

**MULTI-MODAL TRANSPORTATION BOARD**  
**THURSDAY, July 9, 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 May 7, 2015
- E. Bowers St. Residential Permit Parking
- F. Cole St. Traffic Issues
- G. S. Eton Rd. Multi- Modal Improvements
- H. W. Maple Rd. Resurfacing Project Update
- I. Meeting Open to the Public for items not on the Agenda
- J. Miscellaneous Communications
- K. Adjournment

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**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, MAY 7, 2014  
City Commission Room  
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, May 7, 2014. Chairperson Johanna Slanga convened the meeting at 6:05 p.m.

**A. ROLL CALL**

**Present:** Chairperson Johanna Slanga; Board Members Stuart Bordman, Lara Edwards, Michael Surnow, Amanda Warner (left at 8 p.m.); Student Representative Daniel Evans

**Absent:** Board Members Vionna Adams, Andy Lawson; Student Representative Rebecca Mendel

**Administration:** Lauren Chapman, Asst. City Planner  
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**

Mr. O'Meara introduced Austin Fletcher, the new Asst. City Engineer. Ms. Ecker introduced Michael Surnow who is the new Bicyclist Representative board member.

**C. REVIEW AGENDA (no change)**

**D. APPROVAL OF MINUTES, MEETING OF APRIL 9, 2015**

**Moved and seconded to approve the Minutes of April 9, 2015 as presented.**

**Motion carried, 5-0.**

## **E. W. MAPLE RD. RESURFACING PROJECT**

### **1. W. Maple Rd. Steering Committee Recommendation**

Ms. Ecker took everyone through the process leading to this meeting. The W. Maple Rd. Steering Committee was formed in January by this board and asked to come to a conclusion relative to how the W. Maple Rd. resurfacing project should be completed with respect to the goals of the Multi-Modal Transportation Plan. One of the recommendations that the Multi-Modal Plan suggested for further study was to look at a four-to-three lane conversion along W. Maple Rd.; one traffic lane in each direction and a left-hand turn lane running throughout the middle. After setting their objectives, the Steering Committee reviewed all of the different options and passed a final recommendation at their meeting of April 16, 2015.

Mr. Labadie presented a power point that went through an inventory and analysis of existing conditions. The following points were covered:

- The analysis procedure that was followed is accepted practice;
- Daily traffic and peak hour turning movement counts;
- Existing level of service at intersections (a depiction of how well an intersection is processing the traffic - average stop delay per vehicle);
- Crash data from the last three years (typically more crashes at traffic signals or in places where the geometry is a little different);
- Vehicular speed data that has been collected by the City (he noted the 85th percentile speed which is that speed at which 85% of the cars are going at or less. This is higher than the 35 mph limit. The top 15% is the number that enforcement believes they can enforce);
- Gap analysis and queuing (how long the gaps are and whether or not a vehicle can enter from side streets or driveways);
- Sight distance analysis (important when trying to get out of side streets or driveways);
- Daily traffic and peak hour turning movement counts (average daily traffic is about ten times the p.m. peak hour number which is higher than the a.m. peak hour number that has no problems related to delay).

The chairperson took comments from the audience at 6:28 p.m.

Ms. Judith Keefer, 505 E. Lincoln, asked why the Chester and Bates intersections were studied. She received confirmation that traffic flows outside the study section were incorporated in order to ensure the influence would be typical. The worst congestion is at the Southfield to Chester, area and it backs up into the study corridor which is why it is relevant.

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Mr. Jim Mirro, 737 Arlington, said he represents the neighborhood organization. He noted the numbers show peak level of service and that is not what he just experienced in driving over tonight. Squeezing down from four lanes to two will decrease the level of service even more. Mr. O'Meara answered that right now traffic has gotten worse because Quarton Rd. is closed for repairs. Chairperson Slanga added they don't design for every exception.

Mr. Labadie presented more data.

The chairperson opened public comment at 6:35 p.m.

Mr. Jim Mirro said with respect to the crash data there will always be accidents. Taking the road down from four lanes to three lanes will back up traffic when an accident occurs.

Mr. Stuart Lockman, 315 Fairfax, received confirmation that the numbers for the three most recent years are cumulative.

Mr. Bill Dow, 1347 Yorkshire, asked Mr. Labadie whether he feels there is a serious accident problem in this stretch of road that has had 140 accidents in three years with 21,000,000 cars traversing it with no fatalities and no pedestrian injuries. Mr. Labadie responded that accidents happening at Southfield are a re-occurring problem that should be addressed. Accidents at Glenhurst and Larchlea are a pattern that should not be happening but it is a function of the geometry. A lot of accidents happen because the road is four lanes. With the three lane road the turns are separated from the through traffic, not causing the through traffic to have to stop.

Mr. William Spencer, 400 Yarmouth, questioned the data because the condition of the curb lane is deplorable and people don't drive on that road the way it was intended.

Mr. Jim Mirro asked Mr. Labadie why it is more important to incur all of the problems associated with going from a four to a two-plus-one lane road than to just solve the particular problems on Southfield. Mr. Labadie responded that Mr. Mirro is assuming they are going to create big problems to solve a few small ones. That is not the case.

Mr. Labadie continued with more information based on the existing road:

- Simulation model of existing conditions;
- Comparison of level of service between existing and future conditions which would be if the road went from four to three lanes (for the most part, there is no difference).



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- Proper length transition is needed when going from four lanes to three (in this case about 1,000 ft. is adequate distance to merge);

Chairperson Slanga invited questions from the public at 7:17 p.m.

Mr. Stuart Lockman noticed there is no level of service improvement in any of the areas they looked at. Mr. Labadie said for the most part there is no level of service change. Mr. Lockman inquired what the expectation is for the 85th percentile with three lanes; and what is the expectation in terms of back-up for the amount of time it will take to traverse from Southfield to Cranbrook as a result. Mr. Labadie replied that with the three lane conversion everything is set up for the 35 mph speed limit. If vehicles drive 35 mph they make the lights and create platoons that allow people to get out of the side streets. The time going through to Cranbrook will be basically the same during peak hours and non-peak hours.

Mr. Lockman then asked if this measures whether people will be able to make a left turn or go straight through the intersection from the side streets. Mr. Labadie replied there will be significant improvement over what exists today because of the better platooning that will be created with just one lane controlling the traffic. With the four lane road the cars are side-by-side and one car can go faster.

Mr. John Ryan, 505 E. Lincoln, said E. Lincoln is a disaster and he does not want to see that repeated with W. Maple Rd. Accidents will increase because people will tailgate, go too fast, and not pay attention.

Ms. Melissa Mark, 635 Puritan, received clarification the light at Lake Park will not be taken out.

Mr. Ed Genheimer, 706 Westchester, said the study totally ignores the impact on the surrounding area. The reduced number of lanes will force traffic through the neighborhoods. People who break the speed limit on W. Maple Rd. are now going to break the speed limit in the quiet neighborhoods.

Mr. William Spencer asked about how the gaps are mathematically calculated. His eye didn't see a lot of gaps developing. Mr. Labadie explained what the program does. Mr. Spencer thought the method of calculation was subjective rather than objective.

Ms. Loretta Mirro, 737 Arlington, asked how effective the flashing speed signs are in terms of slowing people down. Deputy Chief Clemence answered they don't have any effect on some people, but on others they do. Ms. Mirro asked if timing the traffic lights would have the same effect on a four lane road as it does on a three lane road. Mr. Labadie replied the speed is controlled and gaps are better on a three lane road where cars are driving along in single file.

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Ms. Nancy Thompson, 286 Puritan, said even if cars are platooned drivers turn right on red at the intersection and people can't get out of the side streets. She wondered if any studies have been made on how the four lane system could be improved rather than taking the road down to three lanes. With the left turn lane people may jockey into it several blocks ahead of their turn and use it as a driving lane.

Mr. Jim Mirro commented the averages shown on the simulation are not reality. They do not reflect such things as road repairs, churches being let out, etc.

Mr. Labadie noted that four lanes to three lanes is not uncommon across the country. It cuts the number of traffic conflict points in half.

Mr. O'Meara reported on the W. Maple Rd. Steering Committee recommendation. Staff and the consultant have discussed the recommendation, and propose modifying a few parts while still maintaining the spirit and the intent.

### SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends to the City Commission that W. Maple Rd. between Cranbrook Rd. and Southfield Rd. be reconfigured as a three lane road containing two 12 ft. wide through traffic lanes, one 12 ft. continuous left turn lane, and two 4 ft. wide shoulder areas without bike lanes.

Further, to add the following additional conditions:

1. A six-month trial period to commence after the road is repaved with a formal study by the City to consider the effects of the reconfiguration. The W. Maple Rd. Steering Committee will reconvene in April 2017 to study the following measures, compared to the conditions that existed prior to the project, including:
  - a. Average speeds
  - b. Average daily traffic
  - c. Crash rates
  - d. Cut through traffic during the p.m. peak hour on the following roads: S. Glenhurst Ave., Larchlea Dr., Chesterfield Ave., Pleasant Ave., Pilgrim Ave., Arlington Rd., Shirley Rd., and Lakepark Dr.
  - e. Level of Service at the Southfield Rd. and Chester St. intersections

The Steering Committee will also actively solicit public input from all interested stakeholders as a part of the process, and make a recommendation for the future of the corridor to the Multi-Modal Transportation Board.

2. Installation of ADA ramps at all corners and crossings;
3. Crosswalk marking improvements to be made at the signalized intersections;

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4. Congestion relief improvements between Southfield Rd. and Chester St. including a right turn lane for eastbound traffic at Southfield Rd. and dual left turn lanes between Southfield Rd. and Chester St.;
5. Installation of marked crosswalks at the Chesterfield Ave. and Lakepark Dr. traffic signals;
6. The removal of low use bus stops;
7. The enhancement of higher use bus stops (concrete pad, benches, shelters etc.); and
8. The addition of enhanced technology in the existing signals to control and optimize signal cycle lengths and timing.

The board discussed the recommendations.

Mr. Bordman, who was a member of the Steering Committee, said he voted against the proposal because he is in favor of having bike lanes. Bikers will use the 4 ft. lanes even if they are not striped for bikes. Mr. Surnow noted that as a cyclist he does not agree with the concept of having bike lanes on W. Maple Rd.. However, the 4 ft. may become a defacto bike lane. Mr. O'Meara did not believe there would be a big rush of bikes out there.

Ms. Edwards, also a member of the Steering Committee, thought the road could accommodate bikers if there is that much extra room. Chairperson Slanga did not like the idea of having a six-month trial period with paint. This board needs to make a solid recommendation to the City Commission without wavering. Mr. Surnow said what he likes about the trial period is it provides a chance to test the three lanes for six months, because what he hears tonight is almost an overwhelming disapproval of the idea. Chairperson Slanga noted the feeling she got from some of the e-mails is that people like the idea of a calmer road.

Ms. Edwards said she pushed for a trial in order to give residents a chance to see how cut-through traffic impacts the neighborhoods. The chairperson noted the City can take measures within the neighborhoods to reduce the number of cut-throughs.

Mr. Evans noted the trial period offers a chance to get it right. He thought getting it right is more important than not appearing wishy-washy in front of the City Commission.

The chairperson opened up comments from the public at 8:16 p.m.

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Mr. Stuart Lockman observed that the 21,000 vehicles that go through this area every day to get from east to west are not going to disappear. He shares the view that has been expressed by others that there will be a significant deterioration in the way that cars can travel through that area. If a proper study is done for six months he asked that some specific things be changed:

- Measure the average speed today;
- Measure the gaps at different intersections today;
- Measure the amount of time for people to cross W. Maple Rd. today and what it is during the study period;
- The issue that people can't see each other in the jockeying lane wasn't shown;
- Show the effect on traffic on Oak and Lincoln which will be used as alternatives because of the backups that will be on W. Maple Rd.;
- Take a look at what traffic signal calibration will do to the traffic control today.

Ms. Nancy Thompson asked if they haven't done a study to see if four lanes could be improved, how can they automatically say three lanes would be better. A lot of issues could be solved by doing the changes that have been suggested between Chesterfield and Southfield Rd. With bike lanes it is difficult to know if there is a biker coming up from behind when turning right. That creates danger for both the driver of the car and the person on a bike.

Mr. Dave Weir, 3752 Arlington S., asked what happens when busses and emergency vehicles need to get through. Mr. Labadie confirmed there is only one bus that goes through during the peaks. As far as emergency vehicles, everybody goes to the right and vehicles to by.

Ms. Michelle McDermott, 892 W. Southlawn, spoke to say she is totally against changing the four lanes to three lanes. She bikes along W. Maple Rd. If there is that much room, cars will pass on the right. Further, she is worried about the snow removal and where it will go.

Mr. Mike Clawson, 139 Pilgrim, another member of the Steering Committee, noted that when the road is resurfaced the speed will only go up because currently two lanes are pretty much unusable. He spoke in favor of the proposal because there are all kinds of concerns with the road as it is currently configured.

Mr. Bill Dow disagreed. He does not think this proposal is a reaction to any serious accident problems. There is an agenda to implement the Multi-Modal Complete Streets Plan in the City. The surrounding communities and other stakeholders such as the Smart Bus System have to be considered. There has been no public demand for this modification. Bloomfield Village passed a resolution opposing this idea. When garbage trucks stop to pick up trash everybody stops. With all of the funneling down and congestion, people will head elsewhere to

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shop and dine. He hopes the City will retain the four lanes and look at other ways to slow down traffic such as flashing signs and timed lights.

Ms. Carolyn Avril, 185 Tilberry, Bloomfield Village, did not think the simulation seemed accurate on the side streets. Mr. Labadie replied the counts were taken when traffic was the greatest.

Ms. Catherine Hayes, 560 Southfield, said with respect to the bike lane that her husband and brother would never bike on W. Maple Rd. It seems counter productive to put in a bike lane for a small minority of bikers. Changing to two lanes on Southfield has not done a whole lot to calm traffic there. Another concern is the cut-through traffic on Southfield. Something to think about when changing the configuration to one lane in each direction on W. Maple Rd. is that all of the big trucks heading east are forced to slow down going uphill because of their load. People will get impatient and cut through the neighborhoods.

Ms. Patricia Sonais, 2532 Covington Place, Bloomfield Village, asked if consideration was given to using the easement to increase the width of the road so that a left hand turn lane could be put in. Mr. O'Meara answered that would probably double the cost of the project. Ms. Sonais added that true cyclists do not put their lives in jeopardy and cycle on W. Maple Rd.

Mr. William Spencer said he doesn't see enough technical data to support changing to three lanes.

Ms. Loretta Mirro said she strongly opposes the three lane recommendation. She suggested if the test has to be done, do it now rather than waiting until the road is resurfaced.

Mr. Jim Mirro noted two people in tonight's audience out of 24 people are in favor of the bike lanes. That is 8%, which is the same as the results of a petition that was circulated in four neighborhoods, representing about six hundred people, that asked whether they were in favor of three lanes or opposed. Additionally Mr. Mirro felt that if they put any kind of space on this road near the curb it will encourage an occasional recreational biker. Those are exactly the kind of people who will cause a fatality and that is what the neighborhood organization does not want to happen. He concluded every path that is taken creates more problems than it solves. Therefore, he asked the board members to recommend to the City Commission that W. Maple Rd. be considered for all the other kinds of improvements and see what happens. The next time it has to be resurfaced everything can be looked at again.

Chairperson Slanga noted bikers have the right to bike on any road. It was discussed that with 12 ft. lanes and a 4 ft. lane on the right, people would have

enough room to go through if a bus pulled in temporarily, given the width of the road.

**Motion by Mr. Bordman**

**Seconded by Mr. Surnow to adopt the recommendation as written originally by the Steering Committee that has been modified to include two 12 ft. wide through traffic lanes, one 12 ft. continuous left turn lane, and two 4 ft. wide shoulder areas without bike lanes. Further, to add the following additional conditions:**

- 1. A 6 month trial period to commence after the road is repaved with a formal study by the City to consider the effects of the reconfiguration. The W. Maple Rd. Steering Committee will reconvene in April, 2017, to study the following measures, compared to the conditions that existed prior to the project, including:**
  - a. Average speeds;**
  - b. Average daily traffic;**
  - c. Crash rates;**
  - d. Cut through traffic during the PM Peak Hour on the following roads: S. Glenhurst Ave., Larchlea Dr., Chesterfield Ave., Pleasant Ave., Pilgrim Ave., Arlington Rd., Shirley Rd., and Lakepark Dr.; and**
  - e. Level of Service at the Southfield Road and Chester St. intersections.**

**The Steering Committee will also actively solicit public input from all interested stakeholders as a part of the process, and make a recommendation for the future of the corridor to the Multi-Modal Transportation Board.**

- 2. Installation of ADA ramps at all corners and crossings;**
- 3. Crosswalk marking improvements to be made at the signalized intersections;**
- 4. Congestion relief improvements between Southfield Rd. and Chester St. including a right turn lane for eastbound traffic at Southfield Rd. and dual left turn lanes between Southfield Rd. and Chester St.,**
- 5. Installation of marked crosswalks at the Chesterfield Ave. and Lakepark Dr. traffic signals;**

- 6. The removal of low use bus stops;**
- 7. The enhancement of higher use bus stops (concrete pad, benches, shelters etc.);**
- 8. The addition of enhanced technology in the existing signals to control and optimize signal cycle lengths and timing; and**

Ms. Edwards thought if people are going to bike on W. Maple Rd. anyway, she would like to make it safer for them. Mr. Bordman did not think with three lanes people would cut through the neighborhoods. Cars cut through now when they can't get through because they are behind cars turning left.

**Amended by Mr. Bordman**

**And agreed to by the board:**

- Include that the painting will take place after the road has been re-paved.**
- Number 1 (e) shall read "Level of Service at signalized intersections."**
- Add as part of Number 1 that during the test period the Multi-Modal Board will evaluate pedestrian crossing island locations and if the test is successful they will be put in.**

Chairperson Slanga took comments on the motion from members of the public at 9:20 p.m.

Ms. Loretta Mirro wanted to know why the test could not be done now, before the road is re-paved. Mr. Bordman explained they cannot get an accurate test now, with the poor condition of the right lanes.

Mr. Bill Dow said the complete streets policy is about setting up a policy to involve all owners of the public road system. Therefore adjoining communities should be consulted. Every street does not have to account for every type of travel in a community. For that reason they don't have to put in a bike lane. The test should be done in the Fall and Winter.

Ms. Michelle McDermitt commented if they want to stop cut-throughs during peak hours put up signs saying right turns are not allowed from 4 p.m. to 6 p.m. and enforce it with tickets. That is her suggestion for Number 1 (d) of the motion.

Ms. Catherine Hayes suggested Hawthorne and Aspen be added to Number 1 (d) of the motion.

Mr. Jim Mirro wanted each person on the board to comment on running a test of three lanes with striping from September to February prior to the re-paving.

Board members were given the opportunity to comment if they chose.

Mr. Labadie advised that Number 4 (the dual left turn lanes between Southfield Rd. and Chester St.) cannot happen with a four lane road.

**Motion carried, 4-0.**

ROLLCALL VOTE:

Yeas: Bordman, Surnow, Edwards, Slanga

Nays: None

Absent: Adams, Lawson, Warner

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

**H. MISCELLANEOUS COMMUNICATIONS** (none)

**I. ADJOURNMENT**

No further business being evident, the chairperson adjourned the meeting at 9:30 p.m.

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Jana Ecker, Planning Director

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Paul O'Meara, City Engineer





## MEMORANDUM

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Police Department

**DATE:** June 1, 2015

**TO:** Multi-Modal Transportation Board

**FROM:** Mark Clemence, Deputy Chief of Police

**SUBJECT:** Request for Residential Permit Parking on Bowers, between Columbia Street and S. Eton St.

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

There are twenty-six residences on Bowers St. between Columbia St. and S. Eton St. According to Mr. Renner, twenty-four of the residences are occupied. All twenty-four occupied residents were contacted in an attempt to examine the attached petition requesting Residential Permit Parking (see attached petition). Of the twenty-four, three could not be reached (13%), one resident did not want Residential Permit Parking (4%) and twenty 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) for all hours of the day.

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

**SUGGESTED RESOLUTION:**

To approve Residential Permit Parking on Bowers Street between Columbia St. and S. Eton St. (1800-1900 block) for all hours of the day.

