MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, November 3, 2016
6:00 PM
CITY COMMISSION ROOM
151 MARTIN STREET, BIRMINGHAM

1. Roll Call
2. Introductions
3. Review of the Agenda
4. Approval of Minutes, Meeting of August 11, 2016
5. Oak St. Reconstruction – Glenhurst Dr. to Chesterfield Ave.
6. Crosswalk Standards
7. Old Woodward Ave. & Maple Rd. Reconstruction
8. Meeting Open to the Public for items not on the Agenda
9. Miscellaneous Communications
10. Next Meeting November 21, 2016
11. Adjournment

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

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

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

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 11, 2016
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, August 11, 2016.

Chairperson Vionna Adams convened the meeting at 6:04 p.m.

1. ROLL CALL

Present: Chairperson Vionna Adams; Board Members Lara Edwards, Amy Folberg, Vice-Chairman Andy Lawson,

Absent: Board Member Michael Surnow

Administration: Scott Grewe, Operations Commander
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Paul O'Meara, City Engineer

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

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF JUNE 16, 2016

Motion by Ms. Folberg
Seconded by Mr. Lawson to approve the Minutes of June 16, 2016 as presented.

Motion carried, 4-0.

VOICE VOTE
Yeas: Folberg, Lawson, Adams, Edwards
Nays: None
Absent: Surnow

5. W. MAPLE RD. AT ROUGE RIVER - PEDESTRIAN CROSSING

Mr. O'Meara provided background. At the City Commission meeting of July 25, the Dept. of Public Services staff presented a plan to install an improved trail surface just south of W. Maple Rd. The trail would connect the south side Maple Rd. sidewalk at Baldwin Ave. with the existing pedestrian bridge that provides access to the Rouge River trail between Maple Rd. and Linden Park to the south. (Historically, no marked trail has existed in this area.)

Before the installation of the path proceeds, staff has been asked to have the MMTB review this item.

When the MMTB last discussed this issue, it was decided that should three lanes be approved on this segment of Maple Rd., crosswalk islands should be installed at the two signalized intersections of Chesterfield Ave. and Lakepark Ave. Now that the decision to have 3 lanes has been made, staff will begin reviewing this issue and will have a final recommended plan for the MMTB to review at a later date.

The City has long desired to make an improved pedestrian crossing in the area of the Rouge River crossing as well, and staff has been struggling with finding a location that doesn't contain obstacles.

The Rouge River Trail Corridor Master Plan recommends the installation of a pedestrian bridge for Maple Rd. just east of Baldwin Ave., complete with handicap accessible ramps on both sides.

There is one location that can be improved just west of the main vehicle bridge that would have sufficient sight distance for a marked pedestrian crossing. Two alternate options were considered, one with an island in the middle and one without. Adding an island creates a problem for a nearby resident because he can no longer make a left turn into his driveway. However, the City is thinking of approaching the resident and seeing if he would be willing to work with the City to have his drive approachrelocated so the turn in and out would be easier. If the resident is unhappy with that idea the City could put in a marked crosswalk across the street.

Mr. Labadie explained they will try to give the resident room to go past the island that is created and then turn left. In the alternative, putting in a crosswalk in that location is a function of stopping distance at 38 mph that allows a driver to see a person crossing the street in time to stop. Per AASHTO, the stopping sight distance is exceeded coming from both directions.

MDOT has regulations for this type of crosswalk:

- Marked special emphasis crosswalk;
- Standard pedestrian warning signs;
- Geometric improvements (such as median nose extensions, curb extensions, pork chop island, or Rectangular Rapid Flashing Beacons or both.

Board members expressed preference for the island if possible because it would make it easier and safer for pedestrians to cross. However, it wasn't known if it would work because the resident might not want to shift his driveway.

The chairperson took comments from members of the audience at 6:30 p.m.

Mr. Harvey Bell liked the idea of moving the island down to the east. He asked if the guard rail could be shortened. Mr. O'Meara confirmed for him that the guard rail is installed at the required length. Moving it would increase liability to the City.

In conclusion, board members were happy with this idea and asked staff to keep pursuing it.

6. RESIDENTIAL PERMIT PARKING ZONES

a. Hazel St. - Columbia Ave. to S. Eton Rd.

Commander Grewe advised the Police Department received a petition with signatures from 23 addresses on Hazel St. between S. Eton Rd. and Columbia Ave. (92% of occupied homes). There are 26 total homes with 25 currently occupied. Their petition requests to change the current parking restrictions, No Parking 7 a.m. to 4 p.m., to Residential Permit Parking (all hours on both sides of the street).

History
The current issue per the petition is that local business customers and employees are parking in this area throughout the evening all days of the week. The petition states that this increase in parking forces residents and their guests to park far from their homes, also creating dangerous, narrow travel lanes. The petition also mentions the continued development in the area and the potential for continued increases in parking and traffic problems.

The petition requests the area be “Parking Permit Required” all hours. This same restriction was approved for Bowers St. from S. Eton to Columbia approximately a year ago.

Commander Grewe added this request meets all of the required criteria. With the last residential permit that the City Commission approved, the Commission asked that it be brought back annually as a review to make sure that it is the right thing for the street. That would apply to anything going forward.

Motion by Ms. Folberg
Seconded by Mr. Lawson to approve the petition for Residential Permit Parking (all hours) on both sides of Hazel St. between S. Eton Rd. and Columbia Ave.

Motion carried, 4-0.

VOICE VOTE
Yeas: Folberg, Lawson, Adams, Edwards
Nays: None
Absent: Surnow

b. Haynes St. - Columbia Ave. to S. Eton Rd.

Commander Grewe further advised the Police Department received a petition with signatures from 24 addresses on Haynes St. between S. Eton Rd. and Columbia Ave. (92% of occupied homes). There are 26 total homes; two residents that were contacted did not sign. Their petition requests parking on the street be restricted to Residential Permit Parking (all hours on both sides of the street).

One letter has been received from a resident who is in favor of getting the Parking Permit signs implemented.

History
According to Police Department records, Haynes St from S. Eton to Columbia has never had any parking restrictions.

The current issue per the petition is that local business customers and employees are parking in this area throughout the evening all days of the week. Jerry Yaldoo, who completed the petition, stated the parking problem is all day long. He states during the daytime hours customers and employees from local business use the street. During the evening spill over from Griffin Claw creates problems and congestion throughout the day.

The petition requests the area be “Parking Permit Required” all hours. This same restriction was approved for Bowers St. from S. Eton to Columbia approximately a year ago.

Motion by Ms. Edwards
Seconded by Mr. Lawson to approve the petition for Residential Permit Parking (all hours) on both sides of Haynes St. between S. Eton Rd. and Columbia Ave.

Motion carried, 4-0.

VOICE VOTE
Yeas: Edwards, Lawson, Adams, Folberg
Nays: None
Absent: Surnow

Ms. Ecker advised there is plenty of parking spaces in the Rail District but there is no encouragement for businesses to share them, so they are not efficiently used. There is an ad hoc committee looking at this problem just for the Rail District.

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

Mr. Harvey Bell noted SE Michigan, because of what is going at the University of Michigan, will be key in the development of vehicles that can communicate with each other within the next five to ten years. There will also be vehicle to infrastructure communication. Further, pedestrians and cyclists will have chips in their phones that will communicate to vehicles and to infrastructure.

All this is something this group should investigate in terms of what it would mean to communicate with the infrastructure in the City.

8. MISCELLANEOUS COMMUNICATIONS (items in the packet)

9. ADJOURNMENT

No further business being evident, the board members adjourned the meeting at 6:52 p.m.

_____
Jana Ecker, Planning Director

_____
Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **October 27, 2016**

TO: **Multi-Modal Transportation Board**

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

SUBJECT: **Oak St. Reconstruction – N. Glenhurst Dr. to Chesterfield Ave.**

The Multi-Modal Transportation Board was formed in the summer of 2014. Its first major project to study was Oak St., from Glenhurst Dr. to Lakepark Dr. At that time, the City planned to reconstruct this segment in 2015. After various discussions, a preliminary plan was put together depicting the following (from west to east):

1. Maintaining the existing pavement from the west City limit to Glenhurst Dr., as this was not a part of the budgeted project. (There were discussions about marking new bike lanes on the pavement extending to the west City limit, since the pavement is wide and parking demand is low. However, since bike lanes could not be implemented in front of the school, this was not a part of the final recommendation.
2. Installing a separated student drop-off lane for parents in front of Quarton Elementary School, maintaining parking on the north side of the street. Given the small amount of space available in front of the school, no bike lanes were included in the proposal.
3. Installing bike lanes from Chesterfield Ave. to Lakepark Dr., with the elimination of parking for the majority of the section. A widened section was proposed so that parking could be installed on the south side of the road from Chesterfield Ave. to Suffield Ave. only (2 blocks). The parking was included to handle parking demand from the school.

The City Commission reviewed the recommendation at their meeting of December 15, 2014. They endorsed the plan, with the exception that the parking lane from Chesterfield Ave. to Suffield Ave. was eliminated, allowing the entire six block length of Oak St. from the school to the lake to be a consistent width.

The plan in front of the school was not readily embraced by the Birmingham School District Board. To allow more time for an agreement to be reached, the City decided to proceed with the Oak St. reconstruction on the remaining six blocks in 2015. That segment is now constructed and open to traffic. City staff has not received feedback from the school administration that removing the parking east of Chesterfield Ave. has been a hardship.

Earlier this year, the MMTB recommended a neighborhood connector route taken from the Master Plan. The route utilizes the now constructed bike lane segment of Oak St., as well as Chesterfield Ave. south of Oak St. The City Commission approved this route as well. Bidding documents were issued in August to implement the route and have it in place by this time. However, no acceptable bids were received, and the project was not done. We intend to add this work to another larger project next year to ensure that it is completed early in the 2017 season.

In our negotiations with the school district, cost became an issue for them. Since this work was not budgeted, they elected to include the projected cost of this work as a part of their 2015 building improvement bond package, which was approved by the electorate in November of last year. Once the funding was available, the Board looked at the plan closer. The final plan was fine tuned with respect to the size of the median. The district asked that we keep the median as narrow as possible to allow more space between the drop off lane and the front face of the building. As a result, most of the median is proposed at 4 feet wide. In order to allow left turns from Oak St. into the drop off area, however, a wider median is required to give vehicles enough space to make what is essentially a U-turn. To provide the space needed, the median widens to 7 ft. at its west end, as shown on the attached plan.

The school district has approved the plan as now shown, and issued an agreement to sign an easement over to the City for the purpose of constructing this area. The agreement was reached in late September, and is now ready for the City Commission to agree to as well. Since the plan has changed slightly, and has not been reviewed by the MMTB in almost two years, it is being presented to you again at this time.

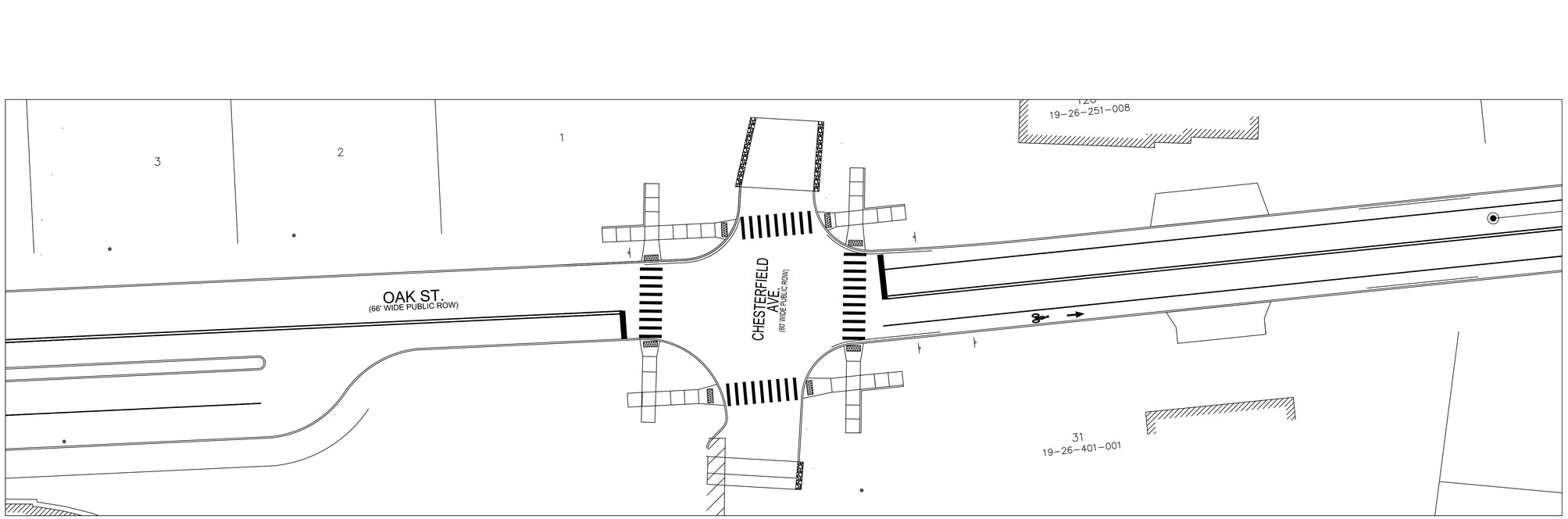
Attached for your review are two versions of the plan. Option A depicts the drop off area as approved by the school, pedestrian bumpouts in the Glenhurst Dr. intersection, and no changes to the existing pavement west of Glenhurst Dr. Option B is similar, except that bike lanes are added to the existing pavement west of Glenhurst Dr. The bike lanes would extend for a block and one half, before ending at the City limit. Installing bike lanes to the west requires the removal of the proposed bumpouts at the Glenhurst Dr. intersection. We do not foresee Bloomfield Twp. extending the bike lanes further west, since the existing pavement is narrower in this area, and could not support this feature without significant expense.

