

**MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, DECEMBER 4, 2014
6:00 PM
CITY COMMISSION ROOM
151 MARTIN STREET, BIRMINGHAM**

- A. Roll Call
- B. Introductions
- C. Review of the Agenda
- D. Approval of Minutes, Meeting of November 20, 2014
- E. Oak St. Paving Project – PUBLIC HEARING
- F. Meeting Open to the Public for items not on the Agenda
- G. Miscellaneous Communications:
 - 1. Multi-Modal Articles
 - 2. W. Maple Rd. Project
- H. Adjournment

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**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, NOVEMBER 20, 2014
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the special meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, November 20, 2014. Chairperson Johanna Slanga convened the meeting at 6 p.m.

A. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Lara Edwards, Andy Lawson (arrived at 6:10 p.m.), Jeff Surnow, Amanda Warner

Absent: Board Member Stuart Bordman, Student Representative Adriana Tatuch

Administration: Lauren Chapman, Asst. City Planner
Brendan Cousino, Asst. City Engineer
Jana Ecker, Planning Director
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

B. INTRODUCTIONS Representatives from Fleis & Vandenbrink ("F&V"), Transportation Engineering Consultants

C. REVIEW AGENDA (approved)

D. APPROVAL OF MINUTES, MEETING OF OCTOBER 2, 2014

Moved and seconded to approve the Minutes of October 2, 2014 as presented.

Motion carried unanimously, 4-0.

Absent: Bordman, Lawson

E. OAK ST. PAVING PROJECT

Mr. O'Meara advised at this time it is important that the MMTB begin moving forward on finalizing a preferred concept plan for the entire Oak St. project. Reconstructing the block in front of Quarton Elementary School must be accomplished while the school is on summer break. Substantial sewer work must be done prior to the summer season beginning in mid-June, and construction should start about May 1. The school board is not ready to take a position at this time but this board needs to come to a conclusion.

If a majority of the board agrees with a specific design concept this evening, the plan should then be publicized. A public hearing would be scheduled at the next MMTB meeting on December 4, allowing the City Commission to endorse the conceptual plan at their meeting of December 15.

Oak St. - Glenhurst Ave. to Chesterfield Ave. (in front of the school)

Mr. O'Meara noted F&V has concluded that the current use of Oak St. by the school is problematic. The existing parent drop-off area is inadequate and poorly configured. Because of driver frustration, there are too many potential conflicts occurring both on Oak St. and adjacent Chesterfield Ave.

Board members discussed two proposals as to how parking and bike lanes might be arranged along Oak Street. They agreed on the construction of a 30 ft. wide street with no parking on the south side and bike lanes with sharrows in the drive lanes. Pedestrian bumpouts would be constructed at the Glenhurst Ave. intersection to reduce the pavement width at the crosswalks.

The chairperson opened public comments for the Quarton School section at 6:28 p.m.

Mr. Gregory Mistervich, 1810 Oak St., liked the idea of narrowing his street. He doesn't believe the pick-up area has the proper capacity. There needs to be a parking area for pick-up. If there were bike lanes people would park in them.

Mr. Labadie stated the idea is to train parents and students to pull up to an available space, drop off and leave. For pick-ups, the student gets into the car and off they go. Other schools have dealt successfully with similar and worse challenges.

Mr. Michael Fenberg, 908 Chesterfield, was most concerned about the parking. Right now at Quarton School there are about 57 staff members and only 54 parking spaces. With the proposed design, they will lose two parking spaces. He was also concerned that there isn't enough space between the drop-off lane and the building because people tend to congregate there.

Mr. O'Meara recommended allowing parking at certain times of the day on the south side of Oak in the drop off lane.

Oak St. and Chesterfield Ave. Intersection

Mr. O'Meara advised F&V has determined that current traffic counts indicate that a traffic signal is not warranted, even during peak school traffic times. F&V is recommending that the signal be removed and replaced with a two-way stop operation, where Oak St. traffic would be given priority, and Chesterfield

Ave. traffic would be required to stop. Added to the stop sign would be the words "Cross street does not stop."

The perceived drawback of a two-way stop is the lack of opportunities for pedestrians to cross Oak St. A crossing guard would continue to be stationed at this intersection during the beginning and end of the school day. Further, a Rectangular Rapid Flashing Beacon ("RRFB") activated by a push-button would be installed to warn Oak St. motorists that pedestrians are crossing.

No matter what type of traffic control is selected at the intersection, pedestrian bumpouts would be constructed at all four corners to reduce pavement width at the crosswalks, wherever possible.

Mr. Labadie went through the traffic volume threshold data which led to his conclusions. Oak is the major street with more traffic volume, and not Chesterfield.

Board member consensus was this configuration makes sense and improves the traffic flow. It doesn't seem that hard to change behavior.

Comments from the public were taken at 7:23 p.m.

Mr. Gregory Mistervich suggested placing a timer on the flasher so that it resets.

Oak St. - Chesterfield Ave. to Lakepark Dr.

Mr. O'Meara recalled at the meeting in October, survey results tended to indicate that more than half of the residents along this section consider parking a valuable resource that should not be removed. However, sentiment in this regard was mixed at the meeting. If the MMTB chooses to maintain parking on both sides, the road would have to be built very similar to its current configuration. However, if parking is removed, bike lanes could be added to the street, and the pavement in general could be narrowed by 25%.

The board agreed on the hybrid approach of constructing a 38 ft. wide street with parking on the north side only and bike lanes on both sides from Chesterfield Dr. to Suffield, along with construction of a 30 ft. wide street with no parking and bike lanes from Suffield to Lakepark Dr. A traffic island would be constructed at the west side of the Lakepark Dr. intersection. Mr. Labadie noted that for special events the school can get police permission to bag the "No Parking" signs in order to allow parking on Chesterfield. The board wanted to see the whole road pieced together for their next meeting.

