Birmingham, MI 48009

7/11/2017 1:56 PM [View respondent's answers](#)

Downriver Refrigeration Supply 925 S. Eton

7/3/2017 8:47 AM [View respondent's answers](#)

2015 Hazel st., Ste. C, Birmingham, MI 48009

8/30/2017 2:29 PM [View respondent's answers](#)

2051 Villa Rd. #202

8/28/2017 11:59 PM [View respondent's answers](#)

Big Rock Chophouse The Reserve

6/27/2017 3:54 PM [View respondent's answers](#)

LaurenAssociates, 2254 Cole Many other tenants in building that use commercial vehicles

6/27/2017 3:37 PM [View respondent's answers](#)

Canine Academy

8/28/2017 3:48 PM [View respondent's answers](#)

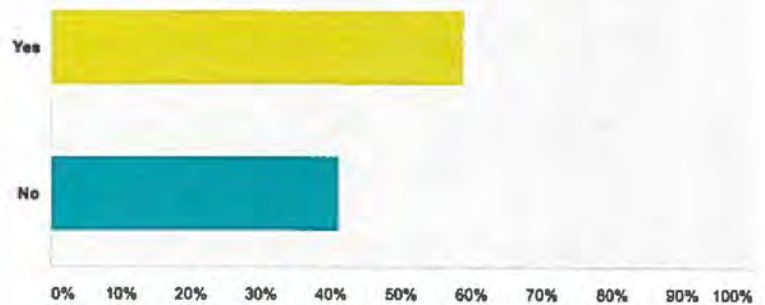
Q2

[Customize](#)[Export](#)

## Does the operation of your business require the use of commercial vehicles?

Answered: 17 Skipped: 0





Answer Choices	Responses
Yes	58.82% 10
No	41.18% 7
Total	17

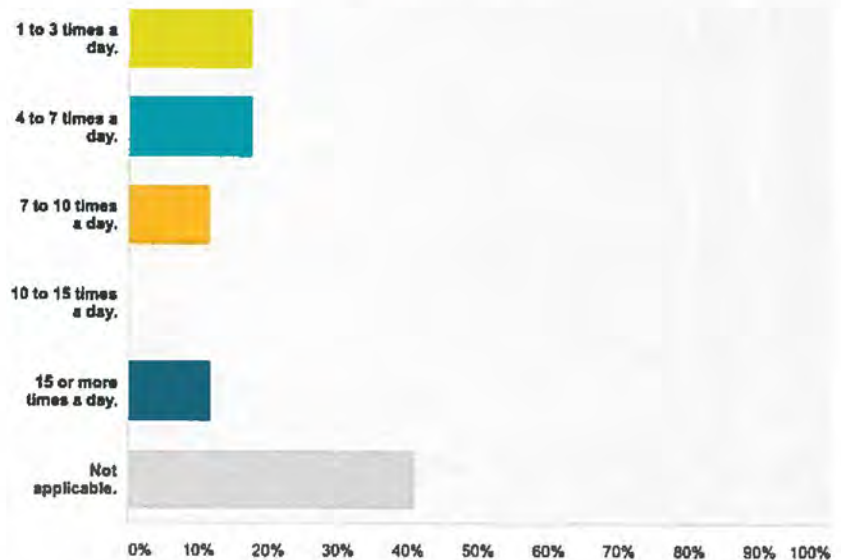
Q3

Customize

Export

Approximately how many times per day do  
your commercial vehicles use S. Eton in a  
day?

Answered: 17 Skipped: 0



Answer Choices	Responses
1 to 3 times a day.	17.65% 3
4 to 7 times a day.	17.65% 3
7 to 10 times a day.	11.76% 2
10 to 15 times a day.	0.00% 0
15 or more times a day.	11.76% 2
Not applicable.	41.18% 7
Total	17

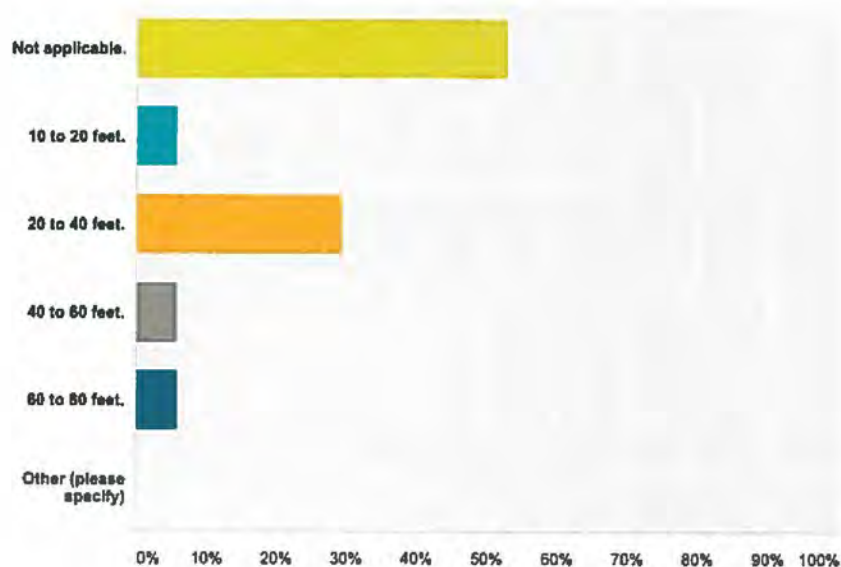
Q4

Customize

Export

## What is the overall length of your largest commercial vehicle including the trailer?

Answered: 17 Skipped: 0



Answer Choices	Responses	
▼ Not applicable.	52.94%	9
▼ 10 to 20 feet.	5.88%	1
▼ 20 to 40 feet.	29.41%	5
▼ 40 to 60 feet.	5.88%	1
▼ 60 to 80 feet.	5.88%	1
▼ Other (please specify)	Responses 0.00%	0
Total		17

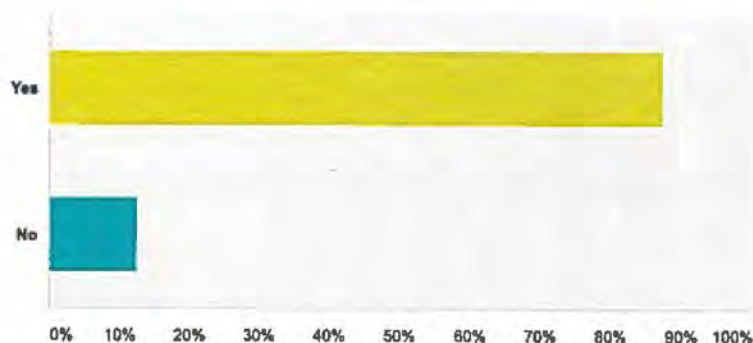
Q5

Customize

Export

## Do you receive deliveries from companies using commercial vehicles?

Answered: 16 Skipped: 1



Answer Choices	Responses	
▼ Yes	87.50%	14
▼ No	12.50%	2
Total		16



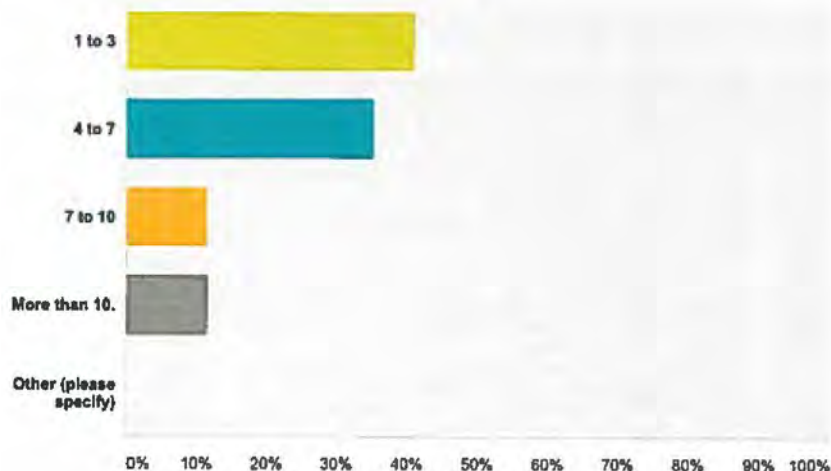
Q6

Customize

Export

### How many times per week (on average) do you receive deliveries?

Answered: 17 Skipped: 0



Answer Choices	Responses	
1 to 3	41.18%	7
4 to 7	35.29%	6
7 to 10	11.76%	2
More than 10.	11.76%	2
Other (please specify)	0.00%	0
Total		17

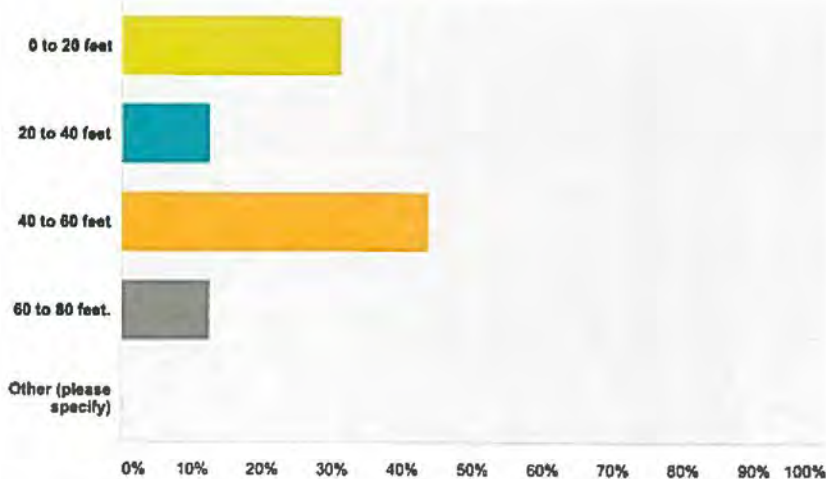
Q7

Customize

Export

### How long do you believe is the longest commercial vehicle used to make your deliveries?

Answered: 16 Skipped: 1



Answer Choices	Responses	
▼ 0 to 20 feet	31.25%	5
▼ 20 to 40 feet	12.50%	2
▼ 40 to 60 feet	43.75%	7
▼ 60 to 80 feet	12.50%	2
▼ Other (please specify)	Responses	0.00% 0
Total		16

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**Q1: What is the name and address of your business?**

Bob Adams Towing Inc  
2499 Cole St  
Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

15 or more times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

60 to 80 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

60 to 80 feet.

**Q1: What is the name and address of your business?**

Downriver Refrigeration Supply  
925 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

60 to 80 feet.



**Q1: What is the name and address of your business?**

2015 Hazel st., Ste. C, Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

No

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

2051 Villa Rd. #202

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

4 to 7 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

*Respondent skipped this question*



**Q1: What is the name and address of your business?**

Big Rock Chophouse  
The Reserve

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

7 to 10 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

More than 10.

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

LaurenAssociates, 2254 Cole

Many other tenants in building that use commercial vehicles

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

4 to 7 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

40 to 60 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

More than 10.

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet



**Q1: What is the name and address of your business?**

Canine Academy

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

10 to 20 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

Roy, Shecter & Vocht, P.C.

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet



**Q1: What is the name and address of your business?**

Deneweth Properties  
707/717 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

20 to 40 feet

**Q1: What is the name and address of your business?**

Newingham Dental Center  
2425 E. Lincoln St. #110  
Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet



**Q1: What is the name and address of your business?**

2205 Holland Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

15 or more times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

2305 Cole Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet



**Q1: What is the name and address of your business?**

Griffin Claw Brewery  
575 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

7 to 10

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

Dogtopia

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

*Respondent skipped this question*

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet



**Q1: What is the name and address of your business?**

1081 S Eton Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

7 to 10

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

20 to 40 feet

Mayor Nickita was comfortable with Logo #1, but agreed a unified agreement by the Commission was preferred.

Brief discussion ensued regarding options for next steps.

Commissioner DeWeese strongly supported an icon in the logo. He stated he will vote against his own motion because the Commission should be unified in the decision. Commissioner DeWeese commented the logo needs to be something people will accept and identify with.

Commissioner Deweese moved to withdraw his motion. Mayor Pro Tem Harris did not support the motion to withdraw.

VOTE:           Yeas,       2 (Harris, Boutros)  
                  Nays,       5 (Bordman, DeWeese, Hoff, Nickita, Sherman)  
                  Absent,   0

Motion failed.

Mark Canavan, McCann Detroit, explained that identity of a logo is a day-forward process, meaning a logo gains meaning with every touchpoint and is meant to grow over 10 or 20 years.

Mayor Nickita asked what the next step is that will help build consensus, stating he wants to build on momentum, not falter. He asked if meeting with McCann Detroit or taking City Manager Valentine's suggestion of workshops should be the next step.

The McCann Detroit representatives indicated time is needed to think about the next step. Mayor Nickita felt it would probably be worthy of the effort to have McCann Detroit put together some suggestions for how to move forward to create consensus.

Commissioner Boutros favored focusing on refining Logo #1.

Commissioners Hoff and Bordman expressed interest in showing the logos to other people to gauge reactions. Commissioner Bordman wondered if receiving reactions from others would crystalize her thoughts and help her determine if one of the logos is the right one.

No action was taken.

## **07-211-17           S. ETON RD. CORRIDOR – MAPLE RD. TO LINCOLN AVE. MULTI-MODAL TRANSPORTATION BOARD RECOMMENDATIONS**

City Engineer O'Meara's report to City Manager Valentine, dated July 19, 2017, is excerpted in regard to four suggested changes on the first block of S. Eton Rd.:

*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.*

In response to a question from Commissioner Bordman, City Engineer O'Meara explained:

- The third drawing is the only one being recommended, and the width of the island at the widest point, on the Maple Road frontage, is approximately 11'.
- The island shown in the first two drawings is the same, and is approximately 15' long on the Maple Road frontage.
- The design with the larger island does not accommodate 50' trucks.

Mayor Nickita commented:

- The primary concern for this construction season is the Maple/S. Eton intersection.
- The rest of the street is planned for next season.
- The goal is to accommodate the expected increase in pedestrian traffic when Whole Foods opens, and to provide safety for pedestrians.

In response to questions from Mayor Nickita regarding the deadline for the City Commission to approve the project for the current construction season, City Engineer O'Meara noted:

- The work was bid as a part of the City's 2017 Concrete Sidewalk Program.
- The contractor will be here through all of August.
- It will be tight if the Commission doesn't approve the project until August 14, but he believes the project can still be completed this year.
- Parts 2 and 3 of the S. Eton Road plans require further study.

Mayor Nickita stated the Commission did not receive the drawings from the City Clerk's office until 3:00 today, and it would be inappropriate for the Commission to move forward without having had adequate time to study the drawings.

Commissioner DeWeese asked for better scale in the drawings, and Mayor Nickita asked for the three options to be labeled.

Commission Sherman:

- Received confirmation from City Engineer O'Meara that the majority of the truck traffic is coming from the west and making a right turn onto Eaton.



- Suggested not allowing trucks heading west to make a left turn on that section of Eton, which solves a lot of issues and concerns, because the intersection would only be dealing with automobiles as opposed to 50' trucks.

Mayor Nickita received consensus from the Commission to postpone the decision on the intersection until the August 14, 2017 Commission meeting, but to move forward with discussion with the City's traffic consultant and the public in attendance.

Commissioner Hoff supported having the drawings identified such as version 1, 2, and 3, and asked for some dimensions on the drawings, too, stating they are very hard to read.

Commissioner Sherman pointed out there is a scale on the upper corner of the drawings. Commissioner DeWeese commented the scale cannot be read unless the Commission receives engineering-sized drawings.

Mayor Nickita, addressing traffic consultant Mike Labadie from Fleis & Vandenbrink, stated:

- The key issue is pedestrian safety.
- The subject intersection has no pedestrian relief in the long distance from curb to curb.
- A notable increase in pedestrian traffic will ensue when Whole Foods opens.
- He would like Mr. Labadie to address whether the criteria for the design is pedestrian safety or accommodating trucks.

Mr. Labadie explained there is only one option, and the three different drawings show three different truck sizes.

City Engineer O'Meara clarified the first two drawings show the original 40' truck turning radius, but the recommendation from the Multi-Modal Transportation Board (MMTB) recommends 50' trucks be accommodated because there is enough turning radius.

Mayor Nickita again stated pedestrian safety is priority number one, and asked:

- How will access, which is very important for people who live, work and play in the district, and safety be accommodated while also accommodating the needs of business owners.
- Has the MMTB thoroughly discussed and studied all the options.

Mr. Labadie affirmed the MMTB has studied the options, and commented:

- The two components, truck movements and improving pedestrian movement, or making pedestrians safer by shortening the distance in which they are exposed to traffic, are competing with each other.
- There is the minimum room necessary for a 50' truck to get through the intersection with a pedestrian island.
- The island should not be thought of as a refuge island, because there is going to be a big change at the signal operation when Whole Foods opens which will provide adequate time for pedestrians to cross the intersection.
- The pedestrian island is not needed, and he would hope pedestrians would not use it as a refuge.
- The idea to address the two competing interests is to have both truck and car movements slowed and to encourage more careful driving.
- It can't be made narrower because the trucks won't fit.



Mayor Nickita asked if a study has been conducted on the number of trucks coming from the east and making a left turn at the intersection, and if it is known that it is not a problem for trucks to come from the west to turn. Mayor Nickita confirmed for Mr. Labadie that he would like traffic counts separated by trucks and size of trucks.

Commissioner Sherman noted:

- It appears there is not a lot of truck traffic coming from the east going west and making a left turn.
- Restricting trucks from making a left turn would mean the island could be designed without concern for the radius of trucks.
- We are designing the intersection to make it more pedestrian friendly and safer.
- The issue that remains is if trucks can make a right turn onto Eton, are pedestrians safe and have we made this intersection more user friendly.

Mayor Nickita stated the central island can be designed to accommodate an occasional left turn by using rolling curbs rather than solid curbs. He asked again if the MMTB has explored these options so that safety is maximized for pedestrians on this corner and the concerns of the business community and the public are still addressed.

Mr. Labadie confirmed that is exactly what the MMTB has done. Mayor Nickita disagreed, saying the result doesn't support it. He indicated he'll get into the questions at the next meeting.

Commissioner Bordman supported no left turn by trucks of a certain size, but expressed concern about smaller trucks that can easily make the turn.

Mayor Pro Tem Harris:

- Echoed Mayor Nickita and Commissioner Sherman's remarks, but also cautioned that consideration has to be given to beer trucks, UPS trucks and other types of trucks that can fit and make the turn.
- Said he wants to hear more data and more analysis.
- Received confirmation from City Engineer O'Meara that the proposed crosswalk markings will be consistent with the new policy.

Commissioner DeWeese commented:

- He would like to see a limit on the size of trucks allowed to make a turn, suggesting a limit of 40' or 50' and, noting that some people may cheat, suggested it be built to handle 45'-50' trucks.
- The precedent has already been set in the decisions made for downtown where our fire truck has make turns in a certain direction.
- Expectations for the subject intersection have been applied to the City's fire department.

Commissioner Hoff said that, in addition to trucks, she is very concerned with the amount of traffic and the safety of pedestrians because there will be a big increase in traffic when Whole Foods opens in November. City Engineer O'Meara indicated the intersection would be built in late August.

Jake Bolyard, Bolyard Lumber, explained his business utilizes trucks that are in excess of 68' and the project as proposed is going to prohibit deliveries and impact his business tremendously.



Commissioner Sherman pointed out trucks have to be able to get through the intersection coming from the west. Mayor Pro Tem Harris asked the maximum length of a truck that would be allowed heading east on Maple going south on Eton. City Engineer O'Meara replied a 62' truck is barely clearing on a right turn, so left turns can be banned but we still have to deal with right turns.

Mr. Bolyard noted his trucks cannot go east because of the bridge and estimated his business has six to eight trucks per day. He confirmed for Commissioner Hoff trucks can make it to the business with the way the intersection is currently configured. He verified for Commissioner Hoff that the island is the deterrent.

Mayor Nickita explained if the island has a rolling curb trucks can drive over it and requested a drawing showing a radius for westbound 62' trucks.

Brian Bolyard said he has been attending the MMTB meetings and has the same problem as the Commission understanding the drawings. He noted the need for an updated drawing with a westbound 62' truck to show the effect on the turning radius.

Commissioner DeWeese requested, for the next meeting, a clear understanding of how the transition for bicycles in the second block will work both in theory and in practice, and a report on the safety of the configuration.

The Commission requested the action item be moved to the next meeting agenda.

No action taken.

#### **07-212-17                      361 E. MAPLE – HISTORIC DESIGNATION REMOVAL REQUEST**

Senior Planner Baka reported:

- The owner of the property located at 361 E. Maple has requested that the City Commission consider removing the historic designation of their building as a contributing historic resource within the City of Birmingham.
- The property owner has submitted an application to the Planning Board requesting to demolish the building as part of a redevelopment proposal.
- The process for removing designation from a property or structure as a contributing historic resource is outlined in section 127-5 of the City Code.
- The first step in the process towards considering eliminating the historic designation of this property is for the City Commission to pass a resolution directing the Historic District Study Committee to commence with the creation of a study committee report as outlined in section 127-4 of the City Code.

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

To adopt the resolution directing the Historic District Study Committee to prepare a study committee report for 361 E. Maple as outlined in section 127-4 of the City Code. *Formal resolution appended to minutes as Attachment B.*

VOTE:                      Yeas,                      7  
                                 Nays,                      0  
                                 Absent,                      0

#### **07-213-17                      REQUEST FOR CLOSED SESSION – PERFORMANCE EVALUATION**



**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

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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. This area includes Yosemite to Lincoln. In order to ensure a coordinated corridor, the section of S. Eton from Lincoln to 14 Mile will be brought to the Multi-Modal Transportation Board for review in conjunction with the section from Yosemite to Lincoln. From a timing perspective, we can incorporate the construction of the changes north of Yosemite in the 2017 Sidewalk Contract and have them completed in conjunction with the opening of the Whole Foods project this year. The remaining sections of the corridor will be studied further down to 14 Mile and a complete plan will be presented for approval at a later date.

### **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

AND

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.

AND

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.

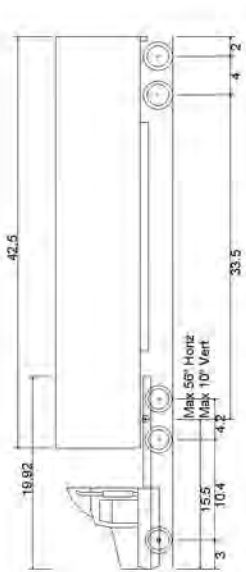
If you have any questions, please feel free to contact us.