June 26, 2015

Mark Clemence  
Deputy Police Chief  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

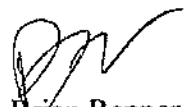
Dear Deputy Policy Chief Clemence:

As a follow-up to our June 1, 2015 dated letter and petition of 20 residents/addresses in favor of residential permit parking on the 1800-1900 block of Bowers Street, we would like to submit a change in the time frame associated with our permit parking petition on Bowers Street (between Columbia Street and S. Eton Street).

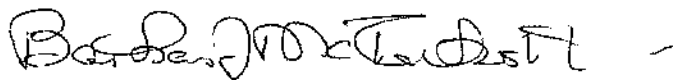
Due to the increased parking spill-over from Griffin Claw Brewing Company (575 S. Eton Street) and now Robot Garage (637 S. Eton Street) at **all hours of the day**, our petition is for **residential permit parking at all times** instead of our previous mention between the hours of 3:00 pm and 11:00 pm daily.

Thank you for your time in making this change.

Sincerely,



Brian Renner  
1971 Bowers Street  
248-982-1693



Barbara McIntosh  
1945 Bowers Street  
248-433-3245

June 1, 2015

Donald A. Studt  
Police Chief  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48012

Dear Police Chief Studt:

On behalf of Bowers Street-area residents, we are submitting the signed petition of 20 residents/addresses in favor of residential permit parking on the 1800-1900 block of Bowers Street (between Columbia Street and S. Eton Street).

These 20 residents/addresses specifically represent 83 percent (%) of the 24 occupied households/addresses on both the North and South sides of the 1800-1900 block of Bowers Street.

Bowers Street experiences parking spill-over from nearby Griffin Claw Brewing Company (575 S. Eton Street). Griffin Claw patrons' vehicles are continuously parked on both sides of Bowers Street during the brewery's peak afternoon and evening hours. This prevents Bowers Street residents and their guests adequate street parking options, as well as results in increased congestion/safety issues and difficulties navigating the street. Therefore, we are petitioning for residential permit parking on Bowers Street as suggested by both the Birmingham City Commission (per February 23, 2015 meeting) and Planning Board (per January 16, 2015 meeting).

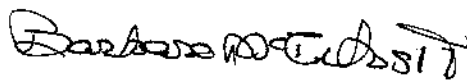
Our petition is for residential permit parking on both the North and South sides of the 1800-1900 block of Bowers Street.

We look forward to your review and action on this submission.

Sincerely,







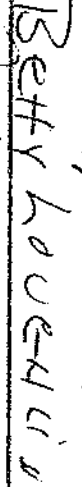






Brian Renner  
1971 Bowers Street  
248-982-1693




Barbara McIntosh  
1945 Bowers Street  
248-433-3245

# Petition for Residential Permit Parking on Bowers Street

<b>Petition summary and background</b>	With the popularity of nearby Griffin Claw Brewery Company, Bowers Street (near S. Eton Street) suffers parking spill-over of Griffin Claw patrons' vehicles parked on the street during afternoon and evening hours. To eliminate this spill-over on the neighborhood, a petition for residential permit parking for Bowers Street was recommended by both the Birmingham City Commission (per February 23, 2015 meeting) and Planning Board (per January 16, 2015 meeting).
<b>Action petitioned for</b>	We, the undersigned residents, and/or property owners on Bowers Street in Birmingham, Michigan, urge the Birmingham City Commission to impose residential permit parking on both North and South sides of Bowers Street (1800-1900 block, between Columbia Street and S. Eton Street). We request the signage to read, "Parking Permit Required at all times," which will eliminate the parking spill-over of Griffin Claw patrons' vehicles on the street.

Printed Name	Signature	Address	Date
Barbara Penner		1971 Bowers St	5/20/15
Barbara Robinson		1945 Bowers St	5/20/15
Tommy Jones		1931 Bowers St	5-21-15
Joan MacFarlane		1903 Bowers St.	5-20-15
Betty Hoover		1902 Bowers St	5-20-15
Joan McNeister		1918 Bowers St	5-21-15
Thomas Stubs		1815 Bowers St	5-24-15
Heather Dwyer		1904 Bowers St	5/20/15
Maam Fort		1989 Bowers St	5/20/15
David D. Ploa		1963 Bowers	5/20/15
Lisa Churchill		1895 Bowers	5/25/15

Printed Name	Signature	Address	Date
Colleen Raezler	Colleen Raezler	1847 Powers, B'ham	5/25/15
Natalie Roby	Natalie Roby	1859 Powers, B'ham 38009	5-25/15
Camron Lees		1982 Bowers Blum 48009	5-25/15
Troy Murray	Troy Murray	1930 Powers 48009	
<del>Richard R. Rhea</del>	<del>Richard R. Rhea</del>	<del>1885 Bowers</del>	<del>5/26/15</del>
FRID HUGHES	FRID HUGHES	1876 Bowers	5/26/15
Phillip Klinger	Phillip Klinger	1844 Bowers	5/27/15
Wes Stumpp	Wes Stumpp	1800 Bowers St.	5/27/15
Lewis Moore	Lewis Moore	1912 Bowers St.	5/27/15



## MEMORANDUM

Police Department

**DATE:** July 1, 2015  
**TO:** Multi-Modal Transportation Board  
**FROM:** Mark Clemence, Deputy Chief of Police  
**SUBJECT:** Cole Street

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On June 12, 2015, Mr. Romel Liarena wrote a letter to Mayor Sherman outlining his concern over traffic safety issues on Cole Street (letter attached). The letter was forwarded to the Police Department for a response.

The Police Department conducted a speed/volume count on Cole from June 23, 2015 to June 26, 2015 (see attached report). The speed/volume count took place on Cole St, between Torry and S. Eton to be as accurate as possible in relation to Mr. Liarena's address on Cole (1808 Cole). An analysis of the speed volume count showed that the 85<sup>th</sup> 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 60 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. Liarena brings up several solutions or ideas on how to address his traffic safety issue:

1. Close off Cole at S. Eton (dead end street) – The Police Department opposes this option as it constricts traffic flow on that street, pushes vehicles to the adjacent street and creates maintenance issues (i.e. snow plowing).
2. Post "No Through Traffic" signs – The Police Department opposes this option as enforcement of the sign would be virtually impossible. The road is a public street.
3. Make Cole a one way street – The Police Department opposes this option as making Cole a one way street should only be embraced as part of a larger traffic master plan that includes other streets being designated as one way streets to avoid the same issues as closing off Cole St.

The Police Department 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.

June 12, 2015

1808 Cole St.  
Birmingham, MI 48009

Mayor Stuart Lee Sherman  
City of Birmingham  
151 Martin Street  
P.O. Box 3001  
Birmingham, Michigan 48012

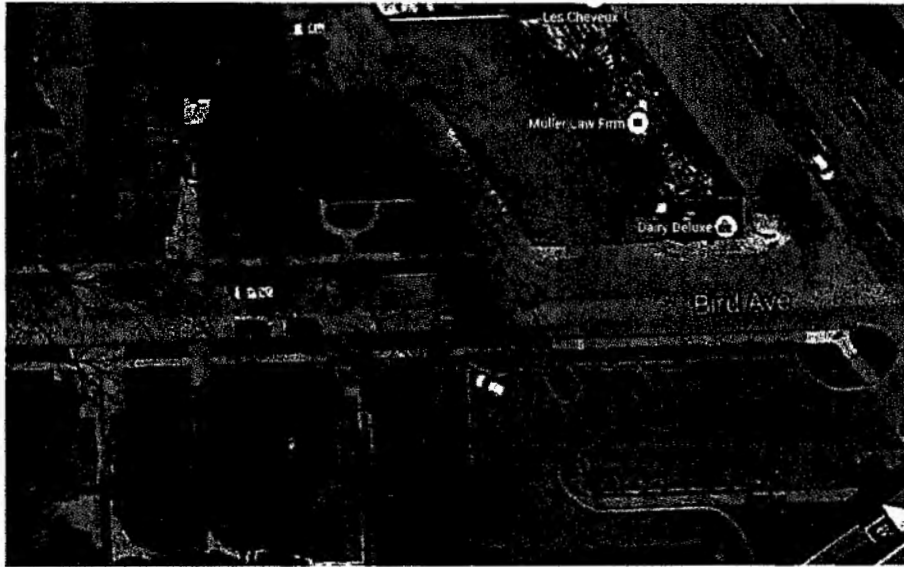
Dear Mayor Sherman,

I am writing to you in regards to traffic safety issues on my street, Cole St. Sir, I've lived on Cole since 1998 and while speeding traffic was on-occasion an issue, my neighbors, family and I feel the last few years the problem has grown exponentially. With all the sincerity I can muster, efforts by our Birmingham Police Department and Department Services such as a radar sign and occasional police presence, while appreciated are inadequate. I have personally witnessed and have heard numerous stories from fellow neighbors about escalations. These escalations range from screaming at passing cars, to obstructions being tossed in the street, to neighbors following speeding cars to their destination to confront the driver. I believe everyone would agree these are dangerous but desperate tactics. Our street is blessed with dozens of young children, and adults who use the street to cross, park, bike ride, etc. I've already seen a neighbor's pet killed by a passing car, I don't ever want to witness that again, or worse. Summer is right around the corner and I fear the risk factor has never been higher.

While I have no hard data on the cause of this increase in speeding traffic, I believe it is coming from Rail District customers. Many of these cars are not from the neighborhood, some of the worst offending being commercial vehicles from the commercial side of Cole St. I've felt the urge to confront the commercial drivers, but was warned by neighbors not to, as they have tried to reason with the drivers in the past with no success. While I am in full support of the Rail District, in fact I'm a customer for several stores, the more success the commercial side of Cole St. brings, the more traffic seems to flow in, and from people that have no vested interest in the neighborhood, short of using the residential side as a cut through, speeding as they are running late for their appointment. Educating them is not practical as there is always a new set of speeding cars driving through as boxing, cooking, swimming, potential restaurant traffic changes.

Again, we do not feel that present techniques such as narrowing the street, radar signs, and occasional police presence are enough. The most radical of ideas, I would

personally like to see the Eton Street side of Cole closed, much like Bird Ave. This is an option I discussed with zoning about a year ago.



Harmony Dr. is closed off, but configured to allow for emergency traffic.



As an interesting intermediate step, my wife came up with the idea of limiting traffic by posting and enforcing "No Through Traffic" signs. A next step would be to make the street One Way.

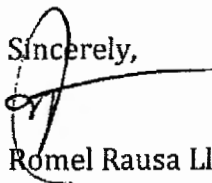




Mayor Sherman, thank you for your time. This letter is several years in the making. It was a final push the other day, that got me fired enough to write to you. My eight year old daughter clocked a Jeep going 38 MPH past our house.



Let's work together in improving the safety of our street both for pedestrians and drivers. I appreciate any assistance the city can provide.

Sincerely,  


Romel Rausa Llarena



# Birmingham Police Department

Donald A. Studt, Chief of Police

June 25, 2015

Romel Rausa Llarena  
1808 Cole Street  
Birmingham, MI 48009

Dear Romel,

Your letter of June 12th to Mayor Sherman relative to traffic on Cole Street has been forwarded to me for a response.

We are conducting a speed/volume survey at this time. The results, along with your letter, will be forwarded to the Multi-Modal Transportation Committee for consideration.

If you have further questions, please contact Deputy Chief Mark Clemence who sits on the Multi-Modal Transportation Board. He may be reached at 248.530.1875.

Sincerely,

Don Studt  
Chief of Police

Lane1

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	18	112	248	558	329	58	6	0	0	0	0	0	0

85 percentile = 27

Lane2

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	13	65	205	514	336	77	8	1	0	0	0	0	0

85 percentile = 27

Combined

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	31	177	453	1072	665	135	14	1	0	0	0	0	0

85 percentile = 27

COMBINED - Direction 1, Direction 2

**Report for 6/23/2015 8:38:03 AM to Midnight**

Vehicles	Peak Periods	
	AM	PM
699	Time 10:45	Time 12:45
	Count 69	Count 71
	PHF 0.863	PHF 0.710

**SPEED STATISTICS - 1 to 40+ by 3 MPH**

Speed in MPH	1 - 3	4 - 6	7 - 9	10 - 12	13 - 15	16 - 18	19 - 21	22 - 24	25 - 27	28 - 30	31 - 33	34 - 36	37 - 39	40 - 999
Count	0	0	2	19	37	49	112	194	161	87	31	5	1	1
Percent	0.0	0.0	0.3	2.7	5.3	7.0	16.0	27.8	23.0	12.4	4.4	0.7	0.1	0.1

Over Speed	3	6	9	12	15	18	21	24	27	30	33	36	39	999
Count	699	699	697	678	641	592	480	286	125	38	7	2	1	0
Percent	100.0	100.0	99.7	97.0	91.7	84.7	68.7	40.9	17.9	5.4	1.0	0.3	0.1	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
Speed	14	17	18	23	24	24	28	29	31

Average 23  
(Mean)

Pace Speed 19-28  
Number in 506  
Pace  
Percent in 72.4  
Pace

COMBINED - Direction 1, Direction 2

**Report for Wednesday, June 24, 2015**

Vehicles	Peak Periods			
	AM		PM	
840	Time	11:15	Time	12:45
	Count	63	Count	84
	PHF	0.716	PHF	0.840

**SPEED STATISTICS - 1 to 40+ by 3 MPH**

Speed in MPH	1 - 3	4 - 6	7 - 9	10 - 12	13 - 15	16 - 18	19 - 21	22 - 24	25 - 27	28 - 30	31 - 33	34 - 36	37 - 39	40 - 999
Count	0	0	4	13	27	54	140	247	197	110	33	11	4	0
Percent	0.0	0.0	0.5	1.5	3.2	6.4	16.7	29.4	23.5	13.1	3.9	1.3	0.5	0.0

Over Speed	3	6	9	12	15	18	21	24	27	30	33	36	39	999
Count	840	840	836	823	796	742	602	355	158	48	15	4	0	0
Percent	100.0	100.0	99.5	98.0	94.8	88.3	71.7	42.3	18.8	5.7	1.8	0.5	0.0	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
Speed	15	18	19	23	24	24	28	29	31

Average 24  
(Mean)

Pace Speed 19-28  
Number in 634  
Pace  
Percent in 75.5  
Pace

COMBINED - Direction 1, Direction 2

**Report for Thursday, June 25, 2015**

Vehicles	Peak Periods			
	AM		PM	
	Time	11:30	Time	04:45
876	Count	74	Count	95
	PHF	0.771	PHF	0.766

**SPEED STATISTICS - 1 to 40+ by 3 MPH**

Speed in MPH	1 - 3	4 - 6	7 - 9	10 - 12	13 - 15	16 - 18	19 - 21	22 - 24	25 - 27	28 - 30	31 - 33	34 - 36	37 - 39	40 - 999
Count	0	0	8	38	51	76	150	214	196	86	41	14	2	0
Percent	0.0	0.0	0.9	4.3	5.8	8.7	17.1	24.4	22.4	9.8	4.7	1.6	0.2	0.0

Over Speed	3	6	9	12	15	18	21	24	27	30	33	36	39	999
Count	876	876	868	830	779	703	553	339	143	57	16	2	0	0
Percent	100.0	100.0	99.1	94.7	88.9	80.3	63.1	38.7	16.3	6.5	1.8	0.2	0.0	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
Speed	12	15	17	23	23	24	28	29	31

Average 23  
(Mean)

Pace Speed 19-28  
Number in 604  
Pace  
Percent in 68.9  
Pace

COMBINED - Direction 1, Direction 2

**Report for Friday, June 26, 2015, Midnight to 09:00 AM**

Vehicles	Peak Periods	
	AM	PM
127	Time 07:30	Time -
	Count 62	Count -
	PHF 0.705	PHF -

**SPEED STATISTICS - 1 to 40+ by 3 MPH**

Speed in MPH	1 - 3	4 - 6	7 - 9	10 - 12	13 - 15	16 - 18	19 - 21	22 - 24	25 - 27	28 - 30	31 - 33	34 - 36	37 - 39	40 - 999
Count	0	0	1	2	6	15	23	26	26	21	5	2	0	0
Percent	0.0	0.0	0.8	1.6	4.7	11.8	18.1	20.5	20.5	16.5	3.9	1.6	0.0	0.0

Over Speed	3	6	9	12	15	18	21	24	27	30	33	36	39	999
Count	127	127	126	124	118	103	80	54	28	7	2	0	0	0
Percent	100.0	100.0	99.2	97.6	92.9	81.1	63.0	42.5	22.0	5.5	1.6	0.0	0.0	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
Speed	13	16	18	23	24	24	28	29	31

Average 23  
(Mean)

Pace Speed 20-29  
Number in 89  
Pace  
Percent in 70.1  
Pace

COMBINED - Direction 1, Direction 2

Report for 6/23/2015 8:38:03 AM to 6/26/2015 9:00:00 AM

**SPEED STATISTICS - 1 to 40+ by 3 MPH**

Speed in MPH	1 - 3	4 - 6	7 - 9	10 - 12	13 - 15	16 - 18	19 - 21	22 - 24	25 - 27	28 - 30	31 - 33	34 - 36	37 - 39	40 - 999
Count	0	0	15	72	121	194	425	681	580	304	110	32	7	1
Percent	0.0	0.0	0.6	2.8	4.8	7.6	16.7	26.8	22.8	12.0	4.3	1.3	0.3	0.0

Over Speed	3	6	9	12	15	18	21	24	27	30	33	36	39	999
Count	2542	2542	2527	2455	2334	2140	1715	1034	454	150	40	8	1	0
Percent	100.0	100.0	99.4	96.6	91.8	84.2	67.5	40.7	17.9	5.9	1.6	0.3	0.0	0.0

Percentile	5%	10%	15%	45%	50%	55%	85%	90%	95%
Speed	14	17	18	23	23	24	28	29	31

Average 23  
(Mean)

Pace Speed 19-28  
Number in 1828  
Pace  
Percent in 71.9  
Pace



Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane1 Total
6/23/2015	0	0	0	1	5	3	2	0	0	0	0	0	0	0	11
09:00	0	0	5	1	24	5	2	0	0	0	0	0	0	0	37
10:00	0	0	3	0	10	9	1	0	0	0	0	0	0	0	23
11:00	0	0	0	6	15	7	2	0	0	0	0	0	0	0	30
12:00	0	0	4	4	10	9	0	0	0	0	0	0	0	0	27
13:00	0	0	3	3	14	14	2	0	0	0	0	0	0	0	36
14:00	0	0	5	5	9	13	0	0	0	0	0	0	0	0	32
15:00	0	1	3	7	15	13	1	0	0	0	0	0	0	0	40
16:00	0	0	4	7	11	6	0	0	0	0	0	0	0	0	28
17:00	0	0	0	4	10	10	0	0	0	0	0	0	0	0	24
18:00	0	0	5	2	5	2	0	0	0	0	0	0	0	0	14
19:00	0	2	1	5	6	2	0	0	0	0	0	0	0	0	16
20:00	0	2	1	6	5	0	0	0	0	0	0	0	0	0	14
21:00	0	0	1	4	5	1	0	1	0	0	0	0	0	0	12
22:00	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
23:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
Day Total	0	5	35	59	147	95	10	1	0	0	0	0	0	0	352
6/24/2015	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
06:00	0	0	0	3	3	4	1	0	0	0	0	0	0	0	11
07:00	0	0	1	2	6	6	2	0	0	0	0	0	0	0	17
08:00	0	1	1	6	11	13	1	0	0	0	0	0	0	0	33
09:00	0	1	1	5	18	8	2	1	0	0	0	0	0	0	36
10:00	0	0	0	3	14	5	0	0	0	0	0	0	0	0	22
11:00	0	0	4	2	13	9	3	0	0	0	0	0	0	0	31
12:00	0	0	0	2	12	11	0	0	0	0	0	0	0	0	25
13:00	0	1	2	6	21	10	2	1	0	0	0	0	0	0	43
14:00	0	0	1	5	18	10	2	0	0	0	0	0	0	0	36
15:00	0	1	2	6	16	7	0	0	0	0	0	0	0	0	32
16:00	0	0	0	4	21	6	1	0	0	0	0	0	0	0	32
17:00	0	0	3	10	14	7	1	0	0	0	0	0	0	0	35
18:00	0	0	2	6	9	10	1	0	0	0	0	0	0	0	28
19:00	0	0	3	4	13	5	1	0	0	0	0	0	0	0	26
20:00	0	0	2	3	3	1	0	0	0	0	0	0	0	0	9
21:00	0	1	0	5	3	0	0	0	0	0	0	0	0	0	9
22:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
23:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
Day Total	0	5	22	74	203	113	18	3	0	0	0	0	0	0	438