The chairperson opened up comments from members of the public at 7:45 p.m.

Mr. Michael Fenberg received confirmation that the one residence near Lakepark Dr. that faces Oak exclusively is concerned about losing parking.

Motion by Mr. Lawson

Seconded by Ms. Edwards that the MMTB has endorsed a conceptual plan for the reconstruction of Oak St. from Glenhurst Dr. to Lakepark Dr. featuring the following components:

- 1. Construction of pedestrian bumpouts at the Glenhurst Dr. intersection;**
- 2. Construction of a 30 ft. wide street with parking on the north side and bike lanes west of Chesterfield avenue with sharrows in the drive lanes, thereby allowing the construction of a two-lane student loading area in front of Quarton Elementary School (pending approval by the Birmingham School Board);**
- 3. Construction of the Chesterfield Ave. intersection with a two-way stop configuration, Rectangular Rapid Flashing Beacons for Oak St. Traffic, and pedestrian bumpouts;**
- 4. Construction of a 38 ft. wide street with parking on the north side only, and bike lanes on both sides from Chesterfield Ave. to Suffield;**
- 5. Construction of a 30 ft. wide street with no parking and bike lanes from Suffield to Lakepark Dr.;**
- 6. Construction of a pedestrian traffic island at the west side of the Lakepark Dr. intersection.**

Further, to direct staff to prepare documents for the City of Birmingham website portraying these elements, and advising all adjacent property owners and neighborhood associations of a public hearing to be held by this board at its regularly scheduled meeting of December 4, 2014.

VOICE VOTE

Yeas: Lawson, Edwards, Slanga, Surnow, Warner

Nays: None

Absent: Bordman

Mr. O'Meara clarified that if the Birmingham School Board is not in favor of this idea and asks the City not to proceed, the City would likely take the position that they are not going to build the block in front of the school at all this year.

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

Mr. Jim Mirro, 737 Arlington, thanked everyone for doing such a great job on the board. He said that he is before the board tonight at the request of a number of neighborhoods surrounding Maple Rd. in order to share their almost universal opposition to the repaving which is scheduled for 2016. They feel that Maple Rd. is not appropriate for road narrowing, bike lanes, and traffic light removal.

Petition signatures and individual letters from three neighborhoods were included with his presentation. Thousands of residents are opposed to the proposal. Based on the volume of letters received and the magnitude of problems expected, the MMTB is being asked to recommend to the City Commission that the W. Maple Rd. portion of the Multi-Modal Master Plan be deleted by the end of this year.

In response to Chairperson Slanga, Mr. Mirro indicated he knows of two people who support the Maple Rd. conversion to three lanes. Additionally a letter in favor was received this evening. In studies that were made, 82 percent of bikers have decided they would not bike on Maple Rd. even if there were bike lanes.

The chairperson asked what the logic is that the board must provide an opinion by the end of the year. Mr. Mirro replied they would like to prevent the spending of taxpayer money to studying an issue that 80 to 90% of the residents oppose.

Chairperson Slanga said the board would be doing a disservice if they did not look at every street from a complete perspective in order to make the right decision.

H. MISCELLANEOUS COMMUNICATIONS

1. Bike Articles
2. W. Maple Rd. Project
3. Transportation Trends Article

b. Other Business (not discussed)

K. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 8:20 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

NOTICE OF PUBLIC HEARING

BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD

OAK ST. RECONSTRUCTION – GLENHURST DR. TO LAKEPARK DR.

Meeting Date, Time, Location:	PUBLIC HEARING TO RECEIVE COMMENT Thursday, December 4, 2014, 6:00 PM Municipal Building, 151 Martin, Birmingham, MI
Nature of Discussion:	The Board will take public comment on conceptual plans for Oak St., to be reconstructed in 2015.
City Staff Contact:	Paul O'Meara 248.530.1836 pomeara@bhamgov.org
Notice Requirements:	Mail to affected property owners Publish November 30, 2014
Approved minutes may be reviewed at:	City Engineer's Office

A conceptual plan has now been developed for this project. You are encouraged to review the details at our website: <http://www.bhamgov.org/oakpaving> Plans may also be reviewed at the Engineering Dept., 151 Martin St., M-F, 8 AM to 5 PM.

You or your agent may appear at the hearings to express your views; however, if you fail to protest either in person or by letter received on or before the date of the hearing, you cannot appeal the amount of the special assessment to the Michigan Tax Tribunal. Mail any correspondence to: City Clerk, P.O. Box 3001, Birmingham, MI 48012.

The property owner may file a written appeal of the special assessment with the State Tax Tribunal within 30 days after the confirmation of the special assessment roll if that special assessment was protested at the hearing held for the purpose of confirming the roll.

All special assessments, including installment payments, shall, from the date of the confirmation thereof, constitute a lien on the respective lots or parcels assessed, and until paid shall be charged against the respective owners of the lots or parcels assessed.

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



Oak Street Paving Project

(NOTE: Public hearing notices recently sent out referred to a special assessment for this project. No assessment is being considered to cover the cost of these improvements. We regret any confusion that this caused.)

Project Summary

The City of Birmingham has budgeted funds to reconstruct Oak St. from Glenhurst Dr. to Lakepark Dr. during the 2015 construction season. The project will include sewer and water improvements, followed by new concrete pavement.