Sincerely,

FLEIS & VANDENBRINK



Michael J. Labadie, PE  
Group Manager



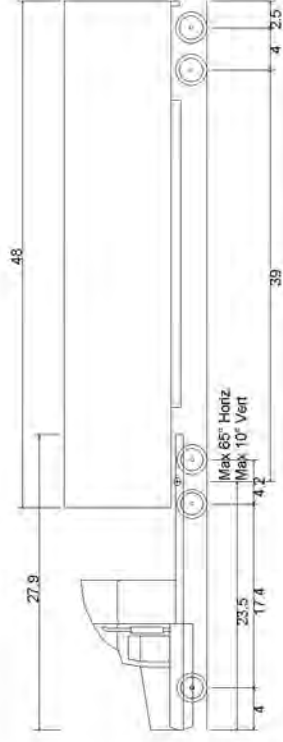
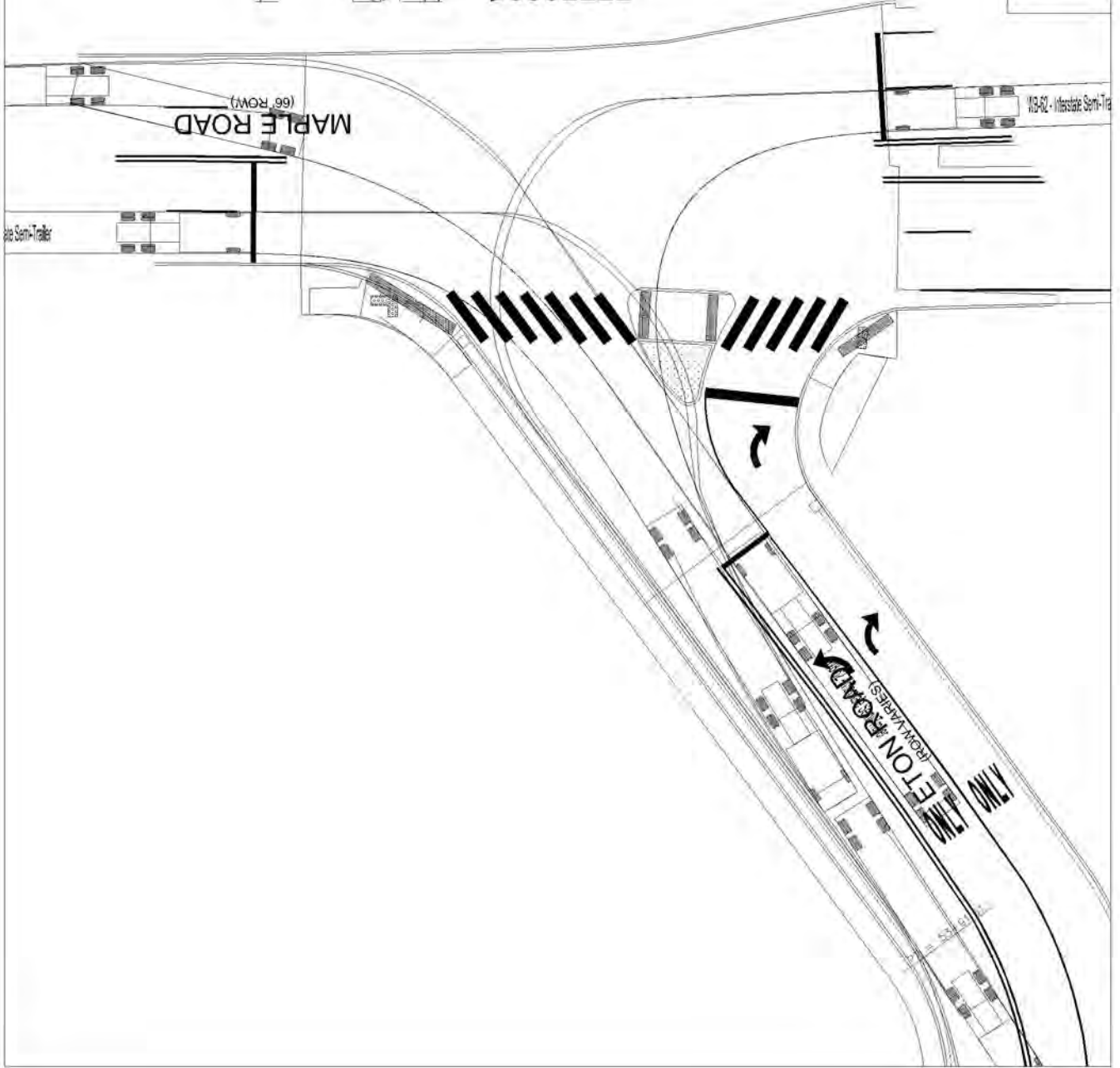
WB-50 - Intermediate Semi-Trailer	
Overall Length	55.000ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	17.90°



**CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN - WB-50 TURNING PATHS**







WB-62 - Interstate Semi-Trailer  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Max Track Width  
Lock-to-lock time  
Max Steering Angle (Virtual)

69,000ft  
8,500ft  
13,500ft  
1,334ft  
8,500ft  
6,00s  
28.40°



CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN - WB-62 TURNING PATHS



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.

# Traffic Data Collection, LLC

tdccounts.com

Phone: (586) 786-5407

Traffic Study Performed 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 : 1

Groups Printed- Pass Cars - Single Units - Buses - 40 - 50 - 62

Start Time	E. Maple Road Westbound				S. Eaton Street Northbound				E. Maple Road Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. Total	
07:00 AM	0	41	0	41	34	12	0	46	8	0	0	8	95
07:15 AM	0	48	0	48	40	11	1	52	11	0	1	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
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	268	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	1	75	11	0	1	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	273	57	0	330	58	0	4	62	621
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
01:30 PM	0	62	0	62	61	12	2	75	13	0	4	17	154
01:45 PM	0	57	0	57	73	11	1	85	10	0	0	10	152
Total	0	237	0	237	290	45	4	339	46	0	6	52	628
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	305	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



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Traffic Study Performed 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 : 2

Groups Printed- Pass Cars - Single Units - Buses - 40 - 50 - 62

Start Time	E. Maple Road Westbound				S. Eaton Street Northbound				E. Maple Road Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Rgt	Left	Peds	App. Total	Rgt	Thru	Peds	App. 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		82	16.9	1.1		89.6	0	10.4		
Total %	0	39.1	0	39.1	42.4	8.7	0.6	51.7	8.2	0	1	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	2
Buses	0	5	0	5	4	6	0	10	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	0	0	0	1	0	1	1	0	0	1	2
% WB-50	0	0	0	0	0	0.1	0	0	0.2	0	0	0.1	0
WB-62	0	2	0	2	1	4	0	5	3	0	0	3	10
% WB-62	0	0.1	0	0.1	0	0.6	0	0.1	0.5	0	0	0.4	0.1

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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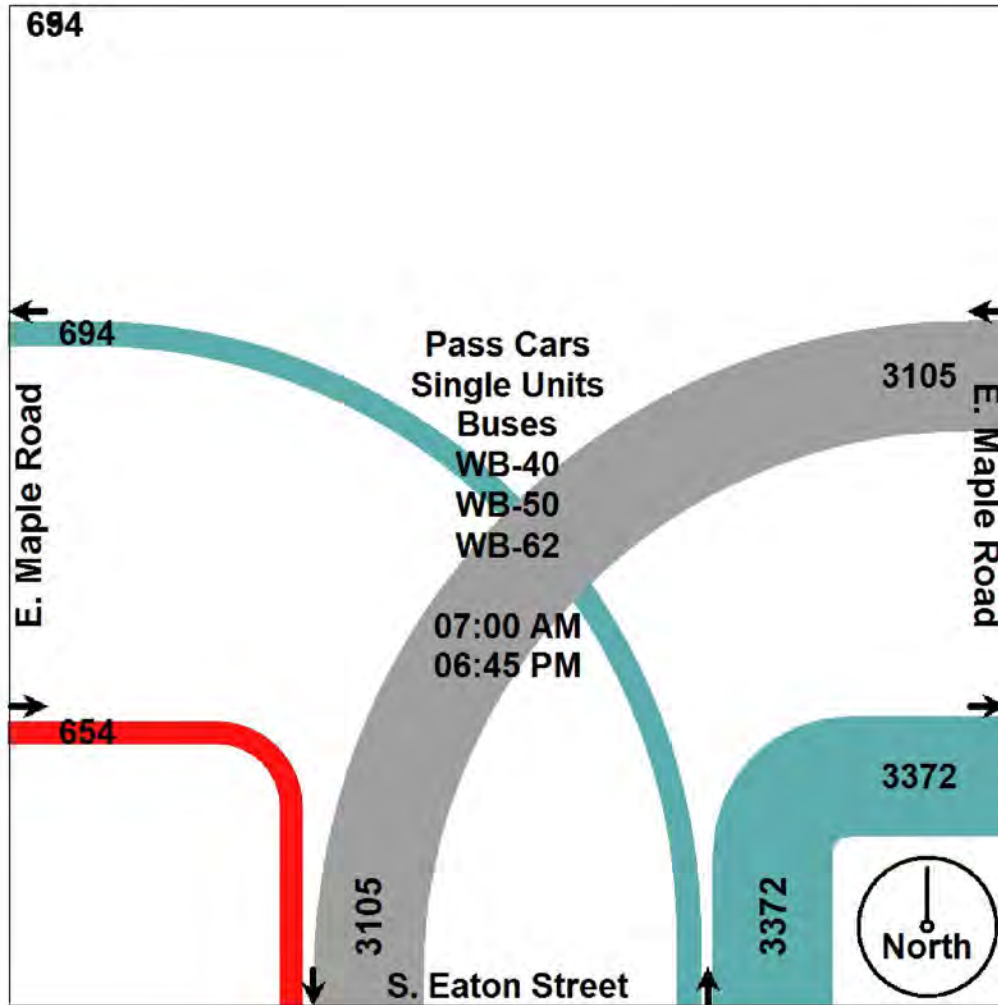
Traffic Study Peformed For:

**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  
Page No : 3





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Phone: (586) 786-5407

Traffic Study Performed For:

City of Birmingham, Engineering Dept.



Project: Birmingham Truck Study  
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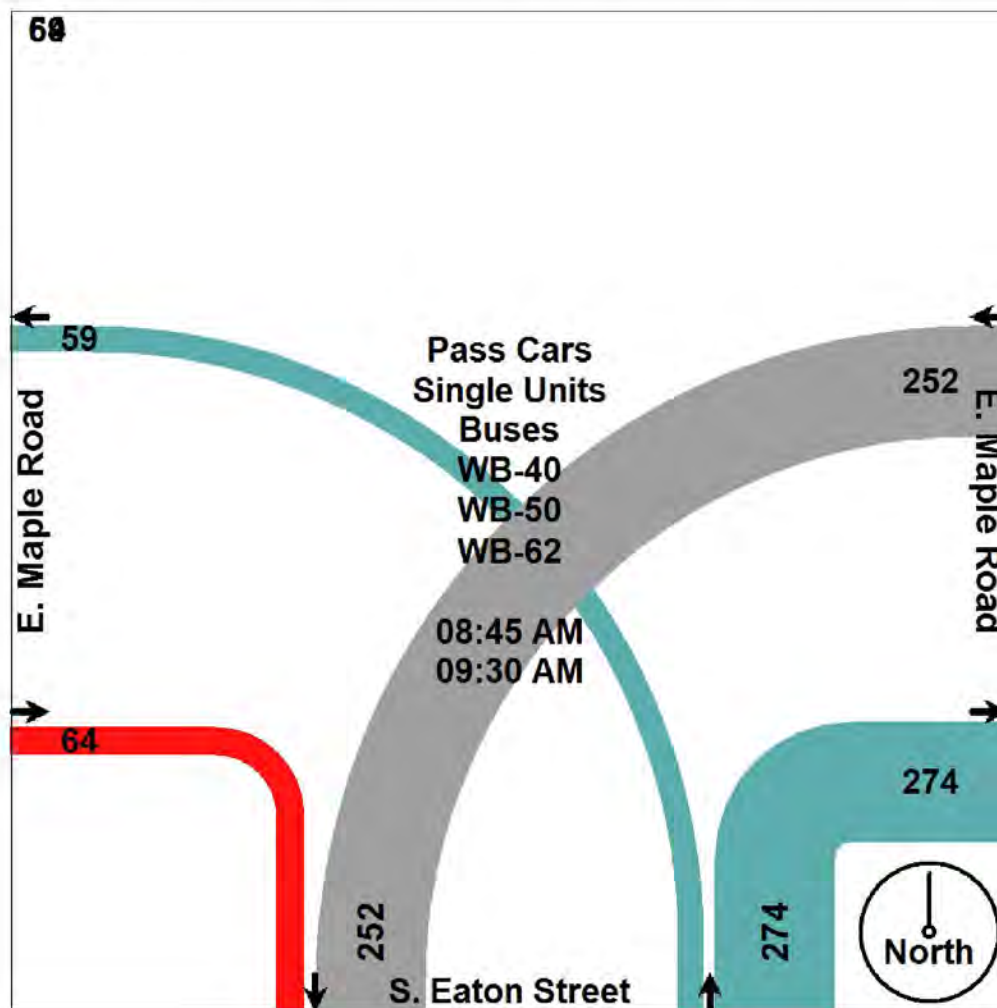
File Name : TMC\_1 EMaple&SEaton\_7-27-17

Site Code : TMC\_1

Start Date : 7/27/2017

Page No : 4

	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 07:00 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection 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	1	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 Performed For:

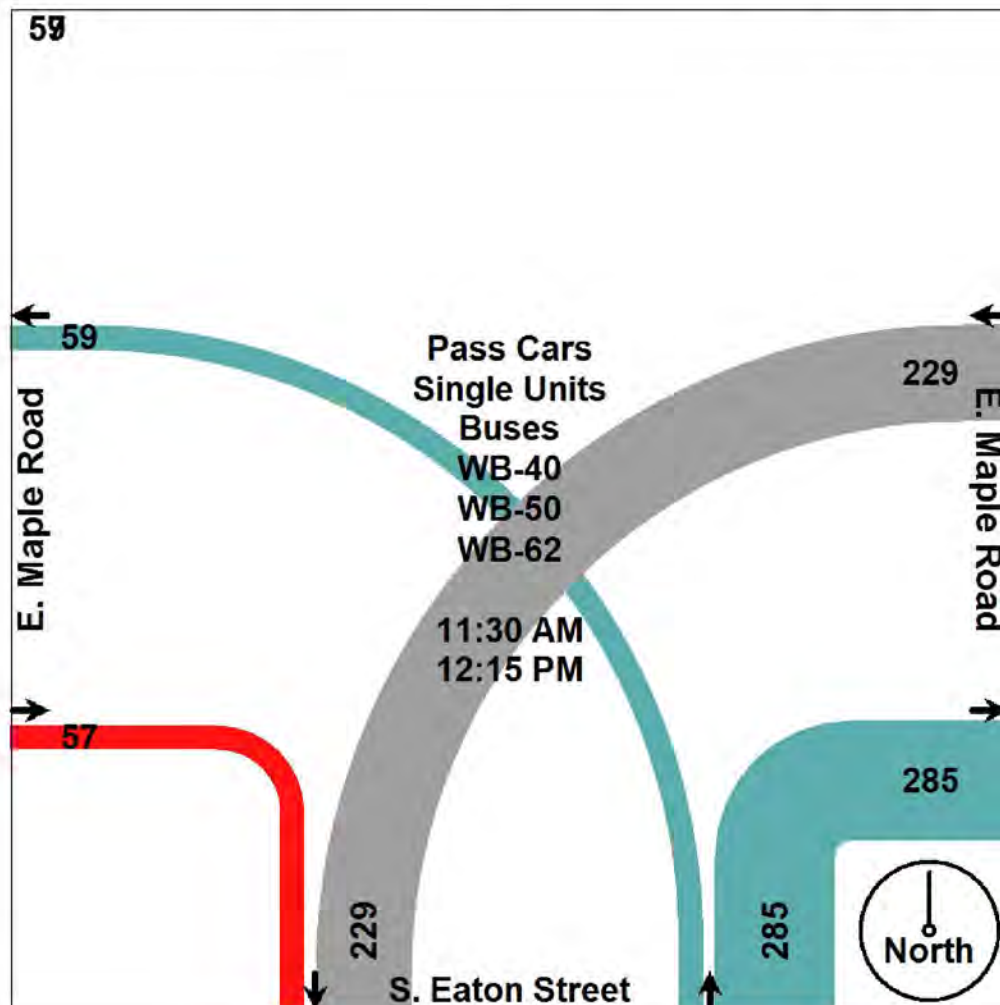
City of Birmingham, Engineering Dept.



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 : 5

	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 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
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





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Traffic Study Performed For:

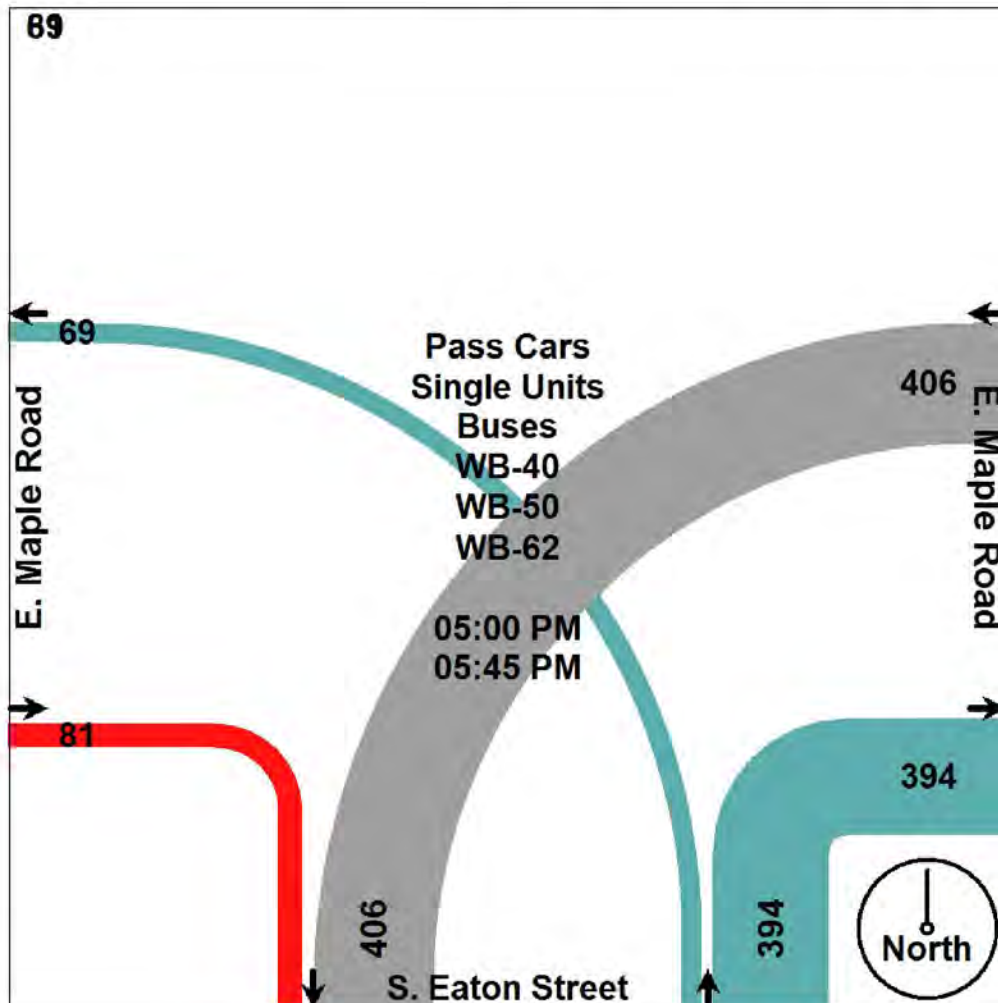
City of Birmingham, Engineering Dept.



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 : 6

	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 02:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
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



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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  
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File Name : TMC\_1 EMaple&SEaton\_7-27-17  
Site Code : TMC\_1  
Start Date : 7/27/2017  
Page No : 7

Aerial Photo





are tied into together, they're straight. As soon as you deviate from that, the poles are bent, and they're going to lay down.

- DTE is going to need an easement from the primary to the secondary on the other side of the river, and the City is going to need this easement cleared out.

Mayor Nickita commented:

- It's important to note this piece of land is not a park, it's a City-owned property within the water shed, and it has a limited amount of use.
- The City will be mindful of the trees that are removed and what DTE will do, and will be working with the residents to replace the trees.
- The proposal has been studied extensively, and the result will be receiving funds to replace the trees that are removed, to add many more trees, and to clean up the site.
- The new easement is valuable to the City because the electricity that connects the center of the city to the north is susceptible to failure in storms, and according to what DTE has said this easement will diminish the likelihood the north side of the City losing power.

VOTE:           Yeas,       7  
                  Nays,       0  
                  Absent,   0

#### **08-227-17                   MAPLE RD. & S. ETON RD. INTERSECTION MULTI-MODAL TRANSPORTATION BOARD IMPROVEMENTS**

City Engineer O'Meara reported:

- Tonight we met out at the intersection of S. Eton, to discuss the potential approval of an island as well as other improvements to the intersection
- Julie Kroll from Fleis & Vandenbrink is present.
- A professional count was taken of both truck and pedestrian traffic making the turn in and out of Eton. Ten of the largest truck category, the WB-62 category, were counted. That is the size of the truck used tonight at the on-site demonstration.
- The MMTB thought some turning movements could be disqualified based on some of the reports heard during the public meeting, but in practice trucks are turning in and out in all directions possible.
- Staff is now suggesting a mountable island that is entirely concrete in the area that is not typically driven or walked on, which would slow traffic and make pedestrians feel safer traversing through the area.
- The island is not intended to be a refuge. The traffic signals will be set so that pedestrians should be able to walk through the entire intersection without feeling like they have to stop in the middle.

In response to comments from Mayor Nickita, Ms. Kroll stated Fleis & Vandenbrink was tasked with a concept to make the intersection safer as well as more pedestrian friendly, and to determine if trucks can navigate. Before the island can be designed as to materials, type of curb, etc., the Commission has to determine whether or not they want an island, and, if so, what size.

Commissioners were split on the question installing the island, with Commissioner DeWeese in favor of the smaller island to slow traffic and Commission Hoff feeling installing a mountable curb on a pedestrian island is in conflict. She suggested waiting and observing what happens



with traffic signal adjustments. Commissioner Boutros suggested moving the island 5' east. Mayor Nickita was strongly in favor of an island.

Generally the Commissioners agreed the right turn lane on Eton, which is supposed to be one lane, is being used by cars as two turn lanes, and the final plan needs to discourage cars from using it as two turn lanes while still allowing trucks room to turn.

Commissioner Hoff introduced discussion of waiting on the island but moving forward with widening the sidewalk and installing the ADA ramp as part of the 2017 Concrete Sidewalk Program, although she expressed concern with encouraging people to walk on that side of Eton and cross Eton at the subject crosswalk. Commissioner Bordman agreed, stating there are too many options regarding the island and she is not comfortable voting on it. Commissioner DeWeese agreed there was no disadvantage to expanding the sidewalk now, noting it would give pedestrians more space and narrow the road, which causes cars to be more careful.

Mayor Nickita noted it is a matter of scheduling. The Commission either votes to move forward now with a plan that is not fully designed because of an anticipated increase in the number of pedestrians when Whole Foods opens, on hold off until mid-summer 2018. He pointed out Whole Foods is opening in late October, so there will be more pedestrian traffic without any safety installations.

Commissioner Sherman observed pedestrians choose to cross further north at the top of the hill where Eton is narrower and suggested eliminating the subject crosswalk and moving it to where pedestrians are crossing. He noted the experienced truck driver was crossing the yellow line when turning onto Eton. He noted two cars are making right turns next to each other in a lane meant for one car. He said he didn't have an opinion on the island because there are too many variables. Commissioner Sherman said the area being reviewed should be expanded beyond just the intersection.

Mayor Nickita commented:

- This is about creating a safe environment.
- People are going to cross where they want to cross and where it makes sense to cross.
- People do not want to walk more than they need to, and they definitely do not want to cross two streets when they can cross one, even if the one is not very good.
- The subject crosswalk needs to be made safe for pedestrians.
- The amount of time pedestrians are in an unsafe environment needs to be diminished, and the way to do that is to narrow the street edge to edge, add something in the middle which diminishes their exposure, and adding as much crosswalk and signage as needed.
- There are too many unanswered questions to make a decision.
- Safety is priority number one, congestion is another concern, and access for trucks is another concern, in that order.
- The only thing the Commission needs to consider right now is whether to widen the sidewalk on the west side, or take the whole project into next year for further investigation.

Commissioner DeWeese indicated in urban planning and walkability literature, having narrow sidewalks next to busy streets is not conducive to walkability. He felt widening the sidewalk will make it friendlier. He also commented putting yellow on the curbs to make them stand out, particularly from the west to the east and turning, to slow traffic. He saw no downside to



extending the sidewalk because it does not seem to make a difference for what the future design will be for the crosswalk.

Mayor Pro Tem Harris supported the extension of the west side sidewalk for the reasons that have been stated. He asked Mayor Nickita which of the four items recommended by staff for the S. Eton Rd. – Maple Rd. to Yosemite Blvd. section he is advocating.

Mayor Nickita explained if the west side curb is widened now it might have to be redone to accommodate the final crosswalk plan.

City Engineer O'Meara remarked it would be helpful to have the whole design at once because if the crosswalk is widened to the new 12' crosswalk standard, the other corner will have to be bigger, and it would be nice to coordinate the crosswalk markings all at once. If they change next year they are going to get scratched up, and they are not going to look as good if they are moved and put back a different way.

Mayor Nickita pointed out the importance of safety. The design of a street changes the way people use it, particularly the actions of the drivers. If the street is narrowed, an island is added, a crosswalk is added with a continental pattern of 12" wide, 2" strips, with 2" gaps, that street would be significantly safer. The question is do we try it one more time and bring it back before the end of the season, or do we take more time to look it over and address it for next year.

