

MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, NOVEMBER 6, 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 October 2, 2014
- E. Oak St. Paving Project
 - Quarton School Section
 - Chesterfield Ave. Intersection
 - Chesterfield Ave. to Lakepark Dr. Section
- F. Meeting Open to the Public for items not on the Agenda
- G. Miscellaneous Communications:
 - 1. Bike Articles
 - 2. W. Maple Rd. Project
- H. Adjournment

Notice: Due to Building Security, public entrance during non-business hours is through the Police Department—Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via the intercom system at the parking lot entrance gate on Henrietta St.

Persons with disabilities that may require assistance for effective participation in this public meeting should contact the City Clerk's Office at the number (248) 530-1880, or (248) 644-5115 (for the hearing impaired) at least one day before the meeting to request help in mobility, visual, hearing, or other assistance.

Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-5115 (para personas con discapacidad auditiva) un día antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
MONDAY, OCTOBER 2, 2014
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the special meeting of the City of Birmingham Multi-Modal Transportation Board held Monday, October 2, 2014. Chairperson Johanna Slanga convened the meeting at 6 p.m.

A. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Stuart Bordman, Lara Edwards, Amanda Warner

Absent: Vice-Chairman Andy Lawson; Board Members Jeff Surnow, 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 were introduced. In attendance were Lisa Easterbrook, Mike Labadie, and Rick Stout.

C. REVIEW AGENDA (approved)

D. APPROVAL OF MINUTES, MEETING OF SEPTEMBER 8, 2014

Moved and seconded to approve the Minutes of September 8, 2014 as presented.

Motion carried unanimously, 4-0.

E. OAK ST. PAVING PROJECT

Mr. O'Meara advised that for next construction season the City has budgeted to reconstruct the section between Glenhurst to the west of Quarton School all the way to Lakepark. This board will review the various ways to rebuild the road with the idea of making it better for all modes of transportation.

The Multi-Modal Master Plan recommends the elimination of parking on one side of the street, and the introduction of bike lanes on both sides. The question then

Multi-Modal Transportation Board Proceedings

October 2, 2014

Page 2

is which side of the street should the parking be eliminated and is that a good idea. A survey request was mailed out to the residents who live on Oak St. along that stretch and the results were:

Chesterfield to Lakepark

- Almost two-thirds of the respondents felt that parking is an important asset and did not want it removed.

Glenhurst to Chesterfield (in front of the school)

- 83% of respondents indicated that having the ability to park on Oak St. is important to them on the north side of the road.
- An idea that came out of discussions with the school is that safety would be improved if there was no parking during the school drop-off and pick-up times so that kids wouldn't have to cross the road.

Ms. Edwards announced that as a parent she would never let her child bike on a street as wide as Oak St. with sharrows. She noticed families have been biking on the sidewalk along Oak St. because of safety concerns.

Mr. O'Meara advised the goal of this board will be to zero in on what it feels is best and that will be advertised as a public hearing at a future meeting. That input will be considered before a final decision is made.

The chairperson opened up discussion to the public at 6:20 p.m.

Ms. Karen Shoenberg, 888 Puritan at Oak St., listed reasons parking along Oak St. is important to her.

Mr. Rick Buckston, 895 Puritan, SW corner of Oak St., said he likes the idea of ways to limit the speed of cars. As a rule, parking is not an issue on this stretch. The parking plan could be changed a few blocks away from the school.

Mr. Gregory Misterovich, 1810 Oak St. between Chesterfield and Glenhurst, said that any way that traffic can be slowed down, such as narrowing the road, would be an improvement.

Ms. Pat Hammer, 1764 Oak St., west of Chesterfield, supported narrowing the drive lanes to slow down traffic. She suggested having limited time parking on the south side of the street and bike lanes with no parking on the north side. Quarton School could be part of the solution by adding on to its parking lot.

Mr. Mike Kennedy, 1712 Oak St. at the NW corner of Chesterfield, supported parking along the whole road. He didn't see the need for a bike lane down Oak St. Families primarily use the sidewalk. Chairperson Slanga advised that bike riding on the sidewalk is actually more dangerous for children and bikers than

Multi-Modal Transportation Board Proceedings

October 2, 2014

Page 3

riding on the street. Mr. Kennedy appreciated board members taking their personal time to address this problem. The decision that is made needs to keep in mind the peak periods of the school. Overall he finds the street is pretty quiet.

Mr. Misterovich observed that school parking creates a large demand on Oak St. and surrounding streets. The school does not contain it on their own property. They offer no parking for visitors or events and they use Oak St. as their parking lot and pick-up area. If the City would ticket illegal parkers along the streets, the parkers would complain and force the school to accommodate the needed parking. He would prefer to have two lanes of traffic and two bike lanes along the street.

Mr. Mike Labadie, F&V, noted that people who live in a neighborhood expect to have street parking. His experience is that it is the residents who are speeding on their own streets. A narrow road reduces speeds. He is not sure that eliminating the parking is the correct solution.

Ms. Ecker summarized the previous comments. Three people agreed the road should be narrowed. Two people didn't say it should be narrowed or left the same but talked about parking versus bike lanes. There was no one that thought the road should be kept as wide as it is or widened. She said bike lanes and parking can be accommodated by having a parking lane on one side and still have bike lanes in both directions along with travel lanes. If parking is wanted on both sides it requires shared lanes. Mr. O'Meara stated if the board wants to designate an area for bikes and parking the road will be as wide as it is now.

Mr. Labadie noted that when white lines are brought in speeds decrease whether cars are parked there or not.

Mr. Bordman did not think it necessary to install a crossing island on Oak St. at Lakepark. It is safe the way it is.

A survey conducted by the Police Dept. indicated there is not a heavy volume of parking on Oak St. Chairperson Slanga led the group through the data and comments one section at a time, heading toward the school along Oak St. From Lakepark to Puritan it would not seem catastrophic if no parking were allowed. The same logic applies from Puritan to Pilgrim. Pilgrim to Suffield starts to enter the area where people park in the afternoon.

Mr. O'Meara pointed out the City is taking this opportunity to talk with the school about the parent loading area. This board can't come to any conclusion until it knows the school's decision for the long term. Also, the City has asked the transportation engineer to conduct a complete study on the traffic signal and to come up with a recommendation that might be different than what exists today.

Chairperson Slanga took discussion from the audience at 7:08 p.m.

Ms. Karen Shoenberg encouraged taking a study of parking on Oak St. at a peak school time as well as on a random day.

Mr. Gregory Misterovich suggested installing bump-outs to squeeze the road down at all the intersections.

Mr. Mike Kennedy observed that fire trucks use Fairfax and Chesterfield quite often. If parking on Oak is eliminated it will spill over onto the north/south streets.

Mr. Rick Buckston, 895 Puritan, noted it wouldn't be practical to create infrastructure to accommodate the busiest day of the year. For instance, on busy days at Seaholm people park on the grass.

F. GOLFVIEW BLVD. RESIDENTIAL PERMIT PARKING REQUEST

Mr. O'Meara advised the Police Dept. has received a petition from the residents of Golfview Blvd. requesting residential permit parking between Midvale and Argyle. The recommendation of the Multi-Modal Board will be forwarded to the City Commission for review. It was noted that surrounding streets to the west and south have residential permit parking to keep the high school students off of their street.

Mr. Harry Kokinukis, 598 Golfview Blvd., stated there is not a single parking spot available on his street until about 3:30 p.m. Mr. O'Meara said that Mr. Clemence has indicated the Police Dept. is fine with the permit request. Ms. Ecker noted the petition indicates that 87.5% of the residents along the street are in favor.

Motion by Ms. Edwards

Seconded by Mr. Bordman to recommend to the City Commission that they allow Golf View to have permit parking for residents only between Midvale and Argyle.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Bordman, Slanga, Warner

Nays: None

Absent: Lawson, Surnow, Tatuch

Ms. Edwards announced her willingness to visit Seaholm in order to remind students about the parking pinch and to recommend carpooling and biking to school. Mr. Kokinukis offered that a solution might be to find another lot in the area for parkers.

G. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA
(no one spoke)

H. MISCELLANEOUS BUSINESS AND COMMUNICATIONS

a. Communications (not discussed)

b. Other Business (not discussed)

K. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 7:30 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer



MEMORANDUM

Engineering Dept.

DATE: October 31, 2014

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Oak St. Paving Project
Glenhurst Dr. to Lakepark Dr.

As you know, the MMTB began discussing this 2015 project at its first meeting in July. A survey regarding parking needs was conducted in August, and reviewed in October. In September, the City Commission authorized the selection of Fleis & Vandenbrink (F&V) as the City's Transportation Engineer to assist the MMTB. Staff immediately directed their attention to the study of the ongoing traffic concerns of the use of Oak St. adjacent to Quarton Elementary School, as well as the traffic signal at Chesterfield Ave. Working cooperatively between staff, F&V, and the School District Administrative staff, a new parent pick up and drop off area has been developed. Final concepts of how to revise the Chesterfield Ave. intersection have also been developed.

At this time, it is important that the MMTB begin moving toward finalizing a preferred concept plan for the entire Oak St. project. If that is accomplished at the meeting of November 6, the concept 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. Final design and bidding document preparation would begin soon thereafter, with the goal of bidding this project in March, 2015. As discussions continue with the School District, it has become apparent that construction of the block in front of Quarton Elementary School will have to be limited to the ten week summer period. There are certain elements of the sewer system that need to occur before the work in the area of the school begins. With that in mind, it will be important for the project to start construction by May 1.

With the above as a suggested timetable, we will break up the discussion into three main elements, starting from the west end, and moving to the east.

Oak St. – Glenhurst Ave. to Chesterfield Ave.