The City has a Multi-Modal Transportation Master Plan that suggested improvements to this corridor as a part of this reconstruction project, including implementation of bike lanes, and modifications to the Chesterfield Ave. intersection. The Multi-Modal Transportation Board has studied various options, and obtained assistance from the City's Engineering Dept. and transportation engineering consultant to arrive at what is now a suggested concept plan. The concept plan in its present form can be found by clicking [Concept Plan East](#) and [Concept Plan West](#)

Here are highlights of the plan, moving from west to east:

1. The Glenhurst Dr. intersection would be narrowed to reduce traffic speeds, and to shorten the distance of the crosswalks.
2. A separated two-lane student loading area would be constructed in front of Quarton Elementary School. The loading area, if used as intended, would improve the safety of entire area during the beginning and end of the school day period. This portion of the plan is subject to approval from the Birmingham School Board, who has not yet made a decision on this proposal. Should the Board decide not to support this idea, the City may consider removing this block from the 2015 project. In order to make room for this loading area, Oak St. would be narrowed by 10 ft., and parking would no longer be allowed on the south side. However, parking would be allowed in the student loading area immediately in front of the school during low traffic periods (outside of the beginning and end of the school day).
3. After careful analysis, the plan is recommending removal of the traffic signal at Chesterfield Ave. In its place would be a two-way STOP operation for Chesterfield Ave. traffic only. Pedestrians wishing to cross Oak St. at this intersection would be provided the option of pushing a button to activate a [Rectangular Rapid Flashing Beacon](#). A crossing guard would still be in place during the beginning and ending of the school day. Analysis of the current traffic demand of the intersection reveals that the intersection will operate better and safer without the signal, and still provide sufficient gaps in traffic for pedestrians.

Improving traffic flow in this area will allow the proposed student loading zone to operate better and safer, as well as allow all turns to occur again at this intersection (removing the current turn restrictions).

4. East of Chesterfield Ave., parking demand on the street tends to be minimal. The Board is recommending that bike lanes be constructed on both sides of the street from Chesterfield Ave. to Lakepark Dr. Recognizing that parking demand is greater closer to the school, a parking lane is proposed on the north side only between Chesterfield Ave. and Suffield Ave., as shown. No parking would be allowed from Suffield Ave. to Lakepark Dr. The street would be about the same width as it is now for the section with parking, and about 25% narrower on the portion without parking. A similar street was just finished by the City with bike lanes and parking on one side on N. Eton, south of Derby Rd., as a real world example.
5. A traffic island is proposed at the west side of the Lakepark Dr. intersection. The island would encourage slower speeds in both directions as cars reach the bottom of a hill. Two traffic islands similar in design were recently constructed on Lincoln Ave., between Southfield Rd. and Woodward Ave., as a real world example.

The Multi-Modal Transportation Board would like to receive your input on the design of this project, before a final recommendation is made to the City Commission. The public hearing will be held on **Thursday, December 4, at 6:00 PM**, at City Hall (151 Martin St.). Please enter the building through the Police Dept., located on the Pierce St. side of the building.

If you have questions, feel free to contact Paul O'Meara at 248-530-1836.

PROJECT
Oak Avenue
Paving Project

CLIENT

Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Center Section
26, Town 2 North, Range 10
East, City of Birmingham,
Oakland County, Michigan

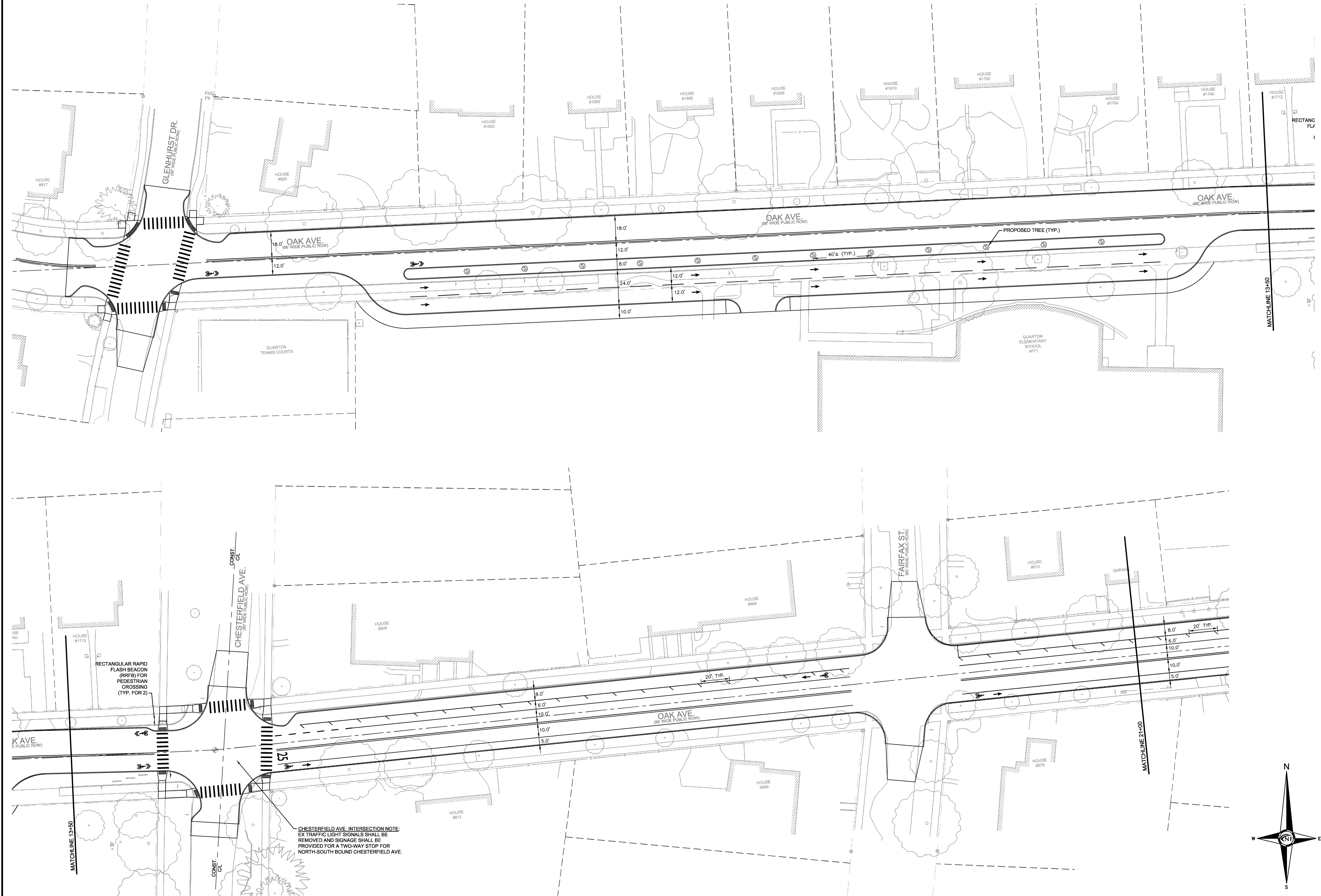
SHEET
Conceptual Plan
(1 of 2)