It is unfortunate that there is not sufficient space to extend the bike lanes across the school frontage. However, now that a neighborhood connector route will be implemented encouraging the use of Chesterfield Ave., not extending the lanes across the school will not result in an abrupt ending of the bike feature. Since bike lanes cannot be extended further west beyond the City limit, we do not believe it is appropriate to introduce the lanes for the short 1.5 block segment of Oak St. west of the school.

The block of Oak St. in front of the school is in poor condition. Funding is available in the current budget to proceed with reconstruction in 2017 during the 10-week summer period when school is not in session. If the MMTB concurs with this approach, a suggested recommendation is provided below allowing this issue to move forward to the City Commission, and into final design.

SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends that the City Commission accept the agreement presented by the Birmingham School District, and the plan to reconstruct Oak St. between Glenhurst Dr. and Chesterfield Ave., depicted on the concept plan known as Option A, featuring bumpouts at the Glenhurst Dr. intersection, parking on the north side of the road, and separated student drop-off lanes in front of Quarton Elementary School.



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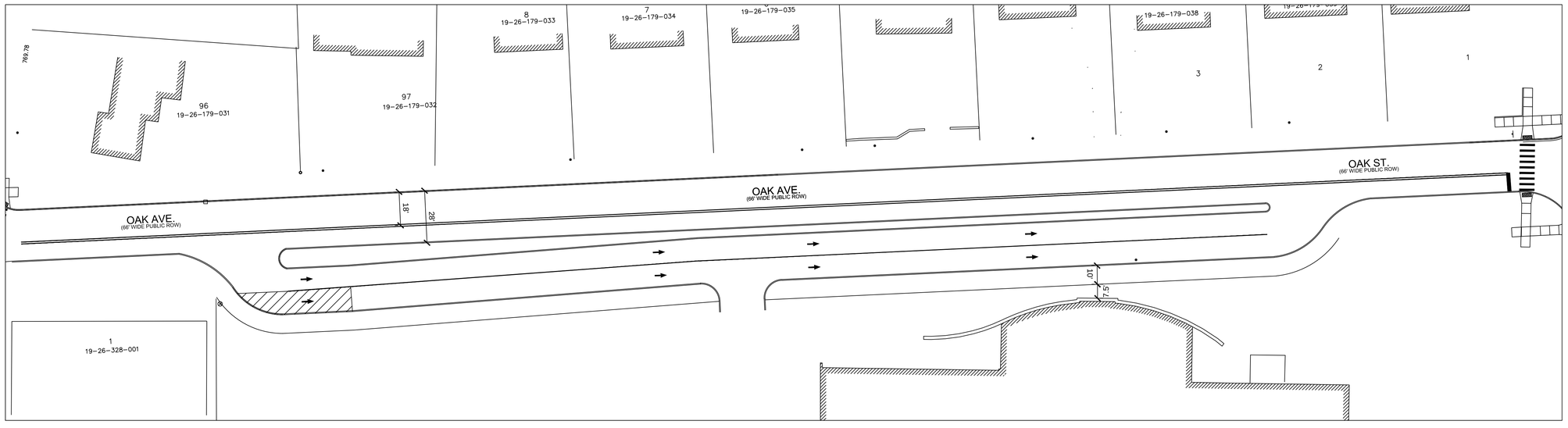

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FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.
27725 Stansbury Blvd, Suite #150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OAK AVENUE
OAK STREET & CHESTERFIELD / QUARTON SCHOOL

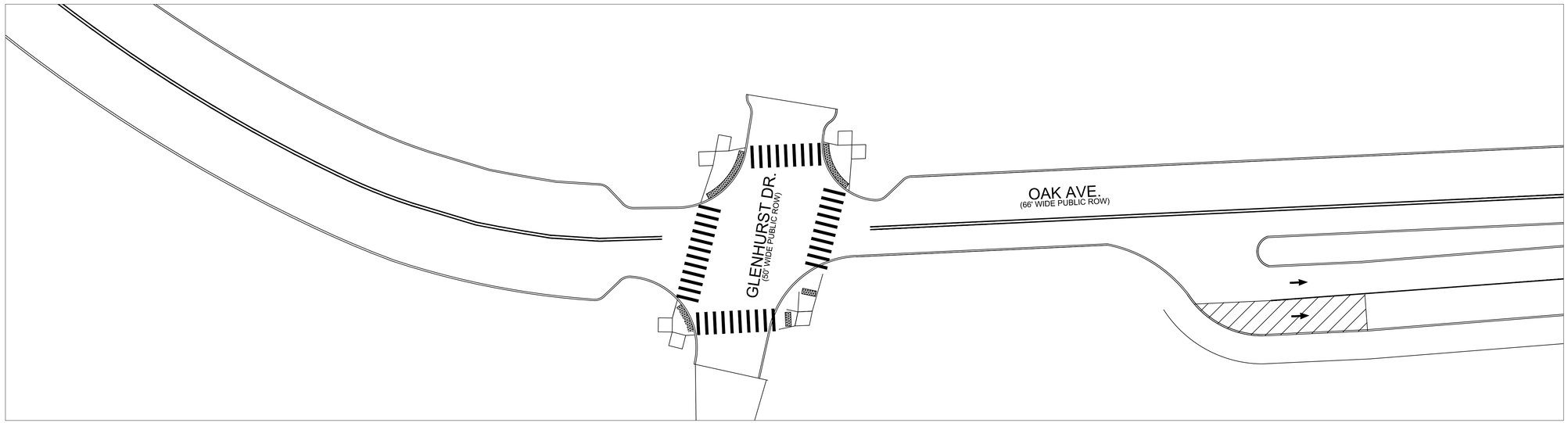
DESIGN TEAM:
SJR

CHECK BY:
SRVB MAY 2014
Oak Avenue Windsor Drive
Lanes
102716 stevenr

NOT FOR CONSTRUCTION

F&V PROJECT NO.

OPTION A - WITHOUT BIKE LANES



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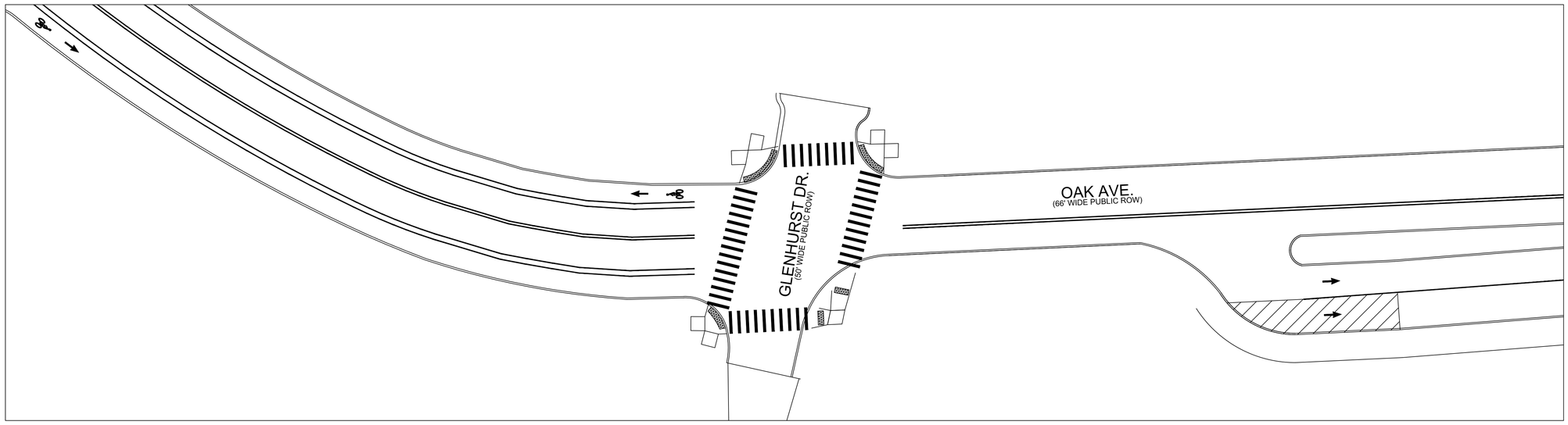
OPTION B - WITH BIKE LANES



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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OAK AVENUE

OAK STREET & GLENHURST

DESIGN TEAM:
SJR

CHECK BY:
SRVB MAY 2014

DRAWING INFORMATION:
Oak Avenue 10-27-16
102716 lindsays

NOT FOR CONSTRUCTION

F&V PROJECT NO.

Revised February 5, 2016

LEGEND

- Existing Sharrow
- Existing Bike Lane Pavement Marking
- Proposed Sharrow
- Proposed Share the Road
- Bike Lane
- Shared Lane

NORTH

0 16' 32' 64'

Scale: 1/32" = 1'-0"

Oak Ave
Chesterfield Ave
W Maple Rd
Lakeside Dr
Harmon St
Greenwood St
Old Woodward
Woodward Ave
Willits St
Adams Rd
Poppleton St
Derby Rd
N Eton Rd
E Maple Rd
S Eton Rd
Larchlea Dr
Southfield Rd
W Lincoln St
E Lincoln St

FLEIS VANDENBRINK
DESIGN. BUILD. OPERATE.
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Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079

REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MI
NEIGHBORHOOD CONNECTOR ROUTE

BIKE ROUTE SIGNING AND PAVEMENT MARKINGS

DESIGN TEAM: CKS
CHECK BY:
DRAWING INFORMATION: Bike PathV2 122415 charless

NOT FOR CONSTRUCTION

F&V PROJECT NO.

ROADWAY EASEMENT AGREEMENT

THIS ROADWAY EASEMENT AGREEMENT ("Agreement") is made and entered into this ___ day of _____, 2016, between BIRMINGHAM PUBLIC SCHOOLS, a Michigan general powers school district, whose address is 31301 Evergreen, Beverly Hills, Michigan 48025 (hereinafter referred to as "Grantor"), and the CITY OF BIRMINGHAM, a Michigan municipal corporation, whose address is 151 Martin Street, P.O. Box 3001, Birmingham, Michigan 48012 (hereinafter referred to as "Grantee").

RECITALS

A. The Grantor is the owner of certain real property commonly known as the School District's Quarton Elementary School, located at 771 Chesterfield, Birmingham, Michigan 48009, which is legally described on **Exhibit A**, which is attached hereto and made a part hereof (hereinafter referred to as the "Premises"); and

B. The Grantee desires to acquire from the Grantor certain rights to the Premises in order to construct, install, improve, repair, modify and enhance Oak Street from Chesterfield Road to Glenhurst (the "Roadway") thereon.

IT IS THEREFORE AGREED:

1. Grant of Easement. In consideration of the sum of One and 00/100 ($1.00) Dollar, and other valuable consideration, Grantor hereby grants to Grantee a perpetual, nonexclusive Roadway easement as hereinafter described.

2. Character of Easement. The easement granted herein is appurtenant to the Premises.

3. Purpose of Easement. The purpose of this grant and conveyance is to provide the Grantee with an easement to construct, install, improve, repair, modify and enhance Oak Street from Chesterfield Road to Glenhurst, and to provide the Grantee with access across a portion of the Premises as described herein for the limited purpose of constructing, installing, improving, repairing, modifying and enhancing Oak Street.

4. Location and Description of Easement. The location of the Roadway easement granted herein is depicted and legally described on **Exhibit B**, which Exhibit is attached hereto and incorporated herein by reference (hereinafter referred to as the "Easement Area").

5. Construction, Installation, Improvement, Repair, Modification and/or Enhancement. The construction, installation, improvement, repair and modification and/or enhancement of the Roadway shall be performed in accordance with the Intergovernmental Agreement between Birmingham Public Schools and the City of Birmingham dated _____. During all aspects of any work performed upon the Premises, Grantee also covenants and agrees to do the following:

a. Backfill and temporarily restore, on a daily basis, all driveways, parking lots and sidewalk areas located upon the Premises and disturbed by virtue of the construction, installation, improvement, repair, modification and/or enhancement of the Roadway until such time as final restoration of the affected areas occurs pursuant to Paragraph 6 herein;

b. Backfill or fence during working hours all excavations on the Premises when not supervised to ensure safety;

c. Secure all equipment and materials during non-working hours so as to prevent access by any licensees, invitees, guests or trespassers;

d. Provide Grantor with continued access for ingress and egress over, under, through and across the Easement Area;

e. Provide Grantor with continued access to the Premises; and

f. Carry on its work to ensure only minimal interference or disruption of Grantor's school operations on the Premises and at such times which are satisfactory and approved by Grantor.

6. Restoration. If upon completion of any construction, installation, improvement, repair and modification and/or enhancement and/or any such work performed upon the Roadway, the Premises have been affected in any manner by said construction, installation, improvement, repair and modification and/or enhancement and/or any such work performed upon the Premises, Grantee shall restore the Premises to a condition as good as its condition prior to such work in accordance with the Intergovernmental Agreement between Birmingham Public Schools and the City of Birmingham dated _____. Such restoration shall include but not be limited to the following:

a. The restoration of sodded and grassed areas;

b. Any driveways, parking lots, sidewalks, bike paths, culverts, curbs and headwalls so disturbed shall be restored with like materials and to matching thickness and appearance as prior to Grantee's commencement of any such work;

c. Any and all shrubbery, removed, destroyed or disturbed in any manner shall be replaced upon completion of such work with like shrubs and to matching maturity; and

d. The restoration of disturbed or destroyed chain-link fencing, if any, located upon the Premises.

Such restoration shall occur not later than ninety (90) days after completion of maintenance, improvement, repair, replacement, removal and/or any such work performed upon the Premises. If, however, weather conditions and/or local frost laws prevent the timely restoration of the Premises, such restoration shall occur not later than the first growing season after completion of the work performed.