We first met with the school district staff to discuss the Quarton School situation on September 29, just before the October MMTB meeting. At that time, information was still being gathered, but no good ideas had yet been developed. By this time, F&V had concluded that the current use of Oak St. by the school was problematic. The existing parent drop off area is inadequate and poorly configured. By not providing enough designated space for the amount of vehicles that need to arrive at the beginning and end of the day, drivers get frustrated, and end up using many other means to park or stand in their vehicles while delivering or picking up students. There are too many things going on both Oak St. and adjacent Chesterfield Ave. City staff was advised that the School Board needs to be made aware that this condition is not

appropriate, and it is the duty of the School District to provide a better, safer area for this activity. Further, if nothing better could be agreed upon, reconstructing the road as it currently is would result in the liability remaining with the City.

During the past month, the attached design for a separated drop off and pick up lane has been developed. The concept requires Oak St. to be narrowed, losing the ability to park on either side, but adding the concept of bike lanes in both directions. (Should the adjacent homeowners object to the loss of parking, it could be reinstated on the north side if both bike lanes were removed.) In return, the designated parent drop off lane creates several benefits:

1. As designed, parents would be allowed to enter the west end of the drop off lane as either westbound or eastbound traffic. They would not have to plan ahead about how to approach the school (as they do now). Once in the lane, parents would be encouraged to drop off students anywhere along the entire length of the zone, so that many cars can load and unload at the same time. Waiting for a spot to open up near the front door would be discouraged. When exiting, vehicles would be required to turn right. This will allow for smoother, safer traffic patterns, and more efficiency in the loading zone area.
2. Vehicles wishing to use the school's parking lot would have to enter and exit through the loading zone lanes. This restriction would also increase safety, and reduce the chance of unexpected turning movements. Since most vehicles using the parking lot do not enter during the peak traffic times, we do not see this as being a hardship.
3. The dashed line that parallels Oak St. (running through the new drop off area) depicts the right-of-way line. It should be acknowledged that the City would be making this area available to the School District with the hope that a much improved student loading area will be a benefit to the City, the School District, and the general public. In return, the City would request that the School District be responsible for the cost of the drop off lanes, and the adjacent sidewalk area. The cost of this work is estimated at \$215,000, including design, inspection, and a contingency. A refined cost estimate would become available after the job is awarded to a specific contractor, and actual costs are known (approximately April, 2015). The School District would also be responsible for snow removal in this area, and maintenance of the adjacent median island.

While the school staff expressed concerns relative to the ongoing need for parking, as well as the close proximity of the new lanes to their front building face, they overall see it as a goal that should be pursued. The Superintendent is introducing the idea to the School Board, and they will formally discuss the idea at their upcoming meeting of November 18. It is anticipated that they could adopt a resolution in support of the concept at their meeting of December 2 (still in advance of the MMTB public hearing).

It should also be noted that west of the school area, at the Glenhurst Dr. intersection, the plan depicts the installation of pedestrian bumpouts at all four corners. A large number of pedestrians use this intersection, and having a reduced pavement width for them in all four directions appears appropriate.

Oak St. & Chesterfield Ave. Intersection

F&V has analyzed the current intersection and traffic signal operation. Current traffic counts indicate that a traffic signal is not warranted, even during peak school traffic times. Not only is the signal operation an ongoing expense to the City, it is actually making peak school traffic operations worse. F&V is recommending that the signal be removed, and replaced with a 2-way stop operation, where Oak St. traffic would be given priority, and Chesterfield Ave. traffic would be required to stop.

The attached plan depicts the suggested pavement markings for the west leg of the intersection if a 2-way stop is employed. The 2-way stop configuration allows all eastbound vehicles (including all those exiting from the parent drop off lane) to use the intersection without stopping (unless pedestrians are crossing). Delays would drop dramatically, which in turn helps the new loading zone operation. This is important in that the more efficient the loading zone becomes, the less likely parents will attempt to use other areas (e.g.: Oak St., Chesterfield Ave.) to unload students, which increases safety.

The perceived drawback of a 2-way stop is the lack of opportunities for pedestrians to cross Oak St. A crossing guard is always stationed at this intersection during the beginning and end of the school day, and this would continue in the future. The crossing guard's main priority would be to help students in crossing Oak St. A Rectangular Rapid Flashing Beacon (RRFB) would be installed for both directions, warning Oak St. motorists that pedestrians are crossing (see attached picture). The RRFB would be activated by a push-button operation, and could be used at any time of day.

At the MMTB meeting, F&V will be able to demonstrate how traffic flows would work using traffic simulation software, both for the current traffic signal, as well as the 2-way stop. It can also be made available at the time of the public hearing. However, if public sentiment is strongly against the 2-way stop configuration, the next alternative that should be considered is a 4-way stop. The 4-way stop configuration would make the intersection more predictable for pedestrians crossing. However, it would reduce the efficiency of Oak St. traffic, which in turn reduces the efficiency of the student loading zone, which would then in turn have a negative effect on pedestrians in other areas if students are being unloaded elsewhere.

Finally, it is acknowledged that there may be strong public sentiment in favor of maintaining the traffic signal. The current traffic signal operation was installed many years ago with a 2-lane traffic configuration. This has proven to be problematic during the school peak traffic hours, which resulted in a NO TURNS ban currently in effect during peak traffic times. Such a ban is inconvenient and unfortunate, resulting in extra traffic for all the surrounding streets as motorists attempt to get to their destination without being able to use the main collector routes of the area. The NO TURNS ban is needed because vehicles waiting to make either left or right turns greatly reduces the number of vehicles that could proceed through the intersection on Oak St., which would then negatively impact the parent loading zone. If the signal should remain, F&V would recommend the installation of a three-lane pavement marking configuration, as shown on the alternate attached plan. On this drawing, the proposed pavement width has not been changed, but the bike lanes have been interrupted at the signal. Bike riders would be encouraged to use the right traffic lane through the intersection.

No matter what type of traffic control is selected at the intersection, pedestrian bumpouts would be constructed at all four corners to reduce the pavement width at the crosswalks. The bumpouts have not been drawn out on this plan pending further discussion of other elements of the intersection. The east leg of the intersection is also not finalized, as outlined further in the next section of this memo.

Additional analysis for both of the above two items are provided from F&V in the attached memo.

Oak St. – Chesterfield Ave. to Lakepark Dr.

Attached for your use are the suggested cross-sections to consider for Oak St. for this six-block segment. At the meeting in October, survey results had 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%.

A hybrid approach would be to build off the fact that the proposed Oak St. alignment in front of the Quarton School will be to push the road to the north. This alignment could be continued to the east of Chesterfield Ave. for one or more blocks (as determined by the board) to allow the construction of both bike lanes, as well as a parking lane on the south side of the street (no parking would be allowed on the north side). Taking from the comments received to date, since the demand for parking is stronger in the area just east of Chesterfield Ave., it may be wise to consider building one or two blocks with the wider cross-section, then narrowing it down to just travel and bike lanes. Either way, the traffic island discussed in the past on the west side of the Lakepark Dr. intersection could still be implemented.

To summarize, the MMTB needs to consider the final suggested elements of the Oak St. project plan, and endorse a final concept. Staff will then finalize a package that can be displayed on the City's website, and send letters to all homeowners on the Oak St. corridor (as well as the neighborhood association) encouraging them to review the plan, and notifying them about a planned public hearing. A suggested resolution is provided below:

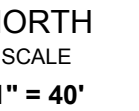
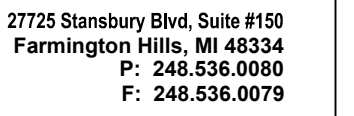
SUGGESTED RESOLUTION:

The Multi-Modal Transportation Board has endorsed a conceptual plan for the reconstruction of Oak St. from Glenhurst Dr. to Lakepark Dr. featuring the following components:

1. Removal of parking from the west City limit to Glenhurst Dr. to allow the installation of bike lanes on the existing pavement.
2. Construction of pedestrian bumpouts at the Glenhurst Dr. intersection.
3. Construction of a 30 ft. wide street with no parking and bike lanes west of Chesterfield Ave., thereby allowing the construction of a two-lane student loading area in front of Quarton Elementary School.
4. Construction of the Chesterfield Ave. intersection with a 2-way stop configuration, Rectangular Rapid Flashing Beacons for Oak St. traffic, and pedestrian bumpouts.

5. Construction of a 38 ft. wide street with parking on the south side only, and bike lanes on both sides from Chesterfield Ave. to _____.
6. Construction of a 30 ft. wide street with no parking and bike lanes from _____ to Lakepark Dr.
7. 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.



REVISION:

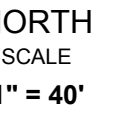
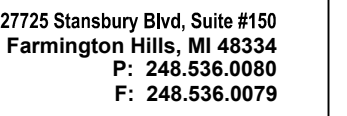
DESIGN TEAM:

CHECK BY:

DRAWING INFORMATION:

**NOT FOR
CONSTRUCTION**

PROJECT NO.