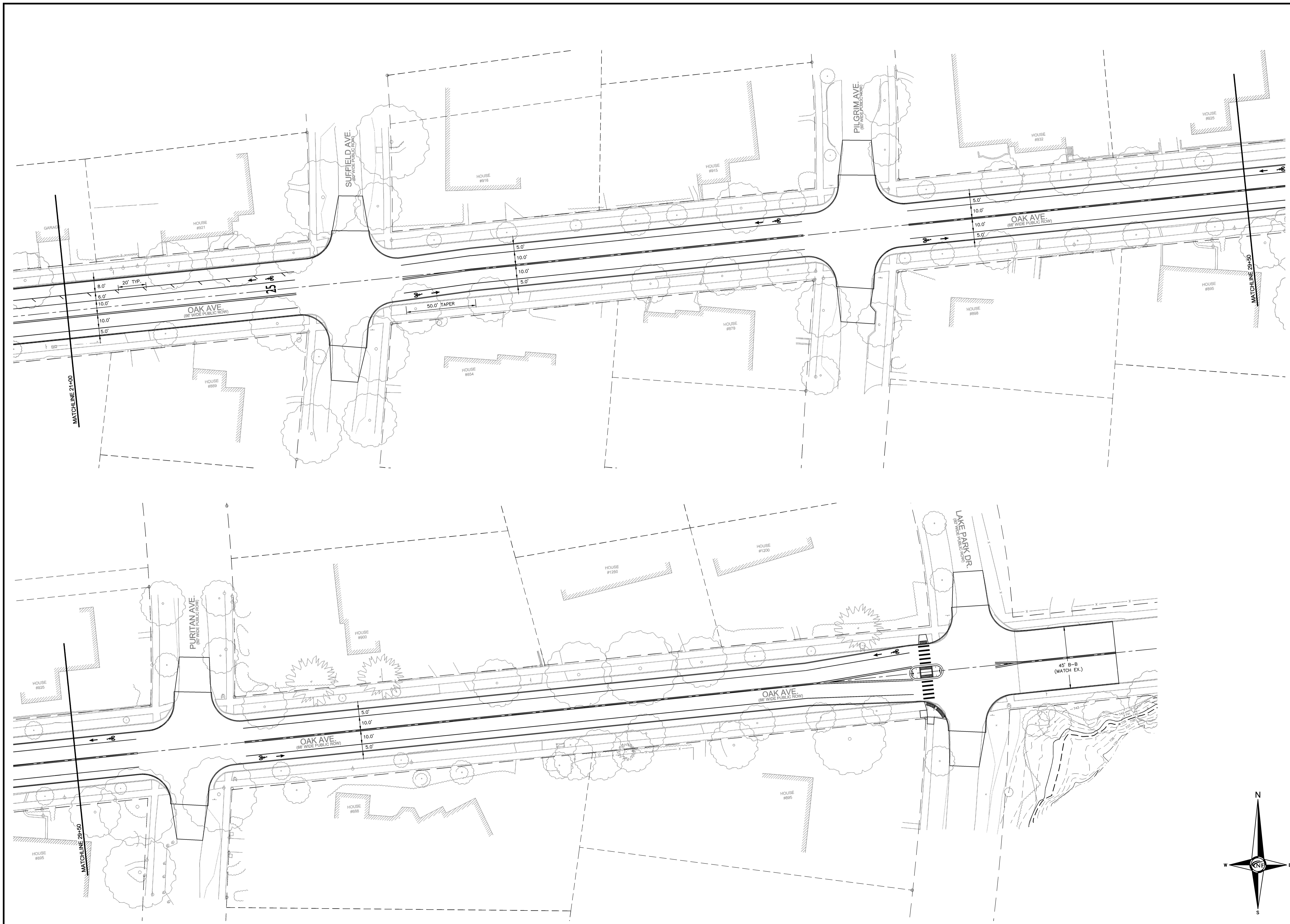


REVISIONS

DRAWN BY:
PT
DESIGNED BY:
PT/BB
APPROVED BY:
BB/GY
DATE:
November 26, 2014
SCALE:
1" = 30'

NFE JOB NO. SHEET NO.
I164 1 of 2





PROJECT
Oak Avenue
Paving Project

CLIENT

Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Center Section
26, Town 2 North, Range 10
East, City of Birmingham,
Oakland County, Michigan

SHEET
Conceptual Plan
(2 of 2)



REVISIONS

DRAWN BY:
PT

DESIGNED BY:
PT/BB

APPROVED BY:
BB/GY

DATE:
November 26, 2014

SCALE:
1" = 30'