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane1 Total
6/25/2015	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	2	2	1	3	2	0	0	0	0	0	0	0	10
07:00	0	1	2	2	3	4	1	0	0	0	0	0	0	0	13
08:00	0	1	0	4	17	11	4	0	0	0	0	0	0	0	37
09:00	0	0	0	4	12	7	2	0	0	0	0	0	0	0	25
10:00	0	0	6	13	9	8	1	0	0	0	0	0	0	0	37
11:00	0	1	1	6	12	9	2	0	0	0	0	0	0	0	31
12:00	0	2	3	7	13	8	2	0	0	0	0	0	0	0	35
13:00	0	0	3	2	15	7	3	0	0	0	0	0	0	0	30
14:00	0	1	4	9	12	5	0	0	0	0	0	0	0	0	31
15:00	0	0	3	4	12	5	2	1	0	0	0	0	0	0	27
16:00	0	0	5	6	21	11	2	1	0	0	0	0	0	0	46
17:00	0	0	8	11	21	11	2	0	0	0	0	0	0	0	53
18:00	0	0	4	7	11	3	2	0	0	0	0	0	0	0	27
19:00	0	0	4	2	9	5	0	0	0	0	0	0	0	0	20
20:00	0	0	2	3	4	1	0	0	0	0	0	0	0	0	10
21:00	0	1	3	8	3	0	0	0	0	0	0	0	0	0	15
22:00	0	0	1	2	1	3	1	0	0	0	0	0	0	0	8
23:00	0	0	0	3	1	0	1	0	0	0	0	0	0	0	5
Day Total	0	7	51	97	178	101	27	2	0	0	0	0	0	0	463

6/26/2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
06:00	0	0	3	2	4	1	0	0	0	0	0	0	0	0	10
07:00	0	0	1	4	7	6	0	0	0	0	0	0	0	0	18
08:00	0	0	0	9	12	12	3	0	0	0	0	0	0	0	36
Lane1 Total	0	18	112	247	553	329	58	6	0	0	0	0	0	0	1323

85 percentile = 27

Date/Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane2 Total
6/23/2015	0	0	1	2	4	1	2	0	0	0	0	0	0	0	10
09:00	0	0	0	7	5	10	1	0	0	0	0	0	0	0	23
10:00	0	0	1	1	10	6	2	0	0	0	0	0	0	0	20
11:00	0	1	2	5	16	11	2	0	0	0	0	0	0	0	37
12:00	0	0	2	3	21	9	3	0	0	0	0	0	0	0	38
13:00	0	0	0	4	13	11	3	0	1	0	0	0	0	0	32
14:00	0	0	3	2	8	5	0	0	0	0	0	0	0	0	18
15:00	0	0	0	4	11	9	3	1	0	0	0	0	0	0	28
16:00	0	0	3	9	10	9	4	0	0	0	0	0	0	0	35
17:00	0	0	2	6	13	11	2	0	0	0	0	0	0	0	34
18:00	0	0	1	4	14	8	2	0	0	0	0	0	0	0	29
19:00	0	0	2	9	5	1	0	0	0	0	0	0	0	0	17
20:00	0	0	0	3	6	3	1	0	0	0	0	0	0	0	13
21:00	0	0	0	2	3	4	0	0	0	0	0	0	0	0	9
22:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Day Total	0	2	21	79	165	120	28	1	1	0	0	0	0	0	417
6/24/2015	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	3	0	4	1	0	0	0	0	0	0	0	0	8
07:00	0	0	1	1	3	1	1	0	0	0	0	0	0	0	7
08:00	0	0	0	3	15	7	2	1	0	0	0	0	0	0	28
09:00	0	0	0	4	8	5	1	0	0	0	0	0	0	0	18
10:00	0	1	1	7	16	9	3	1	0	0	0	0	0	0	38
11:00	0	0	0	4	10	12	3	0	0	0	0	0	0	0	29
12:00	0	1	3	6	16	10	5	0	0	0	0	0	0	0	41
13:00	0	0	0	4	10	11	2	0	0	0	0	0	0	0	27
14:00	0	0	0	3	13	8	1	0	0	0	0	0	0	0	25
15:00	0	0	0	0	18	7	3	0	0	0	0	0	0	0	28
16:00	0	0	1	6	11	12	2	0	0	0	0	0	0	0	32
17:00	0	0	1	5	14	12	0	0	0	0	0	0	0	0	32
18:00	0	0	0	10	13	9	1	0	0	0	0	0	0	0	33
19:00	0	0	1	1	7	9	0	0	0	0	0	0	0	0	18
20:00	0	0	1	4	7	4	1	0	0	0	0	0	0	0	17
21:00	0	0	0	5	4	1	0	0	0	0	0	0	0	0	10
22:00	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
Day Total	0	3	14	66	173	119	25	2	0	0	0	0	0	0	402

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane2 Total
6/25/2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	1	0	1	1	0	0	0	0	0	0	0	4
07:00	0	1	2	3	2	4	0	1	0	0	0	0	0	0	13
08:00	0	0	1	2	12	5	0	1	0	0	0	0	0	0	21
09:00	0	0	2	4	11	8	1	0	0	0	0	0	0	0	26
10:00	0	1	1	3	14	6	3	1	0	0	0	0	0	0	28
11:00	0	0	4	5	11	9	1	0	0	0	0	0	0	0	30
12:00	0	1	0	3	17	13	3	0	0	0	0	0	0	0	37
13:00	0	0	3	1	3	9	6	1	0	0	0	0	0	0	23
14:00	0	1	0	4	16	7	1	0	0	0	0	0	0	0	29
15:00	0	0	1	2	8	7	3	0	0	0	0	0	0	0	21
16:00	0	0	3	4	14	9	2	1	0	0	0	0	0	0	33
17:00	0	0	2	8	24	7	1	0	0	0	0	0	0	0	42
18:00	0	1	2	10	17	8	1	0	0	0	0	0	0	0	39
19:00	0	0	2	5	9	5	0	0	0	0	0	0	0	0	21
20:00	0	2	5	4	7	2	0	0	0	0	0	0	0	0	20
21:00	0	1	0	5	2	3	0	0	0	0	0	0	0	0	11
22:00	0	0	2	1	6	0	0	0	0	0	0	0	0	0	9
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Day Total	0	8	31	67	176	103	23	5	0	0	0	0	0	0	413
6/26/2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	1	2	2	4	0	0	0	0	0	0	0	0	10
07:00	0	0	0	3	7	5	0	0	0	0	0	0	0	0	15
08:00	0	0	1	1	14	4	4	0	0	0	0	0	0	0	24
Lane2 Total	0	13	65	205	514	336	77	8	1	0	0	0	0	0	1219

85 percentile = 27

Date/Speed (MPH)															Combined	
	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total	
6/23/2015	0	0	1	3	9	4	4	0	0	0	0	0	0	0	21	
09:00	0	0	5	8	29	15	3	0	0	0	0	0	0	0	60	
10:00	0	0	4	1	20	15	3	0	0	0	0	0	0	0	43	
11:00	0	1	2	11	31	18	4	0	0	0	0	0	0	0	67	
12:00	0	0	6	7	31	18	3	0	0	0	0	0	0	0	65	
13:00	0	0	3	7	27	25	5	0	1	0	0	0	0	0	68	
14:00	0	0	8	7	17	18	0	0	0	0	0	0	0	0	50	
15:00	0	1	3	11	26	22	4	1	0	0	0	0	0	0	68	
16:00	0	0	7	16	21	15	4	0	0	0	0	0	0	0	63	
17:00	0	0	2	10	23	21	2	0	0	0	0	0	0	0	58	
18:00	0	0	6	6	19	10	2	0	0	0	0	0	0	0	43	
19:00	0	2	3	14	11	3	0	0	0	0	0	0	0	0	33	
20:00	0	2	1	9	11	3	1	0	0	0	0	0	0	0	27	
21:00	0	0	1	6	8	5	0	1	0	0	0	0	0	0	21	
22:00	0	0	0	4	0	3	0	0	0	0	0	0	0	0	7	
23:00	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5	
Day Total	0	7	55	131	312	209	39	2	1	0	0	0	0	0	756	
6/24/2015	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
05:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	
06:00	0	0	3	3	7	5	1	0	0	0	0	0	0	0	19	
07:00	0	0	2	3	9	7	3	0	0	0	0	0	0	0	24	
08:00	0	1	1	9	26	20	3	1	0	0	0	0	0	0	61	
09:00	0	1	1	9	26	13	3	1	0	0	0	0	0	0	54	
10:00	0	1	1	10	30	14	3	1	0	0	0	0	0	0	60	
11:00	0	0	4	6	23	21	6	0	0	0	0	0	0	0	60	
12:00	0	1	3	8	28	21	5	0	0	0	0	0	0	0	66	
13:00	0	1	2	10	31	21	4	1	0	0	0	0	0	0	70	
14:00	0	0	1	8	31	18	3	0	0	0	0	0	0	0	61	
15:00	0	1	2	6	34	14	3	0	0	0	0	0	0	0	60	
16:00	0	0	1	10	32	18	3	0	0	0	0	0	0	0	64	
17:00	0	0	4	15	28	19	1	0	0	0	0	0	0	0	67	
18:00	0	0	2	16	22	19	2	0	0	0	0	0	0	0	61	
19:00	0	0	4	5	20	14	1	0	0	0	0	0	0	0	44	
20:00	0	0	3	7	10	5	1	0	0	0	0	0	0	0	26	
21:00	0	1	0	10	7	1	0	0	0	0	0	0	0	0	19	
22:00	0	1	0	1	3	0	0	1	0	0	0	0	0	0	6	
23:00	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7	
Day Total	0	8	36	140	376	232	43	5	0	0	0	0	0	0	840	

Date\Speed (MPH)	Combined														Total
	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	
6/25/2015	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
06:00	0	0	3	3	1	4	3	0	0	0	0	0	0	0	14
07:00	0	2	4	5	5	8	1	1	0	0	0	0	0	0	26
08:00	0	1	1	6	29	16	4	1	0	0	0	0	0	0	58
09:00	0	0	2	8	23	15	3	0	0	0	0	0	0	0	51
10:00	0	1	7	16	23	13	4	1	0	0	0	0	0	0	65
11:00	0	1	5	11	23	18	3	0	0	0	0	0	0	0	61
12:00	0	3	3	10	30	21	5	0	0	0	0	0	0	0	72
13:00	0	0	6	3	18	16	9	1	0	0	0	0	0	0	53
14:00	0	2	4	13	28	12	1	0	0	0	0	0	0	0	60
15:00	0	0	4	6	20	12	5	1	0	0	0	0	0	0	48
16:00	0	0	8	10	35	20	4	2	0	0	0	0	0	0	79
17:00	0	0	10	19	45	18	3	0	0	0	0	0	0	0	95
18:00	0	1	6	17	28	11	3	0	0	0	0	0	0	0	66
19:00	0	0	6	7	18	10	0	0	0	0	0	0	0	0	41
20:00	0	2	7	7	11	3	0	0	0	0	0	0	0	0	30
21:00	0	2	3	13	5	3	0	0	0	0	0	0	0	0	26
22:00	0	0	3	3	7	3	1	0	0	0	0	0	0	0	17
23:00	0	0	0	4	2	0	1	0	0	0	0	0	0	0	7
Day Total	0	15	82	164	354	204	50	7	0	0	0	0	0	0	876
6/26/2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	1	2	1	0	0	0	0	0	0	0	0	6
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
06:00	0	1	4	4	6	5	0	0	0	0	0	0	0	0	20
07:00	0	0	1	7	14	11	0	0	0	0	0	0	0	0	33
08:00	0	0	1	10	26	16	7	0	0	0	0	0	0	0	60
Combined Total	0	31	177	452	1067	665	135	14	1	0	0	0	0	0	2542

85 percentile = 27

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane1 Total
6/23/2015	0	5	35	59	147	95	10	1	0	0	0	0	0	0	352
6/24/2015	0	5	22	74	203	113	18	3	0	0	0	0	0	0	438
6/25/2015	0	7	51	97	178	101	27	2	0	0	0	0	0	0	463
6/26/2015	0	6	39	38	59	32	5	0	0	0	0	0	0	0	179
Lane1 Total	0	23	147	268	587	341	60	6	0	0	0	0	0	0	1432

85 percentile = 27

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane2 Total
6/23/2015	0	1	17	62	140	100	25	1	1	0	0	0	0	0	347
6/24/2015	0	3	14	66	173	119	25	2	0	0	0	0	0	0	402
6/25/2015	0	8	31	67	176	103	23	5	0	0	0	0	0	0	413
6/26/2015	0	4	51	21	40	30	7	0	0	0	0	0	0	0	153
Lane2 Total	0	16	113	216	529	352	80	8	1	0	0	0	0	0	1315

85 percentile = 27

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Combined Total
6/23/2015	0	6	52	121	287	195	35	2	1	0	0	0	0	0	699
6/24/2015	0	8	36	140	376	232	43	5	0	0	0	0	0	0	840
6/25/2015	0	15	82	164	354	204	50	7	0	0	0	0	0	0	876
6/26/2015	0	10	90	59	99	62	12	0	0	0	0	0	0	0	332
Combined Total	0	39	260	484	1116	693	140	14	1	0	0	0	0	0	2747

85 percentile = 27



## MEMORANDUM

Engineering Dept.

**DATE:** July 1, 2015

**TO:** Multi-Modal Transportation Board (MMTB)

**FROM:** Paul T. O'Meara, City Engineer

**SUBJECT:** S. Eton Rd. – Villa Ave. to Lincoln Ave.  
Parking and Multi-Modal Improvements

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At the May meeting of the Multi-Modal Transportation Board (MMTB), the Board 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 improvements possible pedestrian improvements, improving sight distance at corners, and installing white lines to delineate a parking lane. A drawing is currently being prepared by our consultant that will be available at the time of the meeting. Below is the information that has been assembled to date:

### PEDESTRIAN/BICYCLE IMPROVEMENTS

#### 1. Crosswalk Improvements

The City has received requests to enhance the safety of crosswalks on S. Eton Rd. The perception is that there is a large demand for pedestrians wishing to walk from the residential neighborhoods west of the corridor to access the commercial areas to the east. Pedestrian and bicycle counts were taken at the intersections of Hazel St., Bowers St., Cole Ave., and Lincoln Ave. on a Tuesday, Wednesday, or Thursday between 4 and 6 PM in early June. A separate count was also taken on a Friday at Bowers St. from 6 to 9 PM. A separate count was taken for pedestrians versus bikes. Bikes using the streets were not counted, only those using the sidewalk. The results are attached.

By far the most significant count measured was the Bowers St. intersection on Friday evening from 6 to 9 PM. There is a large count of pedestrians crossing Eton in both directions. There is also a large number of pedestrians crossing Bowers St., while not nearly as many walking north and south on the east side of the street. 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. Since the City is receiving a request to create a new Residential Permit Parking zone on Bowers St., there is a strong likelihood that a percentage of the people being counted were customers parking on public streets, instead of in the establishment's parking lot.

Counts taken of the other intersections were substantially lower. The next most significant count was taken at Hazel St. from 4 to 6 PM. 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 bumpout, we believe such a decision would be premature and not recommended for the following reasons:

1. Bumpouts on either the NW corner or on the east side would require storm sewer improvements, driving up the construction cost. A rough estimate of \$40,000 is to be expected for this work.
2. Current traffic patterns may be a short term phenomenon impacted by parking patterns that may not be appropriate (customers of businesses parking in front of homes), or based on the popularity of a particular establishment that is still new.
3. Since the other intersections do not warrant improvements at this time, installing just one bumpout at a three-way intersection is not recommended for the following reasons:
  - a. Motorists are less likely to realize they are approaching an intersection where pedestrians may be crossing when it is a three-way intersection. If pedestrians are encouraged to cross, it should be in locations where visibility is at its greatest (at 4-way intersections)
  - b. Installing one lone bumpout on each side of the street in an area where no other such impediments exist can cause an element of surprise for motorists, and the potential for accidents.
4. Street sweeping and snow plowing both become less effective and more costly whenever bumpouts are introduced into the road network. They should only be installed when their benefits clearly outweigh the drawbacks.

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.

#### 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. Since no changes are being recommended relative to parking areas, this problem currently remains. As expected, complaints have been focused on areas where parking demand is the greatest. 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 feet 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. While this will take away another parking space that will have to be found somewhere else (when demand is high), it will open up and make these intersections more visible.

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

## DEMARCATED PARKING LANES

Providing a white line on higher volume roads has proven successful in reducing overall speeds. Lincoln Ave. has employed this tactic for many years. 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. (2 blocks), the entire width of S. Eton Rd. has been resurfaced with asphalt. On these two blocks, marking the parking lanes similar to Lincoln Ave. 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.

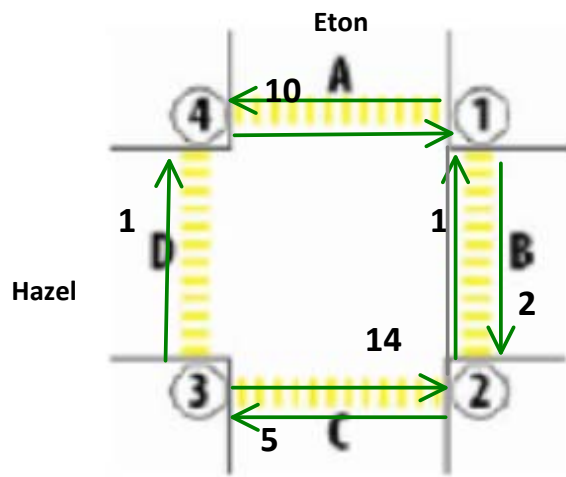
A final suggested recommendation for improvements to S. Eton Rd. is provided below.

### SUGGESTED RECOMMENDATION:

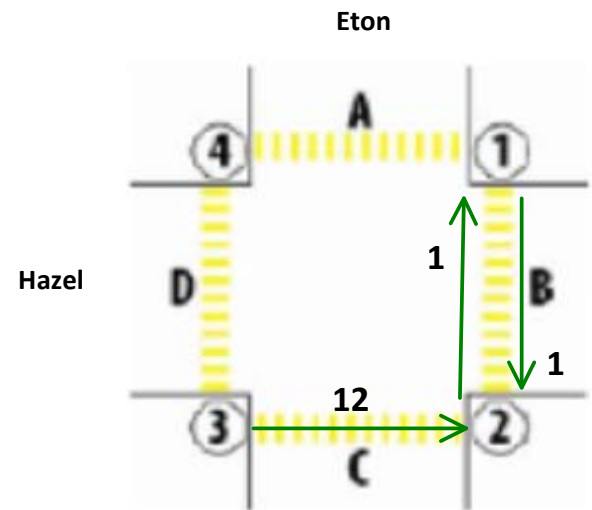
The Multi-Modal Transportation Board, having studied the S. Eton Rd. corridor from Villa Ave. to Lincoln Ave., recommends the following at this time:

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 should be installed at the following locations:
  - SW Corner of Hazel St.
  - NW and SW corners of Bowers St.
  - NW corner of Haynes St.