Commissioner DeWeese indicated the issue should go back to the MMTB. The Commission should have better options, context, awareness of the whole situation and the trade-offs. Doing the curb on the west side is not going to change anything very much right now. He noted he would make the intersection work for larger trucks, and he fully supported the island, because even if it does not serve much point in terms of pedestrians it will serve a point in slowing down traffic.

Commissioner Hoff was in favor of waiting until next year, as was Commissioner Bordman, because there are currently too many variables.

Mayor Nickita stated:

- Truck access from the westbound to Eton worked well conceptually with the island, and there is enough room for it. I do not anticipate that truck making that left from westbound Maple. I think we should very seriously consider eliminating truck-turning from that. We allow trucks to make that left already, we allow trucks to make that turn under the bridge, we know there are a number of trucks that will not go that way anyway, we recognize that routes are generally from the west, from Adams or Woodward, and so with that being the case that obtuse angle allows the trucks to go, and there is a reasonable amount of room if we have something like this island.
- The gap that allows cars to double up and turn right needs to be addressed.
- We have to recognize the fact that trucks are going to be limited in a day so typically there will not be trucks going there when pedestrians are walking there, so for the most part the design needs to be for the majority of the period when it is used with an accommodation for when trucks are present. The intersection has to work for everyone else all the time.
- Staff and the design team need to give us some clarity on those things, so that when we or the MMTB see it again we can actually review those things more specifically and



hopefully get us to where we need to go, so that we are looking at an approval and not designing at the table.

Mayor Pro Tem Harris agreed with everything that has been said, and gave further direction to staff to collect data on multiple days with different lengths and frequency of trucks, the feasibility of having the island, the likelihood of vehicles stopping, and what happens if they do not.

Commissioner Bordman asked that data be collected after Whole Foods opens.

The Commission took no action.

## **VI. NEW BUSINESS**

### **08-228-17 PUBLIC HEARING FOR 211 S. OLD WOODWARD – BIRMINGHAM THEATER SPECIAL LAND USE PERMIT AND FINAL SITE PLAN**

Commissioner Sherman recused himself based on a conversation with the City Attorney, and left the Commission room at 9:48 p.m.

Mayor Nickita opened the public hearing at 9:47 p.m.

City Planner Ecker reported:

- The subject site, Birmingham Theater, is located at 211 S. Old Woodward, on the east side of S. Old Woodward at Merrill.
- The parcel is zoned B-4, Business-Residential and D-4 in the Downtown Overlay District.
- The applicant, Birmingham Teatro, LLC, is applying for a Special Land Use Permit (SLUP) to operate with a Class C liquor license under the new ordinance allowing a movie theater to operate with a liquor license.
- Birmingham Teatro is owned equally by Daniel Shaw and Nicholas Lekas, who in addition to operating the theater, are also part owners of Birmingham Theater, LLC, which is the sub-landlord for 211 S. Old Woodward.
- Article 2, section 2.37, B4 (Business-Residential) District requires that any establishment with alcoholic beverage sales (on-premise consumption) shall obtain a Special Land Use Permit.
- On July 12, 2017, the Planning Board conducted a public hearing and voted unanimously to recommend approval to the City Commission of the Special Land Use Permit ("SLUP") and Final Site Plan for 211 S. Old Woodward, Birmingham Theater, with no conditions.
- No exterior changes to the Birmingham Theater building are proposed.

Answering questions from commissioners, City Planner Ecker explained:

- Alcohol will be sold only on the upper level. Patrons may buy alcohol and take it down to the lower level.
- Birmingham Teatro is owned by Daniel Shaw and Nicholas Liekas, both of whom are also part owners of Birmingham Theater, the EA Fuller Oak Mgmt., and Fuller Oak Mgmt. One or more of the principals who are involved in Birmingham Teatro are also involved in the other organizations, but the SLUP resolution and the contract is with Birmingham Teatro LLC. So if the two owners in Birmingham Teatro LLC change or if they add a new owner, then they would have to come back.





## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** December 27, 2018

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & N. Eton Rd. Intersection – Signal Timing

Over the past several months, City staff have received numerous complaints regarding the timing and configuration of the signal at Maple and N. Eton Road. Specifically, concerns are related to drivers turning left out of the western Whole Foods driveway onto westbound Maple that are not yielding as required to the drivers turning right coming southbound on S. Eton to head westbound on Maple.

Accordingly, the City reached out to the Road Commission for Oakland County to determine if any timing changes had recently been made. In addition, City staff asked our transportation consultant, Fleis & Vandenbrink ("F & V"), to study the intersection timing, circulation and flow and recommend any changes or improvements that may be needed. Please find attached a report from F & V outlining their recommendations for your review.

### **SUGGESTED RESOLUTION:**

To recommend approval of Alternative 1 as noted in F & V's report dated December 27, 2018 to add a permissive flashing yellow left turn arrow for northbound left turning vehicles exiting the western Whole Foods driveway, at a cost of \$6050.

OR

To recommend approval of Alternative 2 as noted in F & V's report dated December 27, 2018 to add both a permissive flashing yellow left turn arrow and a protected green left turn arrow for northbound left turning vehicles exiting the western Whole Foods driveway at a cost of \$7260.

December 27, 2018

VIA EMAIL

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

**RE: Maple Road & Eton Street Intersection Operations  
Whole Foods Drive Approach**

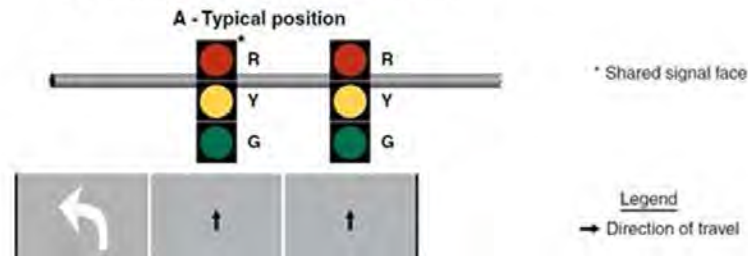
Dear Mr. O'Meara,

The purpose of this letter is to address concerns regarding the signal operations at the Maple Road & Eton Street; specifically, the Whole Foods drive opposite the N. Eton Street approach. Included herein is an overview of the existing PM peak signal operations on the Whole Foods approach, concerns that have been raised, mitigation that has been implemented and additional mitigation measures that may be considered by the City to address operational concerns.

**EXISTING CONDITIONS**

The existing signal operations on the Whole Food approach is a "Shared Signal Face". As summarized in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD, Sections 4D.17-20), this type of signal face controls both the left-turn movement and the adjacent movement (usually the through movement) and can serve as one of the two required primary signal faces for the adjacent movement. A shared signal face always displays the same color of circular indication that is displayed by the signal face or faces for the adjacent movement.

**Figure 4D-6. Typical Position and Arrangements of Shared Signal Faces for Permissive Only Mode Left Turns**



With this type of operation, the left-turning vehicles must yield to opposing traffic and through and right-turning vehicles have the right-of-way. The source of confusion at this intersection is that the opposing (N. Eton Street) approach does not allow southbound through vehicles, so the opposing traffic is only southbound right-turns. Additional signage was added facing the Whole Foods approach to help remind drivers that left-turning must yield to oncoming traffic.

Despite the additional signage, there have been no changes in driver behavior. Drivers continue to be observed making left-turns despite not having the right-of-way and causing crashes and near misses with southbound right-turning vehicles.



27725 Stansbury Boulevard, Suite 195  
Farmington Hills, MI 48334

P: 248.536.0080

F: 248.536.0079

[www.fveng.com](http://www.fveng.com)



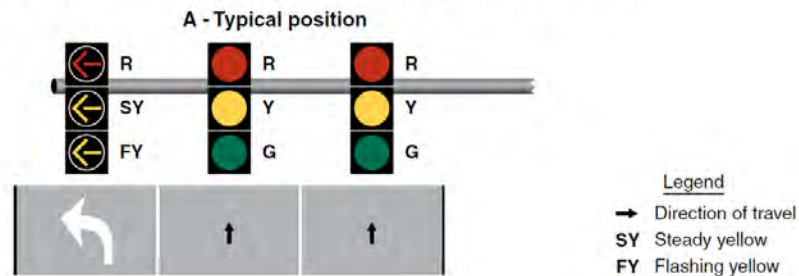
## ALTERNATIVES ANALYSIS

To improve the safety of the intersection, several alternatives were evaluated. These alternatives all involve the addition of a signal head to the Whole Foods approach, with the operations varying by signal operations. For the purpose of this analysis, only the PM peak hour operations were evaluated, as the PM peak volumes were significantly larger than all other peak periods. The alternatives considered are summarized below.

### Alternative 1: Permissive Only Left-turns

This alternative maintains the existing intersection operations, but adds a permissive only signal head for the northbound left-turning vehicles on the Whole Foods approach. This left-turn signal head is the same that is currently displayed for the N. Eton Street approach.

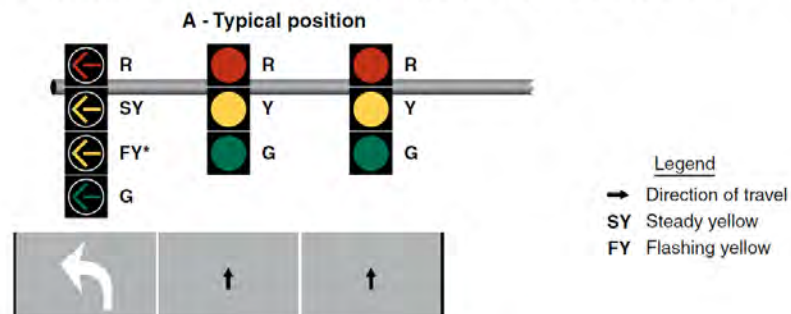
**Figure 4D-7. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Permissive Only Mode Left Turns**



### Alternative 2: Permissive/Protected Left-turns

This alternative maintains the existing permissive operations and adds a protected movement for northbound left-turning vehicles on the Whole Foods approach. The addition of a protected movement on this approach will impact the overall intersection operations as summarized in Table 1.

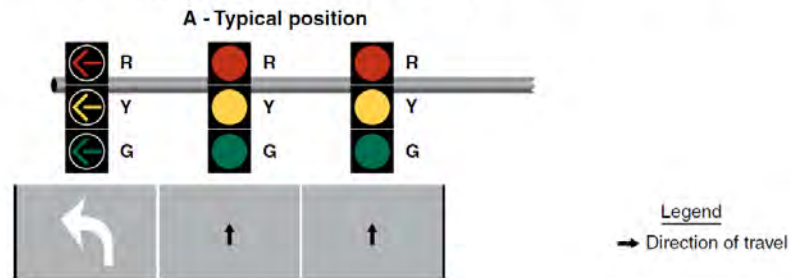
**Figure 4D-12. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Left Turns**



### Alternative 3: Protected Only Left-turns

This alternative would permit northbound left-turns only as a protect movement. The N. Eton Street approach would maintain the existing permissive operations and Whole Foods approach would have a separate phase just for left-turns. It is also feasible to add protected southbound left-turns with this alternative; however, the N. Eton Street signals would also need to be changed to accommodate protected southbound left-turns. The cost associated with protected southbound and northbound left-turns would be similar to that of Alternative 4. The protected only northbound left-turn movement on this approach will impact the overall intersection operations as summarized in Table 1.

**Figure 4D-10. Typical Position and Arrangements of Separate Signal Faces for Protected Only Mode Left Turns**



#### Alternative 4: Split Phasing

This alternative would permit all northbound and southbound movements as a protected only movement. The N. Eton Street approach also need to be changed to reflect a split phasing operation. The split phasing will impact the overall intersection operations as summarized in Table 1.

**TABLE 1: LOS SUMMARY**

Intersection	Approach	PM Peak							
		Existing / Alternative 1		Alternative 2		Alternative 3		Alternative 4	
		Permissive Only		Permissive / Protected		NB Protected Only		Split Phase	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Maple Road &amp; N. Eton/Whole Foods</b>	NBL	50.0	D	50.0	D	50.0	D	62.5	E
	NBT	46.3	D	46.3	D	46.3	D	53.7	D
	SBL	51.4	D	51.4	D	51.4	D	60.7	E
	SBR	16.2	B	26.9	C	30.6	C	27.6	C
	WBL	31.5	C	31.5	C	31.5	C	33.0	C
	WBTR	45.5	D	45.5	D	45.5	D	49.3	D
	EB	2.3	A	2.3	A	2.3	A	3.6	A
	<b>Overall</b>	<b>22.1</b>	<b>C</b>	<b>23.4</b>	<b>C</b>	<b>23.8</b>	<b>C</b>	<b>26.0</b>	<b>C</b>
<b>Maple Road &amp; S. Eton Street</b>	NBL	50.1	D	50.1	D	50.1	D	42.1	D
	NBR	20.8	C	20.8	C	20.8	C	17.0	B
	WBTL	3.2	A	2.6	A	2.0	A	3.4	A
	EBTR	42.5	D	42.5	D	42.5	D	54.1	D
	<b>Overall</b>	<b>20.8</b>	<b>C</b>	<b>20.6</b>	<b>C</b>	<b>20.3</b>	<b>C</b>	<b>24.1</b>	<b>D</b>



## COST ESTIMATE COMPARISON

The estimated costs associated with each of the alternatives is summarized in Table 2. This information is provided for use in consideration with the alternatives for implementation.

TABLE 2: COST ESTIMATE

Intersection	Approach	Alternative 1	Alternative 2	Alternative 3	Alternative 4
		Permissive Only	Permissive/Protected	Protected Only	Split Phase
Maple Road & N. Eton/Whole Foods	NB	\$2,500.00	\$3,000.00	\$2,500.00	\$2,500.00
	SB	\$0.00	\$0.00	\$2,500.00	\$2,500.00
	<i>SubTotal</i>	<i>\$2,500.00</i>	<i>\$3,000.00</i>	<i>\$5,000.00</i>	<i>\$5,000.00</i>
	Design	\$2,750.00	\$3,300.00	\$5,500.00	\$5,500.00
	Contingency/ Mobilization	\$3,300.00	\$3,960.00	\$6,600.00	\$6,600.00
	<b>Total</b>	<b>\$6,050.00</b>	<b>\$7,260.00</b>	<b>\$12,100.00</b>	<b>\$12,100.00</b>

## SUMMARY

The results of the analysis show that the existing permissive operations provide the best overall intersection operations. Since there is continued driver confusion associated with the existing "green ball" permissive operations, the installation of flashing yellow arrow associated with Alternative should be considered to help reduce confusion associated with permissive operations.

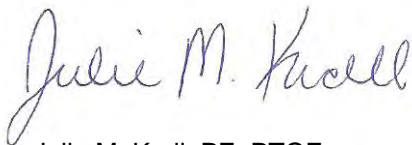
An additional option for consideration is a permissive/protected movement with Alternative 2. This would provide both a permissive (flashing yellow arrow) and a protected (green arrow) movement. There is some additional delay associated with adding a protected movement and additional cost with a four-section head (vs. three section head).

Alternatives 3 and 4 are not recommended. These have higher associated costs and overall higher delay. In addition, alternatives 1 and 2 can adequately address the operational concerns as noted at this intersection.

If you have any questions or concerns, please contact our office.

Sincerely,

FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:js:jmk



Paul O'Meara &lt;pomeara@bhamgov .org&gt;

---

**Fwd: Maple & Eton - signal timings**

1 message

Scott Grewe &lt;Sgrewe@bhamgov.org&gt;

Mon, Dec 3, 2018 at 2:18 PM

To: Paul O'Meara &lt;Pomeara@bhamgov.org&gt;, jrose@fveng.com, Mark Clemence &lt;Mclemence@bhamgov.org&gt;

Here are the changes from Oakland County.

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

From: Jones, Rachel &lt;rjones@rcoc.org&gt;

Date: Mon, Dec 3, 2018 at 2:16 PM

Subject: Maple &amp; Eton - signal timings

To: [sgrewe@bhamgov.org](mailto:sgrewe@bhamgov.org) <[sgrewe@bhamgov.org](mailto:sgrewe@bhamgov.org)>Cc: Deneau, Danielle <[ddeneau@rcoc.org](mailto:ddeneau@rcoc.org)>

Hi Commander Grewe,

Per our earlier conversation please find attached the following signal timings for Maple & Eton:

Co 283\_rev4 (Installed 10/26/17)

Co 283\_rev5 (Installed 10/12/18)

The signal times have not been changed between rev 4 and rev 5, however the operation has been modified which should be an improvement in the intersection efficiency. The change was to bring up the WB LT green after the EB thru at Eton (S) (ie the west side of the bridge). This should bring up this WB LT a few seconds earlier; in rev 4 it didn't come on until after the EB signals at Eton (N) (ie on the East side of the bridge). Hope this makes sense.

The change is noted on the rev 5 paperwork.

We had a crew check the signal last week and they found the signal operating per paperwork. I have an engineer out there now rechecking the controller, clock, signal operation etc. I'll let you know what we find.

Please contact me if you require further info and / or to discuss the timings.

Thanks,

Rachel

Rachel Jones

Signal Operations Engineer



Traffic Operations Center

Road Commission For Oakland County

1200 N.Telegraph Road, West 49

Pontiac, MI 48341-0421

Phone (248) 858 7250

Fax (248) 858 7251

Email [rjones@rcoc.org](mailto:rjones@rcoc.org)


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Scott Grewe  
Operations Commander  
Birmingham Police Department  
151 Martin St.  
Birmingham, MI. 48009  
(248)530-1867



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2 attachments

 283\_rev5\_timing.pdf  
6244K

 283\_rev4\_timing.pdf  
6000K

**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, JANUARY 3, 2019  
City Commission Room  
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, January 3, 2019.

Chairperson Johanna Slanga convened the meeting at 6:05 p.m.

**01-01-19**

**1. ROLL CALL**

**Present:** Chairperson Johanna Slanga; Board Members Katie Schafer, Doug White; Alternate Board Members Daniel Isaksen, Joseph Zane

**Absent:** Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal; Student Representative Alex Lindstrom

**Administration:** Lauren Chapman, City Planner  
Jana Ecker, Planning Director  
Austin Fletcher, Asst. City Engineer  
Scott Grewe, Police Dept. Commander  
Carole Salutes, Recording Secretary

**Fleis & Vanderbrink ("F&V"):**  
Julie Kroll

**Rowe Engineering:**  
Jill Bauer  
Michael Labadie

**01-06-19**

**6. MAPLE RD. / N. ETON RD. SIGNAL TIMING**

Commander Grewe advised the only complaints the Police Dept. gets regarding Eton Rd. and Maple Rd. is the left turning traffic coming out of the western entrance to Whole Foods to go westbound on Maple Rd. conflicting with the southbound N. Eton Rd. traffic that is making a right turn to go west on Maple Rd. They both think they have the right-of-way and they are both going. Legally, the left turning traffic has to yield the right-of-way to the right turn. A sign has been added in the middle of intersection that says Left Turn Must Yield but he doesn't know that it has helped.



## Multi-Modal Transportation Board Proceedings

January 3, 2018

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Staff asked the City's transportation consultant, F&V, to study the intersection timing, circulation and flow and recommend any changes or improvements that may be needed.

Ms. Kroll said she was surprised how busy it was when she went out there at 5:30 p.m. It wasn't just the left turns; some of the issues have to do with vehicles queuing underneath the bridge and the short time that is available for the vehicles on the Whole Foods approach. It only allowed for about one vehicle to get through each cycle length which is 120 seconds. If the queue length is six vehicles and only one can get through every 120 seconds you can see why people are getting frustrated. They are taking chances by creeping up on the stop bar and trying to get into the intersection so they can make it through and not have to sit for another two minutes.

F&V has looked at four different alternatives for the signal head on that approach:

1. Add a new three section signal head for the left turning lane exiting the western drive of Whole Foods with permissive phasing;
2. At same location, add a new four section signal head which is flashing yellow with protected left turn movement. That would provide permissive phasing for when it is not busy and allow the queue lanes to clear. Just during peak periods additional time is needed for the left turn movement;
3. At same location, add a new three section signal head with protected only movement where there would be no permissive turns during the off-peak time. However, the concern would be that vehicles would be sitting when there are no cars when the time could be used for vehicles to clear the intersection;
4. Add a new three section signal head with split phasing where the Whole Foods approach would go separate from the other approaches and they would have no conflicting traffic.

Ms. Kroll advised that after running studies, the best results were achieved with alternative 2. In coordination with this they would do some adjustments to the signal timing on the other approaches because there are some issues with the intersection as a whole that can be improved. This would just be one part of that improvement.

Mr. Isaksen said that after viewing the tables it looks to him as though alternative 1 and alternative 2 have very similar levels of service except that the southbound right turn lane loses some quality of service because of being told to yield.

Ms. Kroll explained there is a really long southbound right turn phase so they took some time away from it and that is why the level of service reduces there. However, they didn't change the time on the northbound left. It still remained at 15 seconds, the max that they had for that approach. The same number of northbound left turn vehicles can get through the intersection whether it is permissive or protected.

## Multi-Modal Transportation Board Proceedings

January 3, 2018

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Ms. Ecker explained that makes it more orderly because vehicles only go when they have the protected green and the other vehicles are not coming. So the conflicts of the two of them coming at once are not happening as often.

The cost estimate between alternatives 1 and 2 was reviewed. For alternative 1 the estimate was \$8,550 and for alternative 2 it was \$10,260, for a difference of \$1,710.

Mr. Isaksen said his instinct is to proceed incrementally. Alternative 1 seems to be a minimal tweak to try. Chairman Slanga thought if they spend the \$8,500 and they find the need to add the protected status, then they will need to spend it again.

Ms. Kroll said she will take a look to see if some of the issues under the bridge can be fixed. The two intersections are clustered so they operate together. She will try to find how to increase the time under the bridge so backups will be decreased. To increase the time under the bridge she will have to reduce the time on S. Eton Rd. They have to make sure that doing something in one place doesn't impact something elsewhere.

Chairperson Slanga opened up discussion from the public at 6:55 p.m.

Mr. Dave Underdown, who is one of the owners of N. Eton Plaza, agreed that is a tough intersection to get through and he is looking forward to anything that can be done to make it move better. The customers are saying they don't come because it is hard to get out of his center at certain times because traffic is so backed up. Anything that can be done would certainly help his tenants.

Mr. Steve Kalczynski, 1883 Shipman Blvd. said when he goes to LA Fitness anywhere between 4 p.m. to 7:30 each evening, that is when he sees the most issues arising with traffic building up. In his opinion if they could put more time into the lights to relieve the pressure on vehicles going east and west, that may resolve a lot of problems. He does not see a lot of pedestrians.

Mr. Zane agreed that giving everybody more time during that period is a difficult balancing act. He would trust the experts on this tough intersection.

Chairperson Slanga said if alternative 1, permissive only, doesn't work it doesn't seem very cost effective to spend almost \$19,000 total for permissive / protected. She thought they need to look at this intersection in total again now that Whole Foods is in and established. The whole intersection is operating below where people would want it, which is one of the reasons why people are frustrated. She hoped F&V could come back with more thoughts and opportunities.

Ms. Kroll noted that issues have been identified on certain movements during certain times of day and they want to see if they can make it better. There will be additional discussion about the S. Eton Rd. leg with regard to pedestrian improvements.



## Multi-Modal Transportation Board Proceedings

January 3, 2018

Page 4

Responding to the chairperson, Commander Grewe said the complaints they have received are strictly about the turning. Typically they are coming from a person that is on N. Eton Rd. making a right turn to go west on Maple Rd. The concern is about being cut off by people making a left turn out of Whole Foods and not yielding to them as they are making a right turn. However, the accident data is not there to support that there is a serious problem. It is just that drivers are frustrated. Maybe taking a step back to look at everything again is probably a better way to go.

Ms. Kroll said they go out in the field as she did today to see if their model matches what is actually happening. By doing the field observations she can pinpoint the issues and then go back to her model and revise it to see if they can fix the problems.

The consensus of board members was not to make a resolution on this matter, but to request a broader look at what is happening at different times and different days versus the model now that Whole Foods is in.

APPROVED



## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** January 31, 2019

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** Maple Rd. & N. Eton Rd. Intersection – Signal Timing

---

Recent issues that have been raised about the operation of this traffic signal were discussed at the January meeting of the Multi-Modal Transportation Board (MMTB). After discussions with the Board and input from the public, F&V requested the opportunity to investigate the matter more fully before finalizing recommendations. A revised report is now attached.