7. Maintenance. Grantee, at its sole cost and expense, shall be responsible for constructing, installing, improving, repairing, modifying and enhancing the Roadway in the condition required for its intended use, including the regular removal of snow, ice, debris, or other matter that may interfere with proper operation of the Roadway.

8. Grantor's Rights. Grantor also retains, reserves, and shall continue to enjoy the use of the surface of the Easement Area for any and all purposes which do not interfere with or prevent the use by Grantee.

9. Nonexclusive Easement. The easement, rights, and privileges granted herein are nonexclusive, and Grantor reserves and retains the right to convey similar easements and rights to such other persons as Grantor may deem proper provided such similar easements do not affect Grantee's easement.

10. Liability and Reservation of Rights. Each party shall be responsible for the acts and omissions of their respective employees, contractors, subcontractors and agents. This Agreement does not, and is not intended to impair, divest, delegate, or contravene any constitutional, statutory, and/or other legal right, privilege, power, obligation, duty or immunity of either party and shall not be construed to waive the defense of governmental immunity held by any party to this Agreement.

11. Insurance. Grantee, at its sole cost and expense, shall maintain and keep in effect, general liability insurance on the Premises during any construction, installation, improvement, repair and modification and/or

enhancement or any such work performed upon the Premises with a company and in a form acceptable to Grantor with minimum limits of $1,000,000.00 on account of bodily injuries to or death of one person, and minimum limits of $3,000,000.00 on account of bodily injuries or death of more than one person, or such other amounts as Grantor may, from time to time, reasonably request, as a result of any one accident or occurrence; and property damage insurance with minimum limits of $1,000,000.00, or such other amounts as Grantor may, from time to time, reasonably request. Such policies shall name Grantor as an additional insured and Grantee shall provide Grantor with a certificate of insurance or other written evidence of its coverage, including an endorsement which states that such insurance may not be cancelled except upon ten (10) days prior written notice to Grantor. In addition, Grantee shall require each contractor performing work on the Premises to keep in force at its sole cost and expense during and until completion of any construction, installation, improvement, repair and modification and/or enhancement operation, maintenance, or any such work performed upon the Premises, in a form acceptable to Grantor, an Owner's and Contractor's Protective Policy naming Grantor as the principal insured and shall also require each contractor to name Grantor as an additional insured on all Contractor Policies of insurance with both policies having minimum limits of $1,000,000.00 on account of bodily injuries to or death of one person, and minimum limits of $3,000,000.00 on account of bodily injuries or death of more than one person, or such other amounts as Grantor may, from time to time, reasonably request, as a result of any one accident or occurrence; and property damage insurance with minimum limits of $1,000,000.00, or such other amounts as Grantor may, from time to time, reasonably request. Prior to commencement of any work, Grantee shall provide Grantor with a certificate of insurance or other written evidence of Grantor's coverage as an additional insured, including an endorsement which states that such insurance may not be cancelled except upon ten (10) days prior written notice to Grantor.

12. Liability of Grantee. The Grantee shall be responsible to the Grantor for liabilities incurred by the Grantor, arising out of the actions of the Grantee during the construction, installation, improvement, repair and modification and/or enhancement of any work performed upon the Roadway on the easement granted hereunder. These liabilities shall include costs, expenses, actual attorney fees and liabilities for personal injury or property damage, including damage to property of the Grantor. The terms "Grantee" and "Grantor" shall include their designees, agents, contractors, successors and employees. Nothing in this clause shall be construed to limit Grantor's or Grantee's defenses and rights, including the right to assert a claim of governmental immunity.

13. Compliance with Applicable Law. Grantee shall conduct the construction, installation, improvement, repair and modification and/or enhancement of the Roadway in accordance with all applicable federal, state and local laws, codes, regulations and ordinances regarding same.

14. Covenants to Run with Land. The covenants contained in this Agreement shall run with the land and shall be binding upon the parties and their respective heirs, representatives and successors.

15. Recording of Easement. This Easement Agreement shall be executed in recordable form and shall be recorded with the Oakland County Register of Deeds.

16. Entire Agreement. This Roadway Easement Agreement contains the entire agreement between the parties relating to the rights herein granted and the obligations herein assumed. Any oral representations or modifications concerning this Agreement shall be of no force and effect. Any modification of this Agreement must be in writing and must be signed by the party to be charged.

[signature page next]

IN WITNESS WHEREOF, the parties hereto have executed this Easement Agreement as of the day and year first above written.

GRANTOR:

WITNESSES:

BIRMINGHAM PUBLIC SCHOOLS

By: _____

Print Name: Daniel A. Nerad

Its: Superintendent

GRANTEE:

WITNESSES:

CITY OF BIRMINGHAM

_____

By: _____

Print Name: _____

_____

Its: _____

STATE OF MICHIGAN)
) ss
COUNTY OF OAKLAND)

On this 26 day of September, 2016, before me personally appeared Daniel A. Nerad, Superintendent of Birmingham Public Schools, a Michigan general powers school district, to me known to be the same person who executed the within instrument on behalf of Birmingham Public Schools and who acknowledges the same to be the free act and deed of Birmingham Public Schools.

_____, Notary Public
County, Michigan
Acting in _____ County, Michigan
My commission expires: March 2, 2018

STATE OF MICHIGAN)
) ss
COUNTY OF OAKLAND)

On this ____ day of _____, 2016, before me personally appeared _____, _____, of the City of Birmingham, a Michigan municipal corporation, to me known to be the same person who executed the within instrument on behalf the City of Birmingham and who acknowledges the same to be the free act and deed of the City of Birmingham.

_____
, Notary Public
County, Michigan
Acting in County, Michigan
My commission expires:

Part of Sidwell No: _____

Recording Fee: _____

Drafted by:

Dana L. Abrahams, Esq.
CLARK HILL PLC
151 S. Old Woodward, Suite 200
Birmingham, MI 48009

When recorded return to:

Grantee

EXHIBIT A

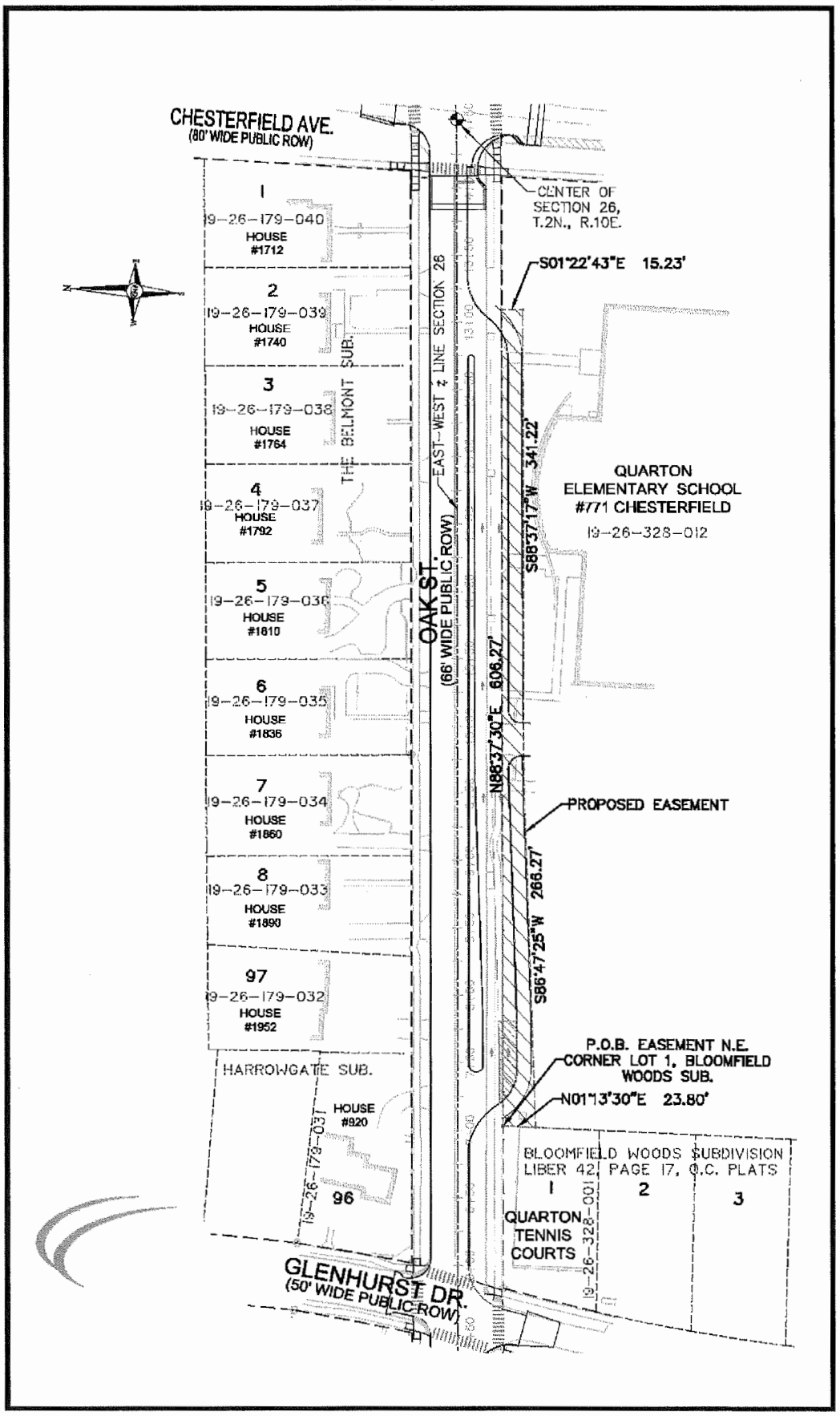
DESCRIPTION OF THE PREMISES

Land situated in the City of Birmingham, County of Oakland, Town 2 North, Range 10 East, Section 26, Part of the Southwest one quarter Beginning at Center of Section; thence Southerly 410 feet along North and South one quarter line; thence Westerly 748.68 feet, Parallel to East and West one quarter line; thence Northerly 410 feet, Parallel to North and South one quarter line; thence Easterly 748.68 feet along East and West one quarter line to Beginning.

Sidwell Number: 19-26-328-012

EXHIBIT B

EASEMENT AREA



QUARTON ELEMENTARY SCHOOL EASEMENT DESCRIPTION

AN EASEMENT IN THE SOUTHWEST 1/4 OF SECTION 26, TOWN 2 NORTH, RANGE 10 EAST, CITY OF BIRMINGHAM, OAKLAND COUNTY MICHIGAN, FURTHER DESCRIBED AS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1 OF BLOOMFIELD WOODS SUBDIVISION, LIBER 42, PAGE 17 OF PLATS, O.C.R., SAID POINT ALSO BEING THE NORTHWEST CORNER OF THE QUARTON ELEMENTARY SCHOOL PROPERTY ON THE SOUTH RIGHT-OF-WAY LINE OF OAK STREET (66 FEET WIDE); THENCE ALONG SAID RIGHT-OF-WAY NORTH 88 DEGREES 37 MINUTES 30 SECONDS EAST, 606.27 FEET; THENCE SOUTH 01 DEGREES 22 MINUTES, 43 SECONDS EAST, 15.23 FEET; THENCE SOUTH 88 DEGREES, 37 MINUTES 17 SECONDS WEST, 341.22 FEET; THENCE SOUTH 86 DEGREES 47 MINUTES 25 SECONDS WEST, 266.27 FEET TO THE EAST LINE OF SAID BLOOMFIELD WOODS SUBDIVISION; THENCE NORTH 01 DEGREES 13 MINUTES 30 SECONDS EAST 23.80 FEET TO THE POINT OF BEGINNING.

CONTAINING 10,379.82 SQUARE FEET OR 0.238 ACRES, MORE OR LESS.