# Hazel and Eton

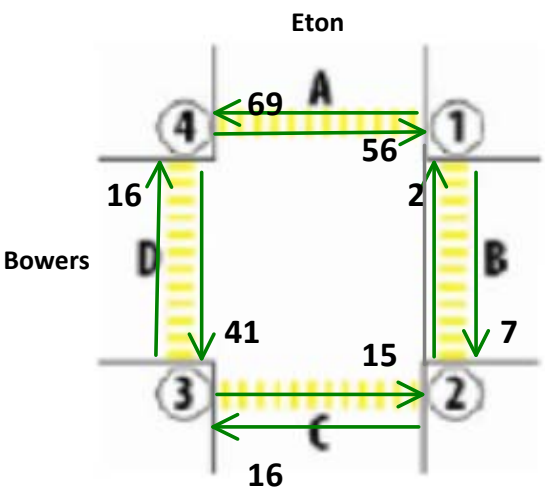


Hazel and Eton  
Total Pedestrian Counts  
Date: 6-2-15  
Time: 4-6pm  
Weather: sunny, 72 degrees

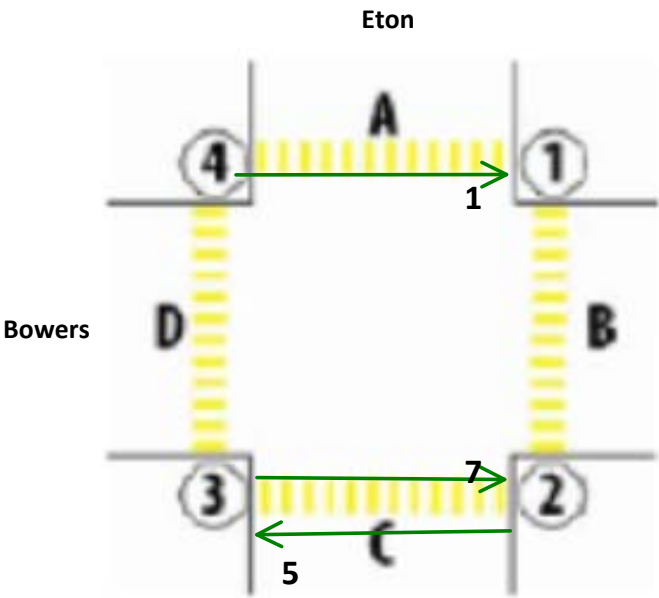


Hazel and Eton  
Total Bike Counts  
Date: 6-2-15  
Time: 4-6pm  
Weather: sunny, 72 degrees

# Bowers and Eton

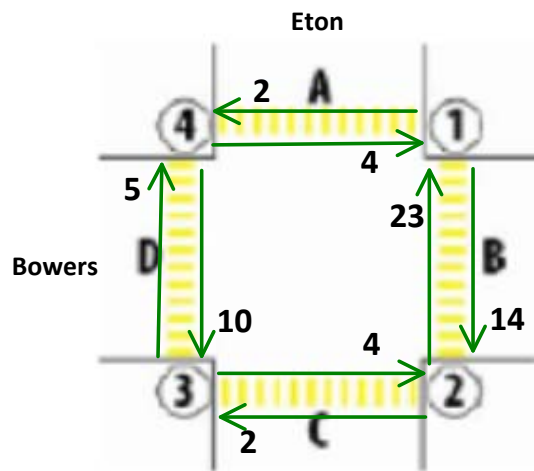


Bowers and Eton  
Total Pedestrian Counts  
Date: 6-5-15  
Time: 6-9pm  
Weather: sunny, 72 degrees

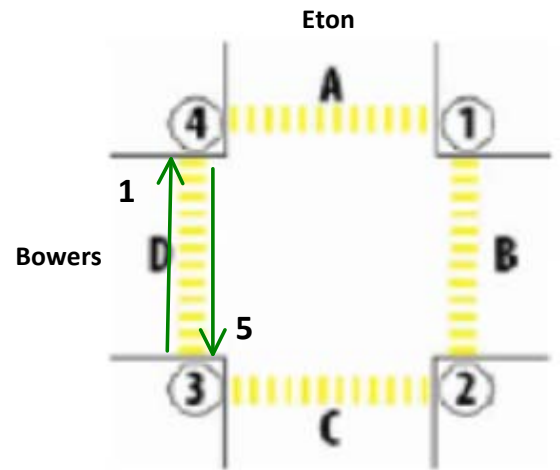


Bowers and Eton  
Total Bike Counts  
Date: 6-5-15  
Time: 6-9pm  
Weather: sunny, 72 degrees

# Bowers and Eton

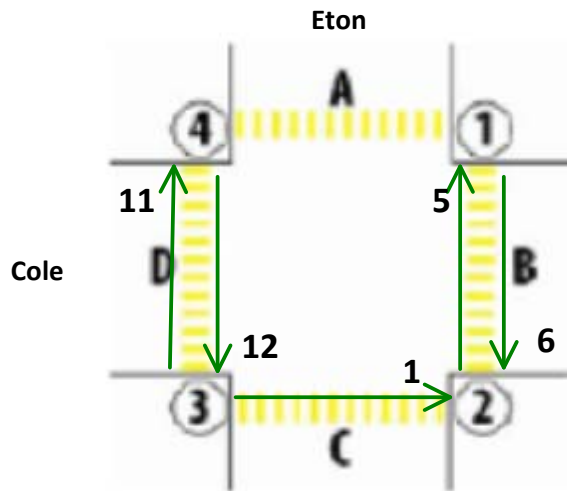


Bowers and Eton  
 Total Pedestrian Counts  
 Date: 6-4-15  
 Time: 4-6pm  
 Weather: sunny, 73 degrees

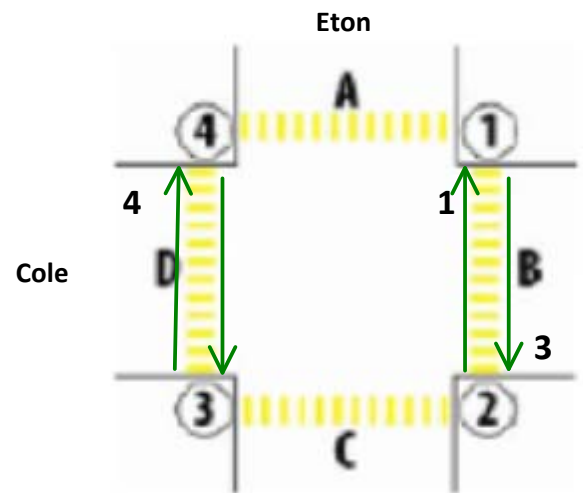


Bowers and Eton  
 Total Bike Counts  
 Date: 6-4-15  
 Time: 4-6pm  
 Weather: sunny, 72 degrees

# Cole and Eton

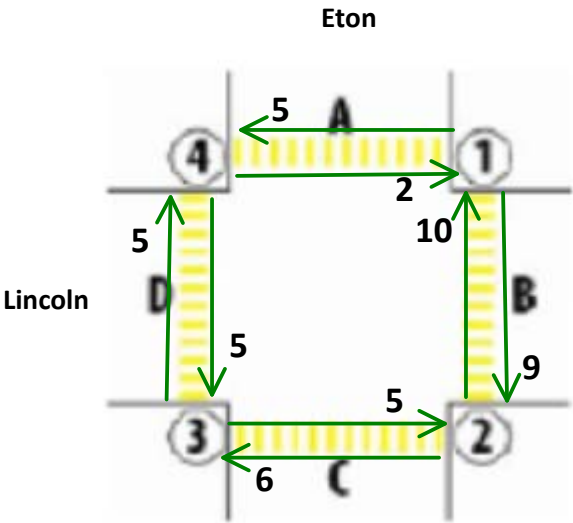


Cole and Eton  
Total Pedestrian Counts  
Date: 6-2-15  
Time: 4-6pm  
Weather: sunny, 72 degrees

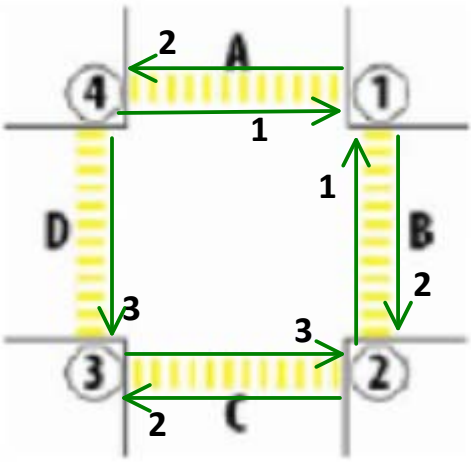


Cole and Eton  
Total Bike Counts  
Date: 6-2-15  
Time: 4-6pm  
Weather: sunny, 72 degrees

# Lincoln and Eton



Lincoln and Eton  
Total Pedestrian Counts  
Date: 6-2-15  
Time: 4-6pm  
Weather: sunny, 72 degrees



Lincoln and Eton  
Total Bike Counts  
Date: 6-3-15  
Time: 4-6pm  
Weather: sunny, 72 degrees



## MEMORANDUM

Engineering Dept.

**DATE:** April 2, 2015

**TO:** Multi-Modal Transportation Board

**FROM:** Paul T. O'Meara, City Engineer

**SUBJECT:** S. Eton Rd.  
Villa Ave. to E. Lincoln Ave.

As noted last month, a request for a building permit at the successful Griffin Claw Brewery (575 S. Eton Rd.) required a review by the City Commission. A request was sent to the Multi-Modal Transportation Board to review S. Eton Rd. relative to multi-modal improvements as well as perceived parking shortages occurring, particularly around the Griffin Claw area. The Commission specifically asked that the Board consider an angled parking option for this road.

As was mentioned last month, S. Eton Rd. was resurfaced relatively recently (2009). Due to limited funding in the Major Street fund, and the great needs that exist elsewhere in the system, it should be assumed that the pavement will remain as is for several more years. That said, modifying the pavement markings is an option that can be considered at this time.

At this time, we think that there are three viable alternatives for how the street could be organized: 1) existing, 2) modified as suggested in the Multi-Modal Master Plan, and 3) angled parking as requested by the City Commission. Following is a brief description of the three options, and the identified benefits and problems with each.

### 1. Existing Pavement Markings

The existing pavement markings have been in place, as far as we know, since it was widened in 1956. The widened road allows for two-way traffic, as well as parallel parking on both sides. The majority of the length has asphalt lanes in the center, with concrete used for the widened sections. Due to the differing pavements, pavement markings should respect the existing lane lines to ensure that there is not confusion caused on the part of drivers. (All three proposals respect this issue.)

There are two main negatives that have been communicated by several people living or working in the area:

- a. Parallel parking on the west side of the road makes sight distance difficult for those attempting to enter the street from the west side (there are six residential street entrances along this segment that would be impacted by this issue).
- b. Crossing the street as a pedestrian can be difficult. There are no signals or stop signs for the half mile between Maple Rd. and Lincoln Ave., and traffic volumes can be dense during weekday afternoons. The City installed a public sidewalk along the east side of the street for the first time in 2008 (to better connect the existing commercial



uses). Since the nature of the businesses east of S. Eton Rd. are changing into uses that may draw more pedestrians than what was there historically, this is a more recent issue than in the past.

## 2. Multi-Modal Master Plan

The master plan made suggestions for this segment of S. Eton Rd. (details attached). As shown, it is suggested that the road remain primarily as it is, except that the parallel parking on the west (residential) side of the street be eliminated in favor of a buffered bike lane. In order to respect the pavement differences that are present with the current pavement, there is no bike lane proposed for northbound S. Eton Rd. on this plan. A northbound bike lane cannot be practically implemented unless either a) the pavement is removed and replaced with something that is the same appearance full width, or b) parking is eliminated from both sides of the street.

The master plan proposal solves the sight distance issue for the six residential streets along the west side. A similar problem exists at times for four of the local streets entering S. Eton Rd. on the east side, though complaints have not been received from them. The plan encourages parking in front of the commercial properties, while moving it away from the residential ones. The total number of spaces provided, being reduced by about 50%, is likely inadequate.

## 3. Angled Parking Plan

At our request, Fleis & Vandenbrink prepared the attached plan depicting how angled parking could be installed on the east (northbound) side of the street only. Two lanes of traffic would be provided on the far west side of the pavement, and all parking would be provided in angled form on the northbound side of the street. The plan provides the sight distance benefits that Option 2 above also provides for those entering from the six residential streets to the west. However, for the four streets entering from the east, the sight distance condition would be made worse than it is currently, as angled parked vehicles obscure a larger area than parallel parked vehicles.

A second issue with this plan is the transition of the centerline about eleven feet to the west. While this is not an issue at the north end (at Villa Ave.), it creates some issues at the south end (at Lincoln Ave.). Additional data relative to the design of the lane markings just north of the Lincoln Ave. intersection is currently being prepared, and will be provided early next week.

Finally, no bike lane improvements could be provided with this plan. In fact, sharing the road with bicyclists would be worse than the current conditions, as northbound bikes would have less available space to ride between northbound vehicles and angled parked vehicles that may be ready to back out. (Typically, riding bikes behind angled parked vehicles should be discouraged.) Finally, another disappointing feature of this plan is that total parking count is reduced from existing (details below), particularly in the area of Griffin Claw, where demand is currently perceived to be the highest.

## PARKING COUNT SUMMARY TABLE

Plan	Parking Count	Parking Count	Parking Count	Total
	Villa to Hazel	Hazel to Holland	Holland to Lincoln	
Existing	18	37	27	82
Master Plan Option	11	17	18	46
Angled Parking Option	18	21	25	64

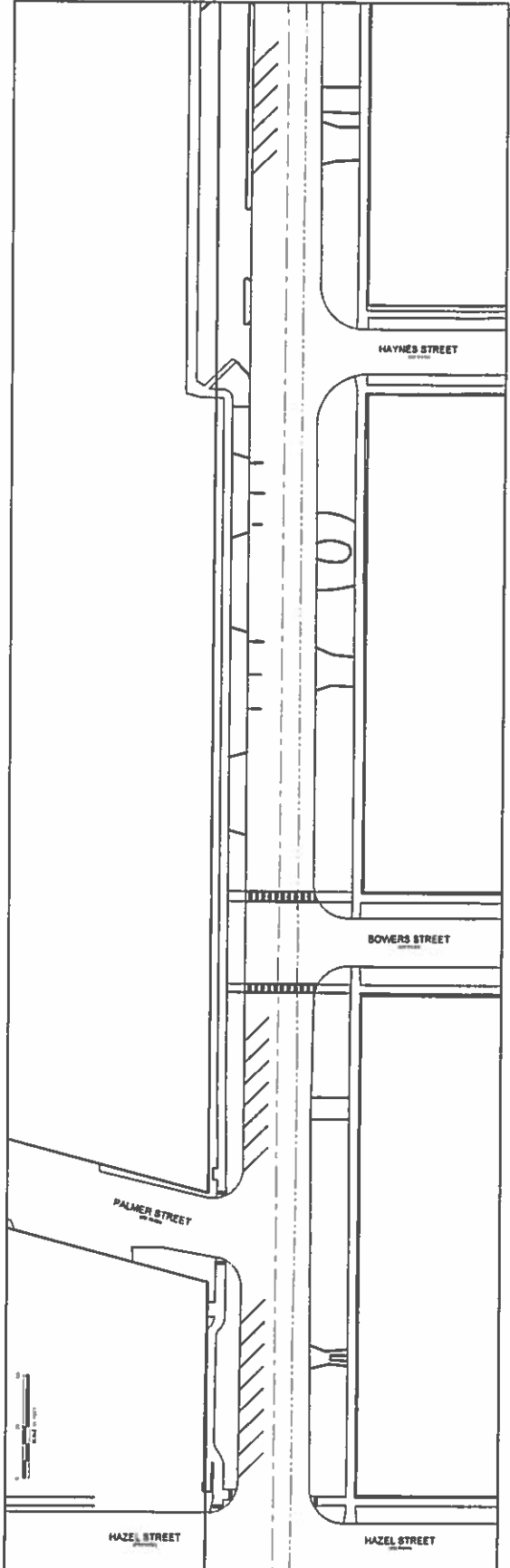
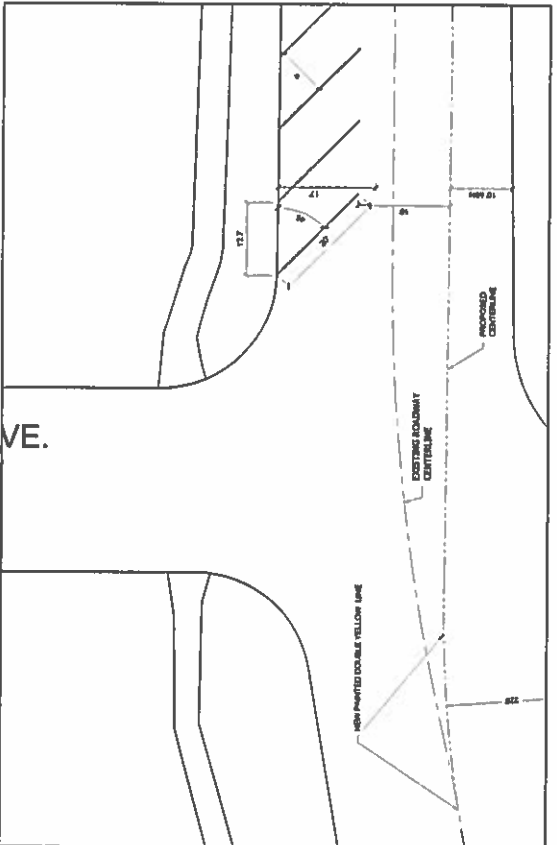
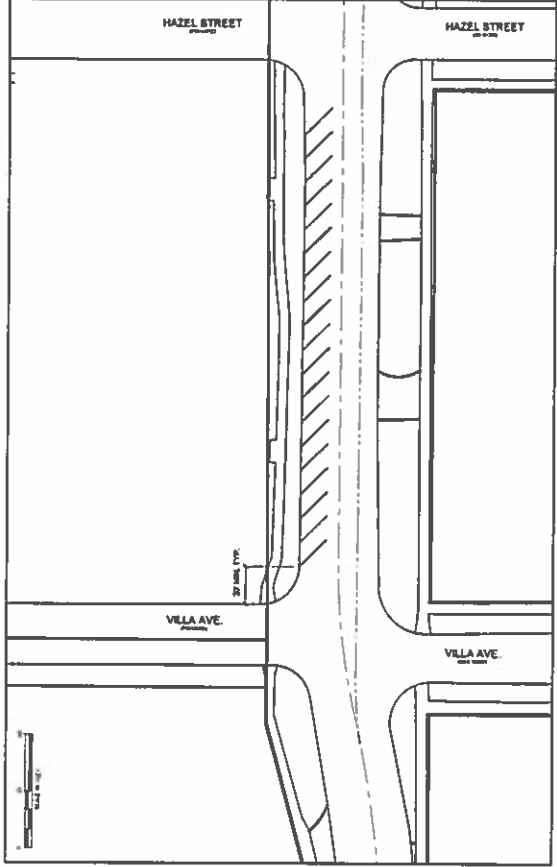
## SUMMARY

Given the current demand for parking, and the interest in providing more if possible, it appears that both of the alternative options fall short. The Master Plan option would reduce total parking by almost 50%, clearly introducing a parking shortage that would impact the adjacent neighborhood streets. The angled parking option would resolve the sight distance issue for the six residential street intersections, but it would make the sight distance problem worse for four streets that are a combination of residential and commercial uses. Further, it would reduce the number of parking spaces available in the area where current demand is strongest (Hazel to Holland) by 43%, or 16 parking spaces. Further, since S. Eton Rd. is part of a marked regional bike path system that has existed for several decades, the angled parking option, which makes bicycling for northbound traffic more dangerous than it is currently, it appears that the angled parking option introduces as many problems as it solves.