In addition to addressing the foremost issue of ongoing conflicts between northbound and southbound traffic, F&V is also suggesting changes that should improve delays for northbound traffic coming from S. Eton Rd. F&V will be prepared to demonstrate the proposed changes using computer modeling.

After this further analysis, Alternate 3 has been identified as the superior option. After reviewing the report, staff endorses this suggestion.

**SUGGESTED RESOLUTION:**

To recommend approval of Alternate 3 referenced in the F&V report dated January 26, 2019, creating a protected left turn phase for northbound vehicles turning left from the Whole Foods approach, at an estimated cost of \$8,550.



January 26, 2019

VIA EMAIL

Mr. Paul O'Meara  
City Engineer  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

**RE: Maple Road & Eton Street Intersection Operations  
Whole Foods Drive Approach  
Revised Study**

Dear Mr. O'Meara,

The purpose of this letter is to address concerns regarding the signal operations at the Maple Road & Eton Street; specifically, the Whole Foods drive opposite the N. Eton Street approach. Concerns that have been raised regarding the existing signal operations and the safety of the Whole Foods Drive approach. The purpose of this study is to summarize what mitigation has been implemented and what additional mitigation measures that may be considered by the City to address operational and safety concerns.

F&V previously performed an analysis for this intersection as summarized in our letter dated December 27, 2018. F&V presented the findings to the Multi-Modal Transportation Board (MMTB) at the January 3, 2019 meeting and the MMTB requested a further analysis to consider:

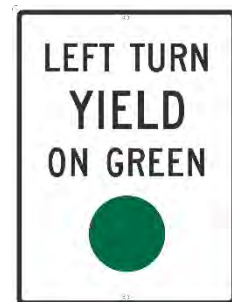
- Existing signal timing improvements
- Impacts to S. Eton Street
- Impacts to Maple Road
- Proposed pedestrian improvements on S.Eton Street
- Coordination with adjacent signals on Maple Road

Included herein is a revised analysis that considered these items as noted by the MMTB and additional items that were further evaluated by F&V.

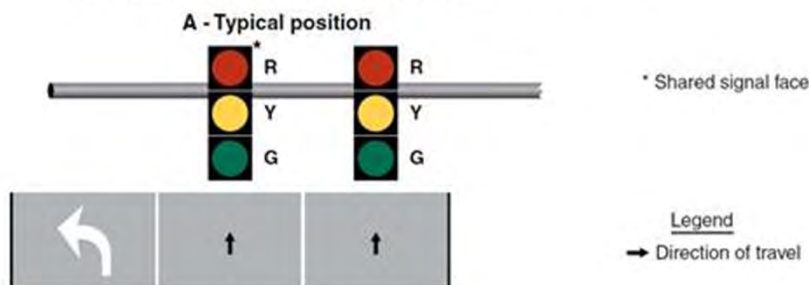
**EXISTING CONDITIONS**

The existing signal operations on the Whole Food approach is a "Shared Signal Face". As summarized in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD, Sections 4D.17-20), this type of signal face controls both the left-turn movement and the adjacent movement (usually the through movement) and can serve as one of the two required primary signal faces for the adjacent movement. A shared signal face always displays the same color of circular indication that is displayed by the signal face or faces for the adjacent movement.

With this type of operation, the left-turning vehicles must yield to opposing traffic and through and right-turning vehicles have the right-of-way. The source of confusion at this intersection is that the opposing (N. Eton Street) approach does not allow southbound through vehicles, so the opposing traffic is only southbound right-turns. Additional signage was added facing the Whole Foods approach to help remind drivers that left-turning vehicles must yield to oncoming traffic.



**Figure 4D-6. Typical Position and Arrangements of Shared Signal Faces for Permissive Only Mode Left Turns**



Despite the additional signage, there have been no changes in driver behavior. Drivers continue to be observed making left-turns despite not having the right-of-way and causing crashes and near misses with southbound right-turning vehicles.

## FIELD REVIEW

F&V performed field observations and identified the following existing operational concerns.

- 1) The southbound right-turns on N. Eton Street have a continuous movement with a green arrow at the same time the Whole Foods approach has a permissive left-turn movement. The right-turn volumes fill the limited queue area between N. Eton Street and S. Eton Street (underneath the railroad bridge). When there is an available gap in traffic for the left-turns exiting the Whole Foods drive, there is no place for the left-turning vehicles to queue because the space has been filled with N. Eton Street vehicles. It was observed that many drivers on the Whole Foods approach had to wait several cycle lengths to make a left-turn exiting the site due to lack of queuing space under the bridge.
- 2) The westbound left-turns on Maple Road at the Whole Foods driveway operates with a protected left-turn movement during all hours of the day, except 4-6PM, when the left-turn operates with a permissive only movement. The demand for left-turns at this driveway is very low, with the highest volumes occurring during the PM peak hour (13 veh/hr) with the permissive phasing. By providing a protected movement for left-turns for all other hours the S. Eton Street operations were observed to have significant delays.
- 3) The intersection is running as an isolated signal with a 130 second cycle length. The adjacent signals on Maple Road in the City of Birmingham are running 90 second cycle lengths. The adjacent signals in the City of Troy are running SCATS; however, based on the signal timing permits the intersections are typically running 120 second cycle lengths. With the Eton/Maple intersection running 130 seconds, it would be very difficult to have any type of coordination along the corridor.

## ALTERNATIVES ANALYSIS

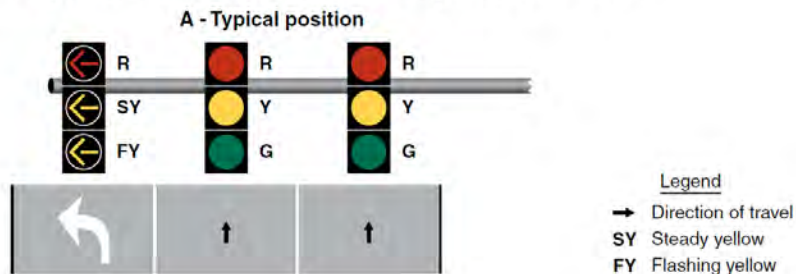
To improve the safety of the intersection, several alternatives were evaluated. These alternatives all involve the addition of a signal head to the Whole Foods approach, with the operations varying by signal operations. The alternatives considered are summarized below.

### Alternative 1: Permissive Only Left-turns

This alternative maintains the existing intersection operations, but adds a permissive only signal head for the northbound left-turning vehicles on the Whole Foods approach. This left-turn signal head is the same that is currently displayed for the N. Eton Street approach. The operations and vehicle queueing with a permissive only left-turn (existing conditions) are summarized in **Table 1** and **Table 2** respectively.



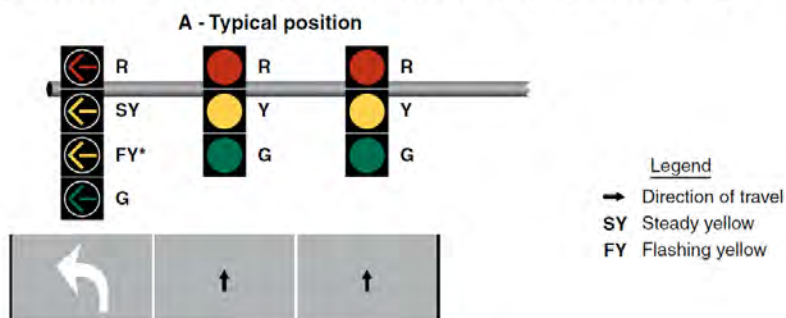
**Figure 4D-7. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Permissive Only Mode Left Turns**



### Alternative 2: Permissive/Protected Left-turns

This alternative maintains the existing permissive operations and adds a protected movement for northbound left-turning vehicles on the Whole Foods approach. The addition of a protected movement on this approach will impact the overall intersection operations and vehicle queuing as summarized in **Table 1** and **Table 2** respectively.

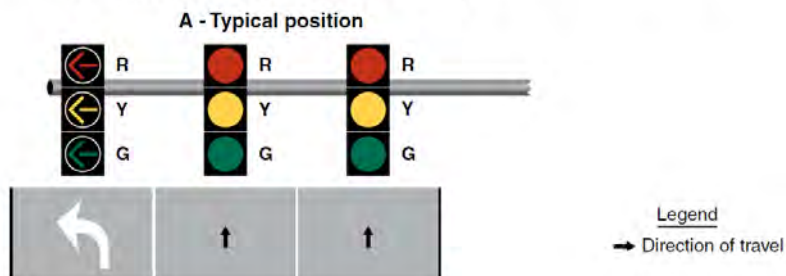
**Figure 4D-12. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Left Turns**



### Alternative 3: Protected Only Left-turns

This alternative would permit northbound left-turns only as a protect movement. The N. Eton Street approach would maintain the existing permissive southbound left-turn operations, however the southbound right-turns would be stopped while the Whole Foods approach has a separate phase just for left-turns. The protected only northbound left-turn movement on this approach will impact the overall intersection operations and vehicle queuing as summarized in **Table 1** and **Table 2** respectively.

**Figure 4D-10. Typical Position and Arrangements of Separate Signal Faces for Protected Only Mode Left Turns**



### Alternative 4: Split Phasing

This alternative would permit all northbound and southbound movements as a protected only movement. The N. Eton Street approach also need to be changed to reflect a split phasing operation. The split phasing

will impact the overall intersection operations and vehicle queuing as summarized in **Table 1** and **Table 2** respectively.

**TABLE 1: INTERSECTION OPERATIONS SUMMARY**

Intersection	Peak Period	Approach	Existing / Alternative 1		Alternative 2		Alternative 3		Alternative 4	
			Permissive Only		Permissive / Protective		NB Protected Only		Split Phasing	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Road & S. Eton Street	AM	EB	52.8	D	52.8	D	52.8	D	85.0	F
		WB	2.8	A	2.1	A	1.7	A	3.8	A
		NBL	48.6	D	48.6	D	48.6	D	38.7	D
		NBR	19.7	B	19.7	B	19.7	B	16.6	B
		Overall	21.8	C	21.4	C	21.2	C	31.5	C
	PM	EB	54.5	D	72.8	E	54.5	D	123.6	F
		WB	2.3	A	2.7	A	1.5	A	4.6	A
		NBL	65.5	E	52.3	D	65.5	E	41.6	D
		NBR	26.4	C	24.0	C	26.4	C	21.0	C
		Overall	25.9	C	31.6	C	25.5	C	49.2	D
Maple Road & N. Eton Street / Whole Foods Drive	AM	EB	2.0	A	2.0	A	2.0	A	3.9	A
		WBL	0.0*	A	0.0*	A	0.0*	A	0.0*	A
		WBTR	46.0	D	46.0	D	46.0	D	89.6	F
		NBL	46.9	D	46.9	D	46.9	D	54.2	D
		NBT	45.1	D	45.1	D	45.1	D	50.5	D
		SBL	55.4	E	55.4	E	55.4	E	66.6	E
		SBR	18.2	B	28.6	C	31.5	C	29.4	C
		Overall	23.2	C	24.8	C	25.2	C	42.3	D
	PM	EB	1.6	A	2.5	A	1.6	A	4.7	A
		WBL	30.7	C	32.5	C	30.7	C	43.8	D
		WBTR	59.0	E	75.8	E	59.0	E	158.5	F
		NBL	65.1	E	52.2	D	65.1	E	65.1	E
		NBT	51.8	D	46.7	D	51.8	D	51.8	D
		SBL	73.5	E	54.8	D	73.5	E	72.3	E
		SBR	17.5	B	26.0	C	27.5	C	26.7	C
		Overall	27.6	C	34.0	C	28.8	C	64.6	E

\* Indicates No Volume Present



**TABLE 2: VEHICLE QUEUING SUMMARY**

Intersection	Peak Period	Approach	Existing / Alternative 1		Alternative 2		Alternative 3		Alternative 4	
			Permissive Only		Permissive / Protective		NB Protected Only		Split Phasing	
			Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Maple Road & S. Eton Street	AM	EBT	218	303	223	328	226	326	317	524
		EBTR	235	331	235	345	244	351	333	539
		WBL	87	128	81	123	65	121	84	125
		WBT	86	126	57	93	15	69	71	115
		NBL	29	70	28	67	27	65	27	65
		NBR	86	159	87	160	89	166	85	149
	PM	EBT	297	425	385	575	295	421	1068	1670
		EBTR	333	463	406	602	322	452	1091	1691
		WBL	110	133	107	137	99	141	111	134
		WBT	74	125	67	115	33	93	76	119
		NBL	51	112	52	115	50	102	40	87
		NBR	132	238	134	248	131	238	108	193
Maple Road & N. Eton Street / Whole Foods Drive	AM	EBL	13	42	19	58	16	48	20	54
		EBTR	24	74	23	66	16	48	30	70
		WBL	0*	0*	0*	0*	0*	0*	0*	0*
		WBT	263	393	243	403	220	359	421	547
		WBTR	251	386	225	383	206	353	416	548
		NBL	9	31	10	34	12	40	14	43
		NBT	2	13	2	13	2	12	2	11
		SBL	40	103	51	136	57	149	47	122
		SBR	111	196	133	229	177	280	122	222
	PM	EBL	24	67	28	70	19	56	33	80
		EBTR	19	58	31	83	22	62	43	95
		WBL	20	122	21	123	16	98	34	173
		WBT	282	465	305	482	255	437	465	479
		WBTR	250	432	280	452	217	390	466	486
		NBL	59	124	45	104	47	108	46	105
		NBT	9	32	10	33	11	38	8	29
		SBL	60	154	67	171	72	173	78	185
		SBR	162	276	177	298	192	291	175	295

\* Indicates No Volume Present

## COST ESTIMATE COMPARISON

The estimated costs associated with each of the alternatives is summarized in **Table 3**. This information is provided for use in consideration with the alternatives for implementation.

**TABLE 3: COST ESTIMATE**

Intersection	Approach	Alternative 1	Alternative 2	Alternative 3	Alternative 4
		Permissive Only	Permissive/Protected	Protected Only	Split Phase
Maple Road & N. Eton/Whole Foods	NB	\$2,500.00	\$3,000.00	\$2,500.00	\$2,500.00
	SB	\$0.00	\$0.00	\$0.00	\$2,500.00
	<i>SubTotal</i>	<i>\$2,500.00</i>	<i>\$3,000.00</i>	<i>\$2,500.00</i>	<i>\$5,000.00</i>
	Design	\$2,750.00	\$3,300.00	\$2,750.00	\$5,500.00
	Contingency/ Mobilization	\$3,300.00	\$3,960.00	\$3,300.00	\$6,600.00
	<b>Total</b>	<b>\$8,550.00</b>	<b>\$10,260.00</b>	<b>\$8,550.00</b>	<b>\$17,100.00</b>

## CONCLUSIONS

- Alternative 1 is not recommended. This is essentially the same as the existing conditions and the southbound right-turning vehicles on N. Eton Street will continue to fill up the available queuing space under the bridge.
- Alternative 2 is not recommended. This maintains a permissive phase for a portion of available signal timing, with the remaining time on the split to a protected movement. During the permissive phase the southbound right-turning vehicles on N. Eton Street will continue to fill up the available queuing space under the bridge and when there is a protected phase for the left-turns there would not be any place for the vehicles to queue.
- Alternative 3 is recommended. The implementation of this operation would require the southbound right-turns to stop during same phase as the northbound left-turns. This eliminates 1) the conflicting traffic volumes within the intersection and 2) provides the queue space under the bridge to the Whole Foods traffic. In addition, the southbound right-turns have a very long right-turn overlap phase that runs concurrent with the eastbound left-turns on Maple Road, so the elimination of right-turns during the same split as the Whole Foods approach will not have a significant impact on the operations of this movement.
- Alternative 4 is not recommended. This alternative impacts the operations on Maple Road by decreasing the time available for through traffic. In addition, Alternative 3 can adequately address the operational concerns at this intersection as noted above.

## RECOMMENDATIONS

Based on the field observations performed by F&V and the alternatives operational analysis performed the following improvements are recommended:

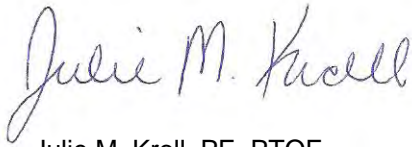
- Run a 120 second cycle length at Maple Road & Eton Street intersection. Include signal timing offsets to improve coordination between adjacent signals on Maple Road.
- Run a permissive only left-turn movement on the westbound left-turn movement at the Whole Foods Drive (currently only run the during the 4-6PM time period)
- Prohibit southbound right-turns during the same phase as the Whole Foods approach. Provide a protected left-turn signal head. (Alternative 3)

The recommended improvements were used as the baseline conditions in evaluation of the proposed pedestrian improvements on S.Eton Street.



If you have any questions or concerns, please contact our office.

Sincerely,  
FLEIS & VANDENBRINK

A handwritten signature in blue ink that reads "Julie M. Kroll". The signature is written in a cursive, flowing style.

Julie M. Kroll, PE, PTOE  
Sr. Project Manager

JMK:jjs:jmk

**CITY OF BIRMINGHAM MULTI-MODAL  
TRANSPORTATION BOARD THURSDAY,  
FEBRUARY 7, 2019  
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 7, 2019.

Chairperson Johanna Slanga convened the meeting at 6:02 p.m.

**1. ROLL CALL**

**Present:** Chairperson Johanna Slanga, Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer (arrived 6:10 p.m.), Joe Zane (arrived 6:06 p.m.); Alternate Board Member Daniel Isaksen

**Absent:** Board Member Doug White; Student Representative Alex Lindstrom

**Administration:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul O'Meara, City Engineer  
Laura Eichenhorn, Transcriptionist

**Fleis & Vanderbrink ("F&V"):**

Julie Kroll

**5. MAPLE ROAD / N. ETON – SIGNAL TIMING**

Planning Director Ecker reviewed the previous information and discussion on the item.

City Engineer O'Meara then invited Ms. Kroll from F&V to continue with the item.

Ms. Kroll explained F&V did some additional field investigation at the intersection, creating two different timing plans: one for the period between 4:00 p.m. - 6:00 p.m., and one outside the period of 4:00 p.m. - 6:00 p.m. She continued:

- At this signal there is a 130-second cycle length, whereas the cycle length at the intersections to the east is 120 seconds. The intersections to the west run a 90-second cycle length. With the 130-second cycle length the timing was not going to work. A 90-second cycle length was too short for the offset intersections, so the option of running a 120-second cycle length was recommended.
- Outside of the 4:00 p.m. - 6:00 p.m. time period, there were significant queues on S. Eton, particularly around 3:30 p.m.



Vice-Chairperson Edwards noted that school lets out at 3:30 p.m.

Ms. Kroll continued her presentation, adding:

- The long queues on S. Eton around 3:30 p.m. were caused by the protected left turn going into the Whole Foods parking lot. F&V looked at the possibility of eliminating the protected left turn and replacing it with permissive left turns which operate between 4:00 p.m. - 6:00 p.m.
- Southbound right turns on N. Eton have a green arrow during two periods each cycle: once as an overlap phase with adjacent signals when S. Eton is running, and once during the 17 seconds the intersection allows for the Whole Foods approach. The right-turn arrow times ended up totalling approximately seventy seconds per cycle. Eliminating the 17 second leg still left about 50 seconds of southbound right turns, allowing for the clearance of southbound right turns.
- As a result, F&V recommends turning off the southbound right-turns at the same time the northbound lefts are exiting the Whole Foods approach. This eliminates the conflict beneath the bridge.

Chairperson Slanga reminded the Board that at the N. Eton intersection the only concerns were the two turning lanes. The table of alternatives shared at the Board's January 3, 2019 meeting had Alternatives 1 & 2 with permissive turns which feature flashing lights that allowed both lanes to turn together. Alternative 3 would allow each lane an opportunity to turn. The change being proposed is a revised cost and a recommendation to look at Alternative 3.

Ms. Kroll explained to Chairperson Slanga that Alternative 2 is only different from Alternative 1 in that it provides a short amount of time for protected turns. Alternative 3, in contrast, turns off the southbound right turns because F&V found the right-turn lane already had enough time during the 120-second cycle length to clear. The northbound left turns only have 17 seconds, so F&V wanted to make sure that all 17 seconds were given to the Whole Foods approach in order to allow the Whole Foods approach to clear those vehicles and to avoid the southbound turns filling up the queue space under the bridge.

Ms. Kroll confirmed for Mr. Rontal there will be a red right arrow shown to the southbound right turn lane during the 17 seconds allotted for northbound right turns.

Vice-Chairperson Edwards said Alternative 3 would not improve the efficiency of the traffic flow at the intersection, but would make the intersection safer. She said drivers heading southbound into the intersection and attempting to turn right encounter a lower level of service. She also confirmed that she understood why Alternative 3 was being suggested, but that some people driving the intersection might be displeased with the change.

Mr. Isaksen pointed out that the level of service for the southbound right turn is still one of the highest on the table, and suggested that as a result the southbound right turns will be least negatively impacted by a small loss in level of service.

Vice-Chairperson Edwards agreed with Mr. Isaksen, just saying that some of the neighbors of the intersection are grumbling about the possible change.

Ms. Kroll noted the southbound right turns are still ranked 'C' for level of service in Alternative

3, which is adequate and only causes an additional 10-12 second wait for the turn. She also explained she used the recommendations from Alternative 3 as the baseline conditions to evaluate all the alternatives listed for Maple Road / S. Eton – Pedestrian Improvements, in order to clarify their compatibility.

The Board was then shown modelling of the existing conditions as well as Alternative 3.

Dr. Rontal explained that the westbound left-turn out of Whole Foods would be synchronized with the eastbound left-hand turn out of N. Eton. The southbound N. Eton traffic turning left to go eastbound onto Maple is synchronized with northbound left-turn going westbound into Whole Foods.

Ms. Kroll confirmed, adding the southbound left is permissive between 4:00 - 6:00 p.m., causing cars to yield to any traffic leaving the Whole Foods driveway.

Vice-Chairperson Edwards expressed concern that when parents go to pick up their children from Pembroke School around 3:50 p.m. the intersection gets overwhelmed with cars heading south and trying to make a left.

Mr. Isaksen suggested that maybe there should be another time of day where the signal operation is different to address the school traffic.

Ms. Kroll said that during school drop-offs northbound right turns back up under the bridge due to a westbound protected left turn occurring at the same time. Alternative 3 proposes to create a permissive westbound left turn outside the hours of 4:00 p.m. - 6:00 p.m. in order to allow the northbound right turns to flow more freely.

**Motion by Mr. Isaksen**

**Seconded by Mr. Rontal to recommend approval of Alternate 3 referenced in the F&V report dated January 26, 2019, creating a protected left turn phase for northbound vehicles turning left from the Whole Foods approach, at an estimated cost of \$8,550.**

**Motion carried, 7-0.**

**VOICE VOTE**

Yeas: Isaksen, Rontal, Schafer, Zane, Slanga, Edwards, Folberg

Nays: None

Absent: White





## MEMORANDUM

Finance Department

**DATE:** May 14, 2019

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

**FROM:** Mark Gerber, Finance Director

**SUBJECT:** Changes to 2019-2020 Recommended Budget and 2019-2020 Budget Appropriations Resolution

---

### INTRODUCTION:

As required by state law and city charter, the City Commission must annually approve a budget for the following fiscal year and approve the property tax millage to be assessed on July 1<sup>st</sup>.

### BACKGROUND:

The City held a public hearing on May 11, 2019, to review the 2019-2020 recommended budget and to receive comments and revisions from the City Commission and the general public. There were no public comments on the budget and the City Commission made no changes to the manager's recommended budget or to the recommended property tax millage.

### LEGAL REVIEW:

None needed.

### FISCAL IMPACT:

The only change to the recommended budget as presented on May 11, 2019, is to adjust the Sewage Disposal Fund's revenue and expense budgets for updated sewage disposal costs and related user fee revenues as explained below:

#### **Sewage Disposal Fund Budget**

Based on rates approved by the Oakland County Water Resources Commissioner's office, the following adjustments should be made to the recommended budget: a decrease of \$27,710 and \$16,390 for the George W. Kuhn and Evergreen-Farmington sanitary sewage disposal budgets, respectively; a decrease in the George W. Kuhn storm water budget of \$6,640; and an increase in the budgets for Acacia and Bloomfield Village CSO Maintenance of \$4,330 and \$8,120, respectively and a decrease for Birmingham CSO Maintenance of \$7,860. Overall, this is a decrease in expenses of \$46,150 from the recommended budget which will also be adjusted in the revenues as follows:

	Recommended Budget	Revised Budget
<b>Sewage Disposal Fund</b>		
Revenues		
Charges for Services	\$9,191,100	\$9,144,950

Expenses	\$12,075,270	\$12,029,120
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**SUMMARY:**

It is recommended that the City Commission approve the budget appropriations resolution adopting the City of Birmingham's budget and establishing the total number of mills for ad valorem property taxes to be levied for the fiscal year commencing July 1, 2019 and ending June 30, 2020.