City of Birmingham
A Walkable Community

Oak Street Paving Project

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

Project Summary

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

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

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

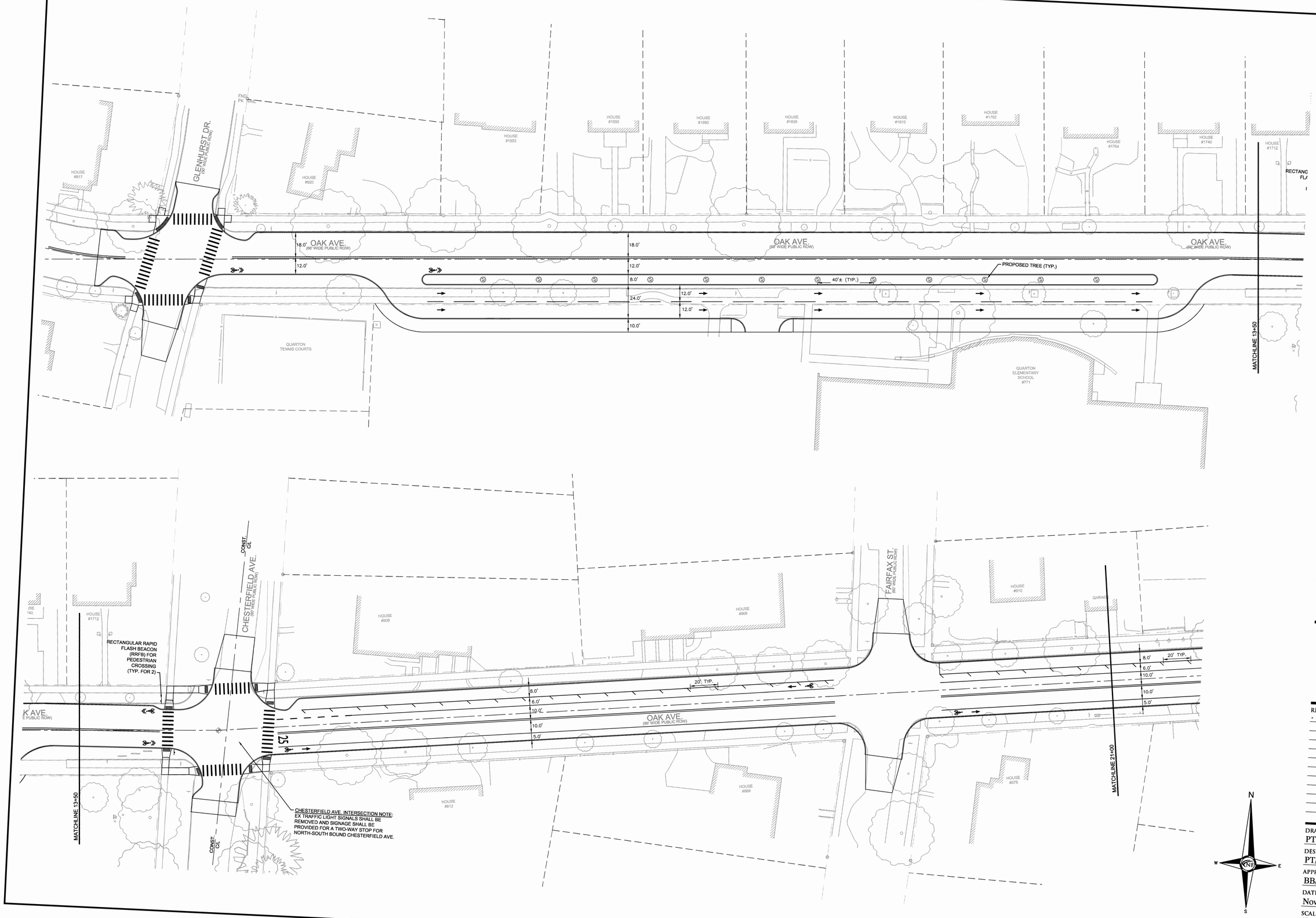
1. The Glenhurst Dr. intersection would be narrowed to reduce traffic speeds, and to shorten the distrance of the crosswalks.
2. A separated two-lane student loading area would be constructed in front of Quarton Elementary School. The loading area, if used as intended, would improve the safety of entire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

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

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

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

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



NF ENGINEERS

CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

PROJECT
Oak Avenue
Paving Project

CLIENT
City of Birmingham
A Walkable Community
Engineering Department
151 Martin Street
Birmingham, MI 48012

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

SHEET
Conceptual Plan
(1 of 2)

811 Know what's below Call before you dig.

REVISIONS
-

DRAWN BY:
PT

DESIGNED BY:
PT/BB

APPROVED BY:
BB/GY

DATE:
November 26, 2014

SCALE:
1" = 30'

NFE JOB NO.
I164

SHEET NO.
1 of 2

DRAFT

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, DECEMBER 4, 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, December 4, 2014. Chairperson Johanna Slanga convened the meeting at 6 p.m.

A. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Stuart Bordman, Andy Lawson, Jeff Surnow

Absent: Board Members Lara Edwards, Adriana Tatuch, Amanda Warner

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

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

C. REVIEW AGENDA (approved)

D. APPROVAL OF MINUTES, MEETING OF NOVEMBER 20, 2014

Moved and seconded to approve the Minutes of November 20, 2014 as presented.

Motion carried, 4-0.

Absent: Edwards, Tatuch, Warner

E. PUBLIC HEARING - OAK ST. PAVING PROJECT

Addressing the audience, Mr. O'Meara reported the City is following the Multi-Modal Master Plan as a guide and Oak St. was identified as one of the corridors where changes could be made for the better. This board has been studying it for several months and has come up with a concept that will hopefully be finalized in the near future so that construction can be started in May 2015. He went through a PowerPoint that showed highlights of the plan, moving east to west along Oak

St. toward Quarton Elementary School. Reconstructing the block in front of Quarton Elementary School must be accomplished while the school is on summer break. Substantial sewer work must be done prior to the summer season beginning in mid-June, therefore,construction should start about May 1. The School Board has not taken a position at this time. This board along with the City Commission will hopefully take a position on the design in general with the idea that the portion in front of the school cannot be constructed without the School Board's authorization.

The chairperson suggested adding another sharrow heading west along Oak St. from Chesterfield to Glenhurst.

The chairperson opened up comments from the public at 6:16 p.m.

Mr. Tom Shenonis, a resident on Cranbrook, received clarification that a driver turning east out of the parking lot at Quarton Elementary School will be able to turn north or south onto Chesterfield. He was told the cost to the school district to fund their part of the project is estimated at $215 thousand.

Ms. Lois Casey, 1860 Oak St., wondered how large trucks will back into the school. Mr. O'Meara replied they have not yet heard from the school about the size of the trucks. He affirmed that the City is looking at lining the City sewers that run to the residences along there.

Mr. Gregory Mistervich, 1810 Oak St., said that allowing cars to park on the north side of Oak St. results in parents dragging children across traffic. Also, cars parked on the north side of the street cut down his sight line when pulling out. Therefore, he doesn't think that allowing parking on the north side is a good idea.

Mr. John Hammer, who lives in the third house west of Chesterfield, likes the idea of the separation of drop-off from through traffic but wasn't sure how it would work. Mr. Labadie stated the idea is to train parents and students to pull up to an available space, drop off and leave. For pick-ups, the student gets into the car and off they go. Other schools in the area have dealt successfully with similar and worse challenges. Mr. Cousino added the proposed drop-off area is twice as long as the existing.

Responding further to Mr. Hammer, Mr. Labadie talked about how traffic studies have shown that the traffic signal should be removed and replaced with flashing beacons and a crossing guard.

Ms. Ecker explained that parent training will be in the form of communications from the school to the parents to inform them of the process.

Mr. Matthew McArdle, 940 Glenhurst, voiced concern about having greater visibility. A traffic signal breaks up traffic in a different way than a stop sign would. Mr. Labadie thought moving the stop bar up 6 or 8 ft. would probably allow better site distance. They will check it out.

Mr. Frank Faga, 912 Westwood, stated the problem on Oak St. is speeding and people passing, usually on the right. He spoke in favor of extending a couple of extra feet of narrow Oak between Glenhurst and Westwood to the edge of Birmingham. Mr. O'Meara explained they could add white pavement markings to make it feel narrower.

Maria, who lives on Willow Lane, said she likes the idea of narrowing Oak St., but is not in favor of losing the traffic light. She indicated that Bud, the crossing guard, was shocked that the traffic light would be removed. She suggested the light could be changed to a blinking red or yellow when the traffic is not heavy.

Mr. Bill Beacham, 701 Puritan, asked about the purpose of the project and the purpose of putting in "no turns" during drop-off. Mr. O'Meara responded that the road is old and it is time for it to be rehabbed. Chairperson Slanga added the goal of the Multi-Modal Plan is to make the streets safer and more complete. Mr. Beacham agreed there should be no parking on the north side of Oak St. Parking should be allowed on the south side of Oak St. up to Fairfax. The crossing guard has said it is "insane" to remove the traffic light.

Mr. Phil Stanger who lives on Pilgrim, received information that bump-outs are meant to slow traffic and to make the crosswalks shorter and safer for pedestrians. There are no bump-outs in the section where the bike paths exist.

Mr. Rich Buckston, 895 Puritan, asked whether they would consider parking on the south side and not the north side in the section by Quarton. Mr. O'Meara did not see the benefit of encouraging parking between two active traffic areas

Ms. Lois Casey said the people that are parking on the north side of Oak are not the residents who live there. They are workers who park all day. She was in favor of permit parking on the north side for residents only.

Mr. Dan Teahan was worried about traffic dumping onto Chesterfield and not having a light there because it will be opened up to turns. In the past when turns were allowed he watched the traffic crossing guard get hit even with a traffic signal. He was not sure parents will adapt to this and comply. Ms. Ecker said the best the City and the board can do is to design the road as well as possible so that it is clear to people what they are supposed to do.

Mr. David Hocker, whose residence is on the SE corner of Pilgrim and Oak St., thought if they are going to narrow Oak St. they need to know what is going to

happen with Maple Rd. Narrowing Oak St. and narrowing Maple Rd. will probably cause a huge problem. The residents need to know the plan for all of that before they can make a real judgment as to whether this is an acceptable solution for Oak St. They should have a systematic view and not a road-by-road consideration. Further, narrowing down Oak St. will most likely create some issues for emergency workers who will need some ease of access. He was in favor of a multi-modal design, but suggested just including it in the current footprint of the road. As to removing the light at Chesterfield, a red light and a green light eliminate any room for error rather than leaving it up to the driver to make a decision.

The Board discussed the feasibility of changing the plan back to not allow parking on the north side across from the school.
Mr. O'Meara said if the board is leaning toward taking away parking on the north side of Oak St., staff could send a letter to the affected people who live between Chesterfield and Glenhurst to let them know the direction this is headed and that the City Commission will review it. If they have concerns they should raise them at that time.

Mr. Labadie thought from a traffic operations standpoint it would be good to eliminate parking there if the residents do not really care. Personally he thinks that to make it a more pleasant place parking is not needed, especially if the residents don't want it.

Board members agreed to put forth the proposal to modify the parking status on the block between Glenhurst and Chesterfield. There would be no parking but the road would remain the same width and a 5 ft. bike lane would be painted in lieu of parking. They also suggested the idea of running the bike lane all the way west to the City limits.

Motion by Mr. Bordman
Seconded by Mr. Surnow to recommend to the City Commission the plan dated November 26, 2014 with the modification of no parking on the north side of Oak St. between Glenhurst and Chesterfield, and including bike lanes all the way to the western City limits.

The public was invited to comment at 8:05 p.m.

Mr. Dan Teahan suggested the board be open to the idea of going back to the seven affected residences several months after everything is up and running to ensure everything is going as intended.

Mr. John Hammer received clarification that those seven residences will be surveyed for their comments before the final approval.

Mr. Dan Teahan cautioned that once the traffic signal is removed and turns are allowed the crossing guard has four corners to control.

Motion carried, 4-0.

VOICE VOTE
Yeas: Bordman, Surnow, Lawson, Slanga
Nays: None
Absent: Edwards, Tatuch, Warner

The chairperson closed the public hearing at 8:09 p.m.

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

(no discussion)

G. MISCELLANEOUS COMMUNICATIONS

1. Multi-Modal Articles (general reading)

2. W. Maple Rd. Project

Chairperson Slanga noted there have been letters provided by residents both in favor and opposed. Additionally there have been petitions and comments that were made at board meetings. She asked staff to send a letter to the City Commission that includes some of the general information that has been received by the board. W. Maple Rd. is the next project this board will be studying. The board intends to study every option that is available, whether or not it is contained in the Multi Modal Plan. They will hold a public hearing and consider all comments from residents.

H. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 8:15 p.m.

_____
Jana Ecker, Planning Director

_____
Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **December 8, 2014**

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

FROM: **Paul T. O'Meara, City Engineer**
Jana Ecker, Planning Director
Mark Clemence, Deputy Chief of Police

SUBJECT: **Multi-Modal Transportation Board**
2015 Projects Update

The Multi-Modal Transportation Board (MMTB) held its first meeting on June 19, 2014. It has met four more times since. The majority of business conducted to date has focused on City road projects scheduled for construction in 2015. The following lists are 2015 projects that the MMTB has discussed this year (the streets with bold type are specifically listed in the Multi-Modal Transportation Master Plan):

Road Reconstruction Projects:
Oak St. – Glenhurst Dr. to Lakepark Dr.
Martin St. – Southfield Rd. to Chester St.
Maryland Blvd. – Southlawn Blvd. to 14 Mile Rd.
Henrietta St. – Northlawn Blvd. to 14 Mile Rd.
Southlawn Blvd. – Bates St. to Pierce St.

Road Resufacing Projects:
Derby Rd. – CN Railroad Bridge to Eton Rd.
Chester St. – Maple Rd. to Martin St.
Mansfield Rd. – Sheffield Rd. to 14 Mile Rd.

As you know, the Master Plan proposed substantial changes to this segment of Oak St. The majority of this report is focused on that project. To begin, a brief discussion is provided relative to the other streets so that a comprehensive set of suggested resolutions can be provided at the end.

2015 Projects Referenced in the Multi-Modal Master Plan

First, all streets planned for work next year will receive updated handicap ramps at each intersection, in accordance with the Americans with Disabilities Act (ADA). Federal standards dictate the design of these improvements, and they are requirements placed on the City regardless of the Master Plan. All can be considered improvements for pedestrians using these corridors.

Other than Oak St., the above sections of Martin St., Chester St., Derby Rd., and Southlawn Blvd. are referenced in the Master Plan:

1. Martin St. & Chester St. – The reconstruction of Martin St. adjacent to the Chester St. Parking Structure is referenced in the MM Master Plan, as well as in the Downtown Birmingham 2016 Plan. Proposed improvements include removal of the parking structure traffic control equipment and lane dividers so that Martin St. can function as a normal two-lane City street on this block. We are currently working on obtaining the necessary right-of-way to make this a reality. Since the adjacent one block of Chester St. is now budgeted for resurfacing, intersection improvements referenced in the Master Plan for the southwest corner of Maple Rd. and Chester St. are also planned. (A separate staff report on this project has been submitted in the "Information Only" section of this Commission agenda.) The MMTB endorsed the pedestrian improvements planned for both of these projects.