REVISION:

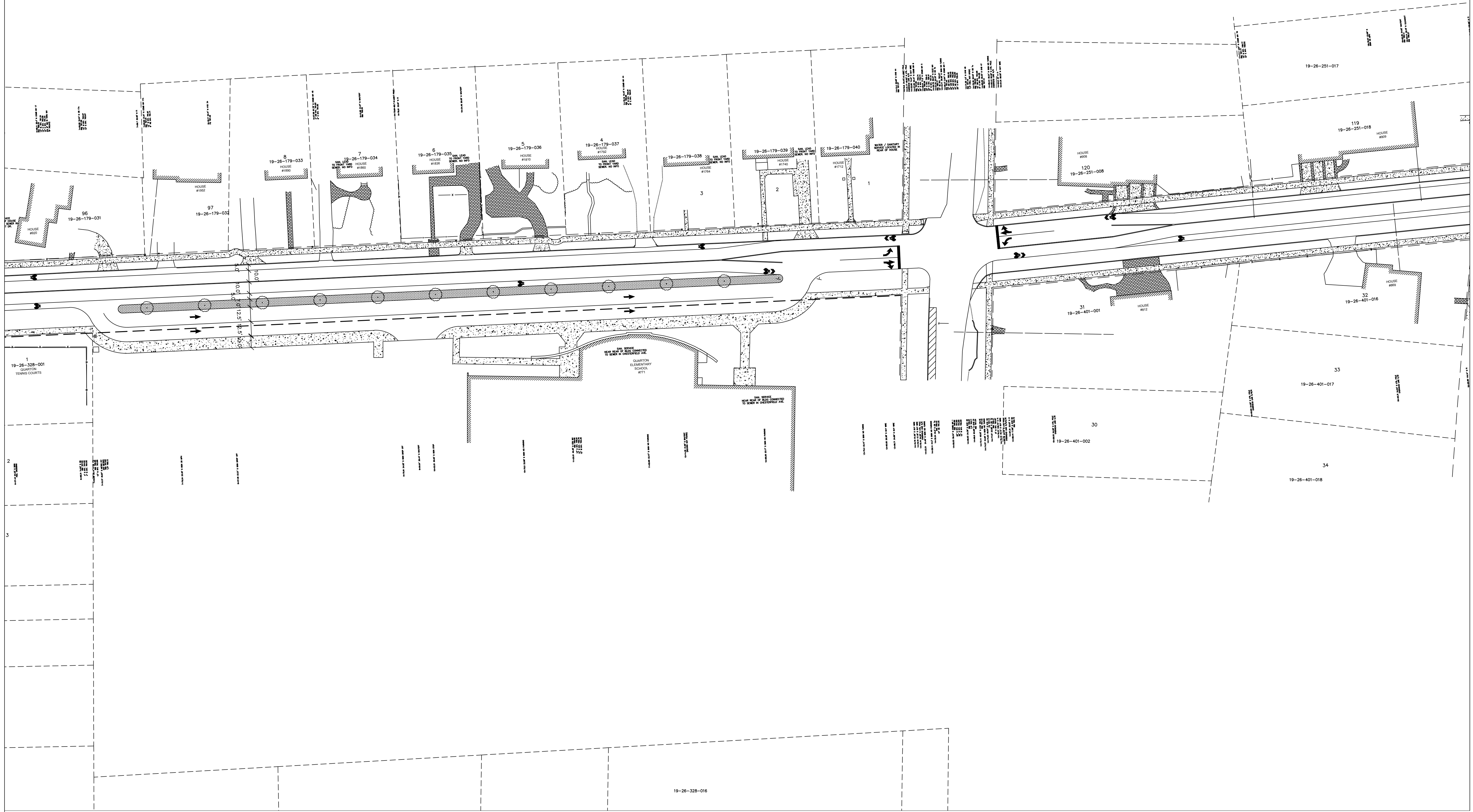
DESIGN TEAM:

CHECK BY:

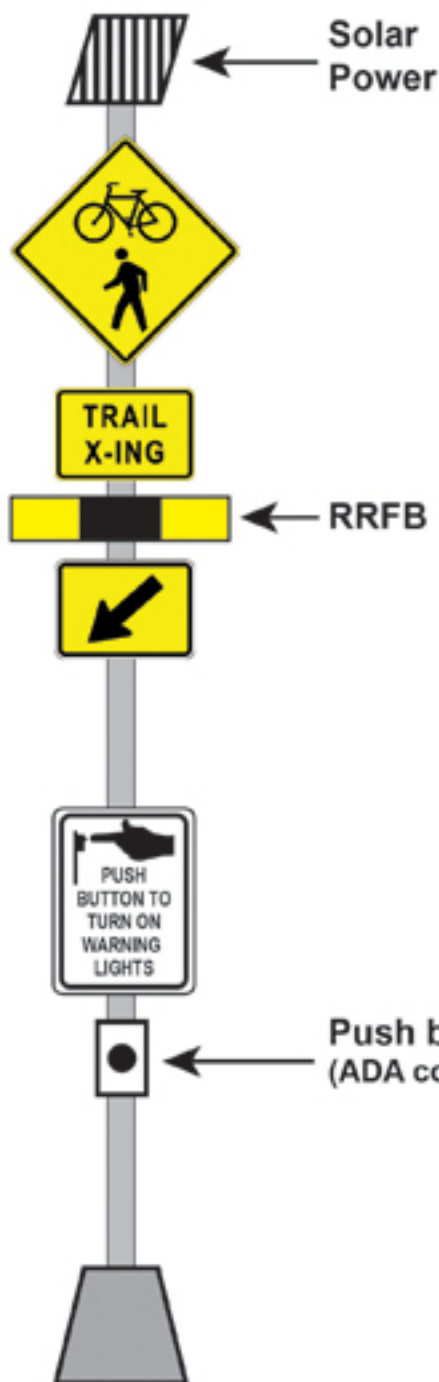
DRAWING INFORMATION:

**NOT FOR
CONSTRUCTION**

AV PROJECT NO.







Rectangular rapid-flashing beacon (RRFB)



MEMO

To: Paul O'Meara, PE
City of Birmingham

From: Michael J. Labadie, PE
Steven J. Russo, E.I.T.
Fleis & VandenBrink

CC:

Date: October 29, 2014

Re: Summary of Traffic Analysis for the Oak Street/Chesterfield Avenue Intersection and
Information Regarding the Pick –up and Drop-off Zone for Quarton School

Fleis & VandenBrink has completed a traffic analysis of the Oak Street/ Chesterfield Avenue intersection. This analysis included:

- An analysis of the various warrants for traffic signals, 4-way stop and 2-way stop control.
- Level of Service and Traffic simulation.
- 24- Hour traffic counts on Oak Street east and west of Chesterfield Avenue.

The results of the analyses are:

Summary of Chesterfield & Oak Analysis:

1. Traffic signal is not close to being warranted based on traffic volume criteria or pedestrian criteria.
2. Warrant 5 (School Crossing) is intended for application where the fact that schoolchildren cross the major street is the principal reason for signalization. In order for this warrant to be met the frequency of adequate of gaps in the vehicular traffic stream during the period when schoolchildren are using the crossing has to be less than the number of minutes in the same period and there must be a minimum of 20 schoolchildren during the highest crossing hour. The applicable Quarton School information is; in the AM there is a car traveling on Oak Street in front of the school every 8.5 seconds. In the PM there is a car traveling on Oak Street every 11.1 seconds. The approximate "acceptable gap" time is 13 seconds for the current street width and 10 seconds for the 30' street proposal. There were 97 pedestrians crossing Oak street in the AM and 87 in the PM. The proper uses of school crossing guards, etc. are recommended prior to the installation of a traffic signal. From what information is available this procedure was not followed at this location.

MEMO



3. A Rectangular Rapid Flashing Beacon (RRFB) (see attached image) is warranted based on the pedestrian volume criteria. Although not currently in the MMUTCD, the RRFB has been given interim approval by the FHWA.
4. All-way stop is not warranted based on traffic volume criteria.
5. All-way stop *may* be considered to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
6. The stacking space for the pickup /drop-off area should range from 500' to 1,125' depending upon what method is used to determine it. The concept that is shown on the plan (s) has approximately 600'.
7. The concept for the pickup/drop-off area is a one way operation, enter at the west and exit at the east , left turns in would be allowed left turn out would not. Parents park their vehicle against the south curb and their child exits the vehicle on the passenger side. The parent pulls away from the curb and uses the drive lane to exit at the east end. Parents are to park where there is an available space in the drop-off area, not wait in line to drop their child at the front door of the school. Children are not to be dropped off in the drive lane. This lane could be used for parking during non-pickup or drop-off times. This operation will significantly reduce the potential for pedestrian-vehicle conflicts and thus will be much more safe if it properly followed by the parents.
8. Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro (Version 8) traffic analysis software. The results of the analysis of existing conditions were based on the existing lane use and traffic control, the existing traffic volumes, and the methodologies presented in the Highway Capacity Manual, 2000 (HCM).

Descriptions of LOS "A" through "F" as defined in the HCM are attached for signalized and unsignalized intersections. Typically LOS D is considered acceptable, with LOS A representing minimal delay and LOS F indicating failing conditions. The results of the analysis of existing conditions are attached and summarized in Table 1.

Table 1
Existing Intersection Operations

Intersection	Control	Approach	AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS
1. Oak Avenue & Chesterfield Avenue	Signalized	EB	10.0	A	9.2	A
		WB	8.7	A	8.3	A
		NB	13.1	B	12.8	B
		SB	<u>13.4</u>	<u>B</u>	<u>12.8</u>	<u>B</u>
		Overall	10.3	B	9.7	A

9. 24-Hour bi-directional count information was collected along Oak Avenue east of Fairfax Street and west of Glenhurst Drive. The count information is attached and summarized in Table 2 below.

MEMO



Table 2
24-Hour Count Comparison

Street	Approach	E. of Fairfax	W. of Glenhurst
Oak Avenue	EB	1380	1792
	WB	<u>1550</u>	<u>1666</u>
	Total	2930	3458

Attached: Synchro Results
 Traffic Volume Data



The new wonder drug? Cycling, some advocates say

by [Shaun Courtney](#) October 24, 2014

Share 12 Share 11 Share Share Share



The Nickel Tour: Cycling has positive impacts both for cyclists and non-cyclists alike, helping to reduce pollution and congestion and improving health and economic factors with just two wheels.

Cyclists are ready to let you in on a little secret: cycling makes both you and your community happier and healthier. That's right: cycling has positive impacts even on non-cyclists.

(You're welcome).

In a new report commissioned by [British Cycling](#), Dr. Rachel Aldred of the University of Westminster points to data around the world that points to the benefits of cycling, certainly for the cyclist yes, but also for cities and communities that make significant investments in cycling infrastructure.

"The fantastic thing about investing in cycling is that it can generate benefits in a range of policy areas. Whether the goal is quicker urban journeys, improving life chances for low income people, revitalising town centres or reducing the growing burden of non-communicable diseases cycling can be part of the solution," [said Aldred](#) in a statement about her study.

Let's look at the money first.

For one, more funding for cycling could save the National Health Service around £17 billion, according to Aldred's research, which calculated the savings within 20 years if residents of urban England and Wales cycled and walked as much as their cycling-happy counterparts in Copenhagen.