**ATTACHMENTS:**

The budget appropriations resolution with the changes noted above is attached to this report.

**SUGGESTED RESOLUTION:**

To approve the budget appropriations resolution adopting the City of Birmingham's budget and establishing the total number of mills for ad valorem property taxes to be levied for the fiscal year commencing July 1, 2019 and ending June 30, 2020.



## **BUDGET APPROPRIATIONS RESOLUTION**

WHEREAS, the City Manager has submitted the proposed 2019-2020 Budget, and:

WHEREAS, the City Commission has reviewed the 2019-2020 Budget, and;

WHEREAS, the City Commission has held a Public Hearing on the 2019-2020 Budget;

WHEREAS, Chapter VII, Section 14 of the Birmingham City Charter requires that the City Commission pass an annual appropriations resolution, and;

NOW THEREFORE, BE IT RESOLVED, that the City Commission does hereby adopt the following estimated revenues for the City of Birmingham for the fiscal year commencing July 1, 2019, and ending June 30, 2020:

### GENERAL FUND:

Taxes	\$ 26,114,630
Licenses & Permits	3,053,720
Intergovernmental Revenue	2,157,650
Charges for Services	3,403,470
Fines & Forfeitures	1,776,140
Interest & Rent	621,090
Other Revenue	418,820
Contributions from Other Funds	<u>200,000</u>
Total General Fund	\$ 37,745,520

### MAJOR STREETS FUND:

Intergovernmental Revenue	\$ 1,457,100
Interest & Rent	40,950
Contributions from Other Funds	3,246,000
Draw from Fund Balance	<u>934,350</u>
Total Major Streets Fund	\$ 5,678,400

### LOCAL STREETS FUND:

Intergovernmental Revenue	\$ 592,300
Interest & Rent	26,460
Other Revenue	395,120
Contributions from Other Funds	<u>2,500,000</u>
Total Local Streets Fund	\$3,513,880

### COMMUNITY DEVELOPMENT BLOCK GRANT FUND:

Intergovernmental Revenue	<u>\$ 33,630</u>
Total Community Development Block Grant Fund	\$ 33,630

**SOLID WASTE DISPOSAL FUND:**

Taxes	\$ 1,935,000
Intergovernmental	4,200
Charges for Services	18,000
Interest	31,820
Draw from Fund Balance	<u>95,840</u>
Total Solid Waste Disposal Fund	\$ 2,084,860

**LAW AND DRUG ENFORCEMENT FUND:**

Fines & Forfeitures	\$ 35,000
Interest	1,100
Draw from Fund Balance	<u>61,760</u>
Total Law and Drug Enforcement Fund	\$ 97,860

**DEBT SERVICE FUND:**

Taxes	\$ 1,609,500
Intergovernmental	3,660
Interest	<u>2,990</u>
Total Debt Service Fund	\$ 1,616,150

**GREENWOOD CEMETERY PERPETUAL CARE FUND:**

Charges for Services	\$ 80,000
Interest	<u>16,800</u>
Total Greenwood Cemetery Perpetual Care Fund	\$ 96,800

**PRINCIPAL SHOPPING DISTRICT FUND:**

Special Assessments	\$ 1,054,970
Charges for Services	150,000
Interest	13,700
Other Revenue	190,000
Draw from Fund Balance	<u>96,320</u>
Total Principal Shopping District Fund	\$ 1,504,990

**BALDWIN LIBRARY FUND:**

Taxes	\$ 3,370,950
Intergovernmental Revenue	1,029,190
Charges for Services	81,150
Interest	52,290
Draw from Fund Balance	<u>1,677,170</u>
Total Baldwin Library Fund	\$ 6,210,750

**BROWNFIELD REDEVELOPMENT AUTHORITY FUND:**

Taxes	\$ 264,870
Charges for Services	1,500
Interest	11,340
Other Revenue	<u>20,000</u>
Total Brownfield Redevelopment Authority Fund	\$ 297,710



TRIANGLE DISTRICT CORRIDOR IMPROVEMENT AUTHORITY FUND:

Interest	\$ 470
Total Triangle District Corridor Improvement Authority Fund	\$ 470

CAPITAL PROJECTS FUND:

Interest	\$ 45,520
Contribution from Other Funds	<u>814,000</u>
Total Capital Projects Fund	\$ 859,520

AUTOMOBILE PARKING SYSTEM FUND:

Charges for Services	\$ 7,049,710
Interest	<u>386,510</u>
Total Automobile Parking System Fund	\$ 7,436,220

WATER-SUPPLY SYSTEM RECEIVING FUND:

Taxes	\$ 1,000,000
Charges for Services	4,773,320
Interest	77,330
Draw from Net Position	<u>892,370</u>
Total Water-Supply System Fund	\$ 6,743,020

SEWAGE DISPOSAL FUND:

Taxes	\$ 1,691,780
Intergovernmental Revenue	3,710
Charges for Services	9,144,950
Interest	68,630
Draw from Net Position	<u>1,120,050</u>
Total Sewage Disposal Fund	\$ 12,029,120

LINCOLN HILLS GOLF COURSE:

Charges for Services	\$ 705,100
Interest	62,500
Other Revenue	200
Draw from Net Position	<u>55,660</u>
Total Lincoln Hills Golf Course Fund	\$ 823,460

SPRINGDALE GOLF COURSE:

Charges for Services	\$ 486,100
Interest & Rent	19,200
Other Revenue	200
Draw from Net Position	<u>65,590</u>
Total Springdale Golf Course Fund	\$ 571,090

**COMPUTER EQUIPMENT FUND:**

Charges for Services	\$ 635,450
Interest	19,850
Other Revenue	3,000
Draw from Net Position	<u>316,280</u>
Total Computer Equipment Fund	\$ 974,580

AND, BE IT FURTHER RESOLVED, that the City Commission does hereby adopt on a budgetary center basis the following expenditures for 2019-2020:

**GENERAL FUND:**

General Government	\$ 6,177,180
Public Safety	14,314,400
Community Development	3,136,700
Engineering & Public Services	6,201,150
Transfers Out	7,846,380
Contribution to Fund Balance	<u>69,710</u>
Total General Fund	\$ 37,745,520

**MAJOR STREETS FUND:**

Maintenance of Streets and Bridges	\$ 371,310
Street Cleaning	157,670
Street Trees	266,270
Traffic Controls & Engineering	943,100
Snow and Ice Removal	301,800
Administrative	20,510
Capital Outlay-Engineering and Construction of Roads and Bridges	<u>3,617,740</u>
Total Major Streets Fund	\$ 5,678,400

**LOCAL STREETS FUND:**

Maintenance of Streets and Bridges	\$ 964,340
Street Cleaning	186,190
Street Trees	526,790
Traffic Controls & Engineering	70,790
Snow and Ice Removal	165,030
Administrative	28,980
Capital Outlay-Engineering and Construction of Roads and Bridges	<u>651,740</u>
Contribution to Fund Balance	<u>920,020</u>
Total Local Streets Fund	\$3,513,880

COMMUNITY DEVELOPMENT BLOCK GRANT FUND: \$ 33,630



SOLID WASTE DISPOSAL FUND:

Personnel Services	\$ 187,380
Supplies	12,000
Other Charges	1,869,480
Capital Outlay	<u>16,000</u>
Total Solid Waste Disposal Fund	\$ 2,084,860

LAW AND DRUG ENFORCEMENT FUND: \$ 97,860

DEBT SERVICE FUND:

Debt Service	\$ 1,610,300
Contribution to Fund Balance	<u>5,850</u>
Total Debt Service Fund	\$ 1,616,150

GREENWOOD CEMETERY PERPETUAL CARE FUND:

Expenditures	\$ 20,000
Contribution to Fund Balance	<u>76,800</u>
Total Greenwood Cemetery Perpetual Care Fund	\$ 96,800

PRINCIPAL SHOPPING DISTRICT FUND: \$ 1,504,990

BALDWIN LIBRARY FUND:

Expenditures	\$ 6,210,750
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BROWNFIELD REDEVELOPMENT AUTHORITY FUND:

Expenditures	\$ 189,280
Contribution to Fund Balance	<u>108,430</u>
Total Brownfield Redevelopment Authority Fund	\$ 297,710

TRIANGLE DISTRICT CORRIDOR IMPROVEMENT AUTHORITY FUND:

Contribution to Fund Balance	\$470
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CAPITAL PROJECTS FUND:

Expenditures	\$ 579,000
Contribution to Fund Balance	<u>280,520</u>
Total Capital Projects Fund	\$ 859,520

AUTOMOBILE PARKING SYSTEM FUND:

Expenses	\$ 6,743,020
Contribution to Net Position	<u>693,200</u>
Total Automobile Parking System Fund	\$ 7,436,220

WATER-SUPPLY SYSTEM RECEIVING FUND: \$ 6,743,020

SEWAGE DISPOSAL SYSTEM FUND: \$ 12,029,120

LINCOLN HILLS GOLF COURSE:	\$ 823,460
SPRINGDALE GOLF COURSE:	\$ 571,090
COMPUTER EQUIPMENT FUND:	\$ 974,580

BE IT FURTHER RESOLVED that the budget summary above be approved as the 2019-2020 City Budget and that this resolution shall be known as the City of Birmingham 2019-2020 General Appropriations Act.

BE IT FURTHER RESOLVED that the City Commission does hereby designate \$27,649,010 to be raised by 11.1206 mills levied for General Purposes on the taxable valuation of all real and personal property subject to taxation in the City.

BE IT FURTHER RESOLVED that the City Commission does hereby designate \$3,409,680 to be raised by 1.3714 mills levied for Library Operations on the taxable valuation of all real and personal property subject to taxation in the City

BE IT FURTHER RESOLVED that the City Commission does hereby designate \$2,717,900 to be raised by 1.0861 mills levied for Debt Service Requirements on the taxable valuation of all real and personal property subject to taxation in the City.

BE IT FURTHER RESOLVED that the City Commission does hereby designate \$1,940,000 to be raised by 0.7803 mills levied on the taxable valuation of all real and personal property subject to taxation in the City for the purpose of the collection and removal of garbage and trash of the City as authorized by MCL 123.261, et. seq.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to make budgetary transfers within the budgetary centers established through the adoption of this budget, and that all transfers between budgetary centers may be made only by further action of the City Commission pursuant to the provisions of the Michigan Uniform Accounting and Budgeting Act.

BE IT FURTHER RESOLVED that the 2019-2020 budget shall be automatically amended on July 1, 2019, to re-appropriate encumbrances outstanding and reserved at June 30, 2019.

BE IT FINALLY RESOLVED that the City Treasurer be authorized to add to all taxes paid after September 3, 2019, three-fourths of one percent ( $\frac{3}{4}$  of 1%) penalty each and every month, or fraction thereof, that remains unpaid. On all taxes paid after February 14, 2020, and through March 2, 2020, there shall be added a late penalty charge equal to three percent (3%) of such tax.





## MEMORANDUM

Finance Department

**DATE:** May 14, 2019

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

**FROM:** Mark Gerber, Finance Director/Treasurer

**SUBJECT:** Water/Sewer Rate Changes for 2019-2020

---

### INTRODUCTION:

Every year the City Commission sets water and sewer rates for the new fiscal year based on the approved Water and Sewage Disposal Fund budgets.

### BACKGROUND:

On May 11, 2019, the City Commission held a public hearing on the recommended budget for fiscal year 2019-2020. During this hearing, the City Commission reviewed the Water and Sewer Fund budgets proposed for 2019-2020 along with recommended changes to the water and sewer rates. There were no public comments on either of the budgets or proposed changes to the rates.

### LEGAL REVIEW:

No legal review necessary.

### FISCAL IMPACT:

#### Water Rates

Water rates for 2019-2020 are recommended to remain the same as 2018-2019 at \$4.87/1,000 gallons of water used.

#### Sewer Rates

Sewer rates are recommended to increase \$.26 from \$7.56 to \$7.82/1,000 gallons of water used, or 3.4%. The increase would raise the annual cost to the average homeowner using 90 units of water by \$23.40. This rate is \$.05 lower than the rate proposed at the budget hearing on May 11th. The rate proposed at the budget hearing was based on sanitary sewer costs increasing by 5%. As a result of rates approved by the Great Lakes Water Authority (GLWA) sanitary sewer costs are now projected to increase by approximately 4% or \$.19. The remaining amount of the recommended increase is the result of an increase in other contracted services.

#### Storm Water Rates

Storm water rates are recommended to increase \$6 from \$195 to \$201 per ESWU for Evergreen-Farmington Sewage Disposal District and \$6 from \$245 to \$251 per ESWU for Southeast Oakland Sewage Disposal District. The rate increase for Evergreen-Farmington is higher than what was proposed at the budget hearing due to an increase in maintenance costs to the retention basins by the Oakland County Water Resources Commissioner. The rate increase for Southeast Oakland Sewage Disposal District is slightly less than what was proposed at the budget hearing.

### Industrial Surcharge and Industrial Waste Control Charge (IWC)

The charges for Industrial Surcharge and Industrial Waste Control Charge are determined by Great Lakes Water Authority (GLWA). These charges are collected by the City and remitted to GLWA. The City does not keep any of the money it collects for these fees. The Industrial Waste Control Charge is scheduled to decrease approximately 5%. Currently, there is one Birmingham customer charged an Industrial Surcharge.

The new rates will take affect for all billings where the read date is on or after July 1, 2019.

Below are the recommended fee changes:

## FEES, CHARGES, BONDS AND INSURANCE AMENDMENT

### FINANCE

<u>Section</u>	Existing Fee	Proposed Fee	Change Code
<b><u>Sewer Service Rates (Chapter 114)</u></b>			
For each 1,000 gallons or part thereof	\$ 7.56	\$ 7.82	B
<b><u>Storm Water Utility Fee (Chapter 114)</u></b>			
Evergreen-Farmington Sewage Disposal District			
For each Equivalent Storm Water Unit (ESWU)			
Quarterly Fee	\$ 48.75	\$ 50.25	B
Monthly Fee	\$ 16.25	\$ 16.75	B
Southeast Oakland County Sewage Disposal District			
For each Equivalent Storm Water Unit (ESWU)			
Quarterly Fee	\$ 61.25	\$ 62.75	B
Monthly Fee	\$ 20.42	\$ 20.92	B
<b><u>Industrial Surcharge (Chapter 114)</u></b>			-
An industrial surcharge shall be levied against industrial and commercial customers contributing sewage to the system with concentrations of pollutants exceeding the levels described as follows:			
Amounts of Industrial Surcharge - Total Charge per pound of excess pollutants			
Biochemical oxygen demand (BOD), over 275 mg/l	\$ 0.483	\$ 0.483	C
Total suspended solids (TSS), over 350 mg/l	\$ 0.490	\$ 0.490	C
Phosphorus (P), over 12 mg/l	\$ 7.228	\$ 7.228	C
Fats, oils, grease (FOG) over 100 mg/l	\$ 0.465	\$ 0.465	C



### **Industrial Waste Control IWC (Chapter 114)**

An industrial waste control charge shall be levied against all non-residential properties, in accordance with rates established by resolution.

#### **Meter Size - Quarterly Charge**

5/8"	\$ 10.65	\$ 10.14	C
3/4"	\$ 16.02	\$ 15.21	C
1"	\$ 26.67	\$ 25.35	C
1 1/2"	\$ 58.68	\$ 55.77	C
2"	\$ 85.32	\$ 81.12	C
3"	\$ 154.65	\$ 147.03	C
4"	\$ 213.30	\$ 202.80	C
6"	\$ 319.92	\$ 304.20	C
8"	\$ 533.22	\$ 507.00	C
10"	\$ 746.52	\$ 709.80	C
12"	\$ 853.14	\$ 811.20	C
14"	\$1,066.44	\$1,014.00	C
16"	\$1,279.74	\$1,216.80	C
18"	\$1,493.01	\$1,419.60	C
20"	\$1,706.31	\$1,622.40	C
24"	\$1,919.58	\$1,825.20	C
30"	\$2,132.88	\$2,028.00	C
36"	\$2,346.18	\$2,230.80	C
48"	\$2,559.45	\$2,433.60	C

#### **CHANGE CODES**

- A. Fee has remained the same for many years
- B. Proposed fee covers current costs
- C. Pass through costs that reflects actual cost of service
- D. Fee consistent with neighboring communities
- E. New fee
- F. Increase to cover normal inflationary increase
- G. No longer provide this service
- H. Other – Explain

#### **SUMMARY:**

It is recommended that the City Commission amend the Schedule of Fees, Charges, Bonds and Insurance, Sewer Service Sections, for changes in sewer, storm water, industrial surcharge, and industrial waste control charge rates effective for bills with read dates on or after July 1, 2019 as recommended above.

#### **ATTACHMENTS:**

None.

**SUGGESTED RESOLUTION:**

To amend the Schedule of Fees, Charges, Bonds and Insurance, Water and Sewer Service Sections, for changes in sewer, storm water, industrial surcharge, and industrial waste control charge rates effective for bills with read dates on or after July 1, 2019 as recommended in this report.



**DATE:** May 10, 2019

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

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Electrical Box Painting

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## INTRODUCTION:

There is an electrical box in the planter on the sidewalk in front of the Birmingham 8 Theatre at the intersection of S. Old Woodward and Merrill. The Public Arts Board has been directed to consider options to enhance the aesthetics of this box through the use of public art. The box is 4.5' in height, 4' in width, and 3' in length.

## BACKGROUND:

On October 17<sup>th</sup>, 2018, the Public Arts Board discussed the directive from the City Manager to consider placing a sculpture on top of the electrical box. After some thought, the Public Arts Board indicated that they do not believe the site is a good location for sculpture, but there was general consensus that painting the electrical box would enhance the aesthetics of the area as they have seen cities around the world do such. The Public Arts Board decided to research various designs and discuss various concepts at the next meeting.

On November 14<sup>th</sup> 2018, the Public Arts Board evaluated painting designs of electrical boxes from around the world, and initially indicated they would like to host a design competition for the electrical box.

On December 19<sup>th</sup>, 2018, the Public Arts Board continued to discuss whether or not to host a design competition, or if they preferred to recommend an artist to paint a design that works with the surrounding area. The Public Arts Board then discussed the idea of a popcorn box design.

On January 16<sup>th</sup>, 2019, the Board decided against hosting a design competition. Board member Anne Ritchie, who was not at the previous meeting, then proposed the design idea of a popcorn box again. The Public Arts Board further discussed this design concept.

On March 20<sup>th</sup>, 2019, Anne Ritchie provided the Public Arts Board with the proposed popcorn box design for the electrical box. The Public Arts Board unanimously approved a recommendation to the City Commission to have Anne Ritchie paint the electrical box at S. Old Woodward and Merrill as the proposed popcorn box design.

The recommended artist, Anne Ritchie, studied graphic and web design at the College for Creative Studies in Detroit. She volunteers with the Birmingham Bloomfield Arts Council and has previously done work with a design agency for the Birmingham PSD. For more information, visit her website at AnneRitchie.com. Her assistant, who is also her husband, is an artist who painted cars at General Motors and assists her with priming and detailing. Images of the proposed design have been emailed to managers of the Birmingham 8 Theatre and Hyde Park Steakhouse, as well as the owner of the building for input. No comments have been received.

**LEGAL REVIEW:**

No issues from the City Attorney.

**FISCAL IMPACT:**

The fiscal impact will be a maximum of \$250 for paint, paint brushes, primer, and staging material. Material costs to be billed to account # 101-299-000-811-0000.

**SUMMARY:**

To recommend the electrical box in the planter on the east sidewalk on S. Old Woodward at the intersection of Merrill Street be painted by Anne Ritchie as the popcorn box design created by Anne Ritchie and recommended by the Public Arts Board.

**ATTACHMENTS:**

- Electrical box design
- Site Photos
- Relevant Memos from Public Arts Board (No Memo from October 17, 2018) & photos reviewed
- Relevant meeting minutes

**SUGGESTED RESOLUTION:**

To recommend the electrical box in the planter on the east sidewalk on S. Old Woodward at the intersection of Merrill Street be painted by Anne Ritchie as the popcorn box design created by Anne Ritchie and recommended by the Public Arts Board in an amount not to exceed \$250 charged to account #101-299-000-811-0000.

OR

To direct the Public Arts Board to pursue alternative concepts for this location and work with adjoining businesses to develop a concept that will incorporate a design or sculpture that will meet the objective of creating a terminating vista at Merrill and South Old Woodward.



# Popcorn Box Design Elevations

## North / South



## Aerial View



## East / West









**DATE:** November 14<sup>th</sup>, 2018

**TO:** Public Arts Board Members

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Potential Sculpture Site

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There is a large electrical box on the sidewalk in front of the Birmingham 8 Theatre at the intersection of S. Old Woodward and Merrill. The City Manager has asked the PAB to consider options to enhance the aesthetics of this box through the use of public art. The box is 4.5' in height, 4' in width, and 3' in length.

On October 17<sup>th</sup>, 2018, the Public Arts Board indicated they would like to paint the electrical box, and would discuss potential designs and coordinating painters at the next meeting.

Members of the Public Arts Board could decide on creating a design themselves, or recruit an artist they believe would do a good job. Design and painting materials will have to be approved by the City Commission. Example of electrical box paintings that have been done in other cities have been attached.













**DATE:** December 19<sup>th</sup>, 2018

**TO:** Public Arts Board Members

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Potential Sculpture Site

---

There is a large electrical box on the sidewalk in front of the Birmingham 8 Theatre at the intersection of S. Old Woodward and Merrill. The City Manager has asked the PAB to consider options to enhance the aesthetics of this box through the use of public art. The box is 4.5' in height, 4' in width, and 3' in length.

On October 17<sup>th</sup>, 2018, the Public Arts Board indicated they would like to paint the electrical box, and would discuss potential designs and coordinating painters at the next meeting.

On November 14<sup>th</sup> 2018, the Public Arts Board indicated they would like to host a design competition for the electrical box, and wanted City staff to look into award possibilities. The BSD now has gift cards that can be applied towards participating Birmingham stores. The Public Arts Board may wish to allocate a certain amount of money from their budget to award the winner of the design competition and create an incentive for submission.





## MEMORANDUM

Planning Division

**DATE:** January 16<sup>th</sup>, 2019

**TO:** Public Arts Board Members

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Potential Sculpture Site

---

There is a large electrical box on the sidewalk in front of the Birmingham 8 Theatre at the intersection of S. Old Woodward and Merrill. The City Manager has asked the PAB to consider options to enhance the aesthetics of this box through the use of public art. The box is 4.5' in height, 4' in width, and 3' in length.

On October 17<sup>th</sup>, 2018, the Public Arts Board indicated they would like to paint the electrical box, and would discuss potential designs and coordinating painters at the next meeting.

On November 14<sup>th</sup> 2018, the Public Arts Board indicated they would like to host a design competition for the electrical box, and wanted City staff to look into award possibilities. The BSD now has gift cards that can be applied towards participating Birmingham stores.

On December 19<sup>th</sup>, 2018, the Board discussed criteria for judging design applications. They would like to see renderings of how the artist would paint each side of the box before choosing a winner. In regards to offering a prize to the winner, the Board inquired if the BSD would be willing to contribute a BSD gift card as a prize. Upon staff discussion, it has been determined that if the Art Board wishes to offer a monetary prize, they should allocate finances out of their own budget.

It is recommended that the Public Arts Board now recommend an amount of money, if any, to be rewarded to the winner of the design competition. Please review the Request for Designs to be sent out to the public in order to solicit applications.



The Birmingham Public Arts Board is hosting a design competition for the electrical box on South Old Woodward. The winner of the competition will be awarded (Amount) if it is approved by City Commission. The dimensions of the box are 4.5' in height, 4' in width, and 3' in length. Applicants must submit designs for each side of the electrical box, as well as the type of painting material.