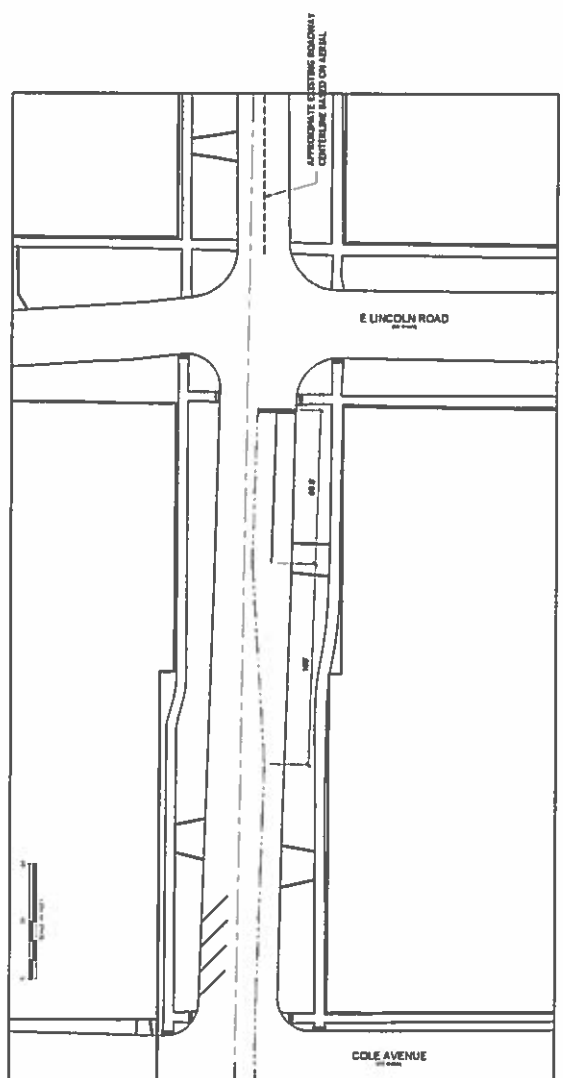
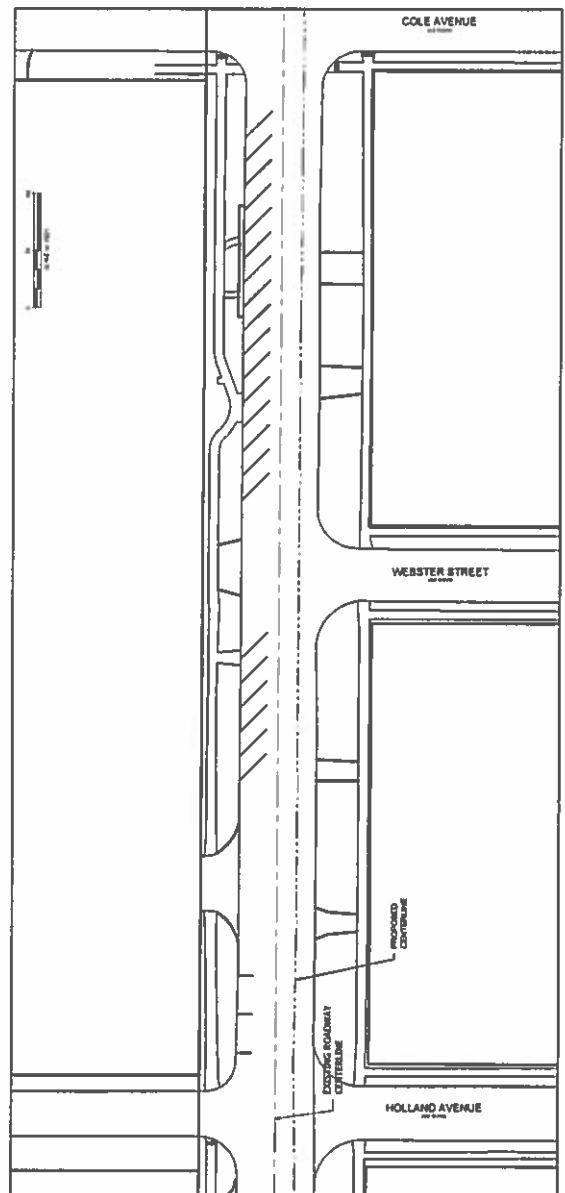
It is anticipated that the Multi-Modal Transportation Board will not have enough support to suggest any change from the current plan. However, since the Master Plan suggests that this segment of S. Eton Rd. be part of a neighborhood connector route, it is recommended that sharrows (pavement markings that remind drivers to share the road with bicycles) be painted this year as part of the City's routine pavement marking maintenance program. A suggested motion is provided below:

## SUGGESTED RECOMMENDATION:

Following review of alternate parking plans for S. Eton Rd. known as the Multi-Modal Master Plan option and the angled parking option, and determining that either alternate plan would reduce current parking capacity, while providing safety improvements for some users at the expense of others, the Multi-Modal Transportation Board hereby recommends that the current layout of S. Eton Rd. from Villa Ave. to E. Lincoln Ave. remain as is until such time that funds are budgeted for reconstruction of the pavement, at which time a more thorough analysis of the various options that will potentially address parking capacity and safety issues for all users of the road should be undertaken before a new plan is finalized. In the interim, acknowledging that this is an important leg in the City's neighborhood bicycling network, the Board recommends the installation of sharrows for the entire half mile of S. Eton Rd. from Maple Rd. to Lincoln Ave. as part of the 2015 routine pavement marking maintenance program.



PARKING SPACE LAYOUT  
(TYPICAL) 1"=10'



# Birmingham approves test period to narrow W. Maple Road

Jay Grossman, 3:30 p.m. EDT June 2, 2015



(Photo: David Bloom)

Birmingham officials are planning to narrow a stretch of West Maple Road for an undetermined trial period to see if less lanes result in safer speeds and fewer crashes.

"The fact is, none of us know for sure whether this works or not," City Commissioner Tom McDaniel said of the plan. "The only way we're going to get a fix on this is to try it."

The City Commission voted 7-0 Monday to restripe a one-mile section of Maple between Southfield and Cranbrook roads from four to three lanes, thus removing a travel lane in each direction while adding a turn lane. The decision is based on a recommendation from the city's Multi-Modal Transportation Board., a seven-

member committee charged with reviewing the city's Complete Streets plan whenever a road project comes up.

In the case of West Maple, the road is scheduled to be resurfaced in 2016.

The test period could begin as early as August or September, when construction projects wrap up on Oak Street and Quarton Road. Several sides streets along West Maple will be monitored for any increases in cut-through traffic during the trial, along with the entrances to three churches located in the stretch. The test period will also determine if traffic is moving at a reasonable pace.

"I agree it sounds counter-intuitive to take a major road like Maple and reduce it from four lanes to three lanes," Commissioner Rackeline Hoff said. "But we have a unique situation to test the road and see if it works."

Maple Road carries about 20,000 vehicles a day, and traffic consultant Mike Labadie admitted that roads with over 15,000 vehicles a day are not ideal candidates when it comes to eliminating travel lanes.

But he believes it works in this case because there's a significant distribution of traffic at the intersection of Maple and Southfield at peak driving hours. Plus, there is no significant traffic artery cutting through the section that would add more vehicles. Nor are any changes being planned for the intersection of Cranbrook and Maple.

"East Maple doesn't work in my humble opinion," Labadie said of a 2012 plan to narrow Maple between Adams and Eton. "But West Maple does."

He also thinks it will make the road much safer when it comes to severe crashes.

City Commissioner George Dilgard said SEMCOG ranked the section of West Maple as the 53rd most dangerous in Oakland County between 2009-13, averaging about 40 accidents a year. The posted speed is 35 mph, but Labadie said speed counts clock most of the vehicles traveling at a faster rate.

City Commissioner Gordon Rinschler noted the project is part of an overriding Complete Streets philosophy that recognizes roads should be designed for multiple modes of transportation. He also dismissed the notion that 40 crashes a year is a relatively modest statistic on a road that handles millions of vehicles each year.

"Safety is not something you divide by a million and say it only happens three or four times," said Rinschler.



HOMETOWNLIFE

Resident proposes charter amendment to keep Maple a four-lane road

(<http://www.hometownlife.com/story/news/local/birmingham/2015/05/29/resident-proposes-charter-amendment-keep-maple-four-lane-road/28173847/>)

Even so, many homeowners in the area are worried about more congestion and cut-through traffic racing through the neighborhoods.

"I'm not buying it, and I can't support it," Pilgrim Street homeowner Karen Schoenberg said. She also thinks drivers traveling opposite in the turn lane will create problems.

Bloomfield Township Treasurer Dan Devine spoke up at the meeting, saying it's the first time in 20 years he's gone to neighboring municipality to criticize their project. The township board passed a resolution last month urging the commission to not narrow the road.

Devine said he used to prosecute traffic tickets for the city of Birmingham and suggested a few more patrol cars along Maple would slow down the speeders.

Others spoke in favor of the project.

Pilgrim Street homeowner Mike Clawson said he served on the multi-modal steering board committee that helped form the recommendation, and that he's in favor of trying the road experiment.

"I've lived at the corner of Maple of Pilgrim for 27 years and I've seen some pretty horrible accidents," he told the commission.

Resident JC Cataldo recounted when he was involved in an ugly rear-end crash on West Maple. Another time his wife was involved in a rear-end collision on West Maple, and yet another time his wife's cousin was involved in a similar crash.

"The street is obviously broken," he said.

Greg Moore, president of the Quarton Lakes Neighborhood Association representing around 950 homes, said the association has not yet taken an official stance on the project, and probably won't until the study comes back. Other homeowner association presidents said their memberships are opposed to the project.

In addition to the restriping, crosswalks are being added at Lake Park and Chesterfield. Plus, the left turn lanes are being extended for Chester and Southfield roads.

No date was set for how long the trial period will last, but it's likely city officials will want to complete it prior to resurfacing West Maple in the spring of 2016.

After West Maple is resurfaced, City Engineer Paul O'Meara said he plans on applying for federal dollars to improve the intersection of Maple and Southfield.

jgrossman@hometownlife.com | 586-826-7030 Twitter: @BhmEccentric

Read or Share this story: <http://www.hometownlife.com/story/news/local/birmingham/2015/06/02/birmingham-approves-month-test-narrow-maple-road/28340189/>

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# Birmingham resident may challenge Maple Road narrowing

By Bill Laitner, Detroit Free Press 7:55 a.m. EDT June 3, 2015



(Photo: Bill Laitner/Detroit Free Press)

Upset with the Birmingham City Commission's decision Monday to shrink West Maple Road from four lanes to three, a city resident said he hoped to let voters decide the issue with a charter amendment in March.

Jim Mirro, 71, said he called state and county election officials Tuesday and anticipated no problem gathering the necessary 840 signatures — 5% of the registered voters in Birmingham.

**Related:** [Birmingham leaders OK test of 3 lanes on Maple](#)

[\(/story/news/local/michigan/oakland/2015/06/02/birmingham-bloomfield-controversy-west-maple-traffic-safety/28339175/\)](#)

Mirro was one of several dozen residents who spoke at Monday's meeting, reciting a litany of negatives about the plan before the elected commissioners voted 7-0 to approve a controversial test of the plan recommended by city consultants for making the road safer.

The plan is to shrink the busy road from two lanes each to one lane each way with a center turning lane. The test is to be "for an unspecified period," Mayor Stuart Sherman said Tuesday. If it succeeds in making the road safer for both drivers and pedestrians, the 1.3-mile segment from Southfield to Cranbrook will be repaved and the three-lane configuration made permanent, according to Monday's vote.

City commissioners listened to dozens of speakers, including Mirro, in the meeting that lasted nearly four hours. They heard from only a few who favored the plan, which came to the commission after months of study by the city's Multi-Modal Transportation Committee.

Last week, members of the Bloomfield Township board also voted unanimously — to deride the plan and castigate Birmingham officials for failing to include them in the planning and decision-making. West Maple forms part of the border between the two cities, so that an overflow of traffic caused by constricting the flow on West Maple could turn into "cut-through traffic" on some residential streets, officials there complained.

The test of the new configuration, to be achieved by restriping the lanes, likely will begin in August or September. Sherman told the commission: "We have the opportunity to try something. If it works, fabulous. And if it doesn't, we go back to what we had."

Consultants said that the 1.3-mile stretch of West Maple between Cranbrook and Southfield roads had logged 117 traffic crashes from 2012 through 2014.

Read or Share this story: <http://on.freep.com/1lePMnQ>





Paul O'Meara &lt;pomeara@bhamgov.org&gt;

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## For your information

1 message

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**thebrassring1@aol.com** <thebrassring1@aol.com>

Sat, May 30, 2015 at 10:43 AM

To: markforbirmingham@yahoo.com, carft@bhamgov.org, Gordon4bham@aol.com, mcdaniel\_tom@hotmail.com, stuart.sherman@sbcglobal.net, sdm984@sbcglobal.net, jvalentine@bhamgov.org, rackyhoff@hotmail.com, gdilgard@hotmail.com, lpierce@bhamgov.org

Cc: Jecker@bhamgov.org, Pomeara@bhamgov.org, mbaka@ci.birmingham.mi.us

# Bicyclist's death sparks debate about bikes and drivers



Cars pass on

Commerce Road at Dow Ridge Road in Orchard Lake. A bicyclist was killed near this stretch of road on May 23. Photo by Carol Hopkins, The Oakland Press

By **Carol Hopkins**, *The Oakland Press*

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POSTED: 05/27/15, 10:20 AM EDT | UPDATED: 2 HRS AGO [25 COMMENTS](#)

After a Keego Harbor bicyclist was killed on Commerce Road Saturday, people continued an ongoing debate about bicyclists sharing the road with vehicles.

Bobby Horvath, 50, died when he was struck by a vehicle from behind while biking eastbound on Commerce.

The investigation into the accident is continuing, said Orchard Lake Police Chief Joe George.

"It'll be awhile," he said, noting that the investigators must await driver blood analysis results and speed records from the car's "black box."

Horvath's funeral arrangements have been set. Visitation is from 2-8 p.m. on Wednesday, June 3 at Pixley Funeral Home Godhardt Tomlinson Chapel, 2904 Orchard Lake Road, Keego Harbor.

The Funeral Mass is at 10 a.m. Thursday, June 4, at Our Lady of Refuge Catholic Church, 3750 Commerce Road, Orchard Lake.

## CARS, BICYCLES SHARING THE ROAD DEBATE NOT NEW

After this story was reported, some people argued Oakland County needs bike lanes; however, others observed that cyclists should stay away from all roads.

Here are a few of the comments an [Oakland Press Facebook post](#):

- Karen Duym-Morris: "(Commerce Road) is not a safe road to be biking along, too many curves and not enough shoulder for the bikes."
- Steven Cruz: "I've almost been run over a few dozen times at the rolling stop signs. Just can't put so much trust in people who are always in a hurry, eating, texting, talking to passengers and so on. While riding your bike, you gotta be aware of what's going around you."

Todd M. Schoonover: "There is nothing wrong with that stretch of road... just some of the people who drive it."

• Betsy Pilon: "Would be great to have bike lanes, sidewalks, etc."

• Roger Parsons: "Bicycles do not belong roads. Even when there are bike paths, they still ride in the streets. So if you ride your bike in the street and you get hit by a car, I will not feel sorry for you. A kid in a neighborhood is different but grown ups should know better take your bikes to a park where our tax dollars have paid for bike paths."

• Tammie Heazlit: "I've lived in many cities across the country. Michigan is NOT bicycle friendly. It's shameful. The entire auto industry and L. Brooks Patterson are so blindly behind the auto industry it's at the expense of everything else. Please quit tiptoeing around this dinosaur and start being journalists who attack problems head on. Michigan is behind and it's because there is no leadership."

• Debbie Warnicke: "(I) feel terrible. It is too bad we don't have bike paths. Just WAY too scary to ride a bike on Commerce where there are no bike paths. I would never trust the cars!"

• Kris Marrs: "Tight curvy road to be cycling on. Both drivers, cyclists must be on guard."

Jeff Notfz, owner of [Kinetic Systems Bicycles in Clarkston](#), said it's not just vehicle drivers who should be on alert on the roads.

"We (cyclists) also need to learn to ride safely," said Notfz, who has owned his shop 38 years.

"We don't tend to think of being safe."



Bobby Horvath (Photo via GoFundMe.com)

## FYI

According to the Michigan Motor Vehicle Code, bicyclists have "all of the rights and are subject to all the duties applicable to the driver of a vehicle."

- A driver is approaching a cyclist should SLOW DOWN. Avoid using your horn. Do not follow too closely.
- Passing a cyclist: Allow adequate room (3+ ft.) between a vehicle and a cyclist. Return to your lane only after you can clearly see the cyclist in your mirror.
- Do NOT attempt to share the lane with a cyclist.
- Turns: Cyclists are expected to use the turn lanes similar to a motor vehicle.
- Do NOT make turns across the path of a bicyclist.

— From Bloomfield Twp. Police Department

He also said texting has created an added danger on the roads.

Michigan needs more bike lanes, Notfz said, but he added it's difficult to get the funding.

On March 1, a Kinetic customer and friend, Jeff Surnow of West Bloomfield, was killed while cycling in Hawaii.

Notfz said his own shop mechanic was hit while riding this year.

"He was in intensive care for five days," he said. "It's scary stuff."

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## Street smarts

CHICAGO JOINS CITIES AROUND THE WORLD IN RETHINKING THE RELATIONSHIP BETWEEN PEDESTRIANS AND TRAFFIC.

By Jessica Leber

Illustration by Jeremyville

Common sense says that cars and pedestrians should be kept apart. Pretty straightforward. So why are so many cities challenging that idea? This spring, Chicago will become the latest to do so, as engineers break ground on a \$3.5 million street-improvement project to turn a four-block stretch of Argyle Street in the city's bustling Uptown neighborhood into Chicago's first shared street—whether residents are ready for it or not.

The idea of shared streets harks back to an older time, when roadways were a free-for-all of pedestrians and horse-drawn vehicles. With the rise of the automobile, however, came automobile fatalities, and with them the idea of

separating people into zones: pedestrians on the sidewalk and cars on the street.

When traffic engineer Hans Monderman developed the shared-streets idea in the Netherlands more than 30 years ago, he was going against generations of formal street-design wisdom. Removing signs and signals, he thought, would require both drivers and pedestrians to pay more attention to their environment; in Monderman's initial pilot, vehicle speeds diminished by 40% on average as a result.

"In the traditional system, you see the light is green and then you go, because you trust the system," explains Pieter de Haan, a psychologist at



the University of Applied Sciences in the Netherlands. You gun the engine and don't even notice the little kid getting away from his mother and running into the street. "Shared space creates a little bit of confusion, which forces you to communicate with others."

Not surprisingly, many people—including the elderly and the blind—balk at the idea of shared streets. And indeed, nobody is advocating for total chaos. The Argyle Street plan, for instance, uses landscaping and different paver types to delineate areas for pedestrians, bikers, and drivers. Additional "warning pavers" provide tactile information to the blind, using different textures to indicate where pedestrian areas end and vehicle traffic begins. Small, regularly spaced pillars enforce gentle restrictions on both people and cars.

"Naysayers said, 'People are going to get hit,'" says Patrick Donohue, a project manager with Seattle's Parks and Recreation department, which oversaw a shared-street project in that city's Bell

**"NAYSAYERS SAID, 'PEOPLE ARE GOING TO GET HIT,' " SAYS PATRICK DONOHUE, A PROJECT MANAGER WITH SEATTLE'S PARKS AND RECREATION DEPARTMENT. "WELL, IT JUST HASN'T HAPPENED."**

Street Park last year. "Well, it just hasn't happened." In Ashford, England, for instance, the number of traffic accidents in which a person was injured actually dropped by 50% in the three years after a shared space was built in 2008.

Today there are at least a hundred shared-streets projects in Europe and a handful in the U.S., including London's Exhibition Road and Seattle's Bell Street. Of course, shared spaces are intended for villages, or urban areas where there are plenty of businesses and foot and bicycle

traffic. A 55 mph interstate highway doesn't have the same issues.

Advocates for more livable cities are eager for the idea to spread more widely to street designers in the U.S. Done right, shared streets may help create a lively urban environment. Ethan Kent, senior vice president of the Project for Public Spaces, says, "It's about: How do we create these destination streets that are about social and economic development first, that work because they're also safer?" ☺

## FOUR WHEELS MEET TWO LEGS

HOW ARCHITECTS AT SEATTLE FIRMS HEWITT AND SVR DESIGN REIMAGINED BELL STREET

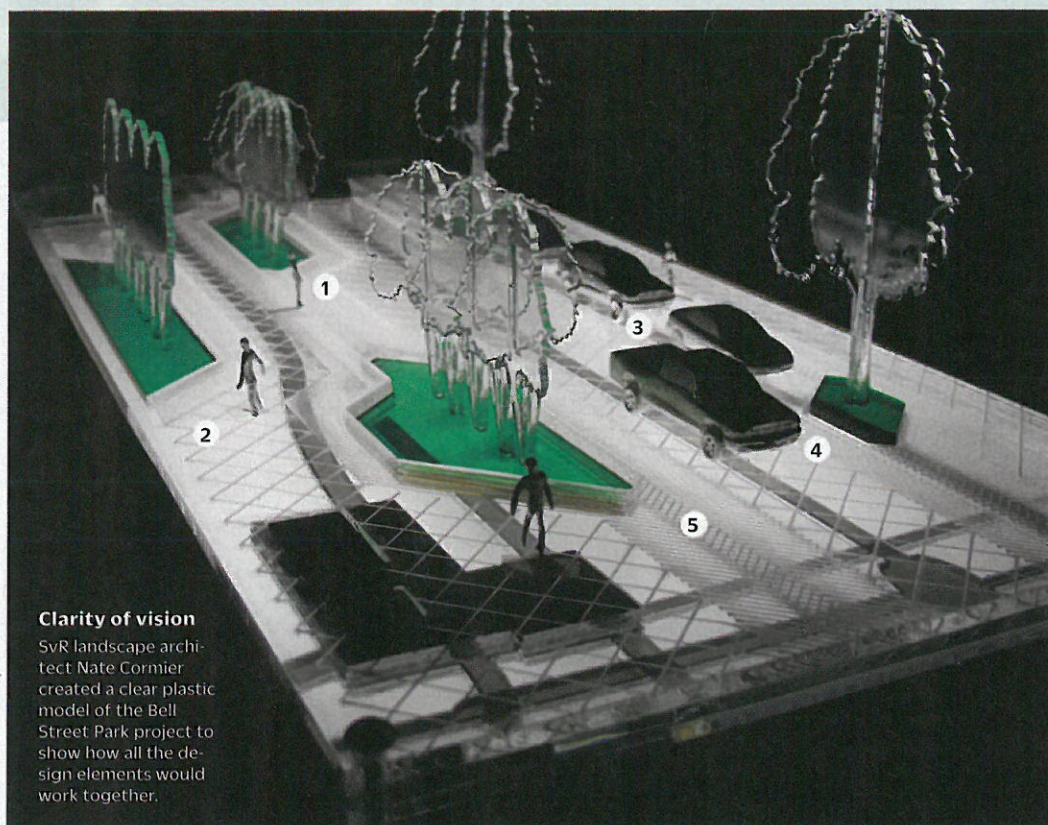
1. The roadway was raised to the same level as the sidewalk, so that people and cars share the same surface.