2. Derby Rd. – The Master Plan suggests that shared lane markings be added to the entire half mile of Derby Rd. from Adams Rd. to Eton Rd., as a "Phase 1" plan improvement. The City recently installed new bike lanes on N. Eton Rd., which terminate at Derby Rd. It is recommended that shared lane markings be added to the upcoming Derby Rd. resurfacing job, as well as the recently paved segment between Adams Rd. and the railroad bridge. The shared lane markings will provide an important link for bicyclists riding through this part of the City. The Master Plan also has labeled this segment of Derby Rd. as part of a larger Phase 2 neighborhood connector route. The route involves other future road work to the west of Adams Rd. that is not yet scheduled. It is recommended that the MMTB have a complete discussion and prioritize the Phase 2 neighborhood connector routes at a later date. Signs marking the connector route can be added to this segment at the time the City is ready to implement the entire route.

3. Southlawn Blvd. – Two short blocks of this much longer street are being reconstructed in 2015. The Master Plan has identified these two blocks as part of a much longer Phase 2 neighborhood connector route (see attached). Due to its relatively low traffic volumes, the fact that Southlawn Blvd. could be part of a larger bike network will not change the suggested width of the street. (We plan to rebuild the road to match its current width.) Similar to Derby Rd., the entire connector route needs to be reviewed holistically by the MMTB at a later date. Once the City is ready to implement the entire route, signs can be added to this street independent of this project.

2015 Projects Not Referenced in the Multi-Modal Master Plan

The other streets listed have not been identified for any Multi-Modal improvements. All will still receive pedestrian improvements in the form of handicap ramp upgrades. The MMTB endorsed this approach.

Oak St.

The Master Plan provided detailed recommendations for the intersection of Oak St. and Chesterfield Ave., as well as for a new road cross-section from Chesterfield Ave. to Lakepark Rd. Several ideas were identified as having potential at the intersection. For the street segment, the Plan suggested that parking be eliminated on one side (varying down the street from one side to the other), and making room for the installation of bike lanes.

Over the course of several meetings, the MMTB gathered data and commissioned study on the part of the City's transportation engineering consultant, Fleis & Vandenbrink (F&V). On November 20, staff presented a final conceptual plan that was endorsed by the MMTB. A public hearing was held on December 4 to take public comment, and to finalize a recommendation to the City Commission. The final plans as recommended by the MMTB (dated December 8, 2014), are attached to this report for your reference. The following briefly describes the steps taken by the MMTB in arriving at this conclusion, broken down by the various segments:

a. Lakepark Dr. to Chesterfield Ave.

If bike lanes were introduced on this corridor, the street would have to have been widened (which the right-of-way could not support), or parking would have to be reduced or eliminated. The author of the Master Plan had observed that demand for parking on this corridor seemed low most of the time. Without the ability to spend much time probing the issue deeper, he recommended that parking on one side be eliminated, with the center travel lanes weaving back and forth a total of three times in six blocks.

In early September, with help from the Board, an internet based survey was put together, and all residents with frontage on Oak St. were invited to answer questions designed to ascertain their interest in maintaining parking on Oak St. The results of the survey were reviewed in early October. Between the two study segments, 67% and 83% of those surveyed stated that parking on Oak St. was important to them. However, discussions with those present at the October 2 MMTB meeting found more support in general for its removal. It became clear that the survey may have been over-represented by a group that did not want to see the road changed, and it was deemed unreliable.

The parking lane transitions as depicted in the Master Plan were not designed with American Assoc. of State Highway and Transportation Officials (AASHTO) standards in mind. The transitions, in fact, would have to extend to about half of each block, eliminating parking for each half block as a part of the transition. Further discussions with the public led the Board to believe that the demand for parking was strongest near Quarton Elementary School, and tended to be a lot lower as one moved further east. The ultimate recommendation for parking on this segment reflected both the desire to narrow the street as much as possible (typically with no parking allowed), while acknowledging the need for parking closer to the school. The final recommendation below reflects that fact. As shown on the attached plans, bike lanes are provided throughout. Parking is provided on the south side between Chesterfield Ave. and Suffield Ave. Between Suffield Ave. and Lakepark Dr., a narrower (30 ft.) wide road without parking is recommended. The new street will be reduced in width by 25%, encouraging slower speeds.

Finally, since there is a long downgrade in both directions of Oak St. at the Rouge River, a traffic island (similar in design to those recently installed on Lincoln Ave.) is proposed on the west side of the Lakepark Dr. intersection. The traffic island will create a visual obstruction seen well in advance coming from both directions, encouraging motorists to check their speeds as they proceed down the hill. The island will also improve crossing for pedestrians headed for the park at Quarton Lake.

b. Chesterfield Ave. to Glenhurst Dr.

For many years, Quarton Elementary School has operated a student loading zone (to and from parents' vehicles) on Oak St. itself, at the north face of the school. From past experience, staff knew that this operation was problematic and worthy of improvements, if possible (the Master Plan did not make any recommendations in this area). Serious study of this area could not begin until school reconvened in September, and until the City's transportation engineering consultant had been engaged.

F&V was directed to study the current student loading facilities, as well as the operation of the traffic signal at Chesterfield Ave. After collecting data, F&V recommended that the road reconstruction represented an important opportunity to fix the current situation. The current student loading area is undersized and poorly executed. Due to the current situation, some parents are inclined to use other areas to drop off students, such as the north side of Oak St., parts of Chesterfield Ave., or Oak St. east of Chesterfield Ave. Motorists and pedestrians arriving from various locations and angles can create an uncertain environment where people are arriving from too many directions. The current situation is a liability problem for the City, and it should not be ignored.

Staff and F&V met with school staff on this topic at least three times. Based on their current position, and knowing what has happened historically, it does not appear that the school has sufficient land area to move the student loading area on to school property. Given this limitation and after further study, and after receiving input from F&V, the attached design was prepared and presented to the MMTB, as well as the to the Birmingham Board of Education.

The design as presented offers several benefits:

- By narrowing Oak St., and sharing the remaining space between the street and the north face of the school, enough room exists to build a separated, two lane parent drop off/pick up area, as well as a wide sidewalk adjacent.
- Removing the loading activities from the main street separates this activity from all through traffic attempting to pass through on Oak St.
- The length of the loading area as shown would be approximately doubled in length, using the entire Oak St. frontage of the school property. Design manuals suggest that the length of the loading area is needed given the current demand for parents to access the school each day. The area will work as designed if parents are encouraged to:
    1. Use the right lane to stop and unload or load, using the full length of the lane (not waiting to move up to the front door, as is often done now.) The right lane should NOT be treated as a parking or standing area during the beginning and end of the school day.
    2. Use the left lane for travel through the area, and to not allow students to exit vehicles from this lane.
    3. Turn right only when exiting this area, to reduce back ups in the loading zone (parents would be allowed to enter the loading zone lanes from either the west or east, an improvement over the current design).
    4. During the middle of the day, when school is in session, but traffic demand is low, visitors to the school could use the right lane for short term parking.

5. Staff using the on-site parking lot would be required to use the two new lanes to enter and exit the lot. Since school staff closes all traffic from the lot during peak traffic times, this will not be a problem.

- The new design, coupled with suggested efficiencies to be gained at the Chesterfield Ave. intersection (below) would make this area more desirable for parents, thereby reducing the temptation to find other areas to drop off children (making the whole operation safer).

The construction of this concept requires approval of the Birmingham Board of Education. It was presented to the Board (through staff) in November. The attached letter from Superintendent Nerad dated today confirms that no decision will be made on this item in the short time frame needed for 2015 construction. Since this block is at one end of the project limits, the City still has a viable project for 2015 if it is removed at this time. Glenhurst Dr. to the north of Oak St. is proposed for reconstruction in 2018, so the work can be postponed until then. The recommendation below includes the Chesterfield Ave. intersection, as well as the rest of the project easterly to Lakepark Dr. We will continue to assist the Board of Education and the School District staff as they work through this proposal, with the idea that both the school and the City can arrive at a reasonable compromise well in time for construction in 2018.

c. Glenhurst Dr. to West City Limit

The concept plan recently prepared depicts new pavement markings to the west City limit for the inclusion of bike lanes. Now that the block in front of the school is not being constructed, we do not recommend any changes to this area at this time. The plan helps provide a guide of what could be done in the future once the block in front of the school is rebuilt.

d. Chesterfield Ave. Intersection

As noted above, the Master Plan studied this intersection and offered suggestions for the future. Recommendations were quite varied, ranging from the installation of a roundabout, to modifying the timing of the existing signal, to removing the signal. No firm conclusion was reached because there were not sufficient resources in the Master Plan budget to complete the amount of study needed. To pick up where the Master Plan left off, F&V was directed to study the current functioning of the intersection, and make recommendations for the future.

After collecting both vehicular and pedestrian counts, as well as field observations, F&V determined that, based on current traffic volumes, a traffic signal is not warranted at this location, nor is 4-way STOP control. It is recommended that the traffic signal be removed, and that a 2-way STOP (for Chesterfield Ave.) replace it, supplemented by two Rectangular Rapid Flashing Beacons (RRFBs) for pedestrian traffic crossing Oak St. At their meeting of November 20, F&V provided detailed information to the MMTB as to the various conditions that need to be present to make the signal (or 4-way STOP) the preferred method of traffic control here. Simulated traffic analysis software also was presented to demonstrate how the intersection works currently, as well as how it would work as either a 4-way or 2-way STOP. F&V will be present and ready to provide this information to the City Commission during the December 15 meeting as well. The basis of the recommendation can be summarized as follows:

- Traffic volumes on Oak St. are low enough (even during school peak periods) that sufficient gaps exist for pedestrians to comfortably cross this street.
- Removing the need to stop the flow of traffic on Oak St. (with each traffic signal cycle) creates efficiencies that do not currently exist:
    1. Eastbound traffic exiting the parent loading zone can leave the area with less wait time, which makes its use more desirable to the public, and in turn makes the need to use other areas (that are not as safe) less desirable.
    2. In the past, motorists were allowed to make left and right turns on to Chesterfield Ave. during school peak periods. Left turning vehicles had to wait for oncoming traffic to clear, while both left and right turning vehicles had to wait for pedestrians to clear the crosswalks. While they were waiting to do so, all through traffic on Oak St. was stopped, causing waiting vehicle lines that backed cars westward into the parent loading zone. The school asked the City to implement a unique "NO TURNS" ban for half hour periods during peak traffic periods, which reduces this problem. Instead, though, it forces traffic to select other streets further east to turn north or south, thereby increasing total miles driven in the neighborhood. By allowing most Oak St. vehicles to not stop at this intersection (except when pedestrians are crossing), the NO TURNS ban can be removed, and motorists can again drive to their next destination in a more efficient manner.

As part of the review of the warrants, F&V demonstrated that sufficient pedestrian demand exists to warrant the RRFB signs. The flashing beacons can be activated by any pedestrians at any time of day. While the signs do not require Oak St. traffic to stop, we expect that many motorists will stop. The crossing guard would remain at this location, as well, to assist students when walking to and from the school.

During the public hearing held on December 4, some residents raised objections to the removal of the traffic signal. However, having studied in detail as to the reasoning for this recommendation, the MMTB members remained convinced that removal of the signal is the best approach for this intersection.

Summary

Presented below are two resolutions for the consideration of the Commission. Resolution A confirms the direction given to the Engineering Dept. relative to the design of all of the 2015 streets other than Oak St.

Resolution B endorses the conceptual plans for the Oak St. project, from the Chesterfield Ave. intersection, east throught the Lakepark Dr. intersection.

SUGGESTED RESOLUTION A:

To endorse the Multi-Modal Transportation Board's review of the following 2015 construction projects as they relate to the Multi-Modal Transportation Master Plan:

Maryland Blvd. – Southlawn Blvd. to 14 Mile Rd.
Henrietta St. – Northlawn Blvd. to 14 Mile Rd.

Southlawn Blvd. – Bates St. to Pierce St.
Martin St. – Southfield Rd. to Chester St.
Mansfield Rd. – Sheffield Rd. to 14 Mile Rd.
Chester St. – Maple Rd. to Martin St.
Derby Rd. – CN Railroad Bridge to Eton Rd.

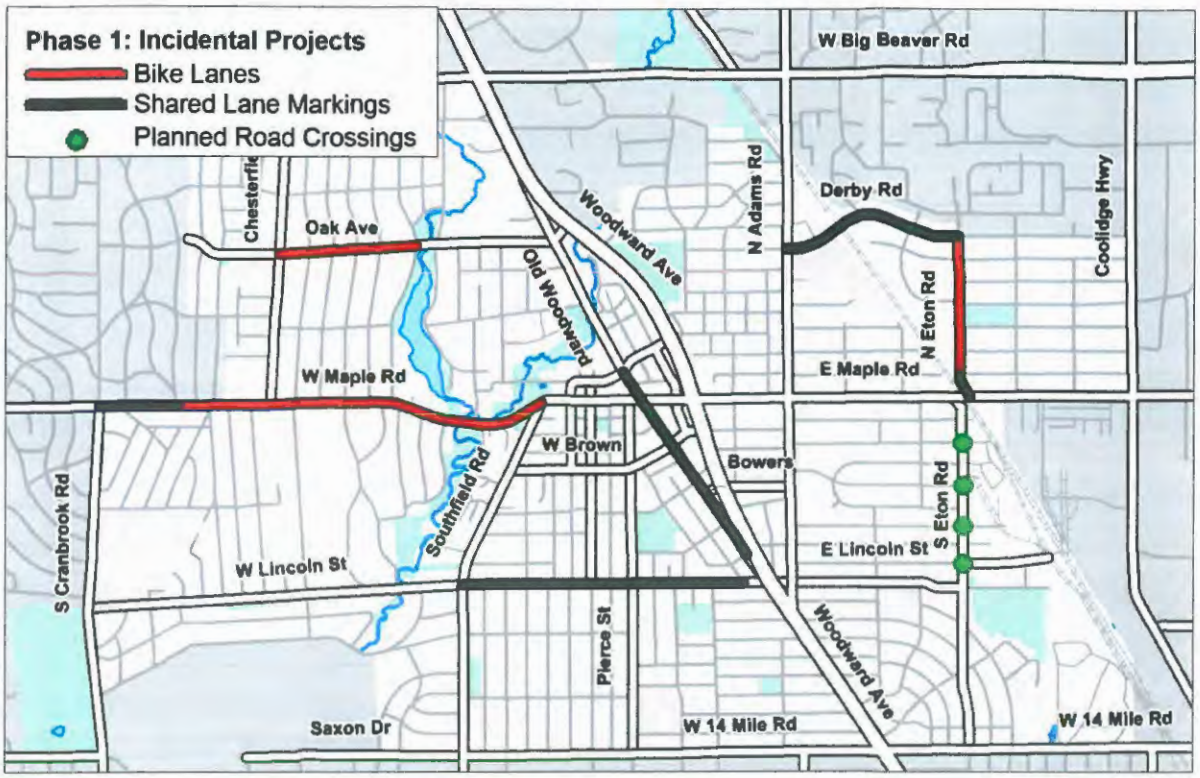
And to direct the Engineering Dept. to proceed with these designs as described.

