

MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, August 6, 2015
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 July 9, 2015
- E. 2016 City Street Projects
- F. Meeting Open to the Public for items not on the Agenda
- G. Miscellaneous Communications
- H. Adjournment

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**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, JULY 9, 2015
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, July 9, 2015. Chairperson Johanna Slanga convened the meeting at 6:05 p.m.

A. ROLL CALL

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

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

Administration: Mark Clemence, Deputy Chief of Police
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

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

B. INTRODUCTIONS (none)

C. REVIEW AGENDA (no change)

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

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

Motion carried, 5-0.

E. BOWERS ST. RESIDENTIAL PERMIT PARKING

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

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

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

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

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

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

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

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

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

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

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

Motion by Ms. Warner

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

Motion carried, 5-0.

VOICE VOTE

Yeas: Warner, Bordman, Lawson, Slanga, Surnow

Nays: None

Absent: Adams, Edwards

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

F. COLE ST. TRAFFIC ISSUES

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

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

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

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

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

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

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

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

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

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

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

Crosswalk Improvements

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

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

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

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

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

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

Corner Sight Distance Improvements

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

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

Hazel St. – SW Corner

Bowers St. – NW and SW corners

Haynes St. – NW corner

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

Demarcated Parking Lanes

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

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

Multi-Modal Transportation Board Proceedings

July 9, 2015

Page 6

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

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

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

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

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

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

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

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

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

Motion by Ms. Warner

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

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

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

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

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

Motion carried, 4-1.

VOICE VOTE

Yeas: Warner, Bordman, Lawson, Surnow

Nays: Slanga

Absent: Adams, Edwards

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

H. W. MAPLE RD. RESURFACING PROJECT UPDATE

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

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

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

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

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

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

J. MISCELLANEOUS COMMUNICATIONS (none)

K. ADJOURNMENT

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

Jana Ecker, Planning Director

Paul O'Meara, City Engineer



MEMORANDUM

Engineering Dept.

DATE: July 31, 2015
TO: Joseph Valentine, City Manager
FROM: Paul T. O'Meara, City Engineer
SUBJECT: 2016 City Street Projects

The Multi-Modal Transportation Board has studied and finished its review of the City's largest 2016 project, W. Maple Rd. Now that it is completed, the Board needs to review the remaining City street projects that are planned, and finalize any multi-modal improvements that should be included in these projects. Moving generally west to east, here is a list of the other street reconstruction projects planned and budgeted for 2016:

W. Brown St. – Southfield Rd. to Chester St.
Hamilton Ave. – N. Old Woodward Ave. to Woodward Ave
Park St. – Hamilton Ave. to E. Maple Rd.
Webster Ave. – S. Adams Rd. to S. Eton Rd.
Torry St. – Haynes Ave. to Webster Ave.

W. Brown St.

The segment of Brown St. between Southfield Rd. and Chester St. is the only one that still has its original pavement. A complete reconstruction of the 36 ft. wide street is planned. Since Brown St. is an important corridor that has lots of pedestrian activity, it was decided to consider the whole corridor at this time. The attached plan depicts future improvements that are suggested as projects make such opportunities practical, although only the pavement west of Chester St. would actually be constructed in 2016.

As a relatively high demand collector street, the busiest sections of Brown St. have two to three full lanes of marked traffic lanes. Where demand is slightly less, a parking lane was added in 2000 on the south side of the road (Chester St. to Pierce St.). The segment being rebuilt in 2016 has the least traffic demand. It is intended to generally remain as is, with two traffic lanes, and two lower demand parking lanes. At each end of this segment (Southfield Rd. and Chester St.), parking is reduced or eliminated to handle traffic queues.

The Brown St. corridor is highlighted in two respects in the Master Plan. First, it is part of a Neighborhood Connector route for bikes, connecting Southfield Rd. at its west end with the Woodward Ave. & Forest St. intersection on its east end (then extending easterly to S. Eton Rd.). Likely due to the high traffic and parking demand in this area, no bike lanes are recommended, but Sharrows are recommended. Since Sharrows are a relatively simple improvement, it is recommended that sharrows be added to the 2016 Brown St. project not only for the segment being rebuilt, but extending all the way to Woodward Ave. The Neighborhood Connector route will require changes to the Woodward Ave. intersection that are

not ready to be implemented at this time, therefore, signage designating this as a bike route would be premature.

The Master Plan also suggests improved pedestrian crossings at four locations:

- Bates St.
- Henrietta St.
- Pierce St.
- Mid-block crossing at Pierce St. Parking Structure entrance

Since a parking lane exists on the south side, we recommend bumpouts be installed on the south side of the three intersections, but not the mid-block crossing. At that location, significant left turn movements require that the adjacent passing lane be kept open to allow through traffic to flow freely past left turning vehicles.

In addition to what is shown on the plan, bumpouts are recommended at the S. Old Woodward Ave. intersection, which is currently planned for reconstruction in 2018. There are no opportunities for bumpouts between S. Old Woodward Ave. and Woodward Ave., as all lanes are open and needed to handle current traffic demands.

To summarize, as projects are planned in the area, bumpouts are recommended on the south corners of Bates St., Henrietta St., and Pierce St., and all four corners of S. Old Woodward Ave. The attached plan reflects these improvements as suggested.

Hamilton Ave. & Park St.

As part of an upcoming ambitious plan to rebuild several streets downtown in the upcoming years, the above streets will be completely reconstructed, including water and sewer systems, street lighting, and sidewalks.

Neither street segment is noted for improvements in the Master Plan. However, as an important component of downtown in a high pedestrian area, pedestrian improvements should be considered wherever possible.

When reviewing the plan, it is important to understand the long term plan for this section of Park St. When built in the early 1970's, this segment was built as one-way northbound, with three available lanes of traffic. The design was done to encourage westbound Maple Rd. vehicles to use the new Ring Road system, giving them an easy clear alternative to the more congested Maple Rd. Since creation of the 2016 Plan, the City has moved away from the Ring Road concept. A proposal to reconfigure this block has been planned for several years. It was initially going to be done as a part of the reconstruction of the vacant property adjacent to the Hunter House. However, since this project has not materialized, and the pavement on this block is in poor condition, the City has decided to move forward to implement these changes. The work will be done in two phases:

1. The majority of the block will be rebuilt in 2016, as shown on the attached drawing. To not disrupt traffic on Maple Rd., however, the Maple Rd. intersection will be left as is. As a result, during the first year, it will be left as a one-way street (northbound).