PROJECT
Oak Avenue
Paving Project

CLIENT

Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Center Section
26, Town 2 North, Range 10
East, City of Birmingham,
Oakland County, Michigan

SHEET
Vehicle Turning Analysis
(1 of 2)



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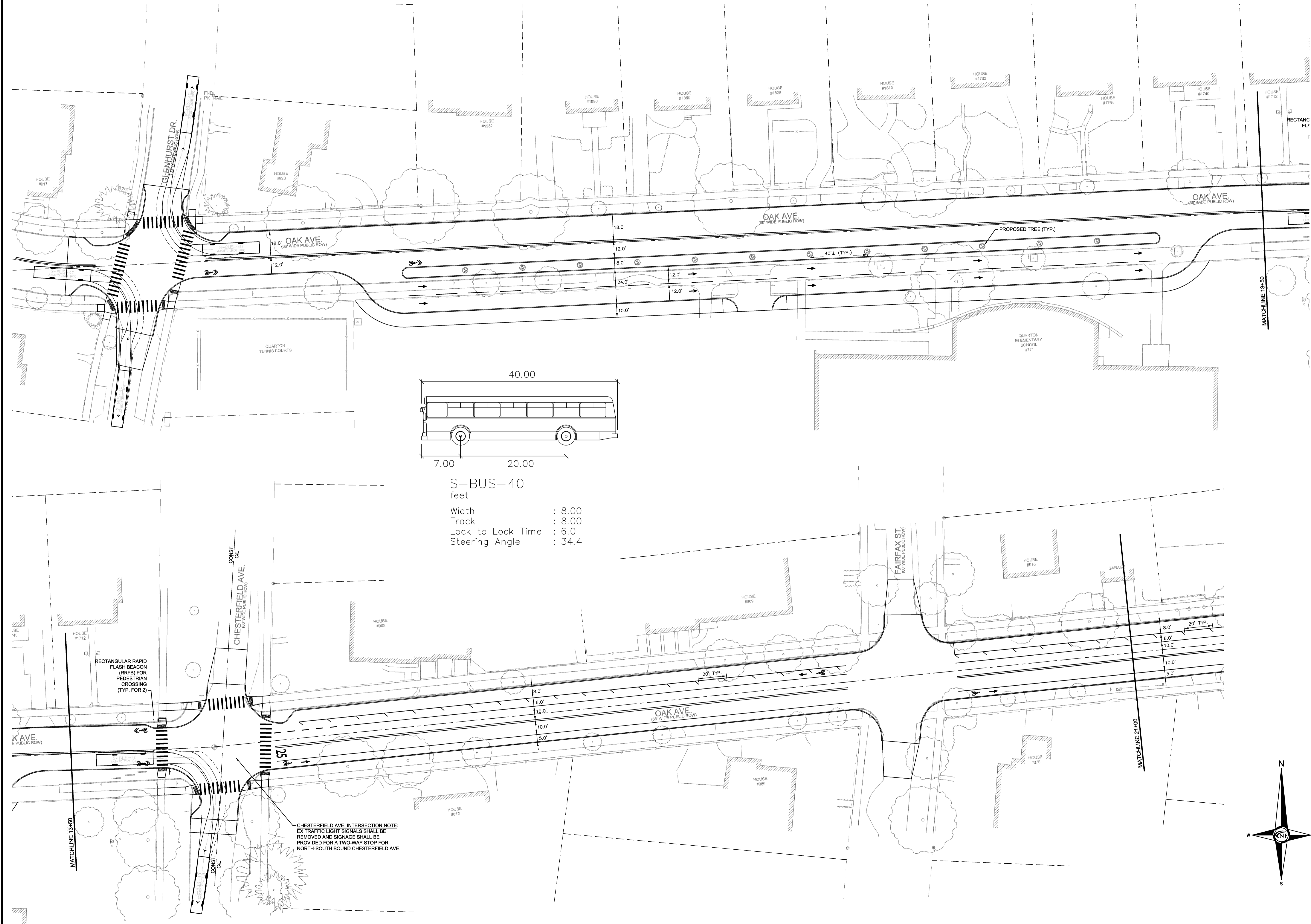
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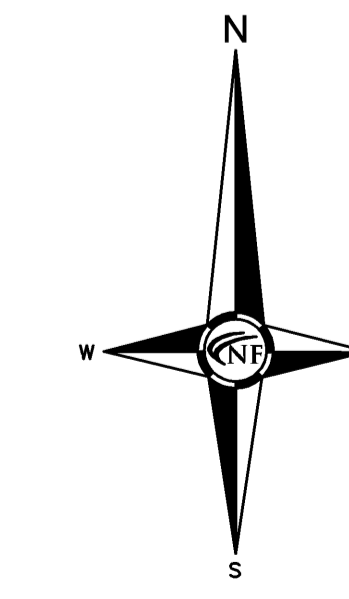
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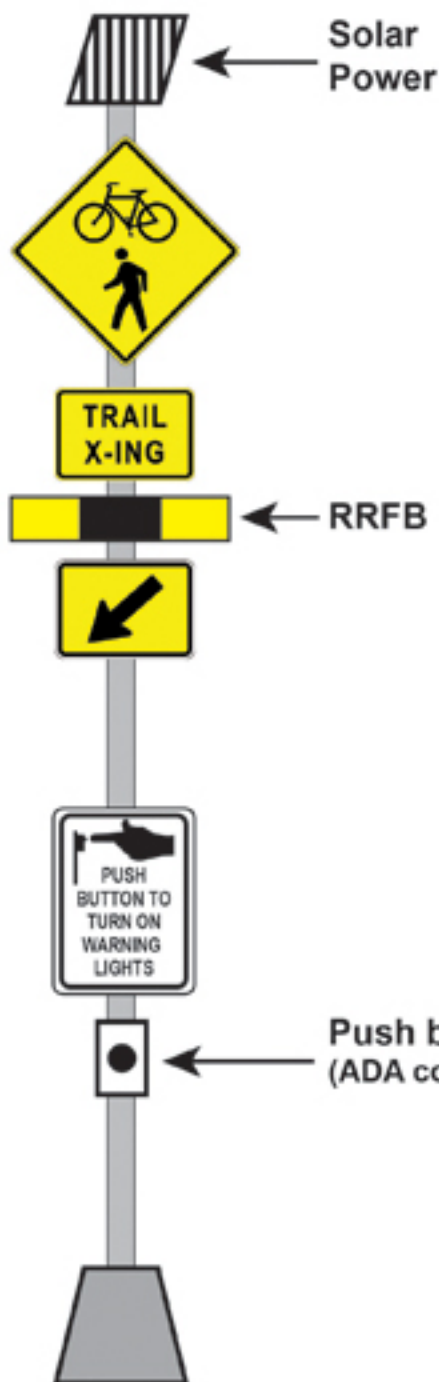
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1" = 30'