SUGGESTED RESOLUTION B:

To accept the recommended conceptual plans presented by the Multi-Modal Transportation Board, dated December 8, 2016, directing the Engineering Dept. to proceed with the design of Oak St. from Chesterfield Ave. to Lakepark Dr. Further, to direct staff to continue to work with the Board of Education and the School District staff toward finalizing a workable redesign of Oak St. in front of Quarton Elementary School, for further review by the Multi-Modal Transportation Board, and for future construction tentatively planned for 2018.

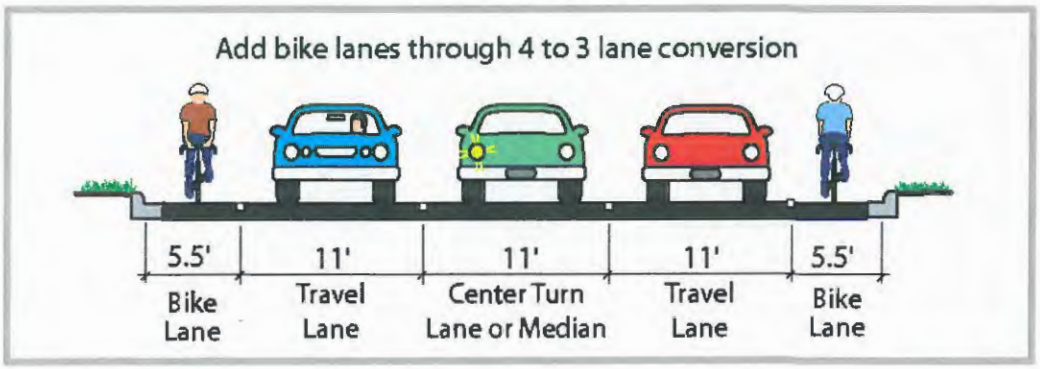
PHASE 1: INCIDENTAL PROJECTS

The following is a list of projects that could be implemented as part of the City's Capital Improvement Plan (CIP) with incidental costs.



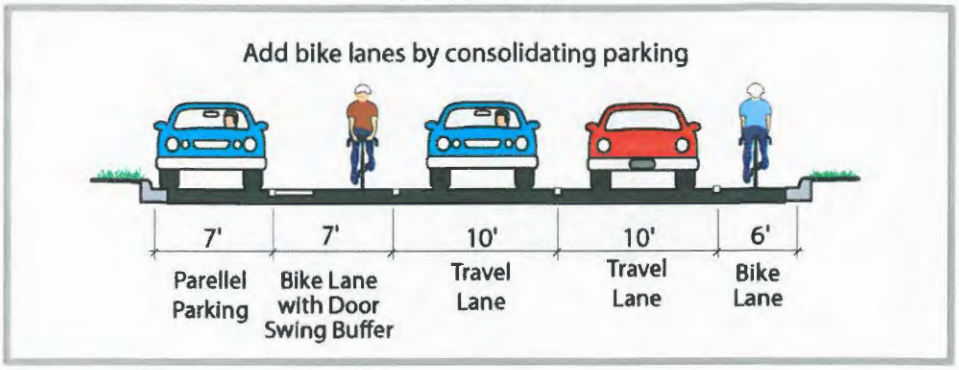
Add bike lanes to W Maple Road between Waddington Street and Southfield Road through a four-lane to three-lane conversion as part of the 2015 road resurfacing project.

W MAPLE ROAD

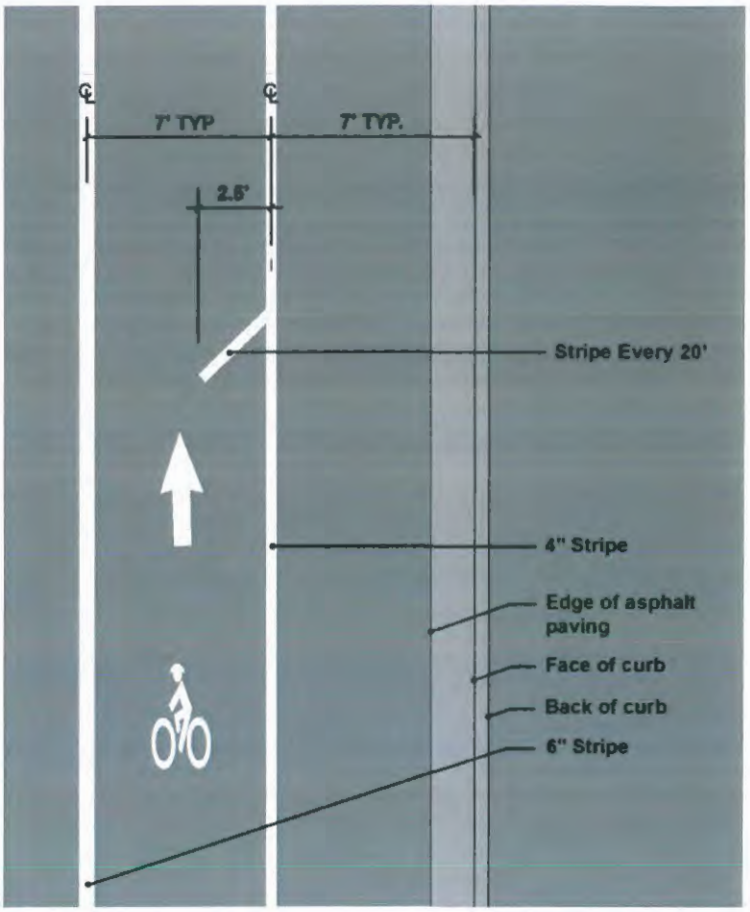


Add bike lanes to N Eton Road between Derby Road and Yorkshire Road by consolidating the parking to the west side of the road as part of the 2014 road reconstruction project.

N ETON ROAD



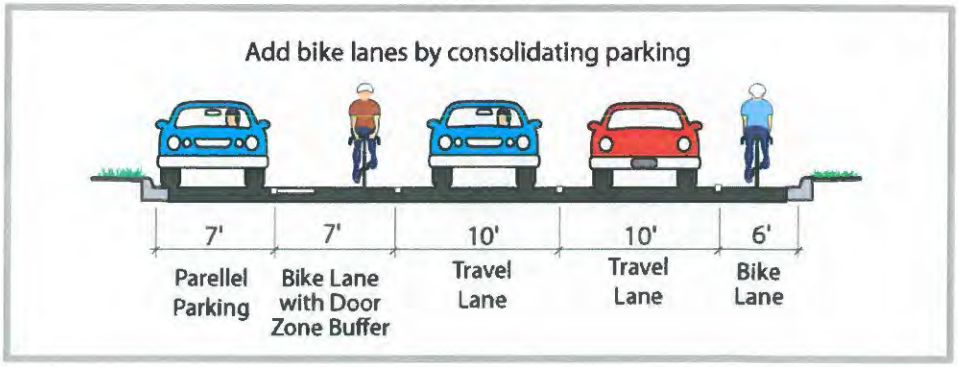
Markings for the door swing zone of the parked cars are proposed within the bike lane when it is adjacent to on-street parking.

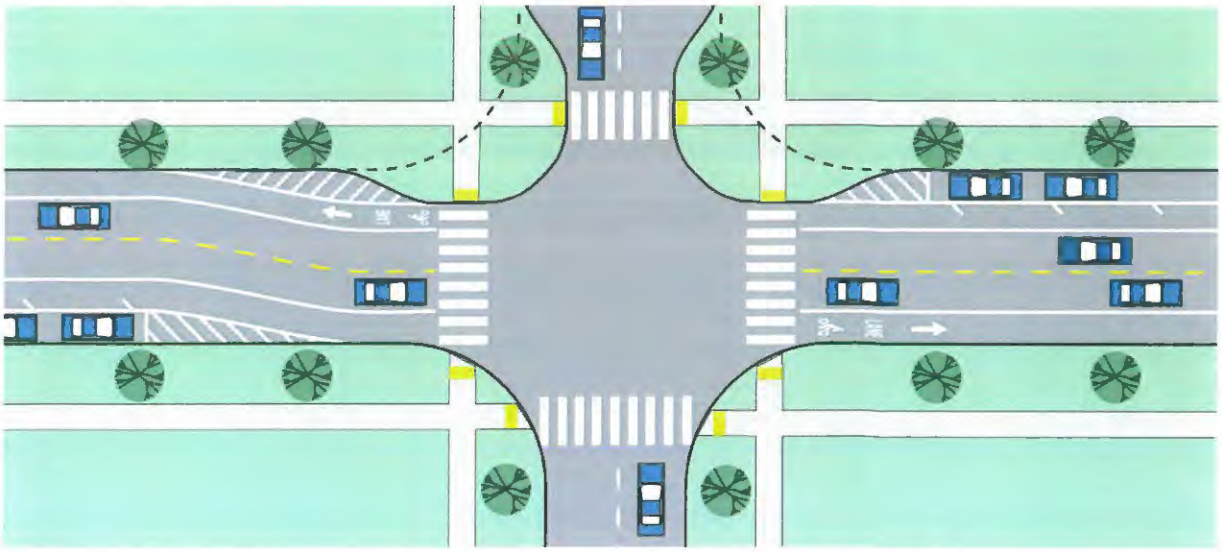


Add bike lanes to Oak Avenue between Chesterfield Avenue and Lake Park Drive by consolidating the parking to one side of the road as part of the 2016 road reconstruction project. To provide additional traffic calming the consolidated parking should alternate from the north side of the road to the south side of the road every few blocks, changing sides where there are proposed curb extensions:

- Chesterfield Avenue to Suffield Avenue – Parking on south side
- Suffield Avenue to Puritan Avenue – Parking on north side
- Puritan Avenue to Lake Park Drive – Parking on south side

OAK AVENUE





Pavement markings for the door swing zone are proposed between the on-street parking and the bike lane. See previous page for details.

Add shared lane markings to the following corridors:

- Derby Road between N Adams Road and the Railroad Overpass (2013 reconstruction project)
- Derby Road between the Railroad Overpass and N Eton Road (2014 resurfacing project)
- Lincoln Street between Southfield Road and Ann Street (2014 resurfacing project)
- N Eton Road between Yorkshire Road and E Maple Road (2014 reconstruction project)
- W Maple Road between Cranbrook Road and Waddington Street (2015 resurfacing project)
- N Old Woodward Avenue between Willits Street and W Maple Road (2016 reconstruction project)
- S Old Woodward Avenue between W Maple Road and E Brown Street (2016 reconstruction project)
- S Old Woodward Avenue between E Brown Street and Landon Road (2017 reconstruction project)

Four new road crossings are planned on S Eton Road between E Maple Road and E Lincoln Street in 2013. The plans for these crossing include basic improvements such as pavement markings. As part of Phase 2 it is recommended that curb extensions be implemented at these crossing locations as well.