Applications will be received until 5pm, Friday, March 8<sup>th</sup>. The designs will then be reviewed and voted on by the Public Arts Board March 20<sup>th</sup>, 2019. Once voted on by the Public Arts Board, The City Commission must make the final approval of the design and materials. Once approved by City Commission, the Design winner will receive their prize of \$\$\$\$\$.





## MEMORANDUM

Planning Division

**DATE:** March 20<sup>th</sup>, 2019

**TO:** Public Arts Board Members

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director

**SUBJECT:** Electrical Box Painting

---

There is a large electrical box on the sidewalk in front of the Birmingham 8 Theatre at the intersection of S. Old Woodward and Merrill. The City Manager has asked the PAB to consider options to enhance the aesthetics of this box through the use of public art. The box is 4.5' in height, 4' in width, and 3' in length.

On October 17<sup>th</sup>, 2018, the Public Arts Board indicated they would like to paint the electrical box, and would discuss potential designs and coordinating painters at the next meeting.

On November 14<sup>th</sup> 2018, the Public Arts Board indicated they would like to host a design competition for the electrical box, and wanted City staff to look into award possibilities. The BSD now has gift cards that can be applied towards participating Birmingham stores.

On December 19<sup>th</sup>, 2018, the Board discussed criteria for judging design applications. They would like to see renderings of how the artist would paint each side of the box before choosing a winner. In regards to offering a prize to the winner, the Board inquired if the BSD would be willing to contribute a BSD gift card as a prize. Upon staff discussion, it has been determined that if the Art Board wishes to offer a monetary prize, they should allocate finances out of their own budget.

On January 16<sup>th</sup>, 2018, the Board decided against hosting a design competition, and elected to have Anne Ritchie create a design.

On February 20<sup>th</sup>, 2019, Anne Ritchie indicated the design would be submitted soon.





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## **Public Arts Board Minutes**

**Rooms 202 & 203 Birmingham City Hall – October 17<sup>th</sup>, 2018**

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### **A. Roll Call:**

**Members Present:** Rabbi Baruch Cohen, Monica Neville, Linda Wells, Barbara Heller, Mary Roberts, Anne Ritchie, Amelia Berry (Student), Cole Wohlfiel (Student)

**Members Absent:** Jason Eddleston

**Administration:** Brooks Cowan, City Planner

### **B. Approval of Minutes – August 15<sup>th</sup>, 2018**

Barbara Heller mentioned that "Marshall Fredericks" was missing an "s". Motion by Linda Wells, Second by Barbara to approve minutes.

**Yeas: 6                Nays: 0**

The motion carried.

### **C. Sculpture Donation**

The Sculpture "Michigan Spring" by Jim Miller-Melburg was donated to the City of Birmingham by the artist's representative James Robb. Doug Kosich of the Library Board said the members of the Library Board like the sculpture and would be open to placing the sculpture on their property. Members of the Public Arts Board were also in support of recommending the sculpture for the location at the Library. A motion to recommend the sculpture "Michigan Spring" for the Library Location was made by Linda Wells, seconded by Anne Ritchie.

**Yeas: 6                Nays: 0**

The motion carried.

### **D. Committee Report**

The Public Arts Board committee reports began with the Alleys and passages groups. Rabbi Baruch Cohen indicated that his group still needs to come up with a proposal for an art in the alley event that includes a basic outline of ideas. Once this is put together they would like to schedule a meeting with property owners. Getting together as a group is step one for them.

The branding group shared their poster design that includes multiple photos of City sculptures. They are still waiting on addendum signatures from artists and City Commission approval.

Public art tours and lectures indicated changes for the public art map and indicated that plans are a work in progress. They would like to see the map uploaded to the website. They would also like a QR code on the map that links to the art board website.

Art gallery tours had no update.

Artistic self-expression discussed potentially participating in Winter Market.

Free pianos prioritized locations as the Amphitheatre in Shain Park, Panera, Clark Hill Alley, Birmingham 8 Theater, and then Vinoteca. Just one piano seemed reasonable at the time.

## **E. New Business**

Two paintings by Gretchen Maricak were donated to the City by the artist's representative Russell Dixon. The Public Arts Board determined that it generally does not deal with determining painting locations within Birmingham's municipal building. Staff indicated they would ask around if anyone would like to have a painting to go in their office and then let the Russell Dixon know.

The Public Arts Board considered the electrical box in front of Birmingham 8 Theater as potential site for a sculpture. It was determined that doing so was impractical but that it would be a good site for a painting design. The Board decided they would evaluate how other cities around the world have painted their electrical boxes in the next meeting.

## **Communication**

Kroger was told they had to install Soundheart by the end of the month or they would receive a ticket for failure to comply with Site Plan Approval.

Robert Lobe received approvals from City departments for his installation at Booth Park.

## **Comments**

Cindy Rose expressed concern about the City's current sculpture loan policy. She believes making the artist pay for installation and removal of loans reduces the likelihood of artists to loan their sculptures to the City. She would like to see a policy brought forth that assists artists with the installation and removal process. Members of the Board agreed with this sentiment. Staff agreed to bring forth potential solutions to this issue at the next meeting.

## **F. Adjournment**

The meeting adjourned at 7:55 pm

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Brooks Cowan  
City Planner



## **Public Arts Board Minutes**

**Rooms 202 & 203 Birmingham City Hall – November 14<sup>th</sup>, 2018**

---

### **A. Roll Call:**

**Members Present:** Rabbi Baruch Cohen, Monica Neville, Linda Wells, Anne Ritchie, Jason Eddleston, Amelia Berry (Student), Cole Wohlfel (Student)

**Members Absent:** Barbara Heller, Mary Roberts

**Administration:** Brooks Cowan, City Planner

### **B. Approval of Minutes – October 17<sup>th</sup>, 2018**

Linda Wells motioned to change the name of the Shain Park band area to amphitheatre, change Bird and the Bread to Vinoteca, and correct a spelling mistake. Motion to approve was made by Jason Eddleston, seconded by Anne Ritchie.

**Yeas: 5                Nays: 0**

The motion carried.

### **C. Committee Report**

The Public Arts Board committee report began with the Alleys and Passages groups. They are still attempting to come up with a proposal for an art in the alley event that includes a basic outline of ideas and scheduling a meeting with City officials and property owners.

The branding group is waiting on approval of addendum signatures from artists who have loaned sculptures before printing material. The group has decided to remove work from the two artists who the City has not been able to get ahold of for signatures, and proceed with the remaining participants.

Public art tours and lectures had no update.

Art gallery tours had no update.

Artistic self-expression had no update.

Free pianos indicated a need to organize a policy on how to coordinate transportation of the piano and how it will be moved throughout town and stored.

### **D. New Business**

Funding for new sculpture pads was proposed by the Arts Board as a means to encourage loans and reduce the fiscal costs upon artists for donating work to the City. The Public Arts Board indicated they would like to request an amount of \$20,000 every year from City Commission with the intent to install one or two sculpture pads a year for sculptures on loan. A motion was made by Anne Ritchie to request a \$20,000 budget increase from City Commission for the installation of permanent sculpture pads for loaned sculptures. Motion was seconded by Monica Neville.

Cindy Rose expressed concern about the City's current sculpture loan policy. She believes making the artist pay for installation and removal of loans reduces the likelihood of artists to loan their sculptures to the City. She would like to see a policy brought forth that assists artists with the installation and removal process. Members of the Board agreed with this sentiment. Staff agreed to bring forth potential solutions to this issue at the next meeting.

Yeas: 5          Nays: 0

The motion carried.

The Public Arts Board examined examples of electrical box paintings in other cities. The Board decided to host a competition for the design that would consist of artists submitting designs and the board selecting a winner. The Board wished to find out more about whether or not a Birmingham Shopping District gift card would be available as a reward.

### **Communication**

Kroger noted that they are waiting for the granite foundation to be cut before installing the Sound Heart Sculpture. The contractor stated that the installation should be done by early December.

Tim Hill spoke with City staff to let them know he was coordinating with a contractor about installing the Eastern Hophornbeam sculpture.

### **E. Adjournment**

The meeting adjourned at 7:40 pm

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Brooks Cowan  
City Planner



## **Public Arts Board Minutes**

**Rooms 202 & 203 Birmingham City Hall –December 19<sup>th</sup>, 2018**

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### **A. Roll Call:**

**Members Present:** Rabbi Baruch Cohen, Monica Neville, Linda Wells, Jason Eddleston, Amelia Berry (Student),

**Members Absent:** Anne Ritchie, Mary Roberts, Jason Eddleston, Cole Wohlfiel (Student)

**Administration:** Brooks Cowan, City Planner

### **B. Approval of Minutes – November 14<sup>th</sup>, 2018**

The Board wanted the comments of Cindy Rose moved from the comments section to the New Business Section. Motion to approve the minutes as amended was made by Linda Wells, seconded by Monica Neville.

**Yeas: 4                Nays: 0**

The motion carried.

### **C. Unfinished Business**

The Public Arts Board committee reports began with the Alleys and Passages groups.

It was reported that Cole Wohlfiel was coordinating with the Seaholm National Art Honors Society, Seaholm Art Club, and Seaholm Music and Stage Performance Club. He is also working on coordinating with Groves High School. Once they have a plan they would like to meet with local property owners.

The branding group is waiting on approval of addendum signatures from artists who have loaned sculptures before printing material. The branding group would also like to sit down with City staff and go over the website design.

Public art tours and lectures, Art gallery tours, and Artistic self-expression had no update. Free pianos would be discussed later on.

The Public Arts Board had previously approved a budget request of \$20,000/year to construct base pads to host sculptures on loan. The process of this budget request was described to board members, with a request due date beginning of January and a Budget hearing meeting on a Saturday sometime in March. It was noted by the Board that it would be helpful if members showed up to voice their support at the budget meeting. The final decision would be made in June for the fiscal year beginning July 1<sup>st</sup>, 2019. The size and location of pads would be determined by the Board once City the funding is approved by City Commission.

The Art Board has been exploring ways to market its sculpture program to the community and create a better brand for Art in Public Spaces. The Board examined an example packet from the City of Southfield and discussed putting together a similar packet. They wanted to make a mobile

friendly packet similar, but first want to finalize having correct information. They also mentioned changes needed to be made to the current Art in Public Spaces packet due to photos of sculptures that have been removed. A Memo including the table of information would be included in the next month's meeting packet.

The Piano group postponed until more members from their group showed up.

The Board wanted to see if BSD was willing to donate a gift card for the electrical box design competition. The Board will wait to see about a donation before deciding on amount from their budget. Board members also said they would talk with their network about hosting a design competition and then put together guidelines next meeting about commissioning work for the site. They would like the theme of the electrical box to capture the essence of the area.

### **Communication**

Sound Heart was installed at Kroger. The Board wanted to send a thank you note to Kroger and notify the donors about the installation.

Eastern Hophornbeam is still waiting to be installed.

Michigan Spring was approved by City Commission for the Library. The Engineering Department is planning to inspect the base of the sculpture and the pad at the library to determine how to install it. The Art Board wants to know how high the base of the sculpture will be and wants to contact donor about height of sculpture.

### **Comments**

The Board is grateful for the student representatives and would love the student representatives to stick around be involved.

The Art Board raised \$3,300 at their poker fundraiser.

### **D. Adjournment**

The meeting adjourned at 7:40 pm

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Brooks Cowan  
City Planner



## **Public Arts Board Minutes**

**Rooms 202 & 203 Birmingham City Hall – January 16<sup>th</sup>, 2019**

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### **A. Roll Call:**

**Members Present:** Rabbi Boruch Cohen, Barbara Heller, Monica Neville, Linda Wells, Anne Ritchie, Natalie L. Bishai, Amelia Berry (Student), Cole Wohlfiel (Student)

**Members Absent:** Jason Eddleston, Mary Roberts

**Administration:** Brooks Cowan, City Planner, Laura Eichenhorn, Transcriptionist

### **B. Approval of Minutes – December 19, 2018**

Linda Wells clarified that Eastern Hophornbeam was 'waiting to be installed', not that Eastern Hophornbeam was 'waiting to install' a sculpture. Motion to approve was made by Linda Wells, seconded by Anne Ritchie.

**Yeas: 5                Nays: 0**

The motion carried.

Rabbi Boruch Cohen arrived at 6:41 p.m.

### **C. Committee Report**

The Public Arts Board committee report began with the Alleys and Passages committees.

Cole Wohlfiel reported three different clubs are interested in talking to alleyway owners about potential art projects.

City Planner Cowan requested a summary of the proposed projects in writing. The alleyway owners would be sent the proposal summaries, and a meeting would be scheduled between the owners, City Planner Cowan, the relevant members of the Board, and the parties interested in creating the art in the alleys.

City Planner Cowan asked that the summary include the involved parties and the specifics of the proposed projects.

Cole Wohlfiel confirmed that he would reach out to the interested clubs in the next two weeks requesting proposal summaries and confirmation that they would be able to attend a meeting with an alleyway owner. He said he would forward the information to Amelia Berry, Rabbi Cohen, and City Planner Cowan once he receives responses.

City Planner Cowan reported that the City Commission approved the photographic use of LOL, Windswept and Eastern Hophornbeam in City promotional materials. He confirmed that the four sculptures listed in the full agenda packet cannot be used in promotional materials at this time,

and added the City is working on obtaining approval to eventually use said sculptures in City promotional materials.

Anne Ritchie requested confirmation that unapproved sculptures would need to be removed from current promotional materials at this time. City Planner Cowan confirmed.

The branding committee discussed plans to fix errors on the City's website.

Barbara Heller provided the branding committee with the Board's most current mission statement and information on art installations around the City. She confirmed that she would send Anne Ritchie the correct logo, and confirmed that all sculptures could remain on the art installation list.

Monica Neville stated the branding committee would like to generate enough arts content to post to the City's social media account once a month. It was suggested that Commissioner DeWeese be asked to take photos of the City's art installations in the near future.

Anne Ritchie said it would benefit the Board to have an asset inventory of all City art holdings.

The branding committee presented a calendar of all City events in the next year, and a calendar of all intended Board meetings. They suggested the Board decide on the intended scope of its presence and engagement at various events, and suggested they begin planning those activities well in advance using this information.

Anne Ritchie confirmed for Natalie Bishai that the Board's posters could not be sold.

City Planner Cowan confirmed he would look into the policy on accepting donations both for the Board's posters and in general.

Barbara Heller said she would look for the Board's information on various ways the public could support the Board financially, including 'adopting a sculpture'.

Anne Ritchie said decisions regarding the Board's event attendance and engagement should be finalized at the February meeting.

City Planner Cowan said he would email the Board and ask that each committee have their event dates and plans in writing for the February meeting.

Rabbi Cohen suggested that coordinated whole-Board endeavors could be more effective than working in smaller committees. He also suggested the Board make coloring book pictures of the City's art holdings.

The Board confirmed that larger, independent efforts would require a permit at least ninety days out from the intended event. Smaller engagement opportunities, like setting up a table at another committee's event, would not require permits.

Rabbi Cohen said the Board should clarify its focus. He said his impression is that the Board seeks to promote public awareness of the City's arts holdings, with a smaller focus on promotion of art in general.

City Planner Cowan confirmed that no more than three people from the Board could meet at a time outside of the official Board meetings.



Rabbi Cohen suggested putting some of the committee projects on hold so the Board could focus its efforts on a few specific activities.

The Board agreed to focus on spending the next meeting selecting events the Board will attend.

City Planner Cowan said committees will be required to submit written memos of their plans and accomplishments in advance of future Board meetings moving forward.

Monica Neville suggested that the committees' goals be overlaid onto the City's calendar of events at the next meeting in order to decide on the Board's presence at the events.

Linda Wells said the Board should focus on what it can accomplish. Projects that are not gaining traction could be paused until a later date.

The Board proposed painting the electrical box outside the Birmingham Theatre with a popcorn box in the style of the popcorn containers used in the Birmingham Theatre, as proposed by Rabbi Cohen at the December 19, 2018 meeting and by Anne Ritchie and Monica Neville presently. The Board discussed asking the Theatre to possibly help sponsor the painting.

Anne Ritchie volunteered to go with City Planner Cowan to meet with the Birmingham Theatre for a discussion of potential sponsorship.

City Planner Cowan confirmed there would need to be a mock-up of the painting and that the plan would require approval by the City Commission.

A motion was made by Monica Neville to paint the electrical box outside of the Birmingham Theatre like one of the Theatre's popcorn boxes with a design by Board member Anne Ritchie. Motion was seconded by Anne Ritchie.

Yeas: 6          Nays: 0

The motion carried.

The Board proposed looking for free pianos on Craigslist, and allocating an amount not to exceed \$750 for moving the piano into Shain Park June 1, 2019 and out of Shain Park on August 31, 2019. On August 21, 2019 the Board would hear from the public regarding the project and vote whether to extend the time the piano would remain in Shain Park.

Cole Wohlfiel said he would look into options and costs for piano movers.

The Board discussed finding a piano with wheels in order to allow the piano to be moved around Shain Park during the season in an effort to increase traffic and engagement. The sidewalk outside of Panera or outside of Pierce garage were discussed, but were determined to be either too crowded or too out-of-the-way to generate enough engagement.

Natalie Bishai said her daughter could test-play any potential free pianos to make sure they are somewhat in-tune.

Anne Ritchie made a motion to approve Shain Park as the location, with the option to move the piano around the park, to approve an amount not to exceed \$750 for the moving of the piano from its original location, installation of the piano on June 1, 2019 in Shain Park, and removal of the piano on August 31, 2019, with the option for an extension of the term to be discussed on August 21, 2019. Motion was seconded by Rabbi Cohen.

Yeas: 6          Nays: 0

The motion carried.

City Planner Cowan said he would bring this proposal in front of the Parks and Recreation Board next.

#### **D. New Business**

City Planner Cowan said the discussion of the calendar and event engagement planned for the February 2019 Board meeting is in line with the mandate of the public space activation committee. He recommended coordinating joint projects with the Birmingham-Bloomfield Art Center, and confirmed permits require a 90-day lead time for any projects the Board undertakes that would utilize public space independently of another City event.

The Board discussed asking the Birmingham Shopping District to allocate some space for public arts activities at the Farmer's Market subsequent to the February 2019 Board meeting.

Barbara Heller said she would give another talk at the Library about the City's art holdings once all the public arts materials are finalized.

#### **Communication**

Barbara Heller discussed the Sound Heart article in the Birmingham Eccentric and noted that Christina Heidrich should be credited as the sole donor.

Eastern Hophornbeam will likely be installed in April 2019.

The Board reviewed the information on Michigan Spring that was included in the full agenda packet. There was consensus on a 30" base for the sculpture.

City Planner Cowan said he would email Kroger and request that Kroger illuminates Sound Heart.

The Board commented that the sculpture looks wonderful, and the goal is to draw more attention to it. They added that if Sound Heart is illuminated in the right way Kroger could also illuminate its own sign at the same time.

#### **Comments**

Barbara Heller asked the Board for consensus about keeping Amelia Berry and Cole Wohlfel on as alternates. The Board consented.

Cindy Rose and City Planner Cowan reminded the Board that they would need to have representatives prepared to present the Board's request for funding at the City's Budget meeting in March.

City Planner Cowan suggested doing a project either with the road stops or potential benches at Bird Avenue by Dairy Deluxe. He also suggested that Birmingham high school students could be involved in the project.

The Board agreed to put this project on the calendar during their next meeting.

Cole Wohlfel and Amelia Berry said they would talk to students at the high school to see who might want to be involved.

Linda Wells asked for approval for Birmingham in Stitches during the Fall Art Fair. She said Birmingham in Stitches would also probably be done during Winter Markt 2019.



Barbara Heller explained that the charity poker dates for evenings in April, May and June 2019 are already full, meaning the Board does not have fundraising opportunities for the next two quarters.

The Board discussed smaller opportunities to solicit donations, such as having a box for donations available, at events where they are engaging the public.

Cole Wohlfel told the Board this was his and Amelia Berry's last meeting.

Barbara Heller explained that the City Commission appoints students to the Board, and that the City will be writing Cole Wohlfel and Amelia Berry their community service letters.

Barbara Heller also officially thanked Cole Wohlfel and Amelia Berry for their service on behalf of the Board.

#### **E. Adjournment**

The meeting adjourned at 8:06 p.m.

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Brooks Cowan  
City Planner

## **Public Arts Board Minutes**

**Rooms 202 & 203 Birmingham City Hall – March 20<sup>th</sup>, 2019**

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### **A. Roll Call:**

**Members Present:** Barbara Heller, Monica Neville, Linda Wells, Anne Ritchie, Jason Eddleson, Cole Wohlfel (Student)

**Members Absent:** Rabbi Boruch Cohen, Amelia Berry (Student)

**Administration:** Brooks Cowan, City Planner

### **B. Approval of Minutes – February 20<sup>th</sup>, 2019**

Motion to approve minutes made by Jason Eddleson, seconded by Linda Wells.

**Yeas: 5                Nays: 0**

The motion carried.

### **C. Unfinished Business**

The Public Arts Board had previously approved a recommendation to have board member Anne Ritchie create a popcorn box design to recommend to City Commission for the electrical box in the sidewalk planter in front of the Birmingham 8 theater. Anne Ritchie brought in her designs this day which indicated a red and white striped box with popcorn on the top. The Public Arts Board was enthusiastic about the idea and thought it would be a fun addition to the downtown.

It was suggested that the text “#BirminghamPublicArt” be added to the box for a way to encourage people to tag Birmingham Public Art in online platforms. This text is planned to be placed in the lower box where the ingredients are currently listed. The Public Arts Board motioned to approved the recommendation to City Commission of the popcorn box design with “#BirminghamPublicArt” added for the electrical box in the sidewalk planter at S. Old Woodward and Merrill.

The motion approved 5-0.

The Public Arts Board had been working on creating a public piano program and had previously recommended the pavilion at Shain Park as their desired space. The Public Arts Board recently received an application for review from a Birmingham resident to have their piano placed in Shain park for the public to play. Along with the application, Jason Gittinger of Detroit School of Rock and Pop Music came and spoke with the Public Arts Board about how Royal Oak manages their public piano program. He described how moving parts are bolted down and then the City hosts a community painting event for the pianos where they are stored. He also described how professional movers assists with the storage and transportation for this program. Questions regarding vandalism were raised by the board. Jason Gittinger noted that two of the roughly 40 or so pianos had been vandalized, and his outlook was that the program created far more good than harm.



The Public Arts Board motioned to approve the recommendation to City Commission for the piano donated by Michael and Maybeth Flynn for the recommended location at Shain Park for the time period of June 1<sup>st</sup>, 2019 to August 31<sup>st</sup>, 2019, with the condition that the piano maintenance is managed by Jason Gittinger of Detroit School of Rock and Pop Music and Professional Movers.

The motion approved 5-0.

The Public Arts Board then motioned to approve a recommendation to City Commission for a public painting event where the piano is painted with an outdoor floral theme.

The motion approved 5-0.

It was noted that a plaque would be created stating that the piano is donated on behalf of Michael and Maybeth Flynn, and managed by Detroit School of Rock and Pop Music and Professional Movers.

In discussion of planning for special events, The Art Board continued to finalize details for the Art in the Alley event. The group of board members working on this project indicated they would get a detailed summary of the event and its participants before the City Commission hearing for it. The promotional material group then discussed the flyers with description of Birmingham Public Arts Board mission statement and the goals of Art in Public Spaces. It was determined that the header for the flyer would be "Birmingham Public Art".

#### **D. New Business**

#### **E. Communication**

The Birmingham in Stitches application had been submitted and the board would like to create more promotional material for the event to recruit more participants.

#### **F. Comments**

#### **G. Adjournment**

The meeting adjourned at 7:50 p.m.

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Brooks Cowan  
City Planner



## **MEMORANDUM**

**Office of City Manager**

**DATE:** May 16, 2019

**TO:** City Commission

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

**SUBJECT:** Request for Closed Session  
Attorney-Client Privilege

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It is requested that the city commission meet in closed session pursuant to Section 8(h) of the Open Meetings Act to discuss an attorney/client privilege communication.

**SUGGESTED RESOLUTION:**

To meet in closed session to discuss an attorney/client privilege communication in accordance with Section 8(h) of the Open Meetings Act.





## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** May 14, 2019

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

**FROM:** Jana Ecker, Planning Director  
Scott Grewe, Police Commander  
Paul T. O'Meara, City Engineer

**SUBJECT:** 2019 Asphalt Paving Program  
Contract #9-19(P)

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The Engineering Dept. is in the process of preparing plans for projects that will be bid this summer, and constructed in the fall of 2019. Since the creation of the Multi-Modal Transportation Board (MMTB), the Multi-Modal Transportation Plan is reviewed to make sure that any multi-modal improvements that should be implemented with a project are implemented accordingly.

Contract #9-19(P) is being prepared as a maintenance project for several segments of City streets that are in need of repair. The attached map features all of the various projects currently underway or planned for the 2019 construction season. The purple lined streets represent the asphalt resurfacing projects that were reviewed by the MMTB at their meeting of May 2, 2019. Funding for this project has been requested in the proposed 2019-20 fiscal year budget.

### PROJECT OVERVIEW

Following is a brief description of the work that is proposed:

**Coolidge Hwy. – Derby Rd. to Maple Rd.**  
**Hanna St. – Southfield Rd. to Bates St.**  
**Southfield Rd. – North and South of Northlawn Blvd.**  
**Stanley Blvd. – Lincoln Ave. to 14 Mile Rd.**  
**Southlawn Blvd. – Stanley Blvd. to Bates St.**

All street segments will have the top surface milled off. Patching of bad sections will occur, as well as crack sealing. A new asphalt top surface will then be installed. On the Coolidge Hwy. segment, only the southbound lanes will be worked on, as the northbound section is under the City of Troy's jurisdiction. In the case of Stanley Blvd., where the deterioration is less severe, a thinner layer of asphalt will be removed and replaced. No design changes or major street modifications are contemplated at this time. All streets will have handicap ramps removed and replaced where they do not meet current federal standards. Most of the handicap ramp work is proposed on Hanna St.

## MULTI-MODAL TRANSPORTATION BOARD REVIEW

The Multi-Modal Transportation Master Plan provided recommendations on only two of the five listed street segments, as described below:

### Coolidge Hwy.:

On page 112, the Master Plan provides the following recommendation for Coolidge Hwy., as well as some other border streets:

*"For some roads such as 14 Mile Rd., E. Maple Rd., Quarton Rd., and Coolidge Hwy., there are limited cost effective solutions for some mode types in the near-term. In the future, when these streets are reconstructed they should be evaluated at that time to see what type of improvements are possible and desired.*

*Additionally, this report does not define the ideal long-term section for every primary road in the area. Rather, it defines what near-term improvements should be included driven by public input and current best practices. In the future, when a roadway is reconstructed it should be re-evaluated to determine what multi-modal improvements are possible."*

As a border street of limited length that serves as a regional thoroughfare much more so than a street of central importance to Birmingham, the writer of the Master Plan likely saw that the existing street does not act as a good resource for bicyclists. To modify it so that it would do so would require reconstruction, as well as major coordination with the City of Troy. Since Troy would be the major player in implementing multi-modal improvements in this corridor, and since such a reconstruction project would require a large funding commitment particularly on the part of Troy, bicycle improvements on this corridor will be difficult to implement unless it is prioritized by both cities. (City staff confirmed that Troy's Master Plan has been determined to be deficient, and is currently in the process of being rewritten.) Given the current status of the pavement, reconstruction is not contemplated at this time. However, the existing pavement is nearing the end of its lifecycle, and within the next ten to fifteen years, both cities will have to look harder at potential reconstruction options for this corridor. Once those discussions begin, regional multi-modal improvements should be included in the discussion. Given the current scope of this project, implementation of bicycle improvements does not appear practical at this time.

### Southlawn Blvd.:







Pertinent sections of the Master Plan are attached to the report. The two-block segment of Southlawn Blvd. included in this year's project is part of a larger Neighborhood Connector Route proposal for the south side of the City. When the Route is constructed, no changes to the pavement are envisioned in this area. Rather, directional signs for a bike route, as well as "sharrows" (pavement markings) are proposed. It would be more appropriate to implement the connector route as a complete package so that it has a logical beginning and end, rather than attempt to include it in this paving project, which is meant to just repair an aging pavement surface. With that in mind, no multi-modal improvements are proposed at this time.

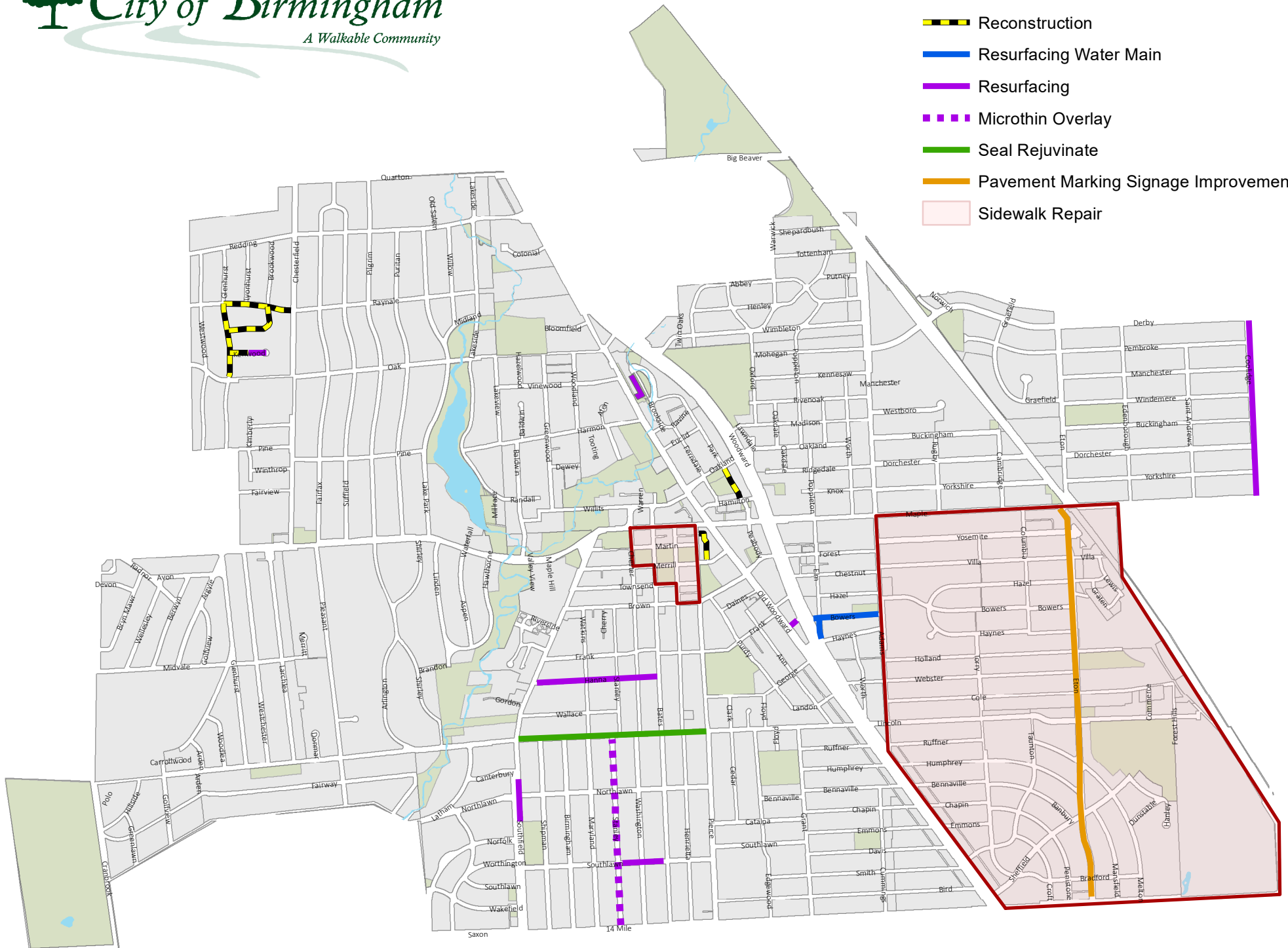


## SUMMARY

At their regular meeting of May 2, the MMTB reviewed the attached information. Given the scope of this project, and the general lack of multi-modal recommendations on these particular segments, the Board endorsed the project as proposed. The Board noted that it is important that the City continue to make progress relative to the installation of the Neighborhood Connector Route system. The most significant Route, which loops around the entire city using streets such as Oak St./Wimbledon Dr. on the north, Eton Rd. on the east, Lincoln Ave. on the south, and Chesterfield Ave./Larchlea Dr. on the west, was installed in 2017. Staff intends to prepare a prioritization for the remaining routes and review it with the Board in the coming months. An update is planned at the next Long Range Planning meeting, to prepare for future budget requests.

## 2019 Projects

-  Reconstruction
-  Resurfacing Water Main
-  Resurfacing
-  Microthin Overlay
-  Seal Rejuvenate
-  Pavement Marking Signage Improvements
-  Sidewalk Repair





## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN NETWORK IMPLEMENTATION PLAN



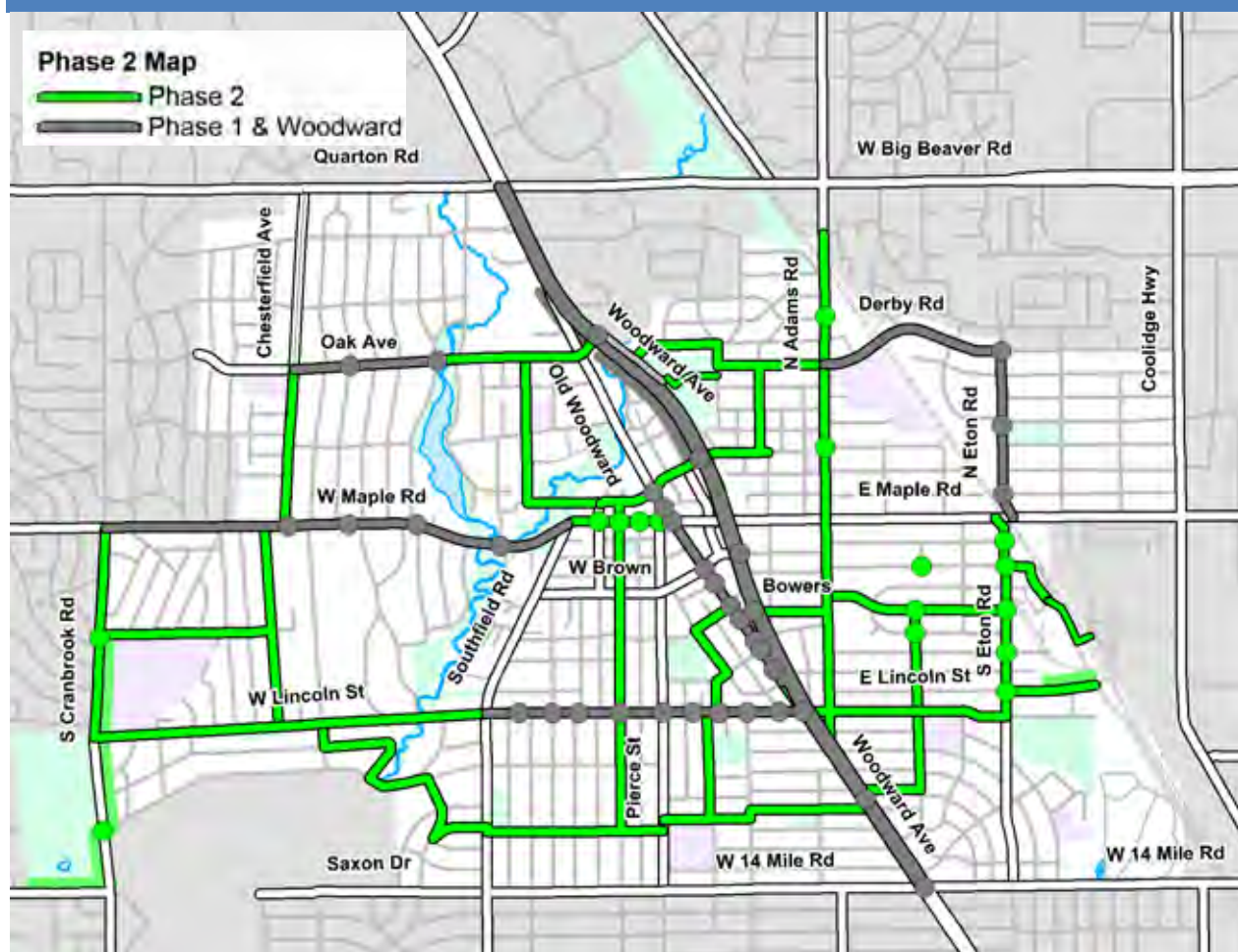
### 4.3 PHASE 2

#### 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.

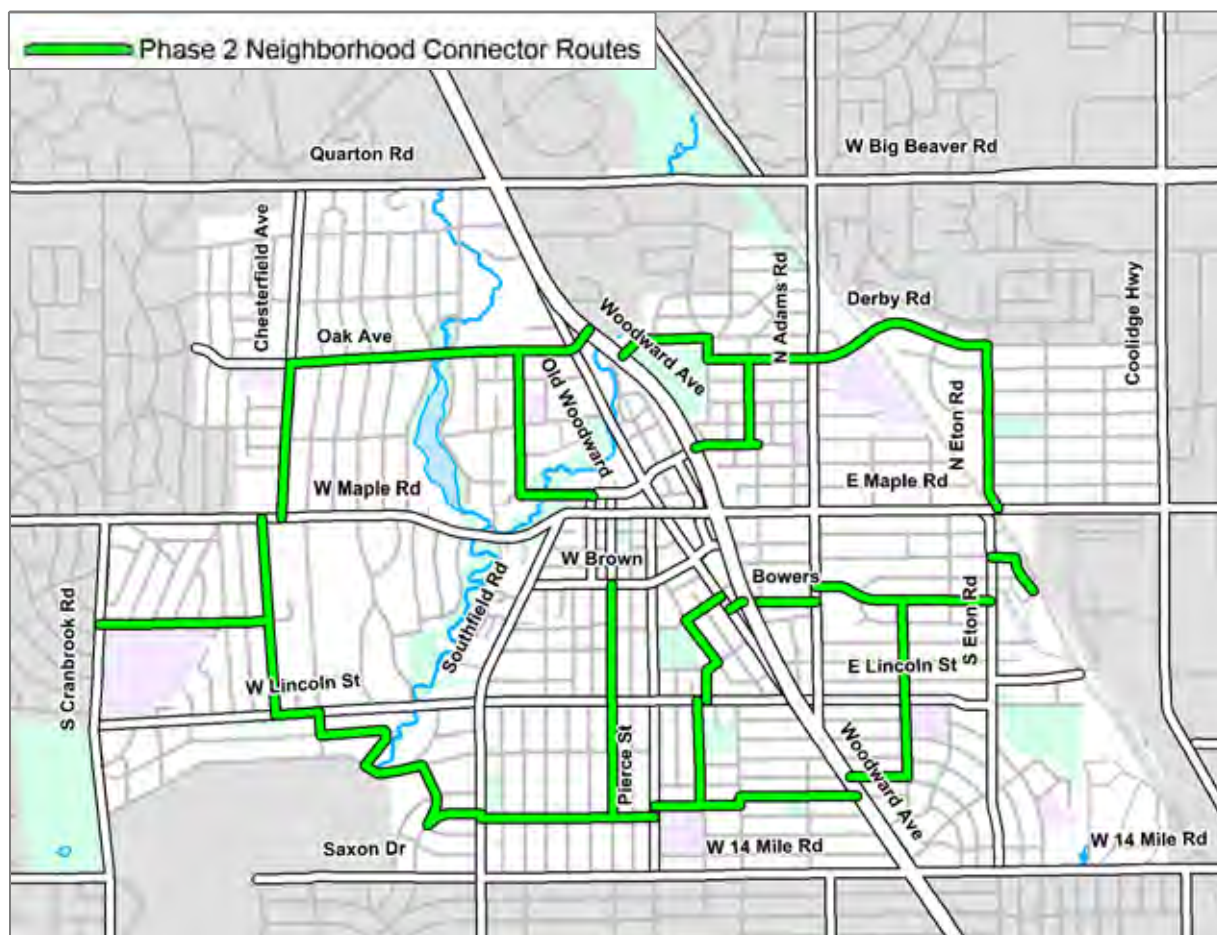
The following pages provide a more detailed breakdown of Phase 2.

FIGURE 4.3A. PHASE 2



## PHASE 2: PROPOSED NEIGHBORHOOD CONNECTOR ROUTES

The following map displays the neighborhood connector routes that should be implemented first. Initially, implementation along these routes is as simple as providing wayfinding signage identifying the direction of the route and key destinations. Eventually, other enhancements such as rain gardens, traffic calming measures, and street art may be incorporated. Please note that some of these routes are dependent on road crossings which are proposed in Phase 1 and Phase 2.



In Phase 2 only wayfinding signage is proposed. In the future, the City may consider adding some additional enhancements such as mini traffic circles, pavement markings, chicanes, street diverters, and pedestrian street lighting.



PHASE 2 NEIGHBORHOOD CONNECTOR ROUTES:				
Road	From	To	Quantity	Unit
<b>Wayfinding Signs:</b>				
Midvale	S Cranbrook Rd	Larchlea Dr	0.47	MI
Larchlea Dr	W Maple Rd	W Lincoln St	0.57	MI
W Lincoln St	Larchlea Dr	Pleasant St	0.13	MI
Pleasant St	W Lincoln St	Fairway Dr	0.08	MI
Fairway Dr	Pleasant St	Northlawn Blvd	0.30	MI
Northlawn Blvd	Fairway Dr	Latham St	0.18	MI
Latham St	Northlawn Blvd	Worthington Rd	0.16	MI
Worthington Rd	Latham St	Southfield Rd	0.16	MI
W Southlawn Blvd	Southfield Rd	Peirce St	0.36	MI
Pierce St	W Southlawn Blvd	W Southlawn Blvd	0.03	MI
E Southlawn Blvd	Pierce St	Grand St	0.24	MI
Grant St	E Southlawn Blvd	Emmons Ave	0.03	MI
Emmons Ave	Grant St	Woodward Ave	0.35	MI
Chapin Ave	Woodward Ave	Troy St	0.17	MI
Torry St	Haynes St	Chapin Ave	0.45	MI
Pathway (north of Torry St)	Bowers St	Haynes St	0.08	MI
Bowers St	Adams Rd	S Eton Rd	0.52	MI
Adams Rd	Bowers St	Bowers St	0.03	MI
Bowers St	Woodward Ave	Adams Rd	0.18	MI
Bowers St	S Old Woodward Ave	Woodward Ave	0.07	MI
S Old Woodward Ave	E Frank St	Bowers St	0.03	MI
E Frank St	Purdy St	S Old Woodward Ave	0.11	MI
Purdy St	E Frank St	George St	0.15	MI
George St	Floyd St	Purdy St	0.03	MI
Floyd St	George St	E Lincoln St	0.08	MI
E Lincoln St	Edgewood Rd	Floyd St	0.03	MI
Edgewood Rd	E Lincoln St	E Southlawn Blvd	0.3	MI
S Bates St	W Brown St	Southlawn Blvd	0.66	MI
Washington Blvd	W Lincoln St	W Southlawn Blvd	0.34	MI
Chesterfield Ave	Oak Ave	W Maple Rd	0.44	MI
Oak Ave	Chesterfield Ave	Woodward Ave	0.87	MI
Greenwood St	Oak Ave	Willits St	0.4	MI
Willits St	Greenwood St	N Chester St	0.2	MI
Woodward Ave Sidepath	Oak Ave	Wimbledon Dr	0.13	MI
Wimbledon Dr	Woodward Ave	Oxford St	0.26	MI
Oxford St	Wimbledon Dr	Mohegan St	0.06	MI
Mohegan St	Oxford St	N Adams Rd	0.3	MI
Poppleton St	Mohegan St	Oakland Ave	0.25	MI
Oakland Ave	Poppleton St	Woodward Ave	0.15	MI
Derby Rd	N Adams Rd	N Eton Rd	0.53	MI
E Eton St	Derby Rd	E Maple Rd	0.48	MI
E Maple Rd Sidepath	S Eton Rd	N Eton Rd	0.06	MI
S Eton St Sidepath	E Maple Rd	Yosemite Blvd	0.09	MI
Villa Ave	S Eton Rd	Villa Rd	0.09	MI
Villa Rd	Villa Ave	Proposed Pathway	0.12	MI
Proposed Pathway extending from Villa Rd to Troy Transit Station			0.2	MI

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN NETWORK IMPLEMENTATION PLAN



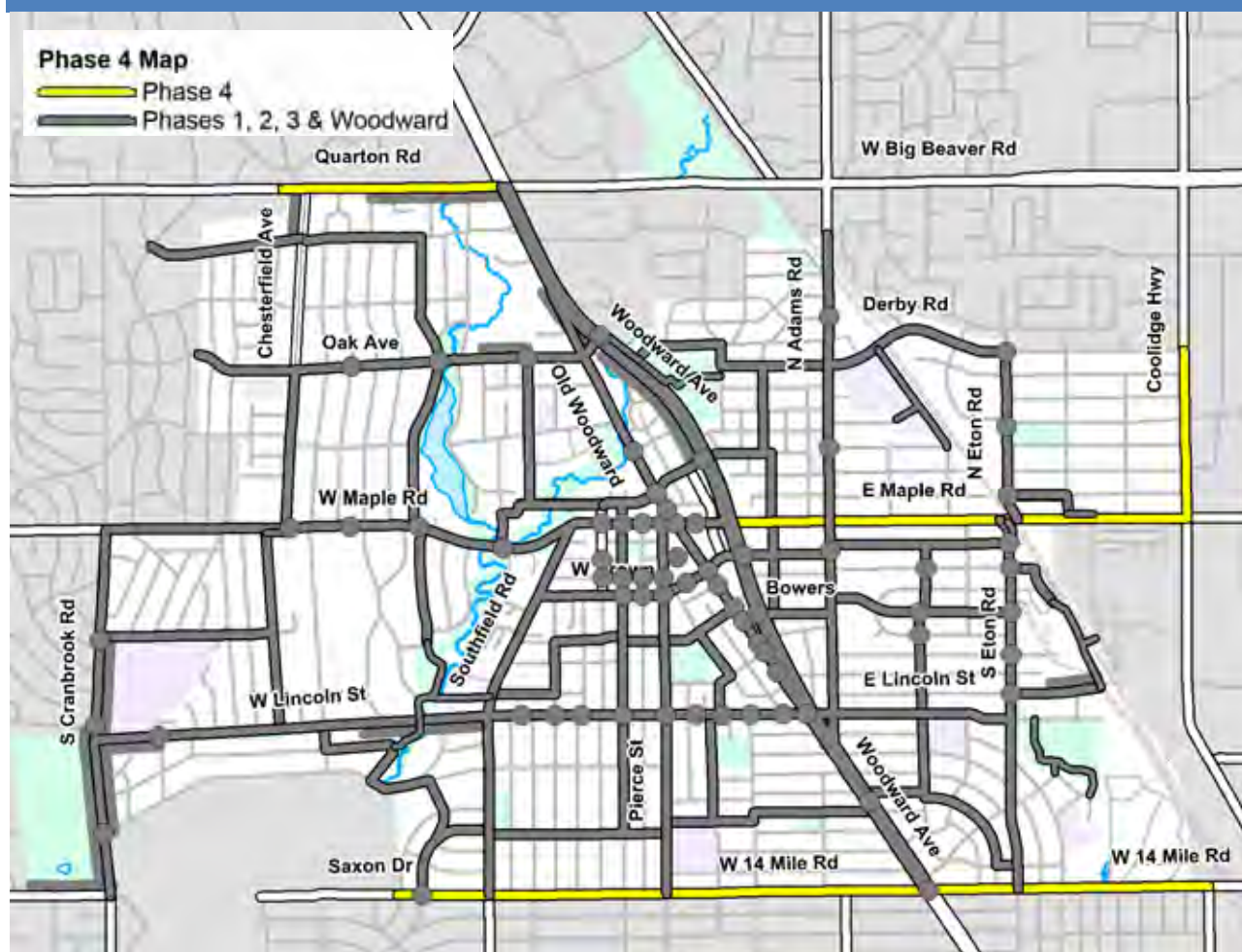
### 4.5 PHASE 4

#### PHASE 4: OVERVIEW

For some roads such as 14 Mile Road, E Maple Road, Quarton Road and Coolidge Highway there are limited cost effective solutions for some mode types in the near-term. In the future, when these streets are reconstructed they should be evaluated at that time to see what types of improvements are possible and desired.