2. The pavement was scored at an angle relative to the surrounding buildings to encourage "diverse movements" across the street.

3. Varying the width of the roadway encourages pedestrians to gather and linger in "eddies" protected from traffic.

4. The roadway was substantially narrowed to open up more room for plants and pedestrians.

5. Textured surfaces provide guidance to the visually impaired.



### Clarity of vision

SvR landscape architect Nate Cormier created a clear plastic model of the Bell Street Park project to show how all the design elements would work together.





## Deteriorating roads, distracted drivers dangerous for cyclists

1 message

thebrassring1@aol.com <thebrassring1@aol.com>

Wed, Jun 10, 2015 at 3:44 PM

To: markforbirmingham@yahoo.com, carft@bhamgov.org, Gordon4bham@aol.com, mcdaniel\_tom@hotmail.com, stuart.sherman@sbcglobal.net, sdm984@sbcglobal.net, jvalentine@bhamgov.org, rackyhoff@hotmail.com, gdilgard@hotmail.com, lpierce@bhamgov.org

Cc: Jecker@bhamgov.org, Pomeara@bhamgov.org, mbaka@bham.org, dstudt@bhamgov.org, MClemence@bhamgov.org

# Deteriorating roads, distracted drivers dangerous for cyclists

By Cari DeLamielleure-Scott and Kristyne E. Demske

Published June 8, 2015

8

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2



Cyclists ride along a trail at Stony Creek Metropark in Shelby Township. (Photo by Deb Jacques)

METRO DETROIT — Warmer temperatures have cyclists itching to get out, but riders beware: As voters overwhelmingly turned down the state Legislature's bid for road funding, it's not only cars and trucks feeling the bumps of Michigan's crumbling infrastructure. Tim Focht, owner of Tim's Bike Shop in St. Clair Shores, said bike trails and communities with bike lanes are becoming more popular with riders looking to avoid potholes.

"Many communities now are adding bike lanes just for that reason," he said, explaining that the bike lanes don't tend to experience as many potholes as the regular roadways.

Cyclists who do hit a pothole could experience a bent rim or even a bent frame, and whether the damage can be repaired is questionable. He said riders can check out the League of Michigan Bikers online for safe routes.

"Turning out wheels can be fixed. A lot of times, when they get damage to their frames,



A group of cyclists wear safety gear while biking at Stony Creek Metropark. (Photo by Deb Jacques)

they're pretty much done," he said. "They can be straightened out, but they're never the same."

Alex Stoker, a salesman at Macomb Bike and Fitness in Warren, said the damage that potholes can cause to bikes can be similar to what can happen to a car.

"It's the flat tire or bending a wheel," he said. "It's no different than your regular car, as far as the rim."

Stoker said there isn't much cyclists can do except try to safely avoid potholes on the road and be mindful of their surroundings.

"They're going to go to Stony Creek (Metropark), or Jefferson (Avenue) is pretty popular, too," he said of biking routes in Macomb County. "The people there ... they seem to understand cyclists a little more. If I went riding on Schoenherr (Road), I could get pushed (off the road)."

Cyclists, as long as they are riding with traffic, do have a right to be on the roadway. But in this day and age, riders need to be leery of the roadway because drivers are more distracted due to the increased use of smartphones and tablets, according to West Bloomfield Police Lt. Curt Lawson.

"People are not paying attention. They need to pay attention. There are people riding bicycles, especially in the summertime. If drivers are driving their vehicles on their cellphones and on their (tablets) and they are distracted driving, we're going to hold them accountable if they hit someone," Lawson said.

Lawson, a three-time Ironman competitor, said he has resorted to riding at parks, including Kensington Metropark and Island Lake State Recreation Area, to avoid vehicles.

"Here in Michigan, we haven't yet adopted bike-friendly roadways on the grand scale, and this is probably due to the financial aspect (of) expanding roadways," Lawson said.

"Efforts are being made to make roadways safer."

In Oakland County, Lawson said, Northwestern Highway and Farmington Road have bike paths for cyclists. However, Lawson warned, when cyclists travel busy roads like Orchard Lake Road, it is "simply not a good idea."

"Drivers are not used to seeing cyclists on Orchard Lake Road or Old Orchard Trail Drive (in Orchard Lake)," Lawson said, adding that cyclists should consider roadways that have speed limits lower than 40 mph.

Cyclists are supposed to avoid riding on the sidewalks, Lawson said, but if the roadways are in poor condition, then riders are putting themselves at risk of hitting a pothole and either causing damage to the bike or to the rider.

Before riding, Lawson said, people should plan their route and know the condition of the road — including the traffic speed, the amount of traffic, the lane widths and whether the road itself is deteriorating.

"If there is a vehicle that you know is coming up behind you that is possibly going to get close to you, what is your escape plan?" Lawson said.

Riders should wear safety gear, especially helmets. Bikes should be checked annually to ensure that the equipment is working properly, he added. If cyclists decide to ride on a roadway with traffic, they must follow the posted signs — stop signs, traffic lights, etc. — and signal with their arms when turning.

"I would say (that) when you're crossing a street (and) a vehicle is coming towards you, try to make eye contact with the driver, and make sure the driver makes eye contact with you," Lawson said, adding that bikes should be treated just like automobiles on the roadway.

# Coming soon to Detroit: Protected bike lanes



By John Gallagher, Detroit Free Press 11:07 p.m. EDT June 20, 2015

*The first protected bike lanes — lanes separated by barriers from the nearby traffic — will be built in coming weeks on East Jefferson Ave.*



(Photo: John Gallagher)

Call this a change we can live with.

Detroit is about to create its first protected bicycle lanes, which offer a major boost to the safety of bikers, and might in the long run promote more economic development in a city that badly needs it.

The first protected bike lanes — lanes separated by barriers from the nearby traffic — will be built in coming weeks on East Jefferson Avenue near the city's Alter Road border with Grosse Pointe Park. That stretch eventually will extend along Jefferson to East Grand Boulevard and eventually to downtown, with similar protected lanes installed around the city over time.

The idea has been around for awhile but took on new urgency last year after Ron Brundidge, director of the Detroit Department of Public Works, and other civic leaders visited Copenhagen, Denmark.

Copenhagen is world renown for its biking infrastructure, and Brundidge found himself converted to the idea of separating bikers from motor vehicle traffic as essential to Detroit's future.

Mind you, this came after several years of Detroit painting bicycle lanes on city streets — 170 miles of them since 2006. But existing bicycle lanes are not separated from vehicle traffic, and the dangers of biking on a busy street are obvious.

"That was my eye-opening moment," Brundidge said last week of his Copenhagen visit. "As great as I think a job we had done prior to that, as proud as we are with all the bike lanes we've installed, I came back from Copenhagen thinking that in all of our future projects that we want to incorporate a network of protected bikes lanes."

**Related:** [Let's try bicycle lanes, Hamburg-style \(/story/money/business/michigan/2014/11/09/hamburg-germany-bicycle-lanes/18677733/\)](/story/money/business/michigan/2014/11/09/hamburg-germany-bicycle-lanes/18677733/)

This initial project, about half a mile running on Jefferson between Alter Road and Lakewood, is just a small first step, Brundidge said, but more will follow soon.



Rendering of what East Jefferson Avenue will look like with protected bicycle lanes installed (Photo: Illustration by Josh Budiongan/Jefferson East, Inc.)



Biking advocates have been urging the creation of protected lanes for some time.

"All of the city's current bike lanes have gotten many more Detroiters riding. However many people still feel vulnerable using them," said Todd Scott, director of the nonprofit Detroit Greenways Coalition. "Building protected bike lanes feel safer and will help us get even more people bicycling in Detroit."

He added, "These protected bike lanes are a milestone for Detroit and Southeast Michigan. We need to make sure they're done well so they'll become a model for other local communities to emulate in the future."

Protected bike lanes are an excellent example of what's called a "complete street," the notion that our streets must accommodate a range of activities, from mothers pushing baby carriages to retailers operating sidewalk cafes, and of course vehicle traffic.

By putting streets on a "road diet," removing some of the excess capacity in our roads for other uses, we not only make jogging and bicycling safer but also we create a new form of transit infrastructure that may aid in Detroit's economic development.

In Detroit, where our main streets are 90 feet wide, installing protected bike lanes will remove 14 feet. Moving from the curb into the street, there will first be a five-foot-wide bike lane, then a two-foot buffer zone with vertical separators, then a parking lane, then four lanes of traffic with two in each direction.

On East Jefferson, that means motorists will have two lanes in each direction instead of three, but Jose Abraham, Brundidge's deputy at public works, said studies show that's sufficient to deal with traffic volumes. "Our roadways were constructed to accommodate two million people," he notes.

In the future, whenever the streets are wide enough to accommodate protected bike lanes, the city will install them, Abraham said.

Contact John Gallagher: 313-222-5173 or [gallagher@freepress.com](mailto:gallagher@freepress.com). Follow him on Twitter @jgallagherfreep.

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## Introducing "The WalkUP Wake-Up Call: Michigan Metros"

Posted on [June 23, 2015](#) by [Christopher Leinberger](#)



Walkable real estate development projects and places are on the rise nationwide. LOCUS has looked at [how these trends are playing out](#) in Atlanta, Washington, DC, and Boston. Today, we're excited to unveil the fourth report in our *WalkUP Wake-Up Call* series.

[The WalkUP Wake-Up Call: Michigan Metros](#) looks at development in seven Michigan metropolitan areas: Detroit-Ann Arbor, Grand Rapids-Muskegon-Holland, Lansing, Jackson, Kalamazoo-Battle Creek, Saginaw-Bay City-Midland, and Flint. Our analysis of these areas finds that in the most recent real estate cycle, 22 percent of all new income property development located in the 2.7 percent of land that is walkable urban. This share of new development is up from only 6 percent in the 1990s real estate cycle and 12 percent from the 2001-2008 cycle.

Walkable places' increasing share of development is most likely a response to pent-up market demand. Only eight percent of the total housing stock is located in a walkable urban place and just half of that was built after 1960—meaning a significant portion may be obsolete. This is despite national polls suggesting that at least 40 percent of Americans would like to live in a walkable urban place. Demographics are also shifting to favor urban living: 64 percent of Michigan households have just one or two persons, the target market for walkable urbanism, and that percentage is rising.

This pent-up demand is reflected in rents and prices. Across all the Michigan Metros analyzed, average office rents in regionally significant walkable urban places are two

percent higher than in comparable drivable locations. Retail rents are 13 percent higher, multifamily rental apartment rents are 28 percent higher, and for-sale residential prices are 50 percent higher. These are crude averages that hide significant variation among and within metro areas, but the broad implication is clear—there is pent up demand for walkable urban places in Michigan.

Nonetheless, progress is uneven. Places like Downtown Birmingham, Main Street in Ann Arbor, and Downtown Grand Rapids provide a glimpse of the full potential of walkable urbanism to create value. Downtown and Midtown Detroit have demonstrated how rapidly revitalization can occur over just the last five to seven years, while plans being made in Lansing for a bus-rapid transit corridor show the way forward. However, there is a longer list of walkable urban places that have not taken off. For some of these places, government support, aggressive placemaking, and a few pioneering developments may be enough to introduce dramatic change. For others, it may be more a question of time and an improvement in the overall regional economy.

All of the metro areas, if not the entire State of Michigan, has an economic, fiscal, and social equity interest in seeing these walkable places thrive. Although it has not been possible thus far to definitively prove causation, the circumstantial evidence is mounting that young, educated members of the workforce, the foundation of future economic development, want to live and work in walkable urban places. Previous research, confirmed again here, finds a positive correlation between the walkability of a metro area and the educational attainment of its residents, an important factor for economic performance. In the context of a state that is rightly concerned about brain drain, improving the quality and quantity of these walkable urban places must be a part of the policy discussion.

[Download \*The WalkUP Wake-Up Call: Michigan Metros\*](#)

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#### One Response to *Introducing "The WalkUP Wake-Up Call: Michigan Metros"*



[Deborah Chesna](#) says:

June 24, 2015 at 11:01 am

Thank you for the help, Great research, it is well utilized to share with affiliates in making the case for healthy and walkable communities.

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Senior Counsel for Environmental Strategies, PlaceMakers LLC

# It's a Trend: More Businesses Are Choosing Downtowns and Walkable Locations

Posted: 06/18/2015 8:51 am EDT | Updated: 06/18/2015 9:59 am EDT



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As I reported [earlier this year](http://www.huffingtonpost.com/f-kaid-benfield/whos-sprawling-now-mixed_b_6827368.html) ([http://www.huffingtonpost.com/f-kaid-benfield/whos-sprawling-now-mixed\\_b\\_6827368.html](http://www.huffingtonpost.com/f-kaid-benfield/whos-sprawling-now-mixed_b_6827368.html)), more and more businesses are choosing to locate in downtowns and walkable suburban locations, in part to attract younger workers who prefer a less car-dependent, more urban lifestyle.

In some cases, [as with hospitality giant Marriott](http://www.washingtonpost.com/news/digger/wp/2015/03/01/marriott-ceo-we-will-move-our-headquarters/) (<http://www.washingtonpost.com/news/digger/wp/2015/03/01/marriott-ceo-we-will-move-our-headquarters/>), the preference is being expressed in planned moves from sprawling suburbs to transit-accessible places with city amenities. In others, such as with [several major corporations in the wealthy Columbus suburb of Dublin, Ohio](http://switchboard.nrdc.org/blogs/kbenfield/remaking_a_suburb_for_the_crea.html) ([http://switchboard.nrdc.org/blogs/kbenfield/remaking\\_a\\_suburb\\_for\\_the\\_crea.html](http://switchboard.nrdc.org/blogs/kbenfield/remaking_a_suburb_for_the_crea.html)), the businesses are staying put while, at the companies' behest, the suburb itself is being remade into a more walkable and urban place -- [a place with a "there."](http://switchboard.nrdc.org/blogs/kbenfield/there_must_be_a_there_excerpt.html) ([http://switchboard.nrdc.org/blogs/kbenfield/there\\_must\\_be\\_a\\_there\\_excerpt.html](http://switchboard.nrdc.org/blogs/kbenfield/there_must_be_a_there_excerpt.html)) to borrow Gertrude Stein's famous phrase. In still other instances, entrepreneurs are choosing to set up shop in previously disinvested in-town neighborhoods.

This is all great news for cities and the environment. I've said it [before](http://www.huffingtonpost.com/f-kaid-benfield/cities-are-coming-back-bu_b_6640356.html) ([http://www.huffingtonpost.com/f-kaid-benfield/cities-are-coming-back-bu\\_b\\_6640356.html](http://www.huffingtonpost.com/f-kaid-benfield/cities-are-coming-back-bu_b_6640356.html)), but the flight of people and investment from our central cities that so dominated U.S. development patterns in the late 20<sup>th</sup> century was tragic for America -- for the environmental damage caused by suburban sprawl, for the economic injury caused by dwindling central-city tax bases, for the social damage to neighborhoods left behind. The welcome reversal of those patterns, nascent in some places and at full throttle in others, brings hope for repair of the damage, though some cities (such as Detroit and Cleveland) still have a long way to go to full recovery.

For those places that are coming back, or as in the case of Dublin being made more walkable, the environment especially will benefit as [car trips can become shorter and, in many cases, can be replaced by transit and walking trips](http://www.huffingtonpost.com/f-kaid-benfield/how-in-town-development-p_b_7564744.html) ([http://www.huffingtonpost.com/f-kaid-benfield/how-in-town-development-p\\_b\\_7564744.html](http://www.huffingtonpost.com/f-kaid-benfield/how-in-town-development-p_b_7564744.html)). We will also need [fewer intrusions on undeveloped watersheds](http://www.huffingtonpost.com/f-kaid-benfield/protecting-watersheds-as_b_6156304.html) ([http://www.huffingtonpost.com/f-kaid-benfield/protecting-watersheds-as\\_b\\_6156304.html](http://www.huffingtonpost.com/f-kaid-benfield/protecting-watersheds-as_b_6156304.html)) and the rural countryside. And, besides, walkable places are [good for our health](http://www.huffingtonpost.com/f-kaid-benfield/how-walkable-communities_b_6014028.html) ([http://www.huffingtonpost.com/f-kaid-benfield/how-walkable-communities\\_b\\_6014028.html](http://www.huffingtonpost.com/f-kaid-benfield/how-walkable-communities_b_6014028.html)), too.

I've been following this trend for a while, but as of today there is strong new evidence. A new report being released this morning surveys nearly 500 (!) U.S. companies that have moved to or expanded in downtowns and walkable neighborhoods over the past five years. The report, [Core Values: Why American Companies are Moving Downtown](http://www.smartgrowthamerica.org/core-values) (<http://www.smartgrowthamerica.org/core-values>), was produced by the nonprofit organization Smart Growth America in partnership with real estate advisers Cushman & Wakefield and the Center for Real Estate and Urban Analysis at the George Washington University School of Business. In addition to the broad survey, *Core Values* contains portions of interviews with 45 senior-level staff members at those companies. The report sheds light on why the companies chose a walkable downtown and what they looked for when making their decisions.

The types of businesses that the researchers found to be locating in downtown areas are diverse. As noted in the executive summary of *Core Values*:

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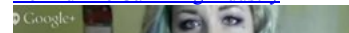
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58	"The research reveals an enormous diversity of businesses choosing to locate downtown. The companies included in our study represent over 170 specific industries, including 15 software developers and 29 information technology
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companies, 6 advertising agencies, and 6 oil and gas companies. The group includes 52 companies on the Fortune 500, and 12 of Fortune's 100 Best Companies to Work For from 2015. And these companies are of all sizes, from large 070.jpg&description=It%27s+a+Trend%3A+More+Businesses+Are+Choosing+Downtowns+and+Walkable+Locations&url=http%3A/www.huffingtonpost.com/f-kaid-benfield/its-a-trend-midwest-to-thousands.

*"Their investments have taken a variety of forms. Our survey included relocations, consolidations, expansions, as well as the creation of new offices or companies. Of the nearly 500 companies included in our survey, 247 relocated from a suburban location (either within the metro area or from a different region), 92 opened a new downtown location or branch, 74 relocated within downtown, 41 expanded existing downtown office space, 20 consolidated a suburban and downtown location, 10 moved from a different downtown, and 9 were brand new companies."*

And the new locations are demonstrably more walkable and transit-accessible. The summary continues:

*"These companies' new locations are dramatically more walkable than before. The average Walk Score of companies' previous locations was 52; the average Walk Score (<https://www.walkscore.com/methodology.shtml>) of the companies' new locations is 88. Similarly, Transit Scores (<https://www.walkscore.com/transit-score-methodology.shtml>) went from an average of 52 to 79 and Bike Scores went from an average of 66 to 78.*

*"This trend is visible across the country, in big cities and small ones, in the middle of the country and the coasts, as well as in secondary markets within larger metropolitan areas."*

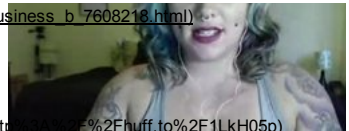
Among the reasons cited by business leaders for choosing a walkable location were to attract and retain talented workers, to support creative collaboration, to be closer to customers and business partners, and to centralize operations.