PHASE 1 INCIDENTAL PROJECTS:				
Road	**From**	**To**	**Quantity**	**Unit**
Bike Lanes:				
N Eton Rd	Yorkshire Rd	Derby Rd	0.40	MI
W Maple Rd	Waddington St	Southfield Rd	1.12	MI
Oak Ave	Chesterfield Ave	Lake Park Dr	0.40	MI
Shared Lane Markings (placed every 200' - 250'):				
Derby Rd	N Adams Rd	Railroad Overpass	0.17	MI
Derby Rd	Railroad Overpass	N Eton Rd	0.36	MI
Lincoln St	Southfield Rd	Ann St	0.80	MI
W Maple Rd	Cranbrook Rd	Waddington St	0.20	MI
N Old Woodward Ave	Willits St	W Maple Rd	0.10	MI
S Old Woodward Ave	W Maple Rd	E Brown St	0.17	MI
S Old Woodward Ave	E Brown St	Landon Rd	0.43	MI
Road Crossings				
S Eton Rd	at Villa Rd		1	EACH
S Eton Rd	at Bowers St		1	EACH
S Eton Rd	at Holland St		1	EACH
S Eton Rd	at Cole St		1	EACH

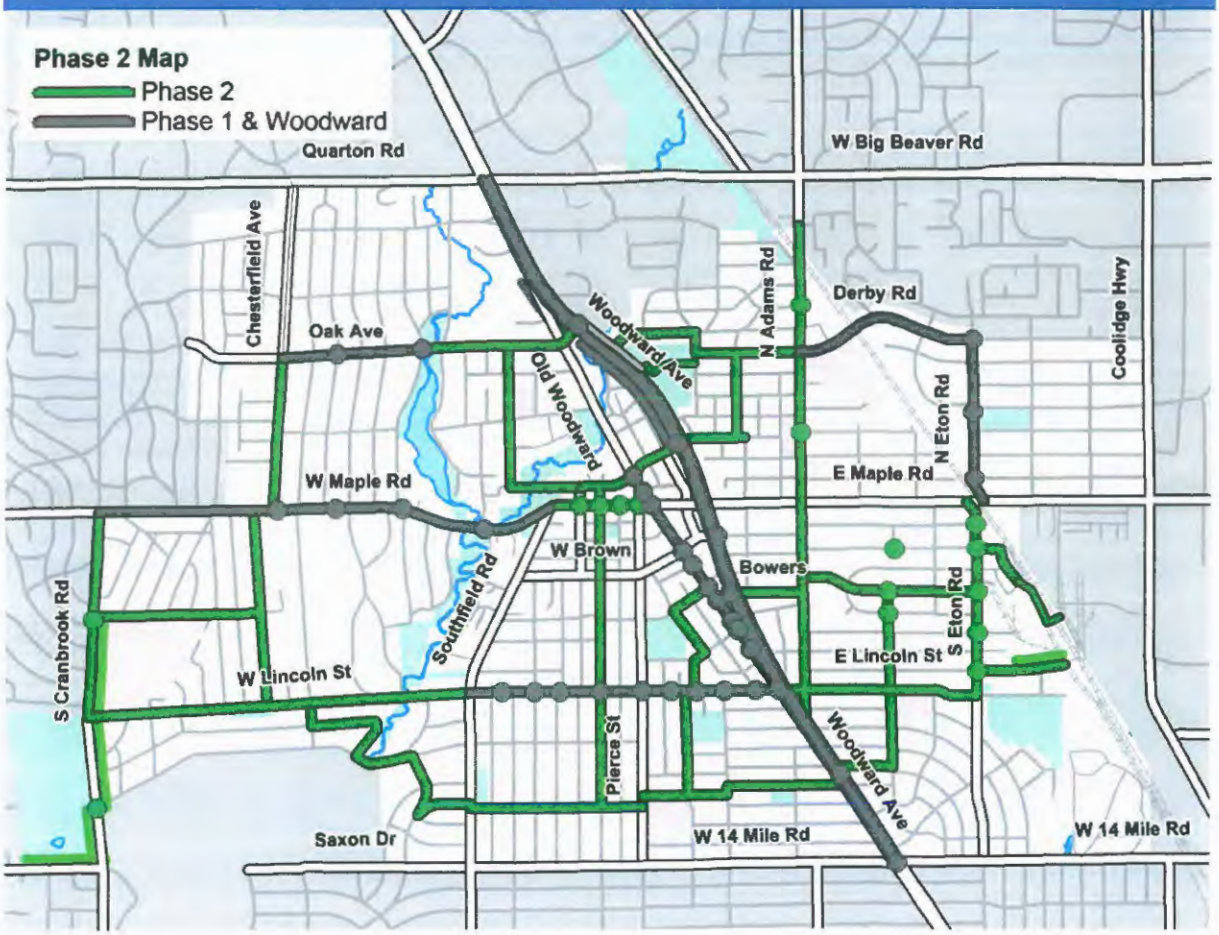
4.3 PHASE 2

PHASE 2: OVERVIEW

Phase 2 objective is to provide connections across the community and create a backbone for the City's long-range multi-modal system. This phase achieves this by building on the existing multi-modal system.

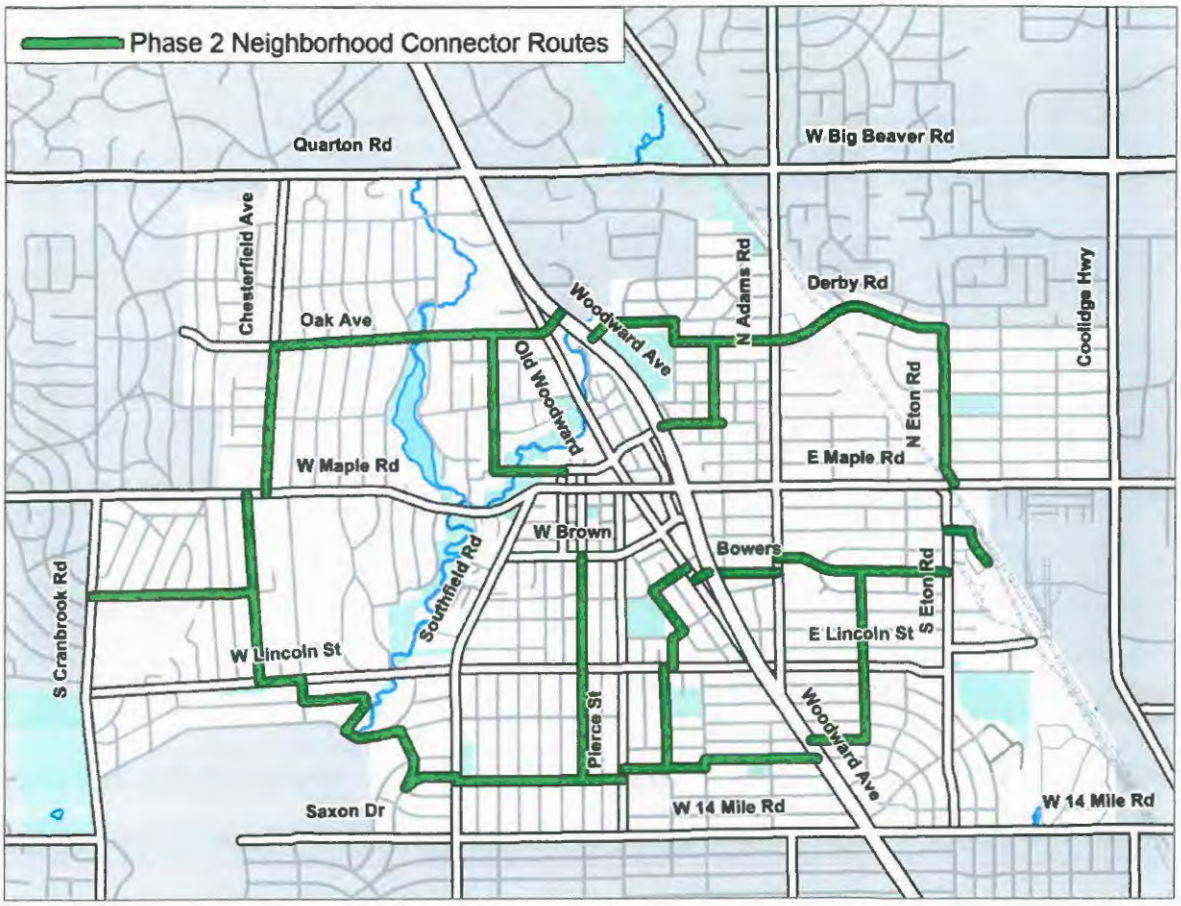
The following pages provide a more detailed breakdown of Phase 2.

FIGURE 4.3A. PHASE 2



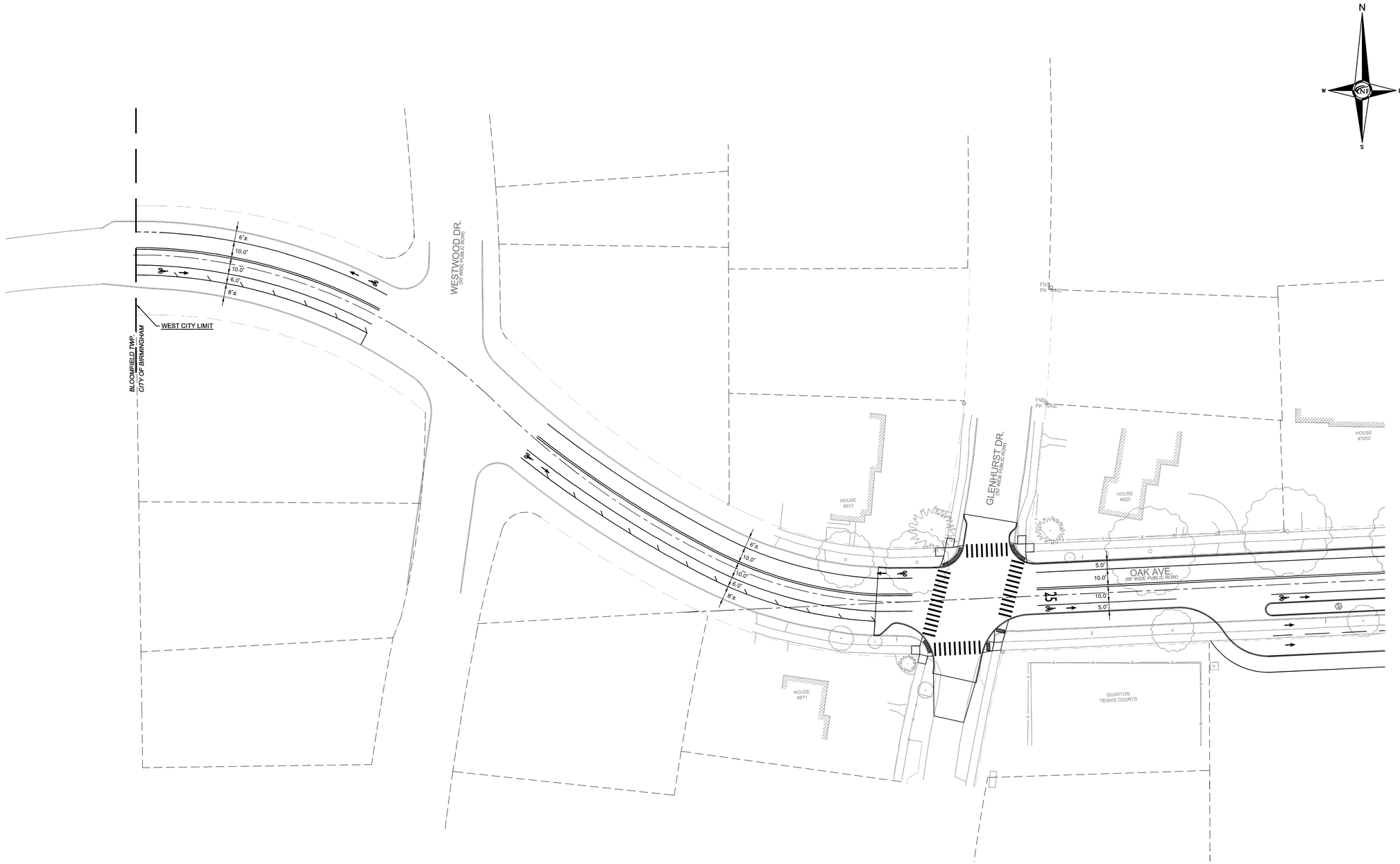
PHASE 2: PROPOSED NEIGHBORHOOD CONNECTOR ROUTES

The following map displays the neighborhood connector routes that should be implemented first. Initially, implementation along these routes is as simple as providing wayfinding signage identifying the direction of the route and key destinations. Eventually, other enhancements such as rain gardens, traffic calming measures, and street art may be incorporated. Please note that some of these routes are dependent on road crossings which are proposed in Phase 1 and Phase 2.



In Phase 2 only wayfinding signage is proposed. In the future, the City may consider adding some additional enhancements such as mini traffic circles, pavement markings, chicanes, street diverters, and pedestrian street lighting.

PHASE 2 NEIGHBORHOOD CONNECTOR ROUTES:				
Road	**From**	**To**	**Quantity**	**Unit**
Wayfinding Signs:				
Midvale	S Cranbrook Rd	Larchlea Dr	0.47	MI
Larchlea Dr	W Maple Rd	W Lincoln St	0.57	MI
W Lincoln St	Larchlea Dr	Pleasant St	0.13	MI
Pleasant St	W Lincoln St	Fairway Dr	0.08	MI
Fairway Dr	Pleasant St	Northlawn Blvd	0.30	MI
Northlawn Blvd	Fairway Dr	Latham St	0.18	MI
Latham St	Northlawn Blvd	Worthington Rd	0.16	MI
Worthington Rd	Latham St	Southfield Rd	0.16	MI
W Southlawn Blvd	Southfield Rd	Peirce St	0.36	MI
Pierce St	W Southlawn Blvd	W Southlawn Blvd	0.03	MI
E Southlawn Blvd	Pierce St	Grand St	0.24	MI
Grant St	E Southlawn Blvd	Emmons Ave	0.03	MI
Emmons Ave	Grant St	Woodward Ave	0.35	MI
Chapin Ave	Woodward Ave	Troy St	0.17	MI
Torry St	Haynes St	Chapin Ave	0.45	MI
Pathway (north of Torry St)	Bowers St	Haynes St	0.08	MI
Bowers St	Adams Rd	S Eton Rd	0.52	MI
Adams Rd	Bowers St	Bowers St	0.03	MI
Bowers St	Woodward Ave	Adams Rd	0.18	MI
Bowers St	S Old Woodward Ave	Woodward Ave	0.07	MI
S Old Woodward Ave	E Frank St	Bowers St	0.03	MI
E Frank St	Purdy St	S Old Woodward Ave	0.11	MI
Purdy St	E Frank St	George St	0.15	MI
George St	Floyd St	Purdy St	0.03	MI
Floyd St	George St	E Lincoln St	0.08	MI
E Lincoln St	Edgewood Rd	Floyd St	0.03	MI
Edgewood Rd	E Lincoln St	E Southlawn Blvd	0.3	MI
S Bates St	W Brown St	Southlawn Blvd	0.66	MI
Washington Blvd	W Lincoln St	W Southlawn Blvd	0.34	MI
Chesterfield Ave	Oak Ave	W Maple Rd	0.44	MI
Oak Ave	Chesterfield Ave	Woodward Ave	0.87	MI
Greenwood St	Oak Ave	Willits St	0.4	MI
Willits St	Greenwood St	N Chester St	0.2	MI
Woodward Ave Sidepath	Oak Ave	Wimbleton Dr	0.13	MI
Wimbleton Dr	Wooddward Ave	Oxford St	0.26	MI
Oxford St	Wimbleton Dr	Mohegan St	0.06	MI
Mohegan St	Oxford St	N Adams Rd	0.3	MI
Poppleton St	Mohegan St	Oakland Ave	0.25	MI
Oakland Ave	Poppleton St	Woodward Ave	0.15	MI
Derby Rd	N Adams Rd	N Eton Rd	0.53	MI
E Eton St	Derby Rd	E Maple Rd	0.48	MI
E Maple Rd Sidepath	S Eton Rd	N Eton Rd	0.06	MI
S Eton St Sidepath	E Maple Rd	Yosemite Blvd	0.09	MI
Villa Ave	S Eton Rd	Villa Rd	0.09	MI
Villa Rd	Villa Ave	Proposed Pathway	0.12	MI
Proposed Pathway extending from Villa Rd to Troy Transit Station			0.2	MI