NFE JOB NO.
I164

SHEET NO.
1 of 2







Rectangular rapid-flashing beacon (RRFB)

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Features

Best/Worst: Bikes & borders in metro Detroit

NICOLE RUPERBURG | THURSDAY, NOVEMBER 20, 2014

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Communities are complicated, forever trying to deal with the legacies of the past, the demands of the present and needs of the future. Some are pretty good at balancing those concerns. Others, not so much. Whatever the situation, we here at *Metromode* think there are lessons to learned from both good and bad decisions.

That's why we've started BEST/WORST. Each month we'll point to the choices metro Detroit communities are making and what we can learn from them - teachable moments if you will. The point isn't to shame or inflate the egos of those we single out, but rather to initiate a candid, solutions-based discussion. Up this month: Ann Arbor and Grosse Pointe.

BEST: Ann Arbor' launches a public bike share program

In September, Ann Arbor launched [the first fully-public bike share](#) in the state of Michigan. ArborBike may just set the precedent for future bike share programs with its unique approach of being a publicly invested venture integrated into the existing public transportation system. While there have been several other variations of bike share programs throughout Michigan, none of them have been able to get off the ground as fully-public ventures. In metro Detroit, the closest thing we have are private bike share programs in Detroit and in Warren, which are privately funded by Quicken Loans and General Motors, respectively, and are solely for the use of company employees.

ArborBike is unique in that it is a partnership between the University of Michigan (which is funding all operations for the first three years), the City of Ann Arbor, the Ann Arbor Area Transportation Authority, and the Clean Energy Coalition. This kind of hybrid partnership bodes well for the program, when bike share programs throughout North America, even "successful" ones in terms of ridership, have struggled with financial sustainability.

Who can learn from this? Detroit.

For a city that is being hailed as one of the nation's hottest cycling cities, with major group bike ride events like the annual Tour de Troit and the weekly Slow Roll that each draw in thousands of riders, the more than 150 miles of bike lanes installed in recent years throughout the city, and a [booming new bike industry](#) to go with it all, it's a bit surprising that Detroit hasn't been able to get a public bike share program of its own off the ground, aside from the private one in

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Top 10 Feature Stories



Can metro Detroit plug the brain drain with employee perks?

Trying to compete against the lure of more popular cities or the opulent employee benefits that companies like Google and Facebook offer their employees can be a zero-sum game. Still, the "be grateful you have a job" attitude of the past doesn't cut it in today's fast-changing economy. *Metromode* looks at a trio of successful local firms and their strategies for attracting and retaining the talent they need.

- OpEd: What's next for mass transit
- A more efficient beer: Metro Detroit's greenest breweries
- How teens are helping program Detroit's contemporary art museum
- Doing business differently: IdeaLab returns Nov. 14
- Global Talent, Local Benefits
- Best/Worst: Bikes & borders in metro Detroit
- More than just profit: Social

'Gilbertville.'

Lisa Nuszowski, Senior Project Administrator for Economic Development at Wayne State University, says she has been "working with business, community, and government stakeholders to start a public bike share system in Detroit" and they have been actively "planning and raising funds," which is welcome news considering they commissioned [a study](#) last year with the intention of demonstrating the feasibility of a bike share program in the city. In fact, if the two-page-long list of funding partners and participants for the study – including major corporations, nonprofit organizations, government, and community organizations – would agree to fund and facilitate the program together, Detroit could take Ann Arbor's example and multiply it several times over to get this thing rolling (*rimshot*).

WORST: Grosse Pointe builds barrier to keep Detroit out

Perhaps you heard a little bit of the uproar earlier this year when the city of Grosse Pointe Park built a barn-blockade on Kercheval Avenue effectively on the Detroit border on the first block east of Alter Rd. Ostensibly this was with the intention of [building a farmers market](#) that would be for everyone on both sides of the border and community and walkability and blah blah blah etc etc. And that's all well and good and a farmers market sounds lovely, but the fact remains Grosse Pointe Park effectively constructed a WALL separating itself from the Detroit border at Alter Rd., All the community-pandering rhetoric in the world isn't going to make that look any less severe or any less pointed. Even if the intentions were good, the perception is anything but.

"I want to say I'm shocked," Cynthia Jackson, who lives near Alter Rd. on the Detroit side, said in [an interview](#) with Steve Neavling of Motor City Muckraker. "But this has been happening for as long as I remember. Might as well put up a sign that says, 'No coloreds.'"