Cycling for a commute or to run errands means people get their needed exercise while getting from A to B and back. A 30-minute commute to and from work would add up

http://urbanful.org/2014/10/24/new-wonder-drug-cycling-advocates-say/?utm_source=Urbanful+Master+List&utm_campaign=468857a47d-October_24_Daily_... 1/5

to 300 minutes of exercise per week. Considering the 2008 Health Survey for England found that just one in 20 adults was meeting the minimum weekly recommendation for 150 minutes of moderate intensity exercise, bike commuting seems a fairly shameless step (pedal?) toward a solution.

Riding a bike also means fewer cars on the roads, which means less carbon. Alder found that "shifting just 10 percent of journeys in urban areas from car to bike would reduce air pollution and save 400 productive life years."

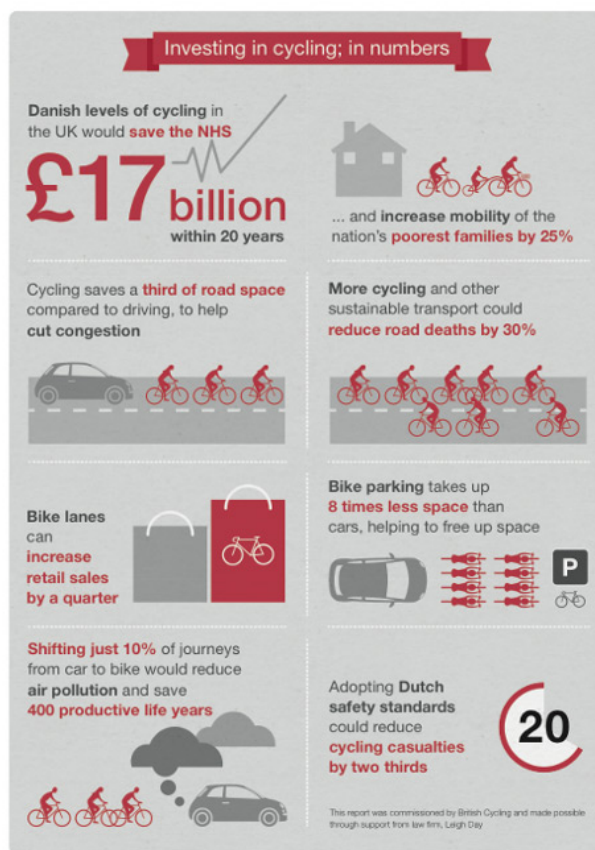
Need more economic arguments?

The report also found that streets with protected bike lanes saw up to 24 percent greater retail sales than similar streets without protected lanes, according to 2014 research from NYCDOT. And the benefits are felt across economic income levels: increased cycling would provide a 25 percent increase in mobility for the poorest British families, making it easier to access jobs and reliably get to and from employment centers.

If money is not compelling, consider what a switch from car to bike would do for congestion.

Cycling saves a third of road space compared to driving. And that's just in traffic lanes. When you consider you can fit 10 to 12 bikes in the parking space of one car, the argument for making room for bikes is compelling.

A bicycle trip is also much more predictable in length of time than a car trip—a benefit to cyclists, but also to other drivers. Again look to New York's dedicated bike lanes, and you'll find the city's car and taxi trip times either remained stable or even decreased in the city's central business district.



Then there's the happiness factor.

Both younger and older cyclists get more exercise and have a greater sense of independence than those who do not ride a bike, according to Aldred's report.

In her studies, she found that more than two-thirds of Dutch people aged 55 to 74 get at least 30 minutes of exercise five times a week, mostly through cycling. Even among Dutch people aged 80-84, more than 20 percent say their preferred method of transit is cycling. Cycling keeps older Dutch residents active, socially connected and healthy.

And for Dutch children, nearly half of them (49 percent of primary school children) ride to school.

Those not riding also benefit from better bike infrastructure, in the form of safer streets.

10/24/2014

The new wonder drug? Cycling, some advocates say - Urbanful

"Studies show people feel safer on routes separating them from busy motor traffic, for example, involving separate infrastructure or quiet streets," Aldred writes.

When people switch from driving to walking or cycling, injuries decrease. One study found that while switching from driving to cycling or walking may pose a greater risk of injury to the individual making the switch, they become less of a threat to those around them. And improved infrastructure for bikes and pedestrians, separated from vehicular traffic can reduce the risk cars pose to other road users.

Whether you are swayed by finances, health, congestion or just plain happiness, the British Cycling report makes the case for investing more heavily in bike infrastructure and in promoting cycling across the broad range of a population.

"We only have to look to Denmark and the Netherlands—countries that regularly top surveys on being the happiest and healthiest nations in the world – to see what a transformative effect cycling can have," **British Cycling Policy Adviser Chris Boardman said in a statement.** "This is about creating better places to live."

Images courtesy of **105MM** and **British Cycling**

Share the knowledge!

12 11

SIGN UP FOR THE URBANFUL
NEWSLETTER

Get the best of Urbanful in your inbox

Your email address

SIGN UP



About Shaun Courtney

Shaun Courtney is the founder and editor-in-chief of District Source, a Washington, D.C. real estate and neighborhood news blog. Her reporting has appeared on Patch.com, AOL News and the Huffington Post. Shaun, a product of Philadelphia urban sprawl, lives in D.C.'s Kingman Park with her husband. Follow her at [@DistrictSource](#) and [@SCourtneyDC](#).

[View all posts by Shaun Courtney →](#)

< THE GORGEOUS RESULT OF A CAMERA,
A CITYSCAPE, AND A PHOTOGRAPHER
WHO STUDIES EINSTEIN

#THISISDC: AN OLD-SCHOOL TRADITION
WITH A NEW TWIST >



Add a comment...

Comment

Facebook social plugin

STAY CONNECTED TO YOUR CITY

Get the best of Urbanful in your inbox

Your email address

SIGN UP



Search...





“What’s Happening Today in the Cities of Tomorrow”

Learn how Urbanful can better
connect you to the city you love.

ABOUT US

POPULAR STORIES:

- [Interactive maps show how late U.S. towns and cities stay up at night](#)
posted on October 7, 2014
- [Cards Against Urbanity makes urban planning into the absurd](#)
posted on October 14, 2014
- [These 5 cities could be the next Silicon Valley](#)
posted on October 17, 2014
- [The 20 rattiest cities in America](#)
posted on October 22, 2014
- [11 crazy, cool, and downright weird monthly box subscriptions](#)
posted on October 15, 2014
- [A new breed of “heat map” shows what cities get you to work fastest](#)
posted on October 21, 2014
- [Electric buses go wireless ... in a city near you?](#)
posted on October 17, 2014
- [A few photos are all this algorithm needs to analyze your neighborhood](#)
posted on October 22, 2014
- [#ThisIsDC: With this smart watch, touch, not sight, tells the time](#)
posted on October 21, 2014
- [Have new ideas that could improve your city? Tumml wants to help](#)
posted on October 16, 2014

STUFF WE LOVE:







Features

The case for protected bike lanes in metro Detroit

NATALIE BURG | THURSDAY, AUGUST 07, 2014



BIKE-LANES-004

RELATED IMAGES



[ENLARGE](#)



[ENLARGE](#)



[ENLARGE](#)

When considering the best places in that nation for bicycling, the Metro Detroit area doesn't exactly spring to mind for most bike advocates. But that, it turns out, might be one of biggest point in our favor for becoming one.

"There are communities like Ann Arbor and Boulder that have a pretty good network in place already. But there is not a city in the U.S. that is better than pretty good for biking," says Boulder, CO-based advocacy group [People for Bikes's](#) Vice President of Local Innovation Martha Roskowski. "Sometimes it's communities that don't already have that base of a good network in place who are doing the most innovative and creative work."

In the cycling world today, innovative and creative means protected bike lanes, that is, any cycling track separated from vehicle traffic by a physical barrier, which can take the form of lightweight plastic bollards, cement planters, heavy duty highway

SHARE THIS PAGE

Like 37 people like this. [Sign Up](#) to see what your friends like.

[Share](#)

[Tweet](#)

[SHARE](#)

[g+1](#)

[Email](#)

GIVE US YOUR EMAIL AND WE WILL GIVE YOU OUR WEEKLY ONLINE MAGAZINE. FAIR?



Top 10 Feature Stories



Stealth innovation: How a Troy company is reinventing vending machine technology

In 2009, Troy-based 365 Retail Markets generated \$42K in revenue. This year it's projected to make \$15 million. Read how one of Michigan's most under-the-radar tech companies is reinventing the vending machine experience and reaping big business in the process.

- [Metro Detroit: Under the radar](#)
- [The Business of Learning](#)
- [Global Talent, Local Benefits](#)
- [Dale Earnhardt Jr. Jr. revs up for success](#)
- [OpEd: Why Detroit needs social entrepreneurs](#)
- [A Summer of Detroit Weekends](#)
- [OpEd: Why DDAs should back business development](#)



[ENLARGE](#)



[ENLARGE](#)



[ENLARGE](#)



[ENLARGE](#)



[ENLARGE](#)

RELATED TAGS

[BUILDING COMMUNITIES,](#)
[GOVERNMENT, LEADERSHIP,](#)
[OAKLAND COUNTY,](#)
[TRANSPORTATION, WAYNE](#)

barriers or even parked cars. While routes through quiet streets and trails are certainly part of a healthy biking network in a community, Roskowski says for busy streets, there's no better alternative to protected bike lanes.

"For the last 50 years, our one size fits all tool for busy streets has been a bike lane - put down a bike stencil and a painted line and call it good," she says. "Then we sit back and say, it looks like nobody wants to ride bikes because nobody is using those."

Roskowski deems that experiment over. She and People for Bikes have been working with communities to get protected bike lanes installed locally through the [Green Lanes Project](#). Today, these lanes can be found on Linden Ave. in Seattle, Dearborn St. in Chicago, Guadalupe St. in Austin, among other cities. And according to a recent Portland University study, this experiment is going much better than the last: Ridership increased by bike traffic by an average of 72% among women in the first six cities to participate in the [Green Lanes Project](#).