2. In 2017, this segment of Maple Rd. will be completely reconstructed. At that time, the Park St. intersection can be reconfigured to allow for two-way traffic. However, westbound Maple Rd. must remain free flowing as much as possible, therefore, the intersection will remain unique. The traffic signal will remain as is. Local vehicle traffic traveling south on Park St. will be forced to turn right on to Maple Rd. after obeying a STOP sign. Proceeding south to Peabody St., or turning left on to Maple Rd. will not be allowed. To allow these other movements, Maple Rd. traffic would have to be stopped for greater time periods, thereby queuing vehicles into Woodward Ave. to unacceptable levels (through traffic on Woodward Ave. must remain a priority for safety).

Changing Park St. to two way traffic will allow local traffic attempting to access properties or parking spaces in the area will have an option to access Maple Rd. from Hamilton Ave. without using Woodward Ave. to do so.

Referring to the plan attached, bumpouts are recommended as follows:

- East leg of N. Old Woodward Ave. (with the south side matching what has already been built on the north side).
- Ferndale St., with particular emphasis on the existing crosswalk on the east leg of the intersection. (Ferndale St. acts as an important access to truck loading zones, and large vehicles already cannot make a complete turn on to this street, therefore, the bumpout improvements on the north side are minimal.)
- At Park St., all four corners (note that Park St. itself cannot be reduced due to its three traffic lane configuration).
- At Woodward Ave.

Two other changes are proposed for the block of Hamilton Ave. between Park St. and Woodward Ave. On the north side, it is not clear why parking has never been allowed. The plan will propose the installation of three new metered parking spaces. On the south side, the existing Hunter House driveway makes on-street parking on this short block impractical. As long as parking is not allowed, the street can be rebuilt narrower, which will enhance the sidewalk in this area. (Before this is finalized, discussions with the adjacent property owner should be held to confirm if they have any plans to remove this driveway when the property is redeveloped. If so, it may be appropriate to rebuild Hamilton Ave. at its current width, and allow the installation of more on-street parking in the future.)

As a part of the detailed design, it is also recommended that staff review the current bike parking areas that are provided, and if additional opportunities exist, to include those enhancements as a part of the final project.

Webster Ave. & Torry St.

The Master Plan identifies Torry St. as part of a much larger Neighborhood Connector route, starting at Bowers St. and extending south to Woodward Ave. via Emmons Ave. Particular emphasis is suggested at the intersection of Haynes St. and Torry St. (installing ramps and high visibility markings). No improvements are suggested for Webster Ave.

Looking closer at the Haynes St. & Torry St. intersections, the following changes are recommended:

1. The existing marked crosswalk is at an awkward angle, and encourages pedestrians to take a longer path across Haynes St. than is necessary. The existing pedestrian markings should be removed. A new handicap ramp on the northeast section of the intersection (east of the driveway in front of 1601 Haynes St.) should be installed to line up with the ramp at the southeast corner of the intersection, and then a new, shorter marked crosswalk can be installed.
2. Typically, the existing ramp on the north side would be removed as a part of the improvements described in #1. However, since the sidewalk connector to Bowers St. is also part of a designated neighborhood connector (for bikes), it is recommended that this ramp be left as is (without a marked crosswalk). The existing ramp will remain a benefit to bike riders using this intersection while heading north or south.

No other changes are recommended.

To summarize, the suggested Multi-Modal improvements for the 2016 street projects are as listed below:

SUGGESTED RECOMMENDATIONS:

The Multi-Modal Transportation Board has reviewed the remaining City street reconstruction projects for the 2016 construction season, and recommends to the City Commission that the following multi-modal improvements be included in accordance with the Master Plan:

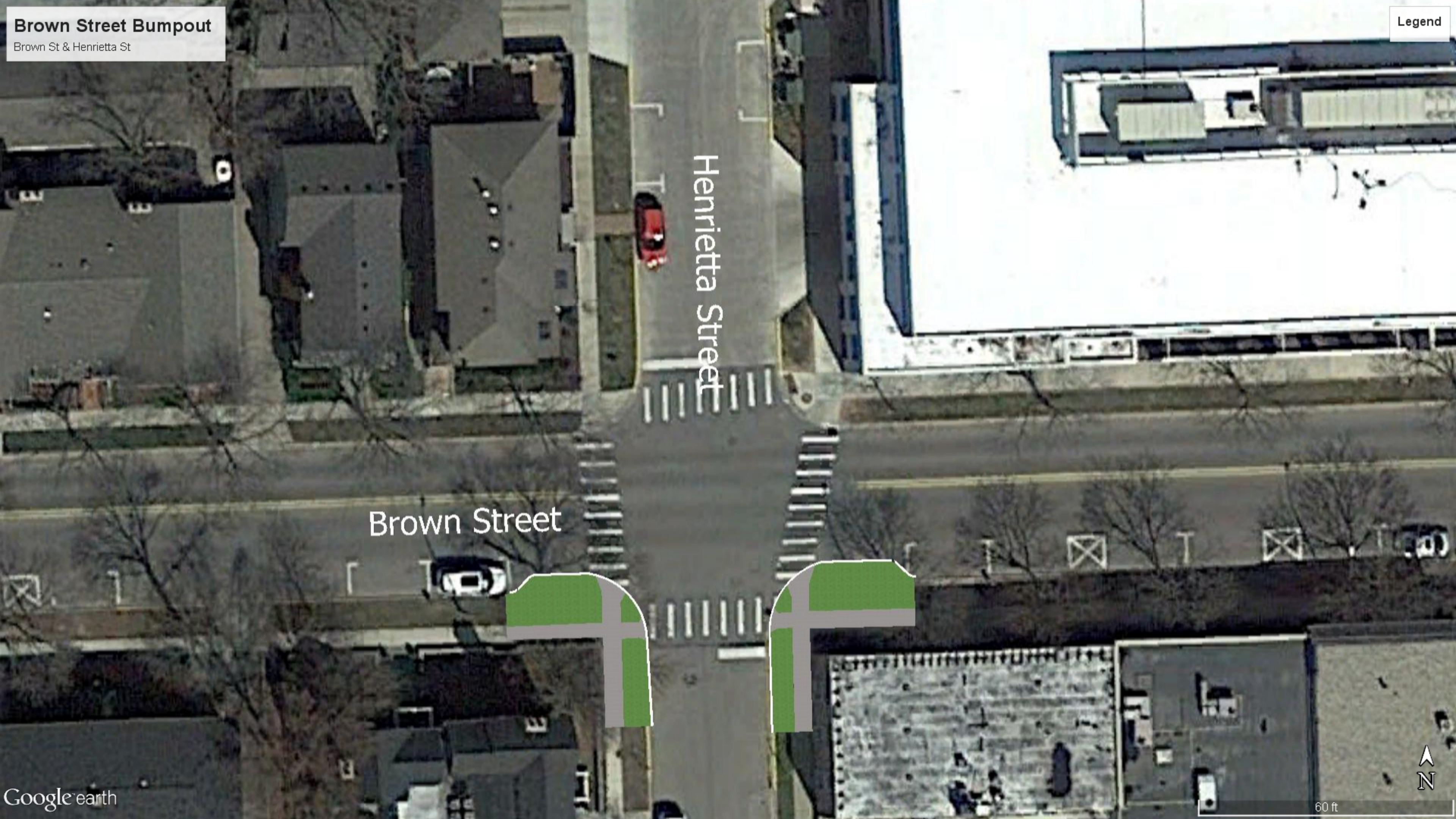
1. Brown St. – Sharrows should be painted on all segments of Brown St. from Southfield Rd. to Woodward Ave. Crosswalk bumpouts shall be installed as a part of future projects at the intersections of Brown St., Henrietta St., Pierce St., and S. Old Woodward Ave.
2. Hamilton Ave./Park St. – Crosswalk bumpouts shall be installed at the intersections of N. Old Woodward Ave., Ferndale St., Park St., and Woodward Ave. Three additional metered parking spaces shall be installed on the north side of Hamilton Ave., between Park St. and Woodward Ave.
3. Haynes St. & Torry St. intersection – A new handicap ramp shall be installed in the northeast section of the intersection (in front of 1601 Haynes St.), and the pavement markings for the crosswalk shall be removed and relocated to match the new and existing ramps at the east leg of the intersection.



Bates Street

Brown Street





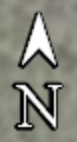
Brown Street Bumpout

Brown St & Henrietta St

Legend

Henrietta Street

Brown Street





Pierce Street

Brown Street



Old Woodward Avenue Bumpout

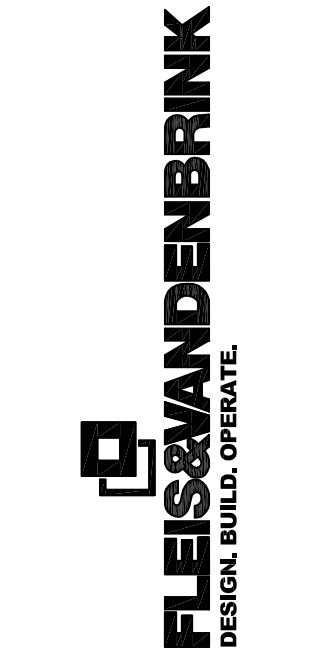
Old Woodward Ave & Brown St

Legend

Old Woodward Avenue

E Brown St

Brown Street



27725 Stanbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0060
F: 248.536.0079

REVISION:

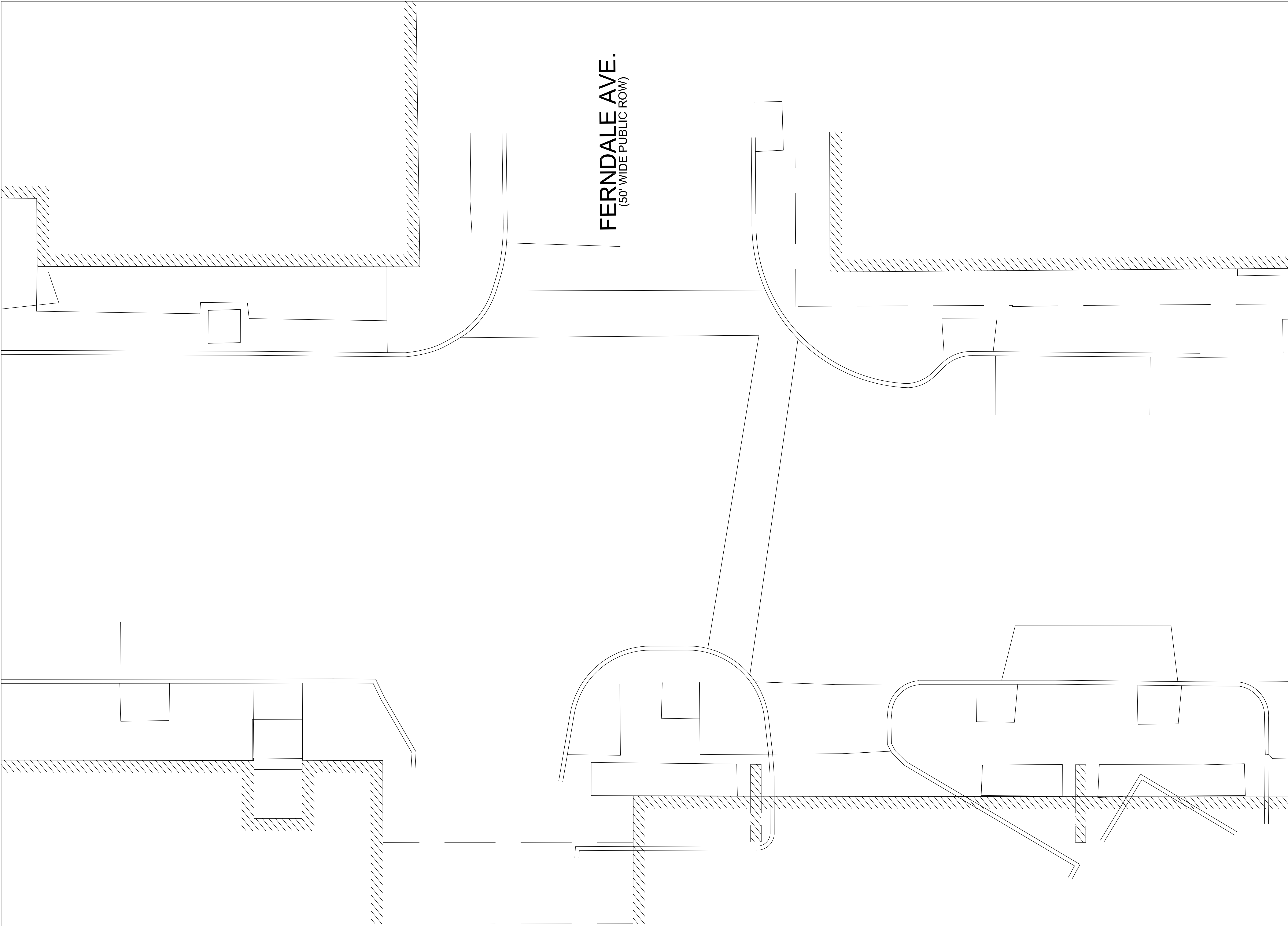
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
CKS:JR
CHECK BY:

DRAWING INFORMATION:

NOT FOR
CONSTRUCTION

F&W PROJECT NO.



FERNDAL AVE.
(50' WIDE PUBLIC ROW)

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

2725 Stansbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0060
F: 248.536.0079

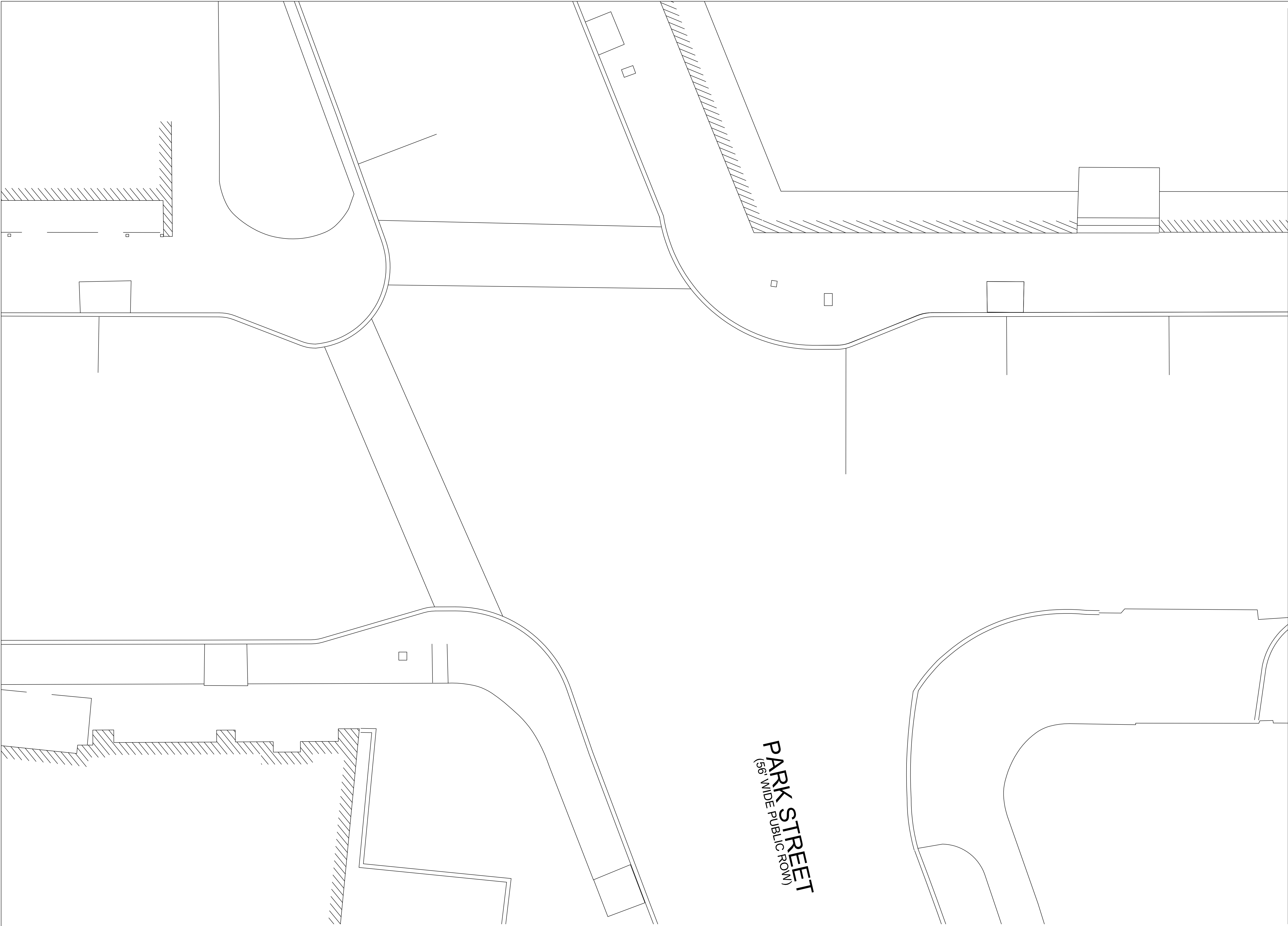


DESIGN TEAM:
CKS:JR
CHECK BY:

DRAWING INFORMATION:

NOT FOR
CONSTRUCTION

F&W PROJECT NO.



REVISION:

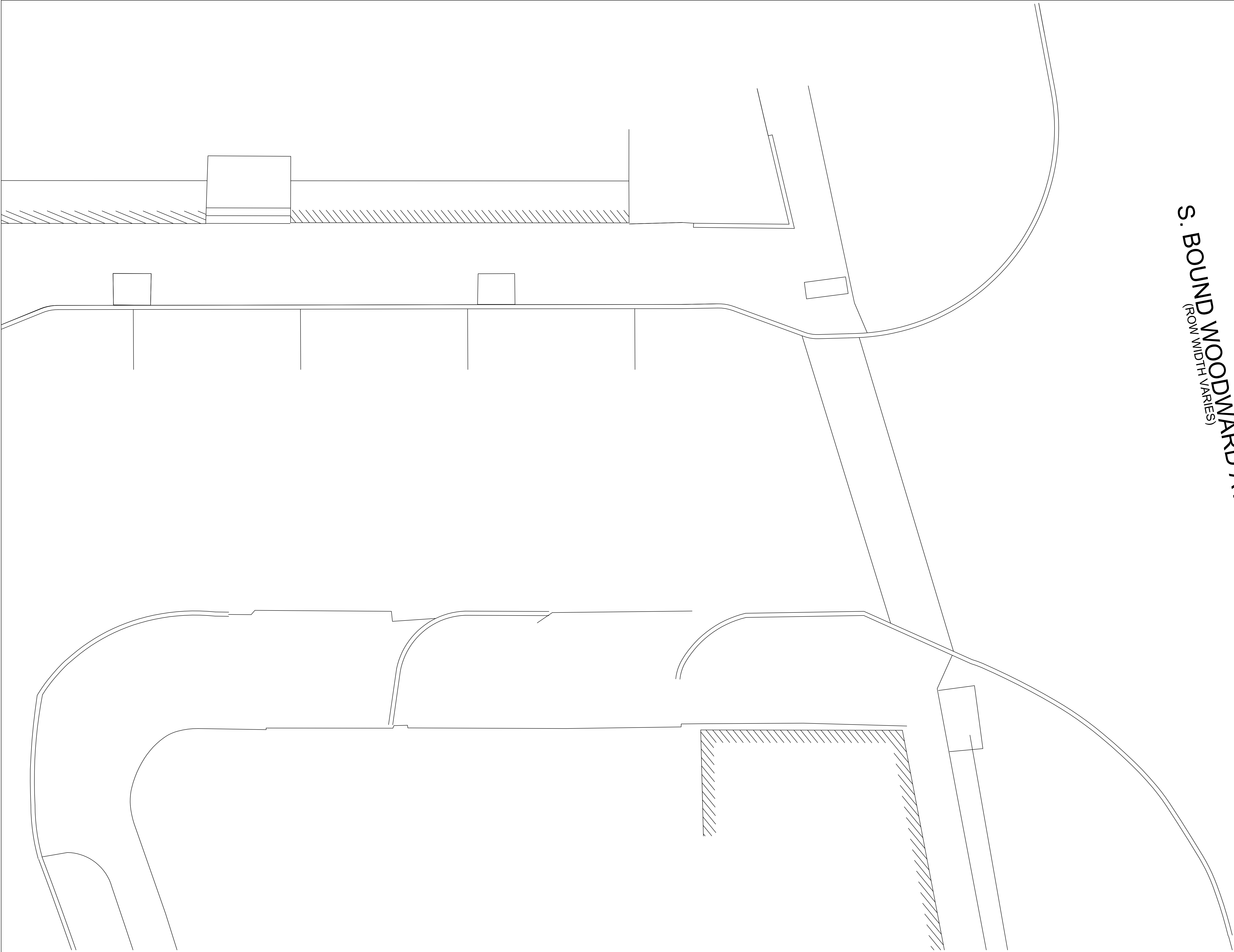
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
CKS:JR
CHECK BY:

DRAWING INFORMATION:

NOT FOR
CONSTRUCTION

F&V PROJECT NO.



S. BOUND WOODWARD AVE
(ROW WIDTH VARIES)

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

REVISION:

DESIGN TEAM:
CKS:JR
CHECK BY:

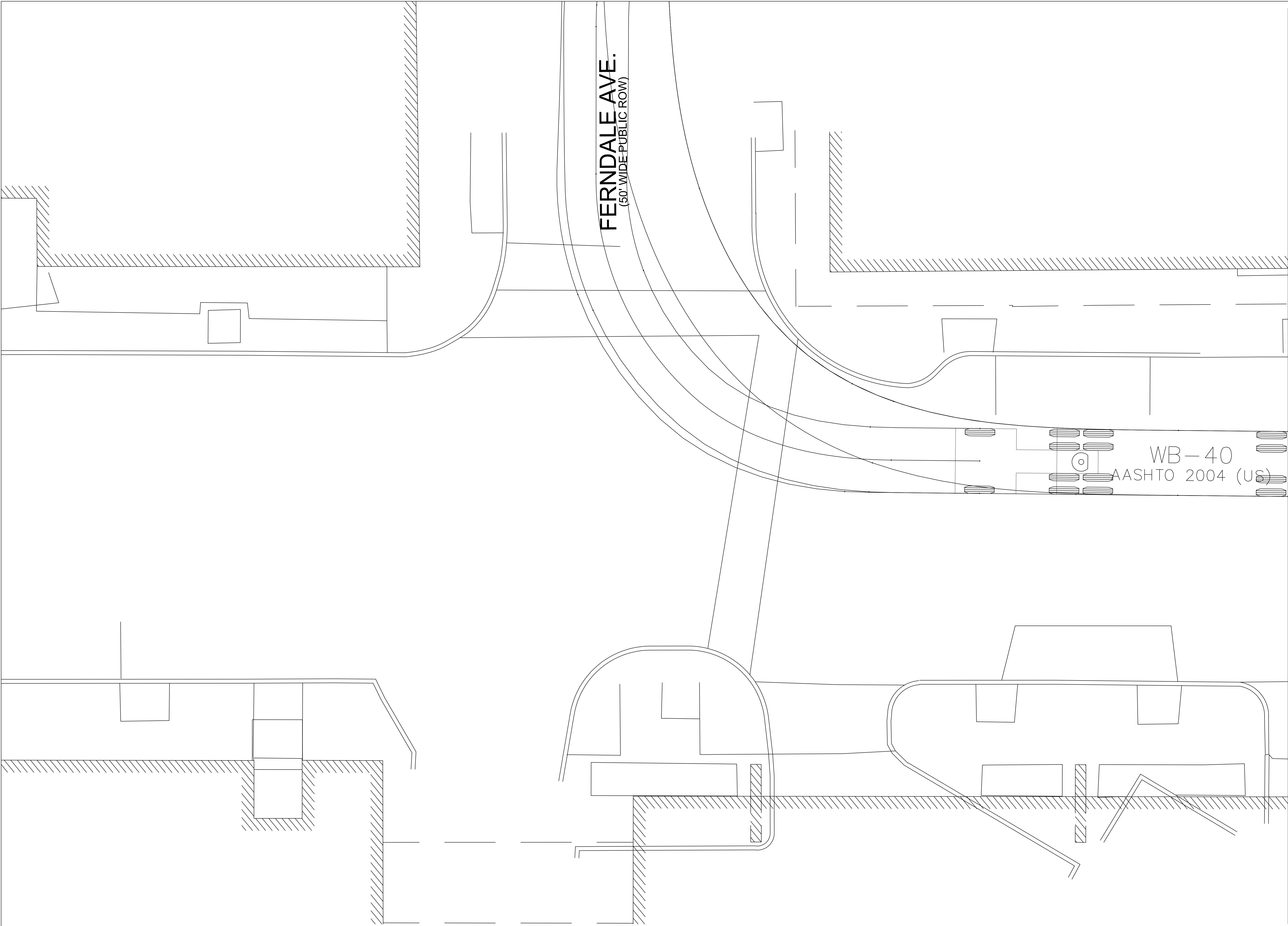
DRAWING INFORMATION:

NOT FOR
CONSTRUCTION

F&V PROJECT NO.

27725 Stansbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0060
F: 248.536.0079

FLEISCHMANN
AND
BRINK
DESIGN. BUILD. OPERATE.



REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
HAMILTON STREET

DESIGN TEAM:
CKS:JR

CHECK BY:

DRAWING INFORMATION:

**NOT FOR
CONSTRUCTION**

F&W PROJECT NO.

Park Street

Park Street Between Hamilton Row & Maple Road

Legend



Hamilton Row

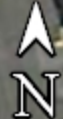
Hamilton Row

Woodward Ave

Park Street

Maple Road

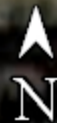
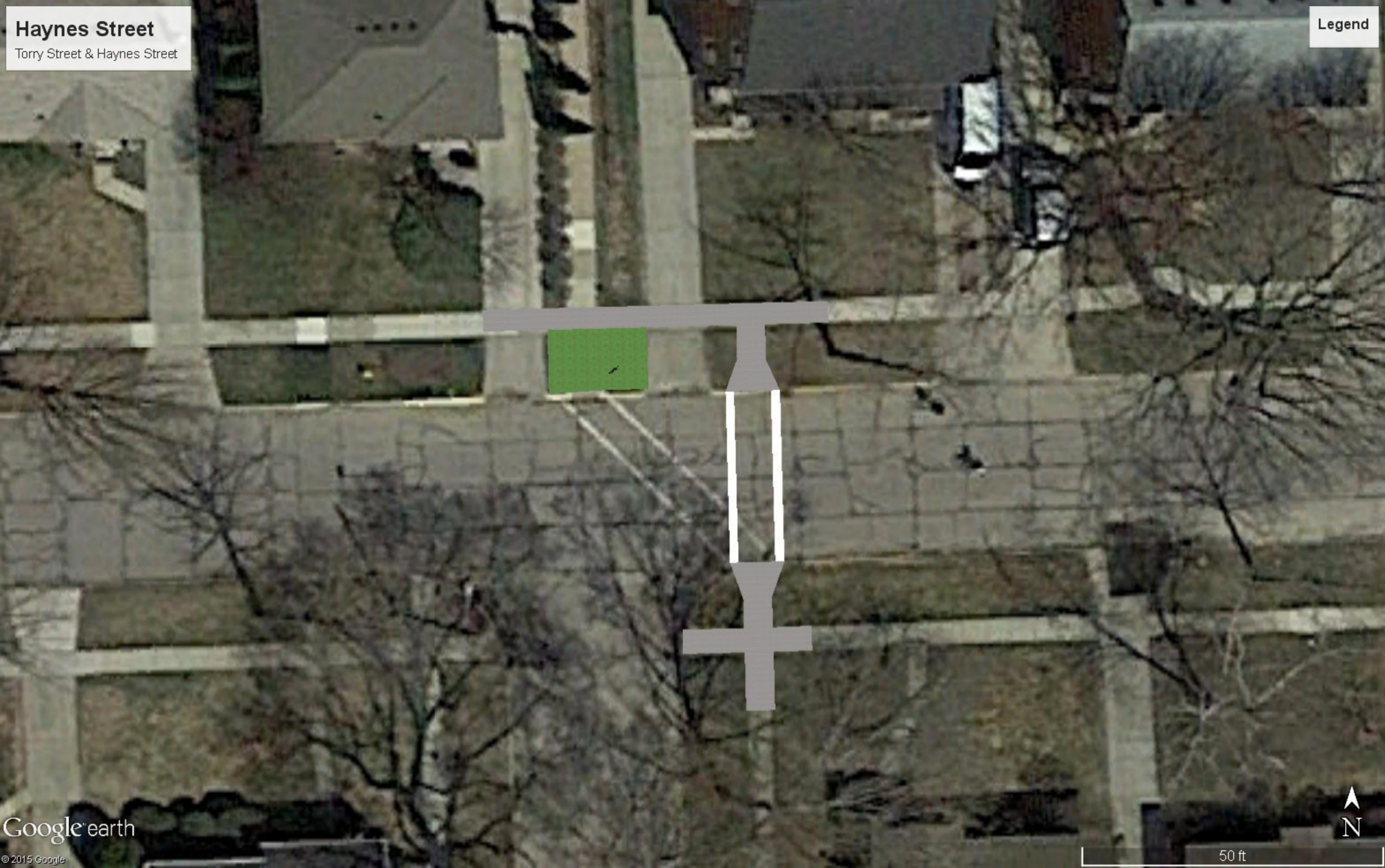
E Maple Rd



Haynes Street

Torry Street & Haynes Street

Legend



MEMORANDUM

DATE: June 12, 2015

TO: Joe Valentine, Mike Labadie, Jana Ecker, Paul O'Meara and Austin Fletcher

FROM: Mark Clemence

REFERENCE: Time Table and Criteria Plan for the City Commission Resolution Criteria and Documentation necessary for research and testing of the effectiveness of the 4 to 3 lane diet on W. Maple Road between Cranbrook and Southfield

On June 1, 2015, The City Commission accepted the Multi-Modal Transportation Board's recommendation and directed a trial reconfiguration of West Maple to a 4 to 3 lane diet of Maple Rd. between Cranbrook and Southfield roads. The City Commission resolution included studying measures that existed prior to the reconfiguration including speeds, average daily crash rates, cut through traffic during the PM peak hour on S. Glenhurst, Larchlea, Chesterfield, Pleasant, Pilgrim, Arlington, Shirley, Baldwin and Lakepark as well as checking the "Level of Service" at the intersections of Maple and Southfield and Maple and Chester and at the driveways of the three churches on Maple.

On June 11, 2015, Joe Valentine, Mike Labadie, Jana Ecker, Paul O'Meara, Austin Fletcher and Mark Clemence met to formulate a time table and criteria plan for the project. It should be noted that all of the below listed criteria and methodologies are accepted standard practices in the field of traffic engineering to quantify and analyze data.

Average Speeds: Time Table is approx. two weeks after Oak Street is re-opened (mid to late September). The counts will be done on Maple near Chesterfield and on Maple near Baldwin, both EB and WB. D/C Clemence will handle.

1. Volumes: The following locations are necessary for volume checks –
 - a. Oak- Check approx. two weeks after the road re-opens (mid-Sept.)
 - b. Quarton – Check approx. two weeks after Oak St. re-opens (mid-Sept.)
 - c. Maple – Use existing data. Also need a traffic volume count for Sunday on Maple Rd.
 - d. Lincoln – Use existing data

- e. Fourteen Mile Rd. - Check approx.. two weeks after Oak St. re-opens (mid-Sept.)

D/C Clemence will handle.

2. Cut Through Traffic: Will be handled by Mike Labadie and F&V. D/C Clemence will assist as needed.
 - a. LOS for Church Traffic – Check by doing manual counts in the middle of September for turns during PM peak hours and on Sunday (10 AM – Noon). A through traffic volume count is also needed for Sunday. Additionally, contact the churches for calendars, schedules or noted “busy” times in the middle of September and to determine which driveway is the busiest. O’Meara will contact the churches.
 - b. LOS for Maple and Southfield and Maple and Chester – Use existing data. Re-check data for the three lane conversion in mid-December.
 - c. S. Glenhurst/Larchlea/Pleasant – Check for all turning traffic (both into and out of the street) between Maple and Lincoln. Will require two people and should be conducted on a Tuesday, Wednesday or Thursday between the hours of 4 and 6 PM. Check mid to late September.
 - d. Chesterfield/Pilgrim – Check all turning traffic (both into and out of the street) between Maple and Quarton. Will require two people and should be conducted on a Tuesday, Wednesday, or Thursday between the hours of 4 and 6 PM. Check mid to late September.
 - e. Baldwin – Check all turns into and out of the street. Will require one person and should be conducted on a Tuesday, Wednesday, or Thursday between the hours of 4 and 6 PM. Check mid to late September.
 - f. Arlington/Shirley - Check for all turning traffic (both into and out of the street) between Maple and Lincoln. Will require four people and should be conducted on a Tuesday, Wednesday or Thursday between the hours of 4 and 6 PM. A second “phase” for Arlington/Shirley is to record license plates as a measure of cut through traffic. Recording license plates will also require people and should be conducted on a Tuesday, Wednesday or Thursday between the hours of 4 and 6 PM. Check mid to late September.
 - g. Lakepark - Check all turning traffic (both into and out of the street) between Maple and Oak. Will require two people and should be conducted on a Tuesday, Wednesday, or Thursday between the hours of 4 and 6 PM. Check mid to late September.
3. Re-striping of Maple Road – Shoot for October 1, 2015. Bidding documents to be prepared by F&V.

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10 Years of Change: The evolution of Detroit's non-motorized transportation network

AARON MONDRY | TUESDAY, JULY 21, 2015



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Detroit is and always will be the Motor City, but it has shown in recent years that it has plenty of room for other modes of transportation.

A decade ago, Detroit hardly had any bike lanes and lacked most other features of a non-motorized transportation system. The term greenway was foreign to most Detroiters save for a handful of planners and funders with big plans for new paths along the Detroit River and derelict railroad rights of way.

Since then, however, the number of non-motorized transit options has increased significantly in the city thanks to transit advocacy groups and willing partners in city and state government. Today there are over 170 miles of bike lanes throughout the city of Detroit.

Advocates say non-motorized transportation infrastructure should be a major priority for governments everywhere.

"There's so many reasons why this is an important issue," says [Todd Scott](#), executive director for the [Detroit Greenway Coalition](#), an organization that promotes the development of greenways and the use of bicycles. He touts benefits to low income residents, who have difficulty affording automobiles and high local

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insurance costs. Then there are the health benefits. In a city that suffers from high rates of diabetes and cardiovascular disease, investing in walking and cycling infrastructure could have a huge effect on improving the public health and reducing healthcare costs.

This is one of many social and economic arguments in favor of emphasizing non-motorized transit, says Scott Clein, president and partner at [Giffels Webster](#), a civil engineering firm that's worked on numerous non-motorized transit projects in the city.

"Study after study has shown that proper design of bike provisions stimulates economic development, increases retail sales, and increases home values," he says. "It just makes too much sense not to emphasize it, particularly when the cost of implementation is so low."

Thomas Woiwode, director of the Greenways Initiative for the [Community Foundation for Southeast Michigan](#), explains how this process happens. "Non-motorized transit changes the feel of the urban landscape," he says. "You interact with your environment in a very different way than when you're driving 60 miles per hour in an enclosed environment where you don't have any opportunity to engage your surroundings. Putting feet on the street has been shown to be a way of reducing crime, of increasing traffic into commercial areas, of transforming the social and cultural dynamic."

Ripe for non-motorized infrastructure

While they are not often recognized as assets, Detroit has many elements that make it an ideal city for the implementation of a dynamic non-motorized transportation system. Underutilized infrastructure like abandoned rail lines and wide, over-built roads are excellent candidates to be repurposed or modified for non-motorized uses.

"We would never build roads like that today," Clein says, referring to Detroit's many excessively wide surface streets. But these roads, especially the spokes issuing from downtown (Fort, Michigan, Grand River Avenue, Woodward, Gratiot, and Jefferson), which are in some cases nine lanes wide, have ample room for automobiles, parking, and bike lanes.

Scott concurs with Clein's assessment. "Not only are we blessed with extremely wide roads," he says, "but we're also a flat city. If you've ever lived in San Francisco, you know what an advantage that is."

Detroit also has the potential for the development of an extensive network of greenways, typically defined as pathways set apart from main roads that incorporate the environment. The Dequindre Cut, a converted section of a Grand Trunk Railroad line that which will soon directly feed into Eastern Market, is the most prominent example in the city to date.

More non-motorized transit projects are underway. Land for the [Inner Circle Greenway](#) is currently being assembled and will connect existing and future paths into a 26-mile loop around Detroit that crosses into Dearborn, Highland Park, and Hamtramck. Streetscaping along a section of East Jefferson Avenue will include the [first protected bike lanes](#) in Southeast Michigan. Cass Avenue will become an alternate route for cyclists looking to avoid potential hazards along Woodward's M-1 Rail streetcar line. The plan calls for buffered bike lanes all the way from Grand Boulevard to Cobo Hall, repair stations, and in-ground counters, which will tally how many people bike past a certain point.

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A growing bike culture

Between Slow Roll, Critical Mass, Tour de Troit, and other bike events involving sometimes thousands of cyclists, Detroit has seen an undeniable growth in bike culture.

"Every study done over last decade, and also a non-scientific study of my two sons, shows that younger generations express interest in bikeable, walkable communities," says Woiwode. "They have a very different psychological profile from my generation. And because of that, they want to see infrastructure that complements their interests."

Governments have taken notice as well. With the cooperation of the Michigan Department of Transportation, which owns Detroit's main spokes and has final input on any alterations, bike lanes have been installed across many miles of road in Midtown, Corktown, Southwest, and other neighborhoods. The city of Detroit has instituted these changes in accordance with the Non-Motorized Transit Plan, drafted by Giffels Webster and approved by a unanimous vote of the Detroit City Council in 2006.

"Administrations of local municipalities are critically important in realizing these benefits," says Woiwode. In many cases, federal grants earmarked for alternative transit requires matching funds from local governments. According to Woiwode, Clein, and Scott, the Duggan administration has been a receptive and willing partner in instituting these improvements.

Given these trends and the slate of future projects, Detroit could, in fact, become a national player in non-motorized transit. "I would not bet against Detroit in this department," says Scott. "We got a late start compared to other cities, but we've leapfrogged many and will continue to do so."

This story is a part of "10 Years of Change," a series celebrating Model D's decade of publishing in Detroit and the transformations that have occurred in the city over that period. Read other stories in the series [here](#).

Aaron Mondry is a Detroit-based freelance writer. Follow him on Twitter [@AaronMondry](#).

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ROYAL OAK

Bike lanes and sharrows show city's cyclist-friendly attitude

By Victoria Mitchell [✉](#)

🕒 July 7, 2015

◀ 7



The city of Royal Oak is marking its streets to alert motorists to cyclists sharing the roadways. The two different markings are dedicated bike lanes, shown on the left, and sharrows, shown on the right. (Photo courtesy of city of Royal Oak)

ROYAL OAK — Not many Royal Oak residents knew what a sharrow was before last month. And even if they did, they weren't talking about them as much as they are now, since the markings started popping up along the greater downtown roadways.

Confused? According to city leaders, there is no need to be.

Roadway markings like sharrows and dedicated bike lanes are part of the city's nonmotorized transportation plan, which was adopted into the city's master plan in the spring of 2012.

"Royal Oak is committed to being a bike-friendly city and better defining citywide bike routes," said Community Engagement Specialist Judy Davids.

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City Engineer Matt Callahan said the markings are intended to alert other road users to expect bicyclists to occupy travel lanes, and to help bicyclists position themselves away from parked cars to avoid striking suddenly opened car doors.

"These markings are also used in situations where it may not be obvious where bicyclists should be riding, such as at intersections with multiple turn lanes," Callahan said.

As part of the plan, streets are marked with two different markings: Sharrows — shared bicycle roadway markings, which look like chevrons with a bicycle at the top — and dedicated bike lanes. The dedicated bike lanes are solid white lines with a bike inside the narrow lane.

City officials clarify that the dedicated bike lane is the portion of a roadway that is designated for the preferential or exclusive use of bicyclists. Sharrows are found in locations where there is insufficient width to provide a designated bike lane. Cyclists are asked to ride down the center of the chevron, or sharrow, when possible.

The bottom line, according to city officials, is that the markings alert drivers to share the road.

Royal Oak Police Lt. David Clemens said bicyclists can ride on any roadway except for limited access freeways and any road with signs explicitly prohibiting them.

"For the most part, they can ride on any surface street; they can even ride on Woodward, because there is no signage prohibiting them from doing that," Clemens said. "They must obey all the normal traffic laws that a vehicle would have to obey."

Clemens said that, ultimately, the markings are a reminder to share the road with cyclists.

"I think it is really important to note that road safety is a shared responsibility and every road user should exercise common sense and patience," Davids said. "Just as drivers are expected to follow traffic rules, cyclists are also required to obey roadway rules and yield to pedestrians."

To view a copy of the city's nonmotorized transportation plan and bicycle network map, visit romi.gov/bicycling-royal-oak. The city's website also includes a southeastern Oakland County bike guide that Oakland County and Beaumont Health System developed.

◀ 7

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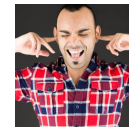
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