Historically 8 Mile Rd. has been seen as The Great Divide between Detroit and its more affluent neighbors. But despite the popularity of the boulevard as a cultural icon, there is no more severe dividing line between Detroit and any other city, no starker a contrast than that between the extreme poverty of many of Detroit's citizens and the extreme wealth of the Grosse Pointe communities, as Alter Rd.

Detroit's other neighboring communities leave a lot to be desired when it come to being, well, neighborly. To the south you have to drive through a massive industrial wasteland before you get to Allen Park, Lincoln Park, and Melvindale; to the west lies Dearborn and Dearborn Heights, where the freeway network intersects in such a way as to act as a functioning set of barrier; to the east there's Eastpointe, which made its intention of separating itself from the city pretty clear by renaming itself "Eastpointe" a couple of decades ago. This leaves Grosse Pointe Park and the remaining 8 Mile border cities adjacent to the Woodward corridor.

The better example: 8 Mile Rd.

Thankfully, it's on 8 Mile that we actually find a little inspiration. A significant effort has been made to rebrand the boulevard as a gateway instead of as a divider, hence the construction of a massive Meijer 36-acre, 325,000 square feet development, which opened last year on the corner of 8 Mile Rd. and Woodward and is named the "Gateway Marketplace."

Tami Salisbury, Executive Director of the Eight Mile Boulevard Association, sees

entrepreneurs and the challenge to find investors

- Will Metro Detroit's Tech Community Ever Be Color Blind?
- Toby Barlow sinks his teeth into the local ad industry

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the Marketplace as [a physical shift away from the negative](#) "8 Mile perception," transitioning it to be more of a connector than divider.

Ferndale, for its part, was welcoming, with far more discussions about ["what about our local grocers?"](#) than concerns over municipal borders.

The thing is, Grosse Pointe Park actually has a lot to gain by integrating with their Detroit neighbors rather than isolating themselves from them. Development in areas like downtown, Corktown, and Midtown is humming along quite nicely, and community and neighborhood development groups are focusing on some of the outer ring neighborhoods, including Jefferson-Chalmers, just a couple blocks on the "other" side of Alter on Jefferson. A [redevelopment strategy](#) is underway, which includes [housing and commercial space](#), and businesses that started as pop-ups are doing well enough to [open permanently](#). The last year has seen a flurry of activity in this area, and Grosse Pointe Park can do nothing but win by inviting open dialogue and exchange with this neighboring retail and residential community.

Nicole Rupersburg is a freelance writer extraordinaire. She is primarily known for her former blog, Eat It Detroit.

All Photos by [David Lewinski Photography](#).

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Alex Stchekine · Royal Oak, Michigan

My least favorite: The bike lane ending at Campbell-Hilton. Royal Oak painted "sharrows" but drivers can't see those when they're texting. It's a death wish!

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14 MILE MOUND

Leading The Way
Hamilton
CHEVROLET

FIND NEW ROADS

SHOP CLICK DRIVE

See dealer for details



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MACOMB TOWNSHIP

November 5, 2014

Sidewalk extension program gets green light

By Jeremy Selweski
C & G Staff Writer

MACOMB TOWNSHIP — With the goal of creating a safer, more walkable community, township officials plan to spend \$5 million over the next decade to complete the many unfinished public sidewalks that run along the township's major roads.

According to Township Clerk Michael Koebs, the sidewalk gap closure program has been in the works for several years and is now finally coming to fruition. It will involve spending roughly \$500,000 per year for at least the next 10 years to extend pathways all over the township, especially those that connect residents to local schools, parks, churches and business centers.

The extensive capital improvement plan was approved unanimously by the Macomb Township Board of Trustees on Oct. 22. The board also authorized funds to be allocated for the design work for the first year of the sidewalk program in 2015.

"This is the biggest request that we've gotten in our survey of activities since we first started our (Parks and Recreation) program," Koebs told his colleagues. "This 10-year plan ... it's important to remember that it's fluid. This is where it is today, but if we go one or two years down the road and we get more development in one place than we had anticipated, we can always modify this. But it does make a stated commitment, not just a promised commitment ... to this type of activity."

Township Engineer Jim Van Tiflin concurred, pointing out that as a community that's still rapidly growing, the township's sidewalk needs and priorities are constantly evolving. This means that township officials could choose to modify the plan on the fly, focusing on different



Photo by Erin Sanchez

Macomb Township plans to spend \$5 million over the next 10 years to fill in the gaps between sidewalks along major roads. In 2015, the first year of the program, the top priority will be the area of 21 Mile and Heydenreich roads, pictured here.

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areas of the township, devoting more or less money to the program, or completing projects faster or slower than originally planned.

"Obviously, 10 years is a long period of time," Van Tiflin said, "(but) these projects aren't necessarily set in stone. We're going to have a lot of development in the township ... over those 10 years, and we may decide that our priorities will change after a few years and we'll get better bang for our buck if we fill in a particular gap based on a new development that has come in. ... The idea would be that once we complete (one) year's program, we would add another \$500,000 worth of projects to that list, so we would always have 10 years looking ahead."

According to Van Tiflin, one of the township's engineering consultants recently reviewed a sidewalk study conducted by graduate students from the University of Michigan. The consultants used that study as the basis of the new sidewalk program, taking an inventory of all the gaps in the township's existing sidewalk system, determining the cost of filling in each gap, prioritizing each project based on its location, and then making their final recommendations to the Board of Trustees.

"(They) basically focused on our schools, township parks and the commercial areas," Van Tiflin said, "tying the residential (neighborhoods) around those areas, and ... filling in all the gaps so we can have a more walkable community."