"Every single community needs protected bike lanes if they're serious about creating a bike network where people from eight years old to 80 years old can ride confidently," says Roskowski.

The benefits of barriers in metro Detroit

While protected bike lanes have been common in Europe for decades, the concept is still unfamiliar in most American cities. Would they make sense here in metro Detroit? According to Bike Detroit founder Jim Meyers, they most certainly would.

"It's not only smart, but imperative," says Meyers. "My wife and I have ridden all over the world on bikes. What stuck with us most were [the protected bike lanes] in and around Amsterdam. It's wonderful because you don't have to worry about what you have to worry about in Detroit."

The numbers agree. Not only did the Portland University study find that protected bike lanes increased ridership, it also found that 96% of bikers felt safer on the lanes - and they were. In 168 hours of video containing more than 16,000 bikers and nearly 20,000 turning and merging vehicles, no collisions or near collisions were observed.

"If you're looking for the bedroom community model, it would definitely appeal to their sensibilities,"

- How about them apples? Metro Detroit's craft cider industry
- He knows what scares you: A Q&A with filmmaker and MPI founder Doug Schulze

[VIEW ALL FEATURE STORIES](#)



Access Blocked - Content Alert

The URL:

http://googleads.g.doubleclick.net/page/client=ca-pub-6890457836759742&output=html&was_blocked

- The link you are accessing has been blocked by the Barracuda Web Filter because it matches a blocked category. The name of the category is:

Meyers says. "Families love to ride their bikes together. It's fun."

It's just not always safe. While biking may not be solution for commuters in and out of the suburbs, putting protected bike lanes between points of interest within each city could make each community more bike friendly for trips to the library, out for ice cream or to visit friends.

"This mess of suburban sprawl we have across the country is the next frontier. Biking is a really viable transportation option for short trips," says Roskowski. "Getting people to their neighborhood centers safely, comfortably on bikes probably includes both protected bike lanes on busy streets and routes through quiet, neighborhood streets."

And it's not just the bikers who benefit. Seventy-six percent of those living near protected bike lanes supported them, whether they used them or not, and with decreased riding on sidewalks, pedestrians are happier. Motorists said they made traffic more predictable.

"Most of what motorists don't like about bikers is based on fear," Roskowski says. "They don't know where they're going, they don't know if they're going to stop or not, and they're afraid they're going to hit them."

What protected lanes could look like here

Where would protected bike lanes work best in the Metro Detroit area? Roskowski suggests looking toward city centers, and Meyers says many of the multi-lane arteries that bisect those downtowns would be ideal.

"In many places along the spokes, Michigan Ave, Grand River, Gratiot and even Telegraph, you don't need four lanes," he says. "In Ferndale, I would ditch a lane completely."

How the protective barriers could take shape in those locations could vary greatly. People for Bikes has assembled an [infographic](#) of 14 ways to implement protected bike lanes which range in scope from \$10,000 to \$8,000,000 per mile. While many cities begin with the lower cost options, says Roskowski, as they experience the success of the lanes - and the maintenance required for easy-to-destroy plastic bollards, for example - they're moving toward more permanent solutions such as concrete curbs, planters or rigid bollards.

"Our advice is for cities to find that sweet spot for a solution that is really going to make a difference, but won't be political suicide," she says. "But if a project is important enough, there is going to be pushback."

That's something Meyers predicts could be a big challenge in an area so in love with its cars.

"We're kind of mesmerized here in Detroit by a few things: the automobile agenda and the civil defense agenda," he says. "It's the bike-versus-car mentality. How do you get people out of their addiction to cars

That's where leadership becomes among the most important facets of making protected bike lanes possible. Vocal support from both elected officials and community leaders have been key assets in the Green Lane Project cities.

"The difference between a community who moves on it and those who don't is leadership," Roskowski says. "It takes someone on high having the courage to say, 'Yes, we need this for our community.'"

Meyers is optimistic that we're moving in the right direction. With cycling gaining popularity among young adults, and the forward movement of M1-Rail, perhaps multi-modal transportation does have a future in the Metro Detroit area. The more convenient and safer those modes become, the more appeal they'll have to people of all ages - and protected bike lanes are one way to move in that direction.

[Here's](#) a list of the top ten U.S. cities for protected bike lanes.

Natalie Burg is a freelance writer, development news editor for Concentrate and IMG project editor.

Hey! Like this story? Then you should "LIKE" Metromode on our Facebook page. Click [here](#) to show us a little like and... we'll like you back.

GIVE US YOUR EMAIL AND WE WILL GIVE YOU OUR WEEKLY ONLINE MAGAZINE. FAIR?

Subscribe



Add a comment...

Comment



Jimmy McBroom · Detroit, Michigan

Protected bike lanes: because anything else is just paint.

Reply · Like · 1 · August 7 at 7:21am



Joan Corbit · Roseville, Michigan

Has anyone done any research on how many pedestrians are struck by bikes that are not riding in the appropriate bike lanes? The Downtown Detroit Riverwalk has had numerous accidents by bikers hitting pedestrians. My co-worker ended up with a broken leg in two places, missed almost 6 months of work, had to do rehabilitation because of the carelessness of the bike rider. If I am correct, the biker did not even stop to see if that person was okay. Security had to come out and get the victim, and the ambulance came and took the victim to the hospital. There have been numerous accidents on the Riverwalk due to the bikers not using the indicated "bike lane." Maybe an article should be written about these accidents.

Reply · Like · August 7 at 9:39am

Facebook social plugin

Access Blocked - Content Alert

The URL: <http://googleads.g.doubleclick.net/pagead/ads?client=ca-pub-6890457836759742&output=html&h=90&slotname=5517695731&adk=1920568383&w=> was blocked



CRAIN'S DETROIT BUSINESS

Detroit and Southeast Michigan's premier business news and information website

Originally Published: September 07, 2014 8:00 AM Modified: September 26, 2014 8:24 PM

Spin cities: Grand Rapids among communities benefiting from being bike-friendly

By Ted Roelofs

Give Grand Rapids resident Joshua Duggan half a chance, and it seems he could persuade just about anyone to swap his or her car for a bicycle.

"I am really passionate about biking because it's fun. That's where it starts out for me," Duggan said. "You see people out riding their bikes, and you can smile at them and wave at them, much more than people riding in a car.

"It really adds to a sense of community."

That from-the-heart speech comes as no surprise, given that Duggan, 34, commutes to work year-round by bike, sits on the board of a local bicycle coalition and hosts a biweekly ride that starts in downtown Grand Rapids.

"It is just gaining momentum," Duggan said of the changes transforming the culture of the city.

In 2009, Grand Rapids had zero miles of bike lanes. Today, it has more than 50 miles, and it expects to have 70 by next summer and 100 in 2016. Hundreds of bicycle racks have been added.

So many thirsty cyclists roll into **Founders Brewing Co.** in Grand Rapids that the craft brewer sells special carriers for bikes to transport a 64-ounce container of beer. Cyclists can ride a 93-mile trail on an old railroad bed from Grand Rapids all the way to Cadillac.

Bicycling magazine took notice, ranking Grand Rapids 41st among the top 50 bike-friendly cities in America in 2012.

Pedaling a quality of life

While pleased by this shift in gears, business leaders and Grand Rapids Mayor George Heartwell say this is about more than the bike. It is the direction that smart cities are headed.

All you need to do, Heartwell said, is scan the top of the list of bike-friendly communities: Portland, Ore.; Minneapolis; and Boulder, Colo.

All three are renowned for quality of life, a term encompassing everything from a city's economic pulse, to downtown housing and nightlife, to prospects for recreation — making them a preferred destination for young workers. In Portland, it's about a

TED ROELOFS



Joshua Duggan commutes year-round through the streets of Grand Rapids. Since 2009, the city has gone from zero miles of bike lanes to more than 50 miles, with 100 miles expected by 2016.



TED ROELOFS

Bikes are parked outside Founders Brewing Co. in Grand Rapids, where riders can buy a carrier that allows a bicycle to haul a 64-ounce container of beer.

vibrant music scene, high-quality public transportation — but also more cyclists per capita than any other city in the U.S.

And as Bicycling noted, it's about a coffee shop with chairs for 25 — and racks for 26 bikes.

"If you create an environment where people want to live, create public spaces that are attractive to people — those are the places people want to live," Heartwell said. "That is what elevates those cities to the top of the list.

"It is about attracting talent. The cities that attract talent are the ones that win."

A report released in August by the **Michigan Department of Transportation** estimated that cycling gives an estimated \$668 million boost to the state. That comes from sales of bikes and equipment, tourism money spent by Michigan residents and a reduction in health care costs. The report did not include spending from out-of-state tourism.

And it did not calculate the role that urban ambiance — including traits such as bike-friendly streets and trails — can play in incubating a skilled workforce.

Jeff Cranson, a spokesman for MDOT, said the state is committed to expanding options for walking and cycling in a number of ways:

- Dedicating about 1 percent of annual revenue to bike and pedestrian facilities.
- Adopting safe routes to schools, a program in which 111 schools have received nearly \$18 million.
- Developing 10 road and trail maps for cyclists.
- Developing nationally designated bike routes, one between Marine City and Ludington and another between Sault Ste. Marie on the border with Canada and New Buffalo on the Michigan-Indiana line.

"The emphasis is on mobility for all, and that means serving an increasingly diverse set of needs," Cranson said.

A 2006 survey by **CEOs for Cities**, a nonprofit urban advocacy organization, found that two-thirds of 25- to 34-year-olds with college degrees said they would choose first where to live, then seek a job. Among other attributes, the survey found, they look for cities that are clean and attractive, with viable downtown housing and lots of parks and green space.

'A bike lane is just magical'

Mark Bissell, CEO of Kent County-based **Bissell Homecare Inc.**, agrees with Heartwell that the checklist ought to include communities that embrace cycling. That could be simply getting safely from point A to B on city streets or hosting a big event like the **Gran Fondo**, a June group ride connected to **Michigan State University** that starts and finishes in downtown Grand Rapids. It drew 1,500 riders its second year.