Cities that take note of the growing importance of these factors will be the ones that benefit most from the trend. "The vitality of downtown neighborhoods is driving commercial real estate in a way that's never occurred before," said Paula Munger, Director of Business Line Research at Cushman & Wakefield, a partner in the study. "The cities that can create the types of neighborhoods businesses and workers desire will be more appealing to firms around the country that are looking to move or set up shop downtown."

Among the downtown-seeking companies highlighted in *Core Values* are global biotechnology company Biogen, which moved from a large suburban campus in Weston, Massachusetts to downtown Cambridge; Bumble Bee Seafoods, which recently moved into a repurposed factory building in a walkable San Diego neighborhood; and PNC Bank, which moved into a gleaming new skyscraper in downtown Tampa. The report quotes Dianne Jacob, PNC's Senior Vice President of Corporate Communications:

*"Initially there was some hesitation from employees about our move to One Tampa City Center. There was some concern about commute time and parking, but the benefits of being centrally located downtown, within minutes of many major businesses, restaurants and entertainment, quickly gave everyone a pretty good sense that being in the middle of the action is a good thing. Now, we're all thrilled to be part of this vibrant, thriving community."*

What a difference from fifty, or even twenty, years ago. As Matthew Raimi, Don Chen and I reported in our 1999 book *Once There Were Greenfields* (<http://www.amazon.com/Once-There-Were-Greenfields-Undermining/dp/1893340171>), around 95 percent of the 15 million new US office jobs created in the 1980s were created in low-density suburbs. In the same decade, suburbs and exurbs captured 120 percent of net job growth in manufacturing. (The number exceeds 100 percent because cities were losing manufacturing jobs at the same time that new ones were being created in suburbs.) In the early 1990s, *The Washington Post* reported that the central city of Washington, DC, where I live, lost 45,000 jobs.



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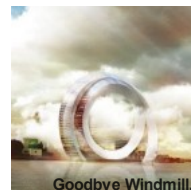
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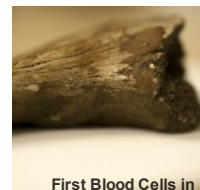
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The trend was toward suburban campuses, office parks, and "Edge Cities" such as Dublin, noted above, Tysons Corner, Virginia, and other locations where corporate offices were surrounded by large surface parking lots and totally inconvenient to commuting by any means other than driving. With only a few exceptions, downtowns were declining or dead.

Now, city centers are springing back to life and suburbs are becoming greener and more urban ([http://www.huffingtonpost.com/f-kaid-benfield/the-greening-of-a-suburba\\_b\\_6387270.html](http://www.huffingtonpost.com/f-kaid-benfield/the-greening-of-a-suburba_b_6387270.html)). And, increasingly, it's good not just for the environment and for cities that suffered in past decades; it's also good for business.

*Move your cursor over the images for credit information.*


*Kaid Benfield writes about community, development, and the environment on Huffington Post and in other national media. Kaid's latest book is ***People Habitat: 25 Ways to Think About Greener, Healthier Cities*** (<http://www.peoplehabitat.com/>).*

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# The Center for Local, State, and Urban Policy

Gerald R. Ford School of Public Policy >> University of Michigan

Michigan Public  
Policy Survey June 2015

## Few Michigan jurisdictions have adopted Complete Streets policies, though many see potential benefits

By Debra Horner and Tom Ivacko

This report presents the opinions of Michigan local government leaders regarding “Complete Streets” policies, which encourage local governments to take into account all road users—including pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles—during the planning, design, and construction of public streets. The findings in this report are based on a statewide survey of local government leaders in the Fall 2014 wave of the Michigan Public Policy Survey (MPPS), including a supplementary survey of county road commissions and departments.

>> The Michigan Public Policy Survey (MPPS) is a census survey of all 1,856 general purpose local governments in Michigan conducted by the Center for Local, State, and Urban Policy (CLOSUP) at the University of Michigan in partnership with the Michigan Municipal League, Michigan Townships Association, and Michigan Association of Counties. The MPPS takes place twice each year and investigates local officials’ opinions and perspectives on a variety of important public policy issues. Respondents for the Fall 2014 wave of the MPPS include county administrators, board chairs, and clerks; city mayors and managers; village presidents, managers, and clerks; and township supervisors, managers, and clerks from 1,356 jurisdictions across the state.

For more information, please contact: [closup-mpps@umich.edu](mailto:closup-mpps@umich.edu) / (734) 647-4091. You can also follow us on Twitter @closup

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## Key Findings

- Overall, a majority of Michigan local officials (54%) are mostly or completely unfamiliar with Complete Streets policies, while 38% say they are somewhat or very familiar with the policies.
  - » Familiarity with Complete Streets is strongly associated with jurisdiction size; as might be expected, officials from more populous communities that may have greater multi-modal transportation demands are more aware of the Complete Streets initiative. For example, while only 23% of officials from the state’s smallest jurisdictions (those with fewer than 1,500 residents) report they are somewhat or very familiar with it, over 74% of officials from the largest Michigan jurisdictions (those with more than 30,000 residents) say the same.
- Among officials with at least some familiarity with the concept of Complete Streets, almost half (46%) would support adoption of Complete Streets policies in their own jurisdictions, while only 9% would oppose them. Support increases to 75% among leaders from the largest jurisdictions.
- Many officials are also optimistic about potential positive impacts of Complete Streets on a variety of factors affecting their communities, including pedestrian and/or cyclist safety and quality of life, while few rate the potential impacts of Complete Streets as mixed or negative. However, despite positive views on specific Complete Streets impacts, just 8% of jurisdictions have enacted and implemented Complete Streets policies to date, while 5% have adopted policies but not yet implemented them. Another 21% of jurisdictions take into account Complete Streets goals but have no formal policies on them, while 28% say they might consider action in the future, and 19% say they are unlikely to ever implement Complete Streets approaches.
- A simultaneous supplementary survey of the leaders of Michigan’s special purpose county road commissions and departments found that they are more familiar with—but also less supportive of and optimistic about—Complete Streets approaches, compared to the leaders of the state’s general purpose counties, cities, townships, and villages.
  - » For example, among leaders of general purpose counties, cities, townships and villages familiar with Complete Streets, 31% think Complete Streets policies have a positive impact on the cost-effectiveness of road spending. By comparison, among leaders of county road commissions and departments, just 3% see positive impacts while 62% see negative impacts on road spending effectiveness from Complete Streets policies.

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## Background

Road policy issues have been at the forefront of public debate in Michigan for many months, as the state struggles to adopt a plan for raising additional funds to fix and maintain roads and bridges. And while road design issues get less attention compared to the ongoing debate over the basic question of how to fund Michigan's roads, nonetheless road design issues are a key concern at the local level. One relatively new approach to road design—and the focus of this report—is known as “Complete Streets.”

A primary goal behind the Complete Streets initiative is to expand the focus when designing, constructing, and rebuilding local streets to think beyond automobiles and to take into account many different kinds of residents using many different modes of transport (such as walking, driving, bicycling, or taking public transportation). It argues for the importance of safe and easy access to streets for all users, not just automobiles.

The first laws that fostered a complete streets-approach came in Oregon in 1971,<sup>1</sup> but the nationwide Complete Streets movement consolidated in 2004 under a group called the National Complete Streets Coalition (NCSC), which is part of the non-profit, non-partisan organization, Smart Growth America.<sup>2</sup> This group encourages adoption of multi-modal, multi-user approaches to road design and development. According to the NCSC, Complete Streets:

...are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.... There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.<sup>3</sup>

Although federal legislation promoting the Complete Streets initiative proposed in 2009 failed to become law,<sup>4</sup> the U.S. Department of Transportation issued a policy statement in 2010 that expressed support for “the development of fully integrated active transportation networks” and encouraged other entities and local jurisdictions to “go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks” as would be consistent with the Complete Streets agenda.<sup>5</sup>



Looking at states across the country, it is estimated that more than 700 jurisdictions have enacted Complete Streets policies, including 30 states, Puerto Rico, and the District of Columbia.<sup>6</sup>

In Michigan, former governor Jennifer Granholm signed into law bipartisan legislation regarding Complete Streets on August 1, 2010, which gave project planning and coordination responsibilities to local governments and the Michigan Department of Transportation (MDOT) to develop “roadways planned, designed, and constructed to provide appropriate access to all legal users...whether by car, truck, transit, assistive device, foot or bicycle.”<sup>7</sup> The bill’s passage was promoted by the efforts of the Michigan Complete Streets Coalition, a partnership of the League of Michigan Bicyclists, Michigan Environmental Council, AARP Michigan and other organizations.<sup>8</sup> According to this legislation, local jurisdictions are not required to adopt Complete Streets policies, rather it establishes a Complete Streets Advisory Council within MDOT and encourages local units to take into account Complete Streets goals such as interconnectivity and all forms of transportation when planning and constructing roads.<sup>9</sup>

In a 2013 analysis of existing state legislation on Complete Streets conducted by AARP Livable Communities and the NCSC, Michigan’s law received the 5th highest score nationwide for meeting ideal elements of a Complete Streets policy.<sup>10</sup> Michigan scored well in terms of defining Complete Streets comprehensively for users of all ages and abilities, for applying the concepts to new projects as well as reconstruction projects, and for noting a need for an interconnected network of Complete Streets across urban, suburban, and rural areas. However, the report views Michigan’s legislation as inadequate in the ways it allows exceptions to the construction of non-motorized facilities, which the report argues makes it too easy for project planners and designers to avoid incorporating Complete Streets features in new construction or in rebuilding existing roadways.

Since 2010, dozens of Michigan’s local and regional governments have signed ordinances or developed plans for implementing Complete Streets,<sup>11</sup> but it has not been clear how widespread the support for the policy is among local leaders. To learn more about this, the Fall 2014 MPPS asked local leaders several questions regarding their awareness of the concept of Complete Streets, as well as their jurisdictions’ current implementation—or lack thereof—of Complete Streets practices in road planning and development.

## Most local leaders are unfamiliar with the Complete Streets initiative

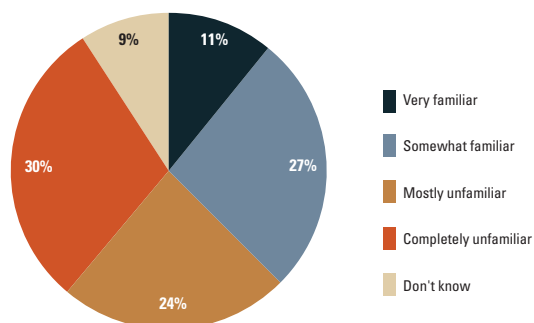
The Fall 2014 MPPS asked Michigan’s local leaders about their familiarity with the Complete Streets initiative and found only 11% are very familiar with Complete Streets and “know a great deal about it.” Another 27% are somewhat familiar and “have heard of it, and understand it fairly well, but don’t know many details” (see *Figure 1a*). Meanwhile, nearly a quarter of local leaders (24%) are mostly unfamiliar and “know very little” about Complete Streets policies, and a full 30% are completely unfamiliar with it.

Local leaders’ familiarity with the Complete Streets initiative is strongly associated with the size of their jurisdictions (see *Figure 1b*). Among officials from the state’s smallest communities—those with less than 1,500 residents—41% have never heard of Complete Streets while another 24% are mostly unfamiliar with the initiative. By contrast, among those from the state’s largest communities—those with more than 30,000 residents—only 22% are mostly unfamiliar or have never heard of Complete Streets, while nearly three-quarters of officials are very familiar (30%) or somewhat familiar (44%) with the initiative.

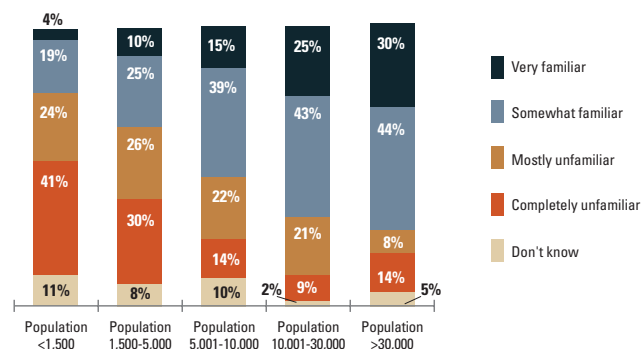
It may not be surprising that officials from larger, and thus more urban, areas would be more aware of the Complete Streets movement, given the more complex transportation infrastructure, including mass transit services, in densely populated communities. Still, some proponents argue that Complete Streets policies should be considered not just for urban areas, but for other areas too. For example, the NCSC notes that rural communities and small towns “tend to have higher concentrations of older adults and low-income citizens, two populations that are less likely to own cars or drive,”<sup>12</sup> and thus Complete Streets goals may also be relevant in these small communities.

When looking by jurisdiction type, officials from Michigan cities (75%) are the most likely to say they are either somewhat or very familiar with Complete Streets (see *Figure 1c*). Meanwhile, fewer than half of county (45%), village (43%), or township (27%) officials report they are somewhat or very familiar with the initiative.

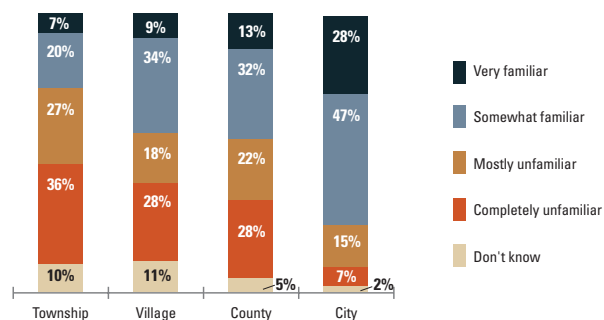
**Figure 1a**  
Local leaders’ familiarity with Complete Streets initiative



**Figure 1b**  
Local leaders’ familiarity with Complete Streets initiative, by population size



**Figure 1c**  
Local leaders’ familiarity with Complete Streets initiative, by jurisdiction type





## More support than opposition for local implementation of Complete Streets among officials who are familiar with it

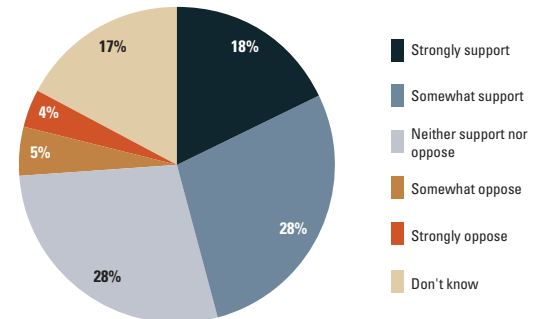
The remainder of the MPPS questions on Complete Streets excluded local leaders who are completely unfamiliar with the Complete Streets initiative. However, among all other respondents, the survey asked whether they support or oppose pursuing Complete Streets policies in their own jurisdictions and found that almost half (46%) would somewhat or strongly support implementing Complete Streets policies locally, while just 9% would oppose them (see *Figure 2a*).

The strongest support for Complete Streets comes from officials in larger jurisdictions. Three-quarters (75%) of officials from the state's largest communities support pursuing Complete Streets policies in their own jurisdictions, compared with just a third (33%) of those from the smallest jurisdictions (see *Figure 2b*). Still, it's important to note that there is little (10% or less) outright opposition to Complete Streets among officials from any type of jurisdiction.

As shown in *Figure 2c*, city officials are again the most likely to support pursuing Complete Streets locally (72%) from among those with at least some familiarity with Complete Streets). By contrast, just over a third of township officials (35%) support Complete Streets for their own jurisdictions, although only 11% actually oppose it.

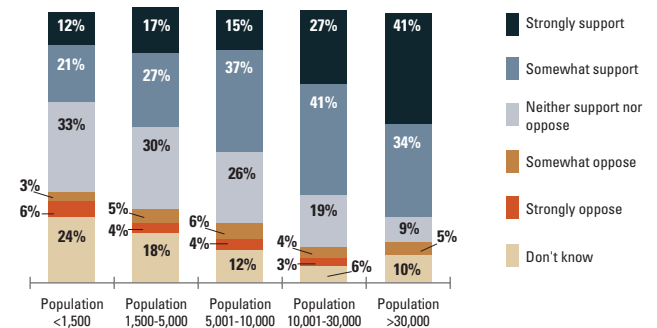
**Figure 2a**

Local leaders' support or opposition to pursuing Complete Streets policies in their own jurisdictions (among officials having at least some familiarity with Complete Streets)



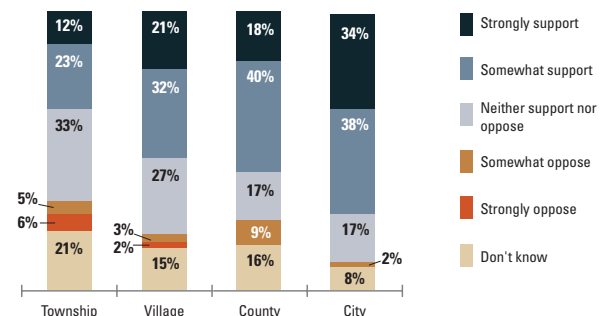
**Figure 2b**

Local leaders' support or opposition to pursuing Complete Streets policies in their own jurisdictions (among officials having at least some familiarity with Complete Streets), by jurisdiction size



**Figure 2c**

Local leaders' support or opposition to pursuing Complete Streets policies in their own jurisdictions (among officials having at least some familiarity with Complete Streets), by jurisdiction type



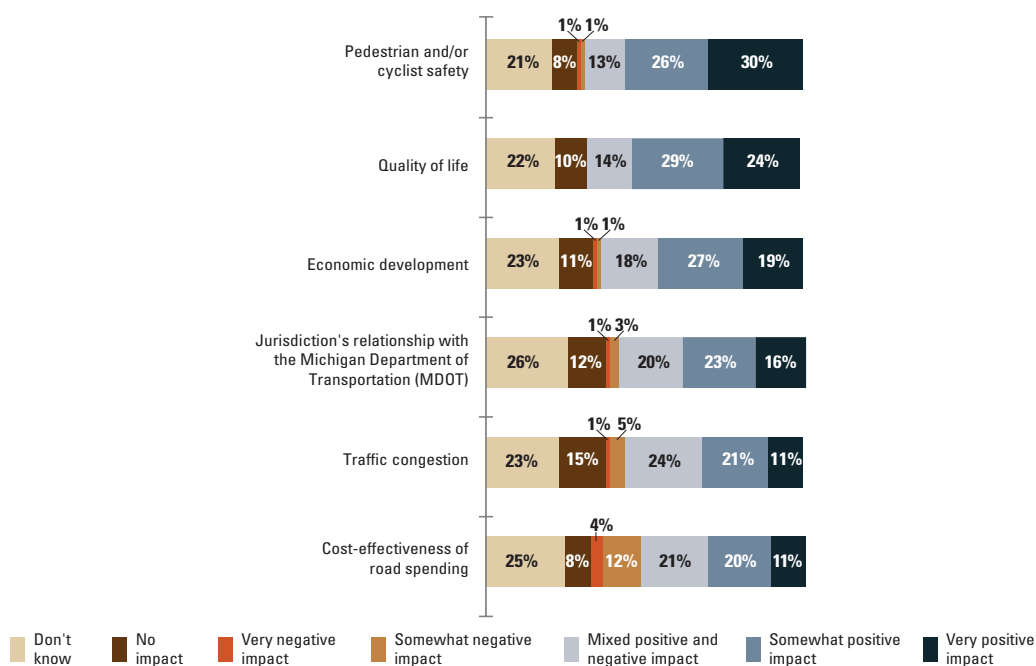
## A majority believes Complete Streets would improve pedestrian and cyclist safety and quality of life in their communities

Whether or not their jurisdictions have implemented Complete Streets policies, the MPPS asked local officials who have at least some familiarity with Complete Streets if they thought the approach would have a positive impact, negative impact, mixed impact, or no impact on a variety of factors in their local communities. Overall, more than half of all these local officials believe the approach does, or would, have positive impacts on pedestrian and/or cyclist safety (56%) and on quality of life (53%) in their own jurisdictions (see *Figure 3*). Officials from the state's largest jurisdictions, and from cities (see *Appendices A* and *B*, respectively), are particularly optimistic about the positive impacts of Complete Streets in their jurisdictions. For example, 47% of these officials from the largest jurisdictions believe Complete Streets do, or would, have a very positive impact on pedestrian and/or cyclist safety and another 27% believe it would have a somewhat positive impact. Among city leaders the percentages are 48% and 29%, respectively.