The design costs for the first year of the program were estimated at \$99,350 by the engineering firm Giffels Webster, which will be included as part of the \$500,000 allocation for 2015. Van Tiflin pointed out that the township will primarily focus on the area of 21 Mile and Heydenreich roads, since there are four Chippewa Valley school buildings at that intersection, as well as the area around Waldenburg Park near 21 Mile and Romeo Plank roads.

As Koebs explained, "This is, above all, a safety issue. We need to make it safe for kids to walk to and from school, and for families to go up to the local ice cream shop, and for people to walk their dogs and ride their bikes. We've had a great deal of development over the last several years, but a lot of those developers did not put in sidewalks connecting all of those standalone subdivisions together. This (program) will secure all of the easements and right-of-ways that we need and allow us to start putting those sidewalks in the ground."

Van Tiflin stated that for the first year of the program, he hopes to finish all the design work and acquire all the permits during the winter, so that township officials can go out for bid and get the best available prices in order to begin construction in the spring.

In future years, officials will continue to tackle similar high-priority areas near schools, parks, churches and businesses, as well as locations where they can get the most value for their money — the "low-hanging fruit," as Van Tiflin put it. There are also many older homes in the township that were built along major roads but never had any sidewalks constructed in front of them.

It all adds up to an extremely ambitious endeavor with no clear end in sight. Van Tiflin stressed that the program will likely take close to 20 years to complete unless the Board of Trustees decides to allocate more than \$500,000 per year to it.

"I don't want anybody to believe that we're going to get all this work done in 10 years, because that's just not true," he said. "We've got a lot more than \$5 million worth of projects to do. But the first 10 years are the highest priority, and we will adjust things as we go along. We will do our best to spread things around the township and find a good balance of different areas."

There are other factors to consider, as well, when assigning sidewalk priorities. Van Tiflin pointed out that the township would be able to save money by building sidewalks at the same time as previously scheduled road construction projects. The township is slated to widen or pave many of its roads over the next several years — such as the ongoing work along Hayes Road between 21 Mile and 23 Mile roads — so officials will make every effort to rebuild the adjacent sidewalks at the same time.

Another factor is the addition of residential developments all over the township. Van Tiflin recently reported that there are at least 15 new subdivisions in the works that will add about 1,800 new homes to the community. This continuous expansion will give township officials "a moving target" to hit, Van Tiflin said, which will require making adjustments every single year.

"As more and more subdivisions are built, there will be more and more gaps for us to fill in as additional sidewalks are needed," he explained. "The good news is that we already have everything mapped out, and when all is said and done, this will make for a better, more walkable community. It will make it possible for residents to get from one end of the township to the other without using a car."

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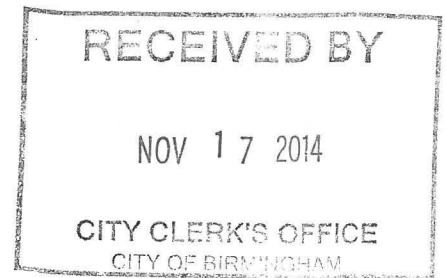
**RUSS
MILNE**



*Lease \$376 due at Inception, 10,500 per year

11-4-14

Birmingham City Commission
151 Martin Street
Birmingham, MI 48012



Dear Commissioners,

The purpose of this letter is to voice opposition with the Multimodal Plan to convert West Maple Road from 4 lanes to 3 lanes as part of the resurfacing project.

This opposition stems from a wide spread belief that the 4/3 plan will cause traffic congestion on West Maple Road, increase cut through traffic on side streets, reduce revenue to local businesses/churches, lose an important 4-lane evacuation route in the event of a city emergency, as well create safety problems for bike lane riders and those who now benefit from the Lake Park traffic light slated for removal under the plan.

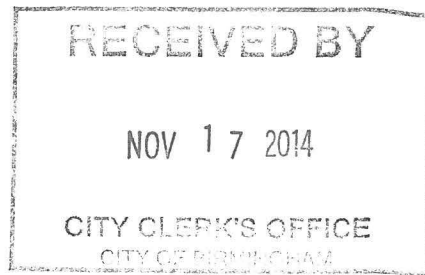
There is also concern that the city is subjecting citizens to costly litigation costs from those who may be injured in traffic accidents as a result of adding bike lanes to a busy artery, as well as adding taxpayer costs for bike lanes used by very few residents and not supported by local bikers.

In view of these many concerns, the City Commission is asked to delete the 4/3 lane proposal from the Multimodal Plan now so that no taxpayer money is spent on studying this proposal as part of the road's resurfacing project.

Sincerely,

Mary P. Scott
Sincerely, [Signature]

776 Arlington
Birmingham, MI 48009



Dear City of Birmingham,

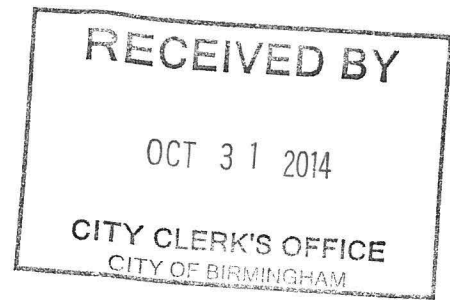
October 28, 2014

I am very opposed to the change in Maple from a four lane to three lane road. The traffic is bad enough as it is, and this would only turn our side streets into "cut throughs" for excess traffic. I am a biker myself, and there are plenty of trails around our immediate area for bikers to enjoy.

Thank you,

A handwritten signature in cursive script, appearing to read "Ann Doman".

Ann Doman
600 Arlington



Birmingham City Commission
151 Martin Street
Birmingham, MI 48012

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The purpose of this letter is to voice opposition with the Multimodal Plan to convert West Maple Road from 4 lanes to 3 lanes as part of the resurfacing project.

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Sincerely,

Jim & Suzanne Reinhardt
484 Linden
Birmingham, MI
48009