An avid cyclist himself, Bissell has supported professional cycling for years through his company, which makes vacuums and cleaning products. The company has backed both a Tour de France team and a top domestic cycling team.

Bissell recalled a regular Thursday night road ride he shared with a cycling club, a 40-mile loop that started and ended just north of downtown Grand Rapids. Along the way, he was almost giddy to note new bike lanes on a freshly paved section of road.

"Having a bike lane is just magical," Bissell said. "It makes it safer. We want to encourage more people to do it."



In the years ahead, riders such as Bissell should see many more such roads. In May, Grand Rapids voters agreed to an income tax dedicated to roads that will generate upward of \$10 million a year through 2030. Bike lanes will be incorporated into the improvements.

Mark Bissell, CEO of Kent County-based Bissell

Homecare Inc.

Grand Rapids-based **Catalyst Partners**, a building restoration design firm focused on green energy, could be a poster child for what businesses can do to encourage bike culture. It offers racks for employees to store their bikes inside, plus a shower and changing area. Company founder Keith Winn rides his bike to work, as do several other employees. In summer, his firm holds a regular 45-minute Wednesday noon ride.

Winn is pleased by what he sees on these rides.

"There are a lot of signs," he said. "There are bike racks now in front of bars and restaurants. It's been a lot of fun to see the change over the years."

Cyclists also can tap into public transportation to ease their trips across town, as all buses in **The Rapid** system have bike racks on the front of the bus. That includes the new \$40 million Silver Line bus rapid transit system, a 9.6-mile line linking downtown Grand Rapids with its southern suburbs of Wyoming and Kentwood.

Rick Baker, president and CEO of the **Grand Rapids Area Chamber of Commerce**, thinks many ingredients make a place fun to live. In Grand Rapids, that includes everything from paths along the Grand River that draw walkers and joggers, to the **Grand Rapids Downtown Market**, to the array of craft brewers in and around the city.

And cycling.

"In just the few minutes I've been on the phone, I've seen several cyclists go by," Baker said from his office downtown. "There was a guy from Jimmy John's who delivered lunch on a bicycle. There was a young lady who looked like she was going to class. There goes another young guy on a bicycle."

2-wheel commuters

Counts of cyclists by the **Greater Grand Rapids Bicycle Coalition** confirm his impression. In counts conducted at three locations in the fall in successive years, the coalition tallied 437 cyclists in 2011, 511 in 2012 and 688 in 2013. A 2013 study of the 100 largest U.S. urban areas ranked Grand Rapids 12th in the percentage increase of workers commuting by bike to work from 2000 to the average number of workers during 2007-11.

Ann Arbor nudged ahead of Grand Rapids in Bicycling's 2012 bike-friendly ranking, at 39th in the nation.

Among the reasons: The Border-to-Border Trail, a nearly completed 35-mile paved bike path that runs through Ann Arbor from Washtenaw County's border with Livingston County in the northwest to the border with Wayne County in the southeast. The city has more than 70 miles of bike lanes.

Matt Yost, a salesman at the **Wheels in Motion** bicycle shop just east of Ann Arbor, has witnessed plenty of change in the decade he has been a cyclist.

"I'm seeing lots more dedicated bike lanes on the road, and that has led to more people feeling safe using their bikes to commute," Yost said. "When I first started, it was rare to see people cycling on days when the weather wasn't perfect. Now you are seeing more people doing it regardless."

The 2011 **U.S. Census Bureau** American Community Survey backs him up. It found that nearly 5 percent of Ann Arbor's working adults commute to work on bikes, the highest total in Michigan.

Traverse City is on the cycling map for other reasons, mostly tied to the region's spectacular combination of water and land.

Just east of town, mountain bikers ride the forested, hilly Vasa Pathway, a 16.7-mile mountain bike trail. Closer to town, mountain bikers ride a trail network that is part of the **Village at Grand Traverse Commons**, a system of loops that take riders over streams, through forests and up hills that furnish sweeping vistas of the city and Grand Traverse Bay.

In November, riders from around the country converge on the region for the 29-mile Iceman Cometh Challenge, the largest one-day mountain bike race in the United States. In 2010, the event drew 4,700 riders, a fifth of them from 37 states other than Michigan, while generating an economic impact estimated at \$1.5 million.

In 2012 west of Traverse City, **Sleeping Bear Dunes National Lakeshore** opened a 4.25-mile section of paved trail that stretches from Glen Arbor to the Dune Climb in the park. When completed, the 27-mile trail will go through Glen Arbor, Glen Haven, the Dune Climb, Pierce Stocking Scenic Drive, the Sleeping Bear Dunes visitor center and Empire.

As a city still in bankruptcy proceedings, Detroit has higher priorities than its bike-friendly status. More than 80 percent of roads in Wayne County are rated in fair or poor condition, which can make for tough cycling.

Jim Meyers, the founder of **Bike Detroit**, a nonprofit bicycling advocacy organization, still sees great potential for cycling in the city.

"Yeah, the roads where all the trucks go are pretty much destroyed," Meyers said. "But there are four-lane roads that are in great condition and are so wide.

"There are no cars. You can fly through — that's the beauty of the emptiness."

The past few years, Meyers has promoted a 100-kilometer ride called the Emerald Necklace Tour through the length of the city, much of it on trails through dozens of city parks and through some of the city's virgin forests. He plans the third annual version this month.

Said Meyers: "There is so much to see in this city that people don't know about."



Hate driving to work? Walking or public transit could improve your mood

by [Shaun Courtney](#) September 30, 2014

Share 44

Share 62

Share 17

Share 1

Share



The Nickel Tour: You should ditch your car and lace up your walking shoes for your morning commute if you want to be happier and less stressed at work, according to a new study out of the United Kingdom.

The secret is out: people who walk, bike or even use public transportation get psychological benefits from their commute. Those who drive, on the other hand, are worse off for it.

A new study published in [Preventive Medicine](#) by three economists from the University of East Anglia and the Centre for Diet and Activity Research (CEDAR) looked at the psychological effects of commuting on nearly 18,000 British commuters between the ages of 18-65-year-old, in 18 waves of surveys between 1991 and 2009. The study focused on commuters who switched from car commuting to alternative commuting, including active travel (i.e. walking or cycling).

The results suggest that avoiding car commuting and opting for walking, biking or even riding transit could have significant positive impacts on your well-being.

[According to the study](#), "active commuters felt better able to concentrate and were less under strain than if they travelled by car."

"Our study shows that the longer people spend commuting in cars, the worse their psychological well-being. And correspondingly, people feel better when they have a longer walk to work," said Adam Martin, one of the [lead study authors from UEA's Norwich Medical School](#).

For every 10 minutes of increased commuting time, [drivers felt worse and walkers or cyclists felt better](#), according to the study. Even public transit—with its system issues and uncontrollable delays—turned out to be better than driving.

10/1/2014

Hate driving to work? Walking or public transit could improve your mood - Urbanful

services or crowds of commuters might have been a cause of considerable stress. But as buses or trains also give people time to relax, read, socialise, and there is usually an associated walk to the bus stop or railway station, it appears to cheer people up," Martin said.

These psychological benefits are the latest of the already well-documented physical benefits of walking or cycling. But many of those studies focus on the benefits of exercise during leisure time; the UK study authors wanted to examine physical activity undertaken while traveling to work because it is and could be a daily routine activity, instead of just one for exercise or pleasure.

The information could be used to make transportation policy decisions, the study authors suggest.

"The positive psychological well being effects identified in this study should be considered in cost-benefit assessments of interventions seeking to promote active travel," **according to the study authors.**

So the next time your local transit agency is debating the merits of adding bike lanes to a road redesign, you can tell them to count the happiness of commuters among the benefits.

Image courtesy of [Joseph Mietus](#)


Share the knowledge!

44

62

17

1




About Shaun Courtney

Shaun Courtney is the founder and editor-in-chief of District Source, a Washington, D.C. real estate and neighborhood news blog. Her reporting has appeared on Patch.com, AOL News and the Huffington Post. Shaun, a product of Philadelphia urban sprawl, lives in D.C.'s Kingman Park with her husband. Follow her at [@DistrictSource](#) and [@SCourtneyDC](#).
[View all posts by Shaun Courtney →](#)

< IN SEASON NOW: FALL PRODUCE TO ADD TO YOUR SHOPPING LIST

5 NEW DESIGNS FOR SAN FRANCISCO'S PRESIDIO PARKLANDS >



Add a comment...

Comment







Facebook social plugin

STAY CONNECTED TO YOUR CITY

Get the best of Urbanful in your inbox

Your email address

SIGN UP



Search...

Q

[Home](#) [Features](#) [News](#) [Focus](#) [Growing Companies](#) [Places](#) [FilterD](#)

Development News

Ferndale deemed leader in good street design, all-inclusive transportation

THURSDAY, OCTOBER 09, 2014

RELATED TAGS

[COMMUNITY ENGAGEMENT,](#)
[DESIGN, OAKLAND COUNTY,](#)
[TRANSPORTATION,](#)
[WOODWARD AVENUE](#)[FERNDALE](#)

A coalition of groups that wants to promote transportation as an economic development tool and way to make towns more livable and equitable for all is touring Michigan cities that may be getting it right. And metro Detroit's Ferndale made the list.

Earlier this week Trans4M led the Michigan Transportation Odyssey 2014 by inviting the public on a tour and discussion of five Michigan cities. With city planners, road engineers and business owners and others the idea was to show the value and challenges of good street design. That is street design that promotes walkability and livability and makes it easy and safe to get from Point A to Point B, especially for commuters without access to cars, or with limited mobility.

Ferndale made the tour for its success at "embracing innovative solutions" such as buffered and green bike lanes, and its currently unfolding comprehensive Complete Streets plan.

Detroit, as it awaits a new light rail trolley that's now under construction, was the starting point of the tour.

Other stops were in Brighton, Lansing, Midland and Sault Ste. Marie.

Source: Laurel Burchfield, Trans4M

Writer: Kim North Shine

GIVE US YOUR EMAIL AND WE WILL GIVE YOU OUR WEEKLY ONLINE MAGAZINE. FAIR?