NF ENGINEERS

CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

PROJECT
Oak Avenue
Paving Project

CLIENT
City of Birmingham
A Walkable Community
Engineering Department
151 Martin Street
Birmingham, MI 48012

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

SHEET
Conceptual Plan
(West City Limit
Pavement Marking Plan)

811 Know what's below Call before you dig.

REVISIONS
12-08-14 Per MMTB

DRAWN BY:
PT

DESIGNED BY:
PT/BB

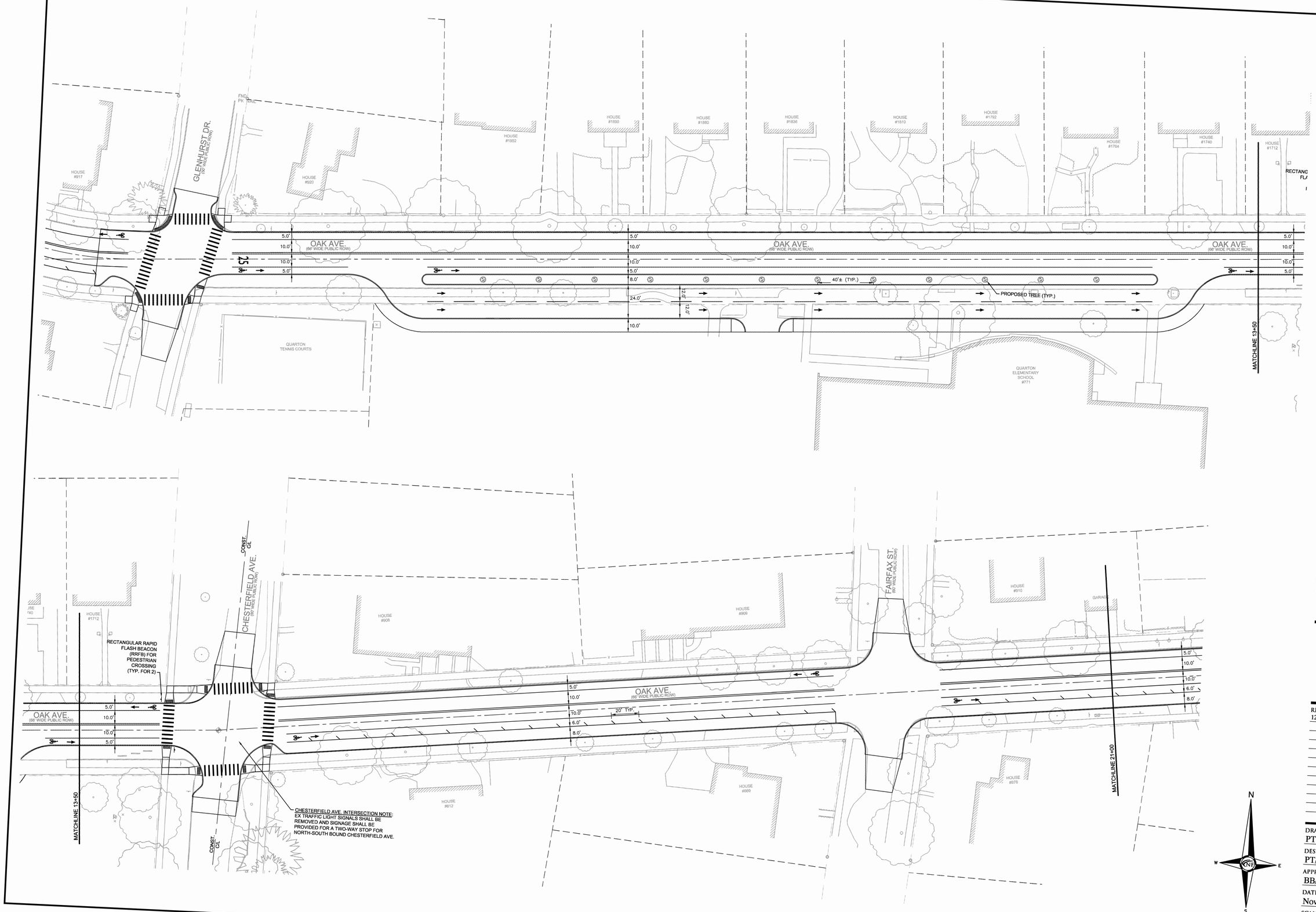
APPROVED BY:
BB/GY

DATE:
November 26, 2014

SCALE:
1" = 30'

NFE JOB NO.
I164

SHEET NO.
1



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Paving Project

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City of Birmingham
A Walkable Community
Engineering Department
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Birmingham, MI 48012

PROJECT LOCATION
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SHEET
Conceptual Plan
(1 of 2)

811
Know what's below
Call before you dig.

REVISIONS
12-08-14 Per MMTB

DRAWN BY:
PT

DESIGNED BY:
PT/BB

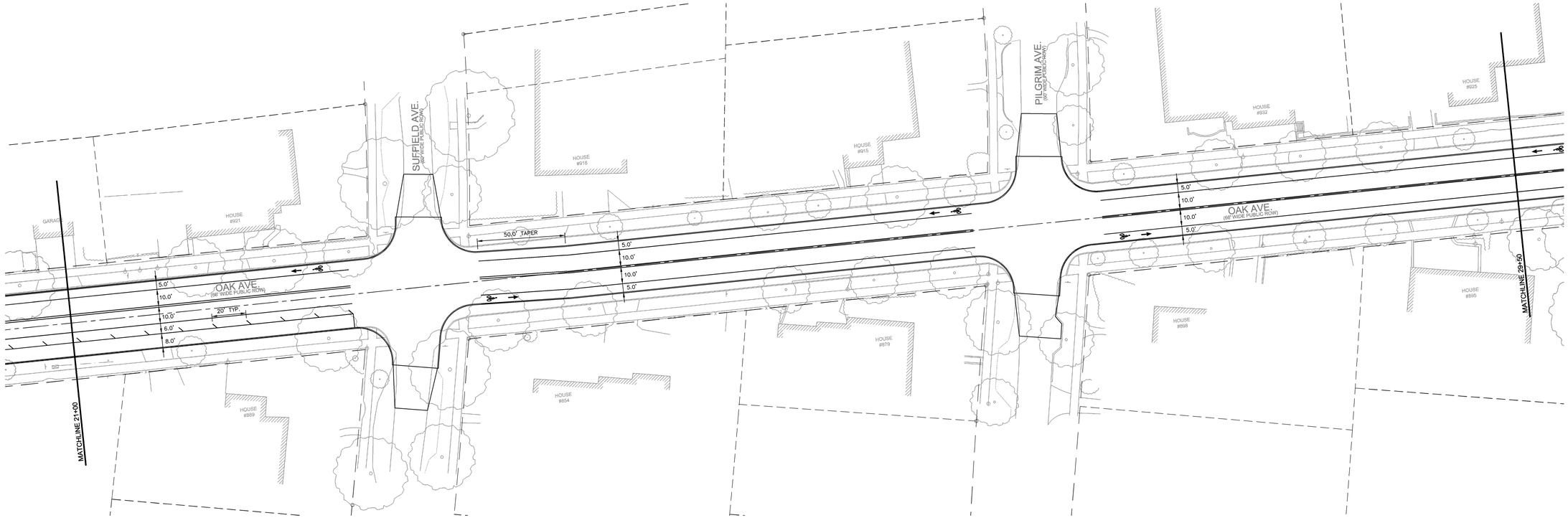
APPROVED BY:
BB/GY

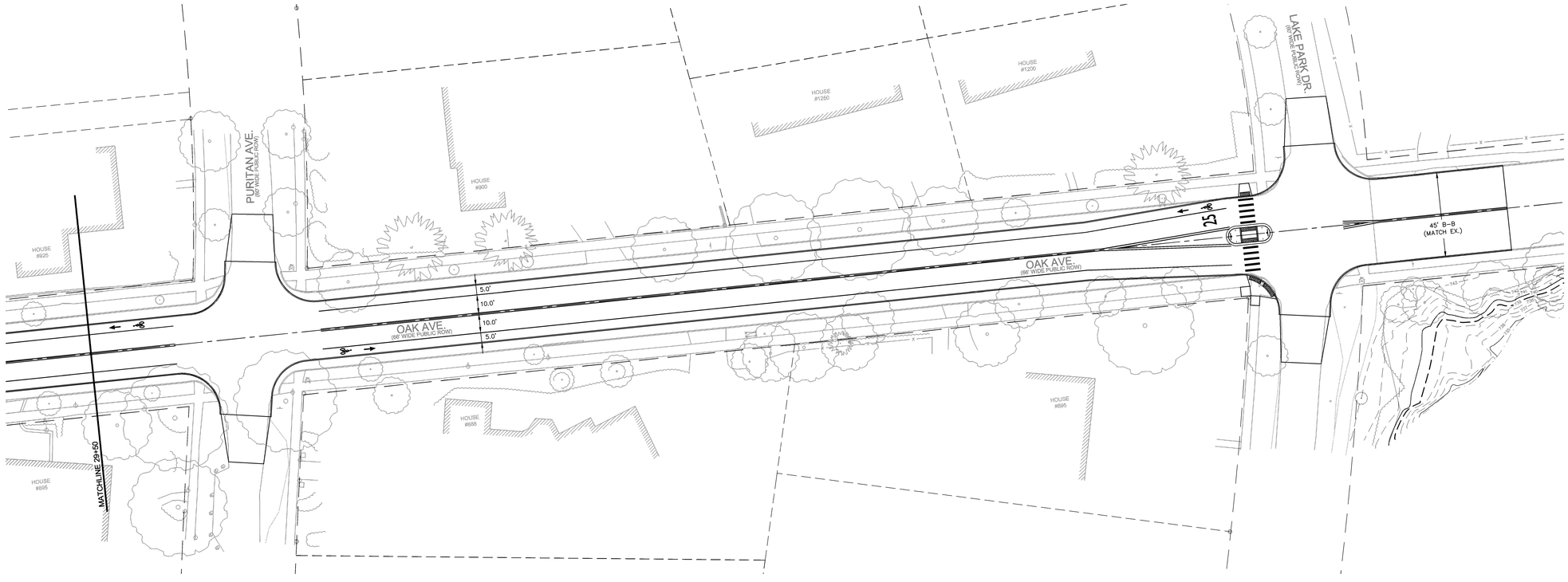
DATE:
November 26, 2014

SCALE:
1" = 30'

NFE JOB NO.
I164

SHEET NO.
1 of 2





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PROJECT
Oak Avenue
Paving Project

CLIENT
City of Birmingham
A Walkable Community
Engineering Department
151 Martin Street
Birmingham, MI 48012

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

SHEET
Conceptual Plan
(2 of 2)

811
Know what's below
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REVISIONS
12-08-14 Per MMTB

DRAWN BY:
PT

DESIGNED BY:
PT/BB

APPROVED BY:
BB/GY

DATE:
November 26, 2014

SCALE:
1" = 30'

NFE JOB NO.
I164

SHEET NO.
2 of 2

Birmingham PUBLIC SCHOOLS
Achievement. Character. Community.

Daniel A. Nerad, Ed.D.
Superintendent

31301 Evergreen Road
Beverly Hills, MI 48025-3800
(248) 203-3004 ■ Fax (248) 203-3009
dnerad@birmingham.k12.mi.us

December 10, 2014

Joe Valentine
City Manager
City of Birmingham
151 Martin Street
Birmingham, MI 48009

Dear Mr. Valentine,

I want to begin this letter by thanking you and your staff for your assistance in addressing the traffic safety related issues at Quarton Elementary School. I understand the City is planning to renovate Oak Street and when doing so would like to work with the District to address our traffic-related concerns at Quarton, in particular at drop off and pick up times. I also realize that this is a long-standing problem and a variety of solutions have been examined over time. I do, however, appreciate working together to attempt to resolve this situation.

As you know, there have been recent discussions between the City and School District on this matter and, as a result, a potential solution has been identified aimed at meeting the City's needs to renovate Oak Street and the District's need to address the traffic issues surrounding the school. Having had some time to review and discuss this option, I can share with you that a variety of concerns exist with the present plan.

At this time, I would welcome the ongoing assistance of your staff to meet with representatives of the School District to attempt to address these concerns. It would be my wish that we attempt to conclude any additional discussions over the next few months with the goal of identify solutions to the concerns with the present option and/or to identify additional options that the City and School District would fine satisfactory. In essence, I am requesting that we take more time to study this matter.

I realize this request will have to be considered within the timelines you have established for this process. Knowing that any viable solution to this matter will be long standing, I believe it would serve us well to take this additional time to study this matter and to seek options that both parties would find satisfactory.

Sincerely,