Additionally, this report does not define the ideal long-term cross section for every primary road in the area. Rather it defines what near-term improvements should be included driven by public input and current best practices. In the future, when a roadway is reconstructed it should be re-evaluated to determine what multi-modal improvements are possible.

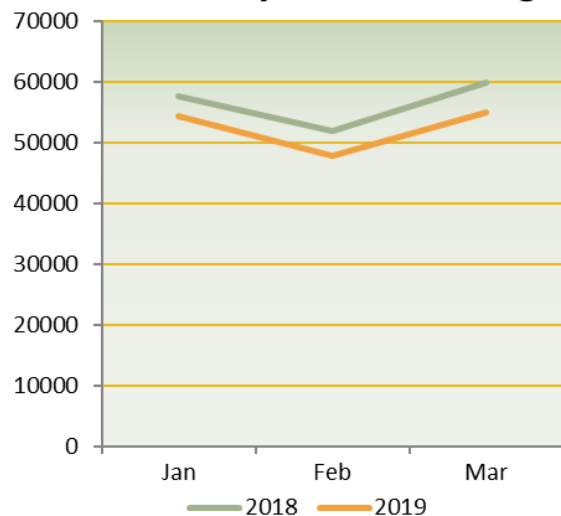
FIGURE 4.5A. PHASE 4



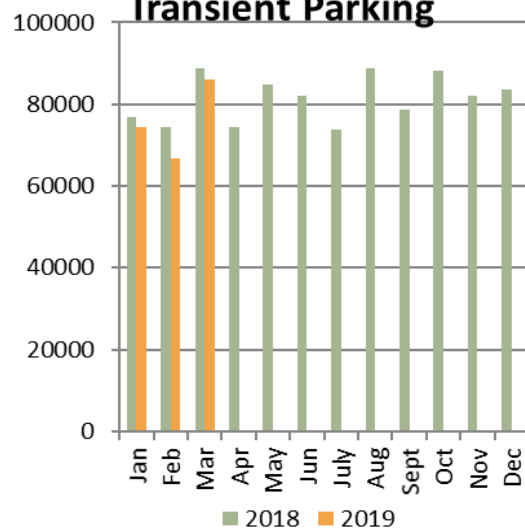


# City of Birmingham Parking Utilization Dashboard – April 2019

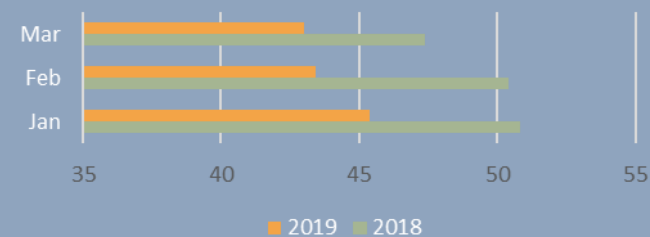
## Monthly Permit Parking



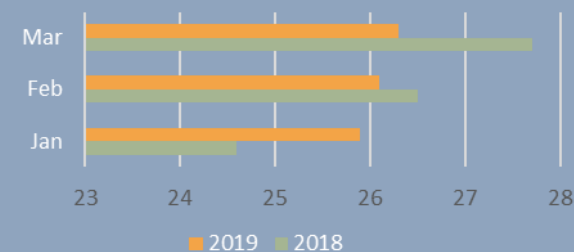
## Transient Parking



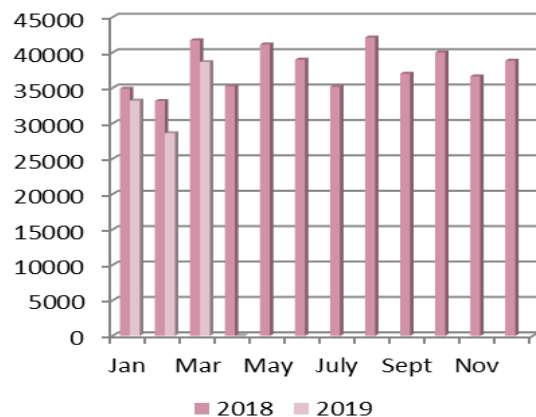
## Coin



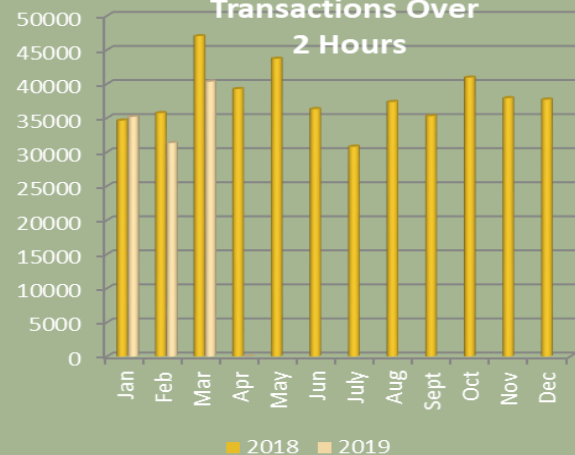
## Credit



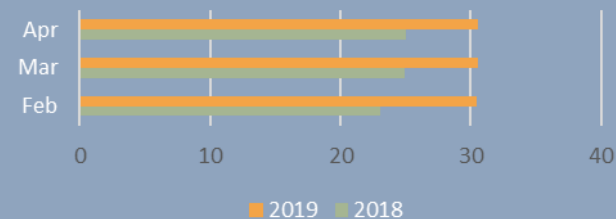
## Transactions Under 2 Hours



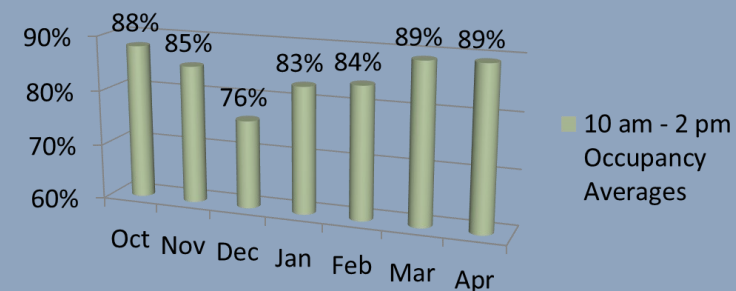
## Transactions Over 2 Hours



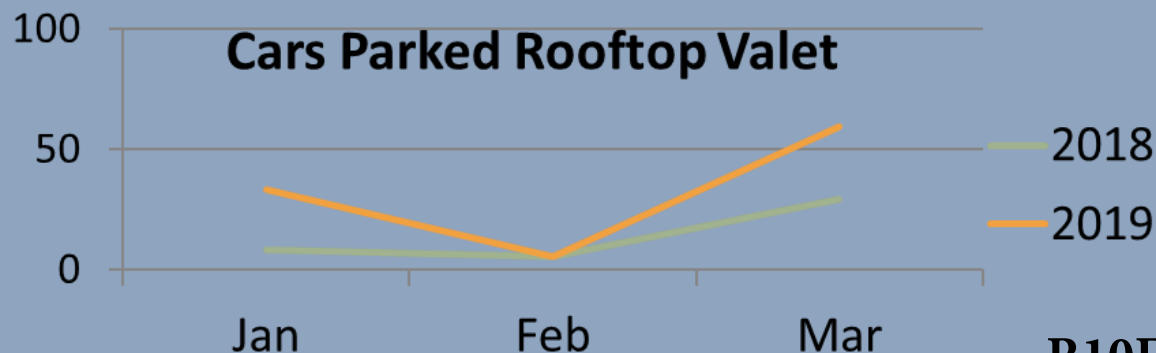
## ParkMobile



## 10 am - 2 pm Parking Garage Occupancy Average



## Cars Parked Rooftop Valet



R10E2

## MONTHLY PARKING PERMIT REPORT

For the month of: March 2019

Date Compiled: April 18, 2019

	Pierce	Park	Peabody	N.Old Wooc	Chester	Lot #6/\$210	Lot #6/\$150	South Side	Lot B	35001 Woodward	Lot 12	Total
1. Total Spaces	706	811	437	745	880	174	79	8	40	40	150	4070
2. Daily Spaces	370	348	224	359	425	N/A	N/A	N/A	N/A	N/A	N/A	1726
3. Monthly Spaces	336	463	213	386	560	174	79	8	30	40	180	2469
4. Monthly Permits Authorized	550	750	400	800	1140	150	40	8	30	50	225	4143
5. Permits - end of previous month	550	750	400	800	1140	150	40	8	30	50	175	4093
6. Permits - end of month	550	750	400	800	1140	150	40	8	16	50	181	4085
7. Permits - available at end of month	0	0	0	0	0	0	0	0	0	0		0
8. Permits issued in month includes permits effective 1st of month	3	1	1	3	4	0	0	0	0	0	0	12
9. Permits given up in month	3	1	1	3	4	0	0	0	0	0	0	12
10. Net Change	0	0	0	0	0	0	0	0	0	0	0	0
11. On List - end of month*	1159	1067	1099	1430	1038	0	0	0	0	0	0	5793
**On List-Unique Individuals												3594
12. Added to list in month	26	26	17	21	24	0	0	0	0	0	0	114
13. Withdrawn from list in month (w/o permit)	0	0	0	0	0	0	0	0	0	0	0	0
14. Average # of weeks on list for permits issued in month	143	82	141	126	57	0	0	0	0	0	0	109.8
15. Transient parker occupied	209	103	151	98	115	N/A	N/A	N/A	N/A	N/A	N/A	676
16. Monthly parker occupied	442	698	276	608	683	N/A	N/A	N/A	N/A	N/A	N/A	2707
17. Total parker occupied	651	801	427	706	798	N/A	N/A	N/A	N/A	N/A	N/A	3383
18. Total spaces available at 1pm on Wednesday 3/20	55	10	10	39	82	N/A	N/A	N/A	N/A	N/A	N/A	196
19. "All Day" parkers paying 5 hrs. or more												
A: Weekday average.	255	242	119	123	93	N/A	N/A	N/A	N/A	N/A	N/A	832
B: *Maximum day	N/A*	N/A*	N/A*	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A	N/A	0
20. Utilization by long term parkers	N/A*	N/A*	N/A*	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A	N/A	#DIV/0!

(1) Lot #6 does not have gate control, therefore no transient count available

(2) (Permits/Oversell Factor + Weekday Avg.) / Total Spaces

\* Average Maximum day not available currently in Skidata

\*\* Unique individuals represent the actual number of unique people on the wait list regardless of how many structures they have requested.



**Birmingham Parking System  
Transient & Free Parking Analysis  
Months of March 2018 & March 2019**

**March 2018**

<b>GARAGE</b>	<b>TOTAL CARS</b>	<b>FREE CARS</b>	<b>CASH REVENUE</b>	<b>% FREE</b>
PEABODY	18,434	10,548	\$35,594.00	57%
PARK	19,869	8,124	\$56,626.00	41%
CHESTER	7,169	2,337	\$56,405.00	33%
WOODWARD	13,935	7,132	\$33,528.00	51%
PIERCE	29,376	13,615	\$76,904.00	46%
<b>TOTALS</b>	88,783	41,756	\$259,057.00	47%

**March 2019**

<b>GARAGE</b>	<b>TOTAL CARS</b>	<b>FREE CARS</b>	<b>CASH REVENUE</b>	<b>% FREE</b>
PEABODY	19,002	10,636	\$ 39,771.00	56%
PARK	21,715	7,715	\$ 68,219.00	36%
CHESTER	6,024	2,247	\$ 49,325.00	37%
WOODWARD	13,313	6,677	\$ 35,832.00	50%
PIERCE	25,973	11,393	\$ 76,242.00	44%
<b>TOTALS</b>	86,027	38,668	\$ 269,389.00	45%

**BREAKDOWN:**

TOTAL CARS	-3%
FREE CARS	-7%
CASH REVENUE	+4%

## Structure Occupancy at 1pm Tuesday-Thursday

Available Spaces

# MARCH 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5 <b>Chester-127</b> N.O.W.-78 Park-15 Peabody-32 Pierce-92	6 <b>Chester-120</b> N.O.W.-65 Park-10 Peabody-2 Pierce-6	7 <b>Chester-151</b> N.O.W.-42 Park-7 Peabody-5 Pierce-35	8	9
10	11	12 <b>Chester-107</b> N.O.W.-84 Park-4 Peabody-22 Pierce-48	13 <b>Chester-82</b> N.O.W.-39 Park-10 Peabody-10 Pierce-55	14 <b>Chester-171</b> N.O.W.-47 Park-11 Peabody-8 Pierce-84	15	16
17	18	19 <b>Chester-145</b> N.O.W.-84 Park-14 Peabody-34 Pierce-78	20 <b>Chester-150</b> N.O.W.-50 Park-14 Peabody-20 Pierce-77	21 <b>Chester-118</b> N.O.W.-73 Park-15 Peabody-34 Pierce-89	22	23
24	25	26 <b>Chester-149</b> N.O.W.-118 Park-19 Peabody-152 Pierce-101	27 <b>Chester-124</b> N.O.W.-52 Park-10 Peabody-16 Pierce-83	28 <b>Chester-154</b> N.O.W.-41 Park-15 Peabody-25 Pierce-107	29	30
31		<b>Notes:</b>				



## Pierce Structure

# MARCH 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Garage not filled.	2
3	4 Garage not filled.	5 Garage not filled.	6 Garage not filled.	7 Garage not filled.	8 Garage not filled.	9
10	11 Garage not filled.	12 Garage not filled.	13 Garage not filled.	14 Garage not filled.	15 Garage not filled.	16
17	18 Garage not filled.	19 Garage not filled.	20 Garage not filled.	21 Garage not filled.	22 Garage not filled.	23
24	25 Garage not filled.	26 Garage not filled.	27 Garage not filled.	28 Garage not filled.	29 Garage not filled.	30
31		Notes:				

## Park Street Structure

# MARCH 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Garage not filled.	2
3	4 Garage not filled.	5 Valet-12 cars	6 Garage not filled.	7 Garage not filled.	8 Garage not filled.	9
10	11 Garage not filled.	12 Garage not filled.	13 Valet-6 cars	14 Valet-2 cars	15 Garage not filled.	16
17	18 Valet-1 car	19 Valet-3 cars	20 Valet-2 cars	21 Garage not filled.	22 Garage not filled.	23
24	25 Garage not filled.	26 Valet-19 cars	27 Garage not filled.	28 Valet-14 cars	29 Garage not filled.	30
31		Notes:				



## N.O.W. Structure

# MARCH 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Garage not filled.	2
3	4 Garage not filled.	5 Garage not filled.	6 Garage not filled.	7 Garage not filled.	8 Garage not filled.	9
10	11 Garage not filled.	12 Garage not filled.	13 Garage not filled.	14 Garage not filled.	15 Garage not filled.	16
17	18 Garage not filled.	19 Garage not filled.	20 Garage not filled.	21 Garage not filled.	22 Garage not filled.	23
24	25 Garage not filled.	26 Garage not filled.	27 Garage not filled.	28 Garage not filled.	29 Garage not filled.	30
31		Notes:				

## Chester Structure

# MARCH 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Garage not filled.	2
3	4 Garage not filled.	5 Garage not filled.	6 Garage not filled.	7 Garage not filled.	8 Garage not filled.	9
10	11 Garage not filled.	12 Garage not filled.	13 Garage not filled.	14 Garage not filled.	15 Garage not filled.	16
17	18 Garage not filled.	19 Garage not filled.	20 Garage not filled.	21 Garage not filled.	22 Garage not filled.	23
24	25 Garage not filled.	26 Garage not filled.	27 Garage not filled.	28 Garage not filled.	29 Garage not filled.	30
31		Notes:				



## Peabody Structure

# MARCH 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14 Full:12:00p Open:12:30p	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31		Notes:				

## Occupancy

Show [Daily Average Occupancy](#) ▾ for [Monday - Friday](#) ▾ for [Apr 1, 2019 - Apr 30, 2019](#) ▾ broken down by [User Type](#) ▾

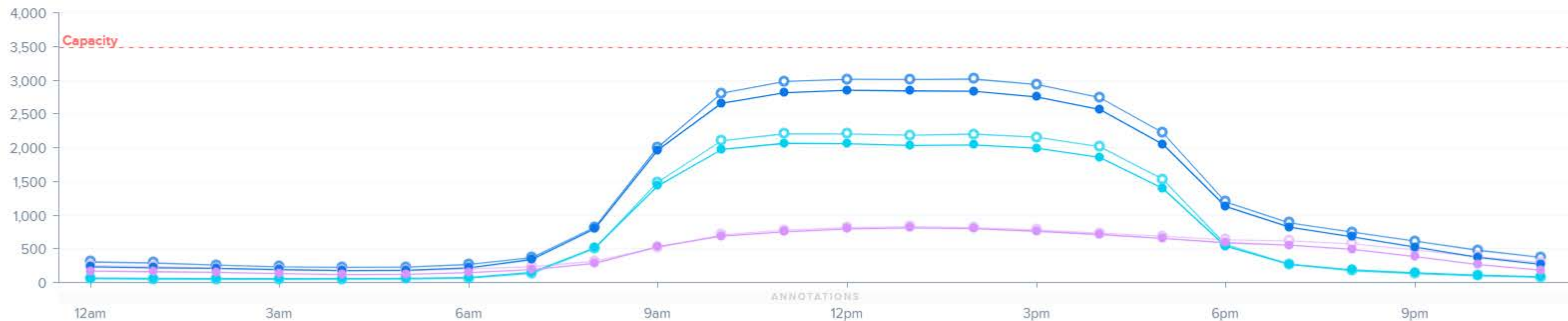


☒ Compare to Last Year

Occupancy [Graph](#) ▾



■ Total ■ Contract ■ Transient





## Occupancy

Show [Occupancy](#) ▾ by [Daily Peak](#) ▾ for [Apr 1, 2019 - Apr 30, 2019](#) ▾ broken down by [User Type](#) ▾

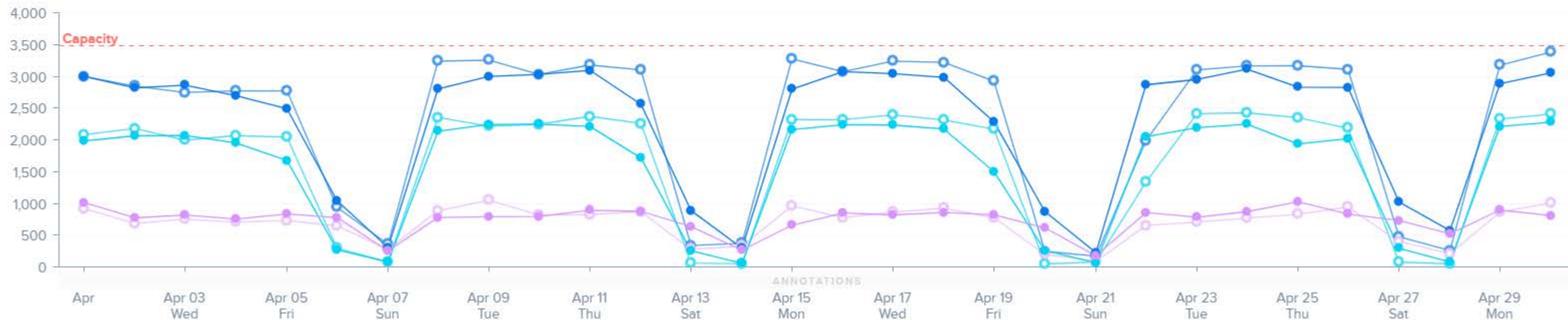


☒ Compare to Last Year

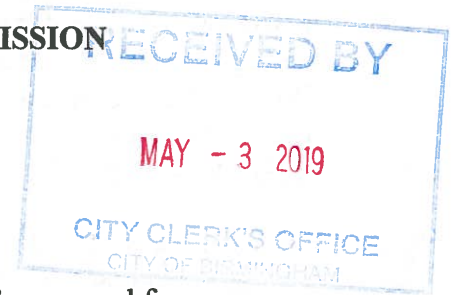
Occupancy [Graph](#) ▾



■ Total ■ Contract ■ Transient



**STATE OF MICHIGAN  
BEFORE THE MICHIGAN PUBLIC SERVICE COMMISSION  
NOTICE OF HEARING  
FOR THE ELECTRIC CUSTOMERS OF  
DTE ELECTRIC COMPANY  
CASE NO. U-20203**



- DTE Electric Company requests Michigan Public Service Commission's approval for reconciliation of its power supply cost recovery plan (Case No. U-18403) for the 12-month period ending December 31, 2018.
- The information below describes how a person may participate in this case.
- You may call or write DTE Electric Company, One Energy Plaza, Detroit, MI 48226, 313-235-8000 for a free copy of its application. Any person may review the documents at the offices of DTE Electric Company.
- A pre-hearing will be held:

**DATE/TIME:** Tuesday, May 21, 2019, at 10:00 AM

**BEFORE:** Administrative Law Judge Dennis W. Mack

**LOCATION:** Michigan Public Service Commission  
7109 West Saginaw Highway  
Lansing, Michigan 48917

**PARTICIPATION:** Any interested person may attend and participate. The hearing site is accessible, including handicapped parking. Persons needing any accommodation to participate should contact the Commission's Executive Secretary at (517) 284-8090 in advance to request mobility, visual, hearing or other assistance.

The Michigan Public Service Commission (Commission) will hold a pre-hearing to consider DTE Electric Company's (DTE) March 28, 2019 application requesting approval of its 2018 Power Supply Cost Recovery (PSCR) reconciliation for the 12-month period ending December 31, 2018 and proposals to collect its total PSCR under-recovery at year-end 2018 of \$115,376,218, including interest, from all PSCR customers via a roll-over of such under-recovery as the January 2019 starting balance for the 2019 PSCR Reconciliation; and other relief.

**INFORMATION ONLY**



All documents filed in this case shall be submitted electronically through the Commission's E-Dockets website at: [michigan.gov/mpscedockets](http://michigan.gov/mpscedockets). Requirements and instructions for filing can be found in the User Manual on the E-Dockets help page. Documents may also be submitted, in Word or PDF format, as an attachment to an email sent to: [mpscedockets@michigan.gov](mailto:mpscedockets@michigan.gov). If you require assistance prior to e-filing, contact Commission staff at (517) 284-8090 or by email at: [mpscedockets@michigan.gov](mailto:mpscedockets@michigan.gov).

Any person wishing to intervene and become a party to the case shall electronically file a petition to intervene with this Commission by May 14, 2019. (Interested persons may elect to file using the traditional paper format.) The proof of service shall indicate service upon DTE Electric Company's attorney, Jon P. Christinidis, One Energy Plaza, Detroit, MI 48226.

Any person wishing to appear at the hearing to make a statement of position without becoming a party to the case may participate by filing an appearance. To file an appearance, the individual must attend the hearing and advise the presiding administrative law judge of his or her wish to make a statement of position. All information submitted to the Commission in this matter becomes public information, thus available on the Michigan Public Service Commission's website, and subject to disclosure. Please do not include information you wish to remain private.

Requests for adjournment must be made pursuant to Michigan Office of Administrative Hearings and Rules R 792.10422 and R 792.10432. Requests for further information on adjournment should be directed to (517) 284-8130.

A copy of DTE Electric Company's application may be reviewed on the Commission's website at: [michigan.gov/mpscedockets](http://michigan.gov/mpscedockets), and at the office of DTE Electric Company. For more information on how to participate in a case, you may contact the Commission at the above address or by telephone at (517) 284-8090.

The Utility Consumer Representation Fund has been created for the purpose of aiding in the representation of residential utility customers in various Commission proceedings. Contact the Chairperson, Utility Consumer Participation Board, Department of Licensing and Regulatory Affairs, P.O. Box 30004, Lansing, Michigan 48909, for more information.

Jurisdiction is pursuant to 1909 PA 106, as amended, MCL 460.551 et seq.; 1919 PA 419, as amended, MCL 460.54 et seq.; 1939 PA 3, as amended, MCL 460.1 et seq.; 1969 PA 306, as amended, MCL 24.201 et seq.; 1982 PA 304, as amended, MCL 460.6j et seq.; and Parts 1 & 4 of the Michigan Office of Administrative Hearings and Rules, Mich. Admin Code, and R 792.10401 through R 792.10448.