Facebook social plugin

SHARE THIS PAGE

Like [Sign Up](#) to see what your friends like.

GIVE US YOUR EMAIL AND WE WILL GIVE YOU OUR WEEKLY ONLINE MAGAZINE. FAIR?



Access Blocked - Content Alert

The URL:
<http://googleads.g.doubleclick.net/page/client=ca-pub-6890457836759742&output=html&h>
was blocked

- The link you are accessing has been blocked by the Barracuda Web Filter because it matches a blocked category. The name of the category is:

autoblog

TOPICS

VIDEOS

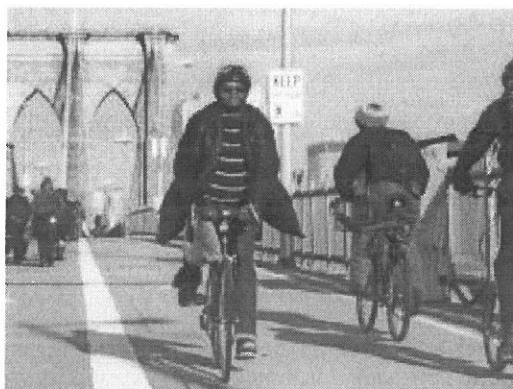
PHOTOS

PODCASTS

 SEARCH

Bicyclist deaths spike on US roads

Oct 30th 2014 8:00 AM EDT
BY CHRIS BRUCE



Key Groups

Adult Males and Urban Environments Now Represent Bulk of Deaths

WASHINGTON, D.C. -- The number of bicyclists killed on U.S. roadways is trending upward, particularly for certain subsets of the population, according to a report released today by the Governors Highway Safety Association (GHSA). GHSA's Spotlight on Highway Safety: Bicyclist Safety notes that yearly bicyclist deaths increased 16 percent between 2010 and 2012, while overall motor vehicle fatalities increased just one percent during the same time period.

The report's author, former Insurance Institute for Highway Safety Chief Scientist Dr. Allan Williams, analyzed current and historical fatality data to uncover bicyclist crash patterns. There have been some remarkable changes. For example, adults 20 and older represented 84 percent of bicyclist fatalities in 2012, compared to only 21 percent in 1975. Adult males comprised 74 percent of the total number of bicyclists killed in 2012.

Bicycle fatalities are increasingly an urban phenomenon, accounting for 69 percent of all bicycle fatalities in 2012, compared with 50 percent in 1975. These changes correlate with an increase in bicycling commuters -- a 62 percent jump since 2000, according to 2013 Census Bureau data.

While bicyclists killed in motor vehicle crashes increased in 22 states between 2010 and 2012, six states -- California, Florida, Illinois, New York, Michigan and Texas -- represented 54 percent of all fatalities.

"These are high population states with many urban centers," pointed out Williams, "and likely reflect a high level of bicycle exposure and interaction with motor vehicles."

autoblog

TOPICS

VIDEOS

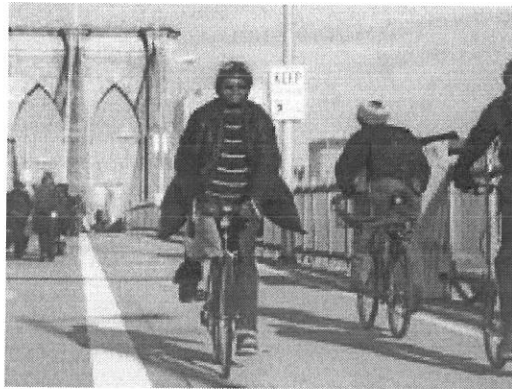
PHOTOS

PODCASTS

 SEARCH

Bicyclist deaths spike on US roads

Oct 30th 2014 8:00 AM EDT
BY CHRIS BRUCE



While the roads might be getting just a little safer for motorcycle riders, their two-wheeled compatriots on bicycles appear not to be so lucky. A recent study sponsored by the Governors Highway Safety Association found that annual cycle deaths in the US were up 16 percent from 621 in 2010 to 722 in 2012. In the same period, fatalities for motorists increased only one percent.

While the numbers are on the rise in those years, they represent an improvement over decades ago. According to the study, the highest bicycle death toll since data has been recorded came in 1975 with 1,003 fatalities. The '80s registered an average of 889 annual victims, 792 in the '90s and 696 from 2000 to 2012.

The data also sheds some light on who is at risk riding a bike these days and where. Adults older than 20 represent 84 percent of fatalities in 2012, compared to 21 percent in 1975. Unsurprisingly, urban cyclists who have to deal with lots of traffic and other distractions are the ones who are most in danger. According to the study, 69 percent of fatalities happen in these busy areas, versus 50 percent in 1975.

With deaths on an upswing in recent years, the GHSA is advocating for wider acceptance of safety equipment, and it wants to reduce riding while drunk. The study indicates that only 17 percent of those killed on bikes were wearing a helmet, despite such headgear being proven to lower fatalities. Also, 28 percent of cyclists who die are legally intoxicated.

In addition to those changes for bicyclists, the GHSA suggests that cities with high death tolls need to consider giving riders their own lanes and possibly even separate traffic lights to make cycling safer. Scroll down for the announcement of the study's results.

There are some bicycle fatality data that remain unchanged over the decades. Bicyclists killed are predominantly males (88 percent in 2012), and lack of helmet use and alcohol impairment continue to contribute to bicyclist deaths. In 2012, two-thirds or

[← | Back](#)[Next | →](#)

Filed under: [Safety](#)

- [AOL Autos](#)
- [Autoblog](#)

- [Translogic](#)
- [AutoblogGreen](#)

[A-Z](#) | [Help](#) | [Privacy/TOS](#)

© 2014 AOL Inc. All Rights Reserved

autoblog

TOPICS

VIDEOS

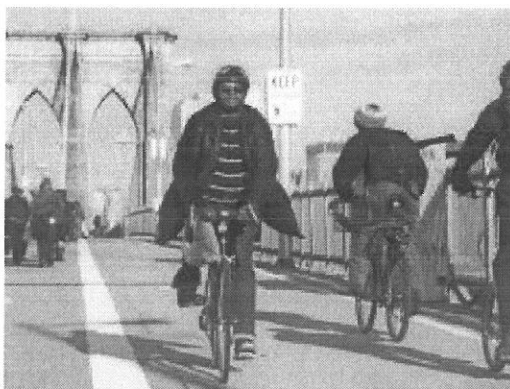
PHOTOS

PODCASTS

 SEARCH

Bicyclist deaths spike on US roads

Oct 30th 2014 8:00 AM EDT
BY CHRIS BRUCE



more of fatally injured bicyclists were not wearing helmets, and 28 percent of riders age 16 and older had blood alcohol concentrations (BAC) of .08 percent or higher, compared with 33 percent of fatally injured passenger vehicle drivers.

"What's notable here," said Dr. Williams, "is that the percentage of fatally injured bicyclists with high BACs has remained relatively constant since the early 1980s and did not mirror the sharp drop in alcohol-impaired driving that occurred among passenger vehicle drivers in the 1980s and early 1990s."

State Highway Safety Offices are giving bicyclist safety considerable attention, despite bicyclists representing two percent of overall motor vehicle-related fatalities, a proportion that has remained constant since 1975.

"Many states are dedicating resources to ensuring the safety of all roadway users, including bicyclists, by investing in educating bicyclists and motorists, promoting helmet use, enforcing motor vehicle laws and implementing infrastructure changes," said Jonathan Adkins, GHSA Executive Director.

As an example, the New York Governor's Traffic Safety Committee promotes helmet use by funding bicycle helmet distribution programs and proper fit training. In Florida, police officers are stopping bicyclists who ride without lights at night, providing lights to those who are less able to afford them and helping to affix them to bikes.

Adkins stressed that helmet laws are an effective countermeasure particularly with so many inexperienced riders expected to choose bicycling in the coming years. Twenty-one states have helmet laws for younger riders, but no state has a universal helmet law and twenty-nine states do not have any kind of bicycle helmet law.

On the engineering side, several states are adopting Complete Streets policies, which take into consideration all travel modes when building and/or improving existing

[← | Back](#)[Next | →](#)

Filed under: [Safety](#)

- [AOL Autos](#)
- [Autoblog](#)

- [Translogic](#)
- [AutoblogGreen](#)

[A-Z](#) | [Help](#) | [Privacy/TOS](#)

© 2014 AOL Inc. All Rights Reserved



TOPICS

VIDEOS

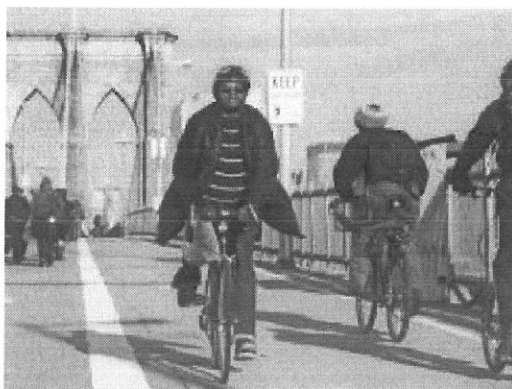
PHOTOS

PODCASTS

 SEARCH

Bicyclist deaths spike on US roads

Oct 30th 2014 8:00 AM EDT
BY CHRIS BRUCE



roadway systems. They are also stepping up efforts to collect information on bicycle crash patterns and locations, which is critical for making informed decisions about countermeasures and resource allocation.

Adkins noted that while bicyclist fatalities are a problem in some states, unlike many highway safety challenges, this is not necessarily a national issue. Twenty-three states averaged five or fewer deaths per year between 2010 and 2012. This suggests a need to focus resources on those states and locations where bicyclist fatalities most often occur.

The full report is available at www.ghsa.org/html/publications/spotlight/bicycles2014.html.