Few officials identify areas where they believe Complete Streets would have a primarily negative impact on their jurisdictions. For example, just 16% of officials overall believe the cost-effectiveness of road spending would be negatively affected by Complete Streets policies, and only 6% believe traffic congestion would be negatively affected.

However, it is worth noting that substantial numbers of local leaders are unsure of what they think Complete Streets impacts would be on these various factors in their communities, and many others believe the policies would have no particular impacts at all.

**Figure 3**  
Current or predicted impacts of Complete Streets initiative on local jurisdictions  
(among officials having at least some familiarity with Complete Streets)





## Despite widespread support for Complete Streets policies, few local jurisdictions have enacted them

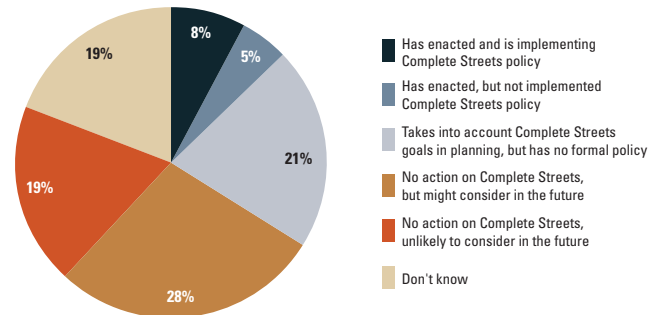
Although legislation promoting the Complete Streets initiative in Michigan was passed nearly five years ago, to date, only 8% of local officials statewide (among those with at least some familiarity with Complete Streets) report that their jurisdictions have enacted and implemented a formal Complete Streets policy, and just 5% say they have enacted such a policy but have not yet begun implementing it (see *Figure 4a*). Another fifth of local jurisdictions (21%) take into account Complete Streets goals in their road planning and design approaches, but have no formal policy regarding it. Among the nearly half (47%) of local officials that report their jurisdictions have taken no action on Complete Streets, 28% say they might consider taking action in the future. However, 19% are unlikely to consider action in the future.

In addition, even among these local officials who have some familiarity with the concept of Complete Streets, nearly one in five (19%) say they don't know what their jurisdictions' approach to the policy is.

Not surprisingly, larger jurisdictions are the most likely ones to report having enacted and/or implemented local Complete Streets policies, but even among those groups only about a third (29%) report having done so (see *Figure 4b*). Similarly, about a third of cities report that they have implemented (20%) or at least enacted (10%) Complete Streets policies, while significantly fewer officials from other jurisdiction types say the same (see *Figure 4c*).

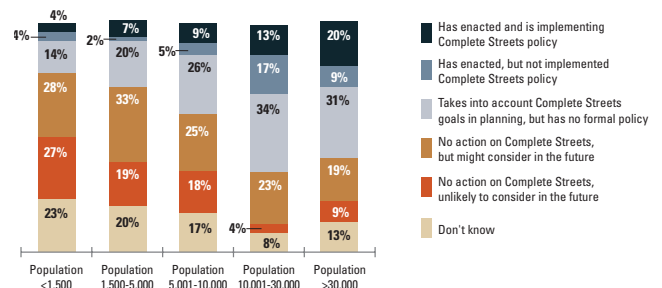
**Figure 4a**

Local leaders' reports of jurisdictions' responses to Complete Streets initiative (among officials having at least some familiarity with Complete Streets)



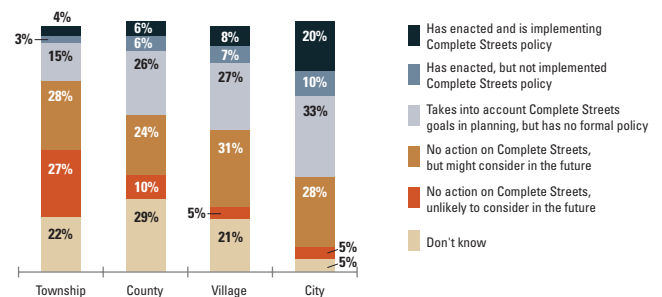
**Figure 4b**

Local leaders' reports of jurisdictions' responses to Complete Streets initiative (among officials having at least some familiarity with Complete Streets), by jurisdiction size



**Figure 4c**

Local leaders' reports of jurisdictions' responses to Complete Streets initiative (among officials having at least some familiarity with Complete Streets), by jurisdiction type



## County road commission leaders are more familiar with, but less supportive of, the Complete Streets initiative

In Michigan, the construction and maintenance of county primary and township local roads are mostly the responsibility of independent special purpose county road commissions. This is the case in 78 of Michigan's 83 counties. Meanwhile, these duties have been transferred to road departments within the general purpose county governments in five of Michigan's counties: Calhoun, Ingham, Jackson, Macomb, and Wayne. (For more information about county road commissions, see the recent MPPS report entitled "Michigan local leaders have positive views on relationships with county road agencies, despite some concerns"<sup>13</sup>) During the fall of 2014, the MPPS conducted a supplementary survey of the elected and appointed leaders of these 78 special purpose road commissions and five general purpose county road departments, and in it asked about their views on Complete Streets.

Since these leaders deal only with road issues, it is not surprising that they report being more familiar with the Complete Streets initiative, compared to the leaders of Michigan's general purpose local governments (counties, cities, townships, and villages). For example, 85% of the leaders of Michigan's county road commissions and departments are very (31%) or somewhat (54%) familiar with Complete Streets, compared to just 38% of county, city, township, and village leaders who are very (11%) or somewhat (27%) familiar with the initiative.

However, these county road commission and department leaders are also significantly less supportive of the initiative. For example, just 21% of county road commission and department leaders strongly support (8%) or somewhat support (13%) implementation of Complete Streets approaches in their counties, compared to 46% of general purpose county, city, township and village leaders who strongly support (18%) or somewhat support (28%) implementation of Complete Streets in their own jurisdictions.

When it comes to their views on the current or predicted impacts of Complete Streets, the leaders of Michigan special purpose county road commissions and departments tend to be less optimistic (see *Appendix C*) compared to the leaders of general purpose counties, cities, townships and villages overall. For example, the greatest differences in these views can be found in regard to the perceived cost effectiveness of road spending for Complete Streets approaches. Among leaders from the road commissions and departments, just 3% believe Complete Streets policies have a positive impact on the cost-effectiveness of road spending while 62% believe the policies have a negative impact. By comparison, among the leaders of general purpose counties, cities, townships and villages, 31% see positive impacts on cost-effectiveness of road spending and just 16% see negative impacts from Complete Streets approaches.

## Conclusion

Although legislation supporting the Complete Streets initiative was passed in Michigan five years ago, more than half (54%) of the state's local leaders are mostly or completely unfamiliar with the policy. Meanwhile, among those officials that have at least some familiarity with Complete Streets, only 13% report their jurisdictions have enacted and/or implemented their own local Complete Streets policies, with larger jurisdictions more likely to have done so, compared to smaller communities.

However, there is widespread support for Complete Streets policies among local officials who have at least heard of the initiative, with almost half (46%) statewide reporting they would support adopting Complete Streets policies in their own jurisdictions, while only 9% say they would oppose them. In addition, many officials believe Complete Streets would have a wide variety of positive impacts on their jurisdictions, particularly when it comes to pedestrian and cyclist safety and quality of life in their communities.





## Notes

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### Survey Background and Methodology

The MPPS is a biannual survey of each of Michigan's 1,856 units of general purpose local government, conducted once each spring and fall. While the spring surveys consist of multiple batteries of the same "core" fiscal, budgetary and operational policy questions and are designed to build-up a multi-year time-series of data, the fall surveys focus on various other topics.

In the Fall 2014 iteration, surveys were sent by the Center for Local, State, and Urban Policy (CLOSUP) via the internet and hardcopy to top elected and appointed officials (including county administrators and board chairs; city mayors and managers; village presidents, clerks, and managers; and township supervisors, clerks, and managers) from all 83 counties, 278 cities, 255 villages, and 1,240 townships in the state of Michigan. A supplementary survey was conducted at the same time as the standard fall MPPS, with surveys sent to the leaders of Michigan's 83 county road commissions and road departments.

The Fall 2014 wave was conducted from October 6 to December 11, 2014. A total of 1,356 jurisdictions in the Fall 2014 wave returned valid surveys (64 counties, 210 cities, 177 villages, and 905 townships), resulting in a 73% response rate by unit. The margin of error for the survey for the survey as a whole is +/- 1.4%. The supplemental survey returned valid surveys from 73 county road agencies, resulting in an 88% response rate by unit and a margin of error for the survey as a whole of +/- 4%. The key relationships discussed in the above report are statistically significant at the  $p < .05$  level or below, unless otherwise specified. Missing responses are not included in the tabulations, unless otherwise specified. Some report figures may not add to 100% due to rounding within response categories. Quantitative data are weighted to account for non-response. "Voices Across Michigan" verbatim responses, when included, may have been edited for clarity and brevity. Contact CLOSUP staff for more information.

Detailed tables of the data analyzed in this report broken down three ways—by jurisdiction type (county, city, township, or village); by population size of the respondent's community, and by the region of the respondent's jurisdiction—are available online at the MPPS homepage: <http://closup.umich.edu/mpps.php>.

*The survey responses presented here are those of local Michigan officials, while further analysis represents the views of the authors. Neither necessarily reflects the views of the University of Michigan, or of other partners in the MPPS.*



## Appendix A

Current or predicted impacts of Complete Streets initiative on local jurisdictions (among those officials having at least some familiarity with Complete Streets), by jurisdiction size

		Population <1,500	Population 1,500-5,000	Population 5,001-10,000	Population 10,001-30,000	Population >30,000	Total
Pedestrian and/or cyclist safety	Positive Impact	43%	55%	57%	79%	74%	56%
	Negative Impact	2%	2%	3%	3%	0%	2%
	No Impact	13%	7%	7%	1%	1%	8%
Quality of life	Positive Impact	40%	53%	52%	79%	74%	53%
	Negative Impact	0%	1%	1%	0%	0%	0%
	No Impact	16%	11%	9%	1%	2%	10%
Economic development	Positive Impact	31%	46%	50%	68%	65%	46%
	Negative Impact	2%	2%	3%	1%	0%	2%
	No Impact	16%	10%	10%	7%	4%	11%
Jurisdiction's relationship with the Michigan Department of Transportation (MDOT)	Positive Impact	37%	39%	35%	45%	38%	39%
	Negative Impact	3%	4%	5%	4%	2%	4%
	No Impact	13%	11%	13%	13%	11%	12%
Traffic congestion	Positive Impact	21%	32%	32%	47%	45%	32%
	Negative Impact	4%	5%	8%	15%	7%	6%
	No Impact	21%	13%	14%	8%	7%	15%
Cost-effectiveness of road spending	Positive Impact	23%	31%	31%	43%	38%	31%
	Negative Impact	13%	16%	19%	18%	21%	16%
	No Impact	11%	8%	8%	4%	2%	8%

## Appendix B

Current or predicted impacts of Complete Streets initiative on local jurisdictions (among those officials having at least some familiarity with Complete Streets), by jurisdiction type

		Counties	Townships	Cities	Villages	Total
Pedestrian and/or cyclist safety	Positive Impact	66%	47%	77%	58%	56%
	Negative Impact	0%	3%	1%	2%	2%
	No Impact	0%	10%	2%	8%	8%
Quality of life	Positive Impact	68%	41%	79%	59%	53%
	Negative Impact	0%	1%	0%	0%	0%
	No Impact	3%	14%	1%	9%	10%
Economic development	Positive Impact	62%	37%	70%	44%	46%
	Negative Impact	0%	2%	1%	2%	2%
	No Impact	0%	15%	3%	10%	11%
Jurisdiction's relationship with the Michigan Department of Transportation (MDOT)	Positive Impact	40%	32%	51%	45%	39%
	Negative Impact	2%	3%	4%	6%	4%
	No Impact	5%	15%	8%	9%	12%
Traffic congestion	Positive Impact	40%	25%	50%	31%	32%
	Negative Impact	5%	6%	10%	5%	6%
	No Impact	12%	17%	8%	17%	15%
Cost-effectiveness of road spending	Positive Impact	34%	25%	46%	29%	31%
	Negative Impact	24%	16%	13%	16%	16%
	No Impact	0%	11%	4%	6%	8%



## Appendix C

Current or predicted impacts of Complete Streets initiative on local jurisdictions (among those officials having at least some familiarity with Complete Streets), by Michigan County Road Commission/Road Department Officials

		County Road Commission/ Road Department Officials
Pedestrian and/or cyclist safety	Positive Impact	58%
	Negative Impact	11%
	No Impact	3%
Quality of life	Positive Impact	42%
	Negative Impact	4%
	No Impact	15%
Economic development	Positive Impact	28%
	Negative Impact	6%
	No Impact	11%
Jurisdiction's relationship with the Michigan Department of Transportation (MDOT)	Positive Impact	32%
	Negative Impact	3%
	No Impact	18%
Traffic congestion	Positive Impact	16%
	Negative Impact	16%
	No Impact	12%
Cost-effectiveness of road spending	Positive Impact	3%
	Negative Impact	62%
	No Impact	0%

## Previous MPPS reports

Michigan local leaders have positive views on relationships with county road agencies, despite some concerns (May 2015)

Michigan local government leaders say transit services are important, but lack of funding discourages their development (April 2015)

Michigan local leaders see need for state and local ethics reform (March 2015)

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Michigan local government leaders' views on employee pay and benefits (January 2015)

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# The Center for Local, State, and Urban Policy

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University of Michigan

**Center for Local, State, and Urban Policy**

**Gerald R. Ford School of Public Policy**

Joan and Sanford Weill Hall

735 S. State Street, Suite 5310

Ann Arbor, MI 48109-3091

The **Center for Local, State, and Urban Policy (CLOSUP)**, housed at the University of Michigan's Gerald R. Ford School of Public Policy, conducts and supports applied policy research designed to inform state, local, and urban policy issues. Through integrated research, teaching, and outreach involving academic researchers, students, policymakers and practitioners, CLOSUP seeks to foster understanding of today's state and local policy problems, and to find effective solutions to those problems.

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## Willow Glen business group says it's time to end the Lincoln Avenue road diet

By Leeta-Rose Ballester | lballester@community-newspapers.com (mailto:lballester@community-newspapers.com)

POSTED: 06/23/2015 06:04:03 PM PDT | UPDATED: 5 DAYS AGO

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A bicyclist travels in the new bike lane on Lincoln Avenue in Willow Glen on June, 15, 2015. Lincoln Avenue has been narrowed from four to three lanes and had bike lanes installed in an effort to slow speeders and make it safer for pedestrians and bicyclists. But critics fear the changes will lead to more crashes, or drive away shoppers fed up with longer waits at red lights and the hassle of longer trips to negotiate the nine blocks between Coe Avenue and Minnesota Avenue. (Dai Sugano/Bay Area News Group) ( Dai Sugano )

The Willow Glen Business Association voted 10-4 on June 23 to put the brakes on the Lincoln Avenue road diet experiment, which it contends has driven down business profits.

The road diet has been hotly debated within the community since February, when Lincoln Avenue was temporarily restriped between Coe and Minnesota avenues to decrease the lanes from four to two.

Because of the business group's stance, the San Jose Department of Transportation will not recommend that the city council make the reconfiguration permanent.

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"Formal opposition from either [the business association or the Willow Glen Neighborhood Association] would create a situation where I wouldn't bring a recommendation to mayor and council," said Jim Ortbal, the department's interim director. "We didn't want to bring something to council that had opposition from either group."



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Lincoln Avenue in Willow Glen has been narrowed from four to three lanes and had bike lanes installed in an effort to slow speeders and make it safer for pedestrians and bicyclists. (Dai Sugano/Staff)

Willow Glen: Early data shows that Lincoln Avenue road diet has done little to alter traffic patterns ([http://www.mercurynews.com/san-jose-neighborhoods/ci\\_28064547/willow-glen-early-data-shows-that-lincoln-avenue?source=pkg](http://www.mercurynews.com/san-jose-neighborhoods/ci_28064547/willow-glen-early-data-shows-that-lincoln-avenue?source=pkg))

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The vote followed the release of results from a survey sent to all 422 Business Association members late last month in which 64.66 percent of respondents said they would want to see Lincoln Avenue turned back into a four-lane road.

More than half of those surveyed said they have seen a drop in the number of customers coming in, as well as in customer satisfaction.

"As business owners, we don't need another month to see how it's going because we can look at our receipts," Lynn Rovai, a board member and Willow Glen business owner, said at Tuesday's meeting, where just a handful of people spoke in favor of the road diet. "If business was up, we'd be happy and flipping cartwheels down Lincoln."

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Just 137 businesses took the survey--32 percent of the association's members. Businesses were given identification numbers associated with the survey to prevent duplicate entries.

The road diet experiment was marketed as a way to make Lincoln Avenue safer and more pedestrian friendly. The majority of businesses surveyed said they believe the road has become a more hospitable place for

pedestrians and bicyclists, but 52 percent said they feel it's now less safe for drivers.

District 6 Councilman Pierluigi Oliverio warned the 14 business association board members that there would be no money in the budget for further traffic calming or enforcement on the Lincoln Avenue corridor if the road diet doesn't proceed.

He told the crowd, including about two dozen community members, that the experiment was meant to be the solution to issues that businesses and residents had raised over the years and that the city won't be able to tackle them again anytime soon.

"We tried what people had been talking about for years," he said before abruptly rushing out of the room to a council meeting. "We gave it our best shot."

The Willow Glen Neighborhood Association also recently released its own survey, which revealed a community very much divided. Although more than 1,100 surveys were filled out, residents pointed out it was possible to take the online survey more than once.

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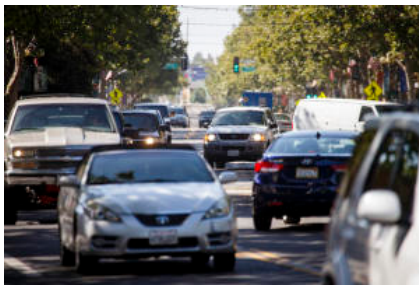
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Cars navigate on Lincoln Avenue in Willow Glen during late afternoon on June, 15, 2015. A controversial traffic study test being conducted on popular Lincoln Avenue has residents and business owners alike up in arms. Lincoln Avenue has been narrowed from four to two lanes and had bike lanes installed in an effort to slow speeders and make it safer for pedestrians and bicyclists. But critics fear the changes will lead to more crashes, or drive away shoppers fed up with longer waits at red lights and the hassle of longer trips to negotiate the nine blocks between Coe Avenue and Minnesota Avenue. (Dai Sugano/Bay Area News Group) (Dai Sugano)

When asked whether Lincoln Avenue should remain at two lanes, 39.96 percent said they "strongly agreed" and 35 percent strongly disagreed.

Both the Willow Glen Business Association and the Willow Glen Neighborhood Association were expected to take a stance on the road diet and provide feedback to the San Jose City Council. However, the neighborhood

group may back out of the trial.

<http://www.mercurynews.com/2015/06/15/lincoln-avenue-road-diet/>



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Roth said voicing a group opinion on a divisive issue may be against the association's bylaws. And now that the business association has opposed the road diet, the neighborhood

group's take on it seems moot.

The city council ultimately will decide whether the road remains at two lanes or returns to four, Oliverio said.

Oliverio wouldn't say whether he plans to pursue the road diet by placing it on the council agenda for a vote despite the absence of a recommendation from the Department of Transportation.

The 90-day trial period has technically expired, but the striping will remain until further notice. Meanwhile, work on a two-phase repaving project scheduled a long time ago is supposed to take place next month and in October.

A 19-page traffic study by the city showed that 500 to 2,000 fewer vehicles traveled on the nine-block stretch of Lincoln Avenue that's been reduced to two lanes and that motorists took other routes such as Bascom Avenue, Almaden Expressway or Highway 87.

The results also showed that people drove slower on that stretch of Lincoln Avenue and the commute there took two to three minutes longer, especially in the evenings.

The city council approved spending \$25,000 for the project in June 2014 at the request of Oliverio, who said an experiment with results would be more practical than a formal, costlier environmental impact report.

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