###

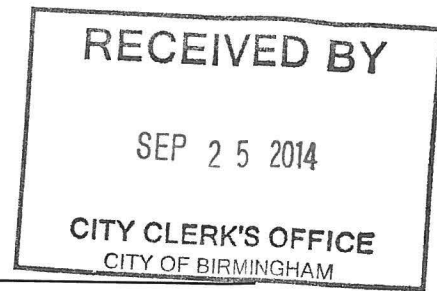
About GHSA

The Governors Highway Safety Association (GHSA) is a nonprofit association representing the highway safety offices of states, territories, the District of Columbia and Puerto Rico. GHSA provides leadership and representation for the states and territories to improve traffic safety, influence national policy, enhance program management and promote best practices. Its members are appointed by their Governors to administer federal and state highway safety funds and implement state highway safety plans. Contact GHSA at 202-789-0942 or visit www.ghsa.org. Find us on Facebook at www.facebook.com/GHSAHQ. Follow us on Twitter at @GHSAHQ.

[← | Back](#)

Filed under: Safety

Mr. Terrell E. Thomas Jr.
235 Linden
Birmingham, MI 48009



September 23, 2014

Birmingham City Commission
151 Martin Street
Birmingham, MI 48012

Dear Commissioners,

This letter is written to voice my strong opposition to the West Maple Road proposal included in the Multimodal Plan. Converting Maple Road to 3 lanes will absolutely increase the quantity of traffic along the revised route and spur even greater cut through traffic to Lincoln and Oak.

I am a 3x/week runner along these back/side streets and personally witness the freeway speeds and quantity of through traffic vehicles. This would only increase as a result of reducing West Maple to 3 lanes. In addition I am an avid bike rider during the weekends who has no interest in riding along West Maple Road, especially with the increased traffic. For safety reasons bikers need to stay off the Mile Roads (and Woodward Avenue).

Moreover the idea to eliminate the traffic light at Lake Park is very dangerous in my opinion. I can't tell you the number of times I have looked left, then right and then again left when turning west from Linden onto Maple only to find a car appear from around the bend. This light is frequently the only reason we are able make this turn. I can foresee bad judgment, especially by inexperienced drivers, and the sounds of sirens if this light is eliminated. This light further allows our children to safely cross Maple Road as they head to Mills or visit with friends.

West Maple Road is an important east-west artery for the City of Birmingham. The City Commission has done many wonderful projects to beautify and invigorate our city. For this I express my thanks and gratitude. However reducing Maple to 3 lanes and eliminating the Lake Park traffic light need to be reconsidered. Please delete these from your plan.

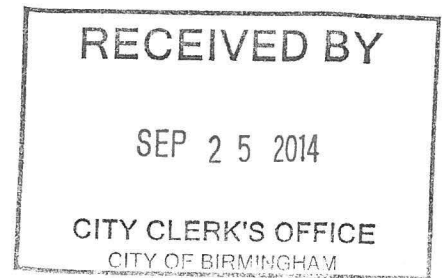
Sincerely,



Terry Thomas

9/24/14

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.

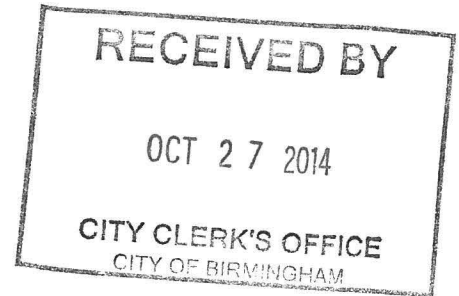
There is also concern that the city is subjecting citizens to costly litigation costs from those who may be injured in traffic accidents as a result of adding bike lanes to a busy artery, as well as adding taxpayer costs for bike lanes used by very few residents and not supported by local bikers.

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,

Marianne S. Schwartz
Alan S. Schwartz
416 Hawthorne St.
Birmingham, MI 48009

Gretchen and Ethan Davidson
444 Arlington
Birmingham, MI 48009



October 24, 2014

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.

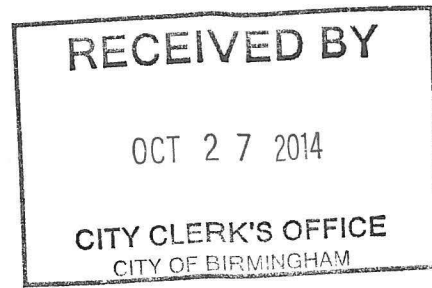
There is also concern that the city is subjecting citizens to costly litigation costs from those who may be injured in traffic accidents as a result of adding bike lanes to a busy artery, as well as adding taxpayer costs for bike lanes used by very few residents and not supported by local bikers.

In view of these many concerns, the City Commission is asked to please delete the 4/3 lane proposal from the Multimodal Plan.

Sincerely,

Gretchen and Ethan Davidson

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,

Joann Z. Baughman
Joann Z. Baughman

October 30, 2014

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,



Charles F. Schwartz, MD

432 Arlington
Birmingham, MI 48009

Charles F. Schwartz, M.D.
Director, Cardiothoracic Surgery
Elliott Estes Heart Institute
St. Joseph Mercy Oakland
248 858 3850
charles.schwartz@stjoeshealth.org

October 10, 2014

Birmingham City Commission

151 Martin Street

Birmingham, MI 48012

Dear Commissioners,

We want to go on record as strongly opposed to the proposal to reduce the traffic lanes on Maple Road between Cranbrook and Southfield. We feel that the "so-called" advantages of the proposal to bring about calmer traffic, better vehicular movement, and fewer accidents are untrue. In fact, we believe the exact opposite is true. We are convinced that less roadway means less chance to easily exit from our neighborhood streets and means more cut-through traffic coming into in our neighborhood. The traffic is bad enough at times on Maple Road with two lanes in each direction, and it is hard to visualize this much traffic having only one lane to use each way.

Sincerely,



Irvin E. Poston

288 Shirley Road

Birmingham, MI 49009-3725

ieposton@juno.com



Lois L. Poston

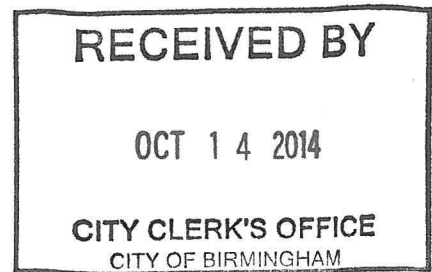
288 Shirley Road

Birmingham, MI 49009-3725

ieposton@juno.com

October 9, 2014

E.J. and Mary Mueller
414 Arlington Road
Birmingham, MI 48009



Birmingham City Commission
151 Martin Street
Birmingham, MI 48012

Dear Commissioners,

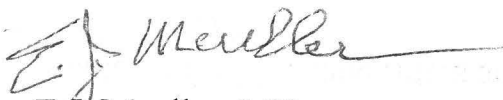
The purpose of this letter is to voice opposition with the Multimodal Plan to convert West Maple Road from 4 lanes to 3 lanes as part of the resurfacing project.

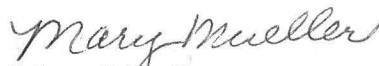
This opposition stems from a wide spread belief that the 4/3 plan will cause traffic congestion on West Maple Road, increase cut through traffic on side streets, reduce revenue to local businesses/churches, lose an important 4-lane evacuation route in the event of a city emergency, as well create safety 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,

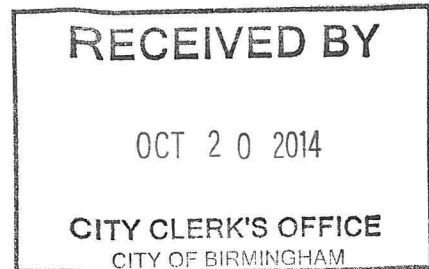

E.J. Mueller, MD


Mary Mueller

October 8, 2014

Janet Lannen
992 Arlington Road
Birmingham, MI 48009

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,

A handwritten signature in cursive script that reads "Janet M Lannen".

Janet Lannen

RECEIVED BY

OCT 9 2014

October 9, 2014 CITY CLERK'S OFFICE
CITY OF BIRMINGHAM

Birmingham City Commission
151 Martin Street
Birmingham, MI 48012

Dear Commissioners,

My wife and I have lived at 577 Arlington in Birmingham for over 50 years and the purpose of this letter is to voice our strong opposition to the Multimodal Plan to convert West Maple Road from 4 lanes to 3 lanes as part of the resurfacing project.

Our opposition stems from a certain 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.

We also are concerned 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, we are asking the City Commission 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,

Lionel Finkelstein MD

Lionel Finkelstein

Florence Finkelstein

Florence Finkelstein

RECEIVED BY

OCT 10 2014

CITY CLERK'S OFFICE
CITY OF BIRMINGHAM

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,

Robert S. Bradley
ROBERT BRADLEY
640 Shiden
B-Ham 48009

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.

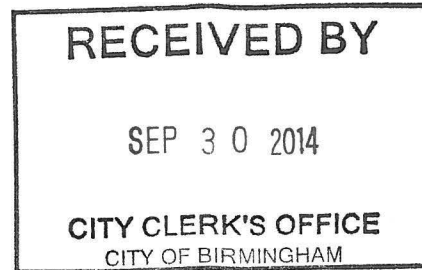
There is also concern that the city is subjecting citizens to costly litigation costs from those who may be injured in traffic accidents as a result of adding bike lanes to a busy artery, as well as adding taxpayer costs for bike lanes used by very few residents and not supported by local bikers.

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,

Janice M Petcoff
968 Arlington St.
Birmingham, Mi 48009

Birmingham City Commission
151 Martin Street
Birmingham, MI 48012



Dear Commissioners,

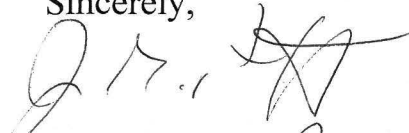
The purpose of this letter is to voice opposition with the Multimodal Plan to convert West Maple Road from 4 lanes to 3 lanes as part of the resurfacing project.

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,


James C. Petcoff
968 Arlington
Birmingham, MI 48009



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,

Brian and Mary Connolly
843 Arlington
Birmingham MI 48009

Brian Connolly
Mary Connolly
10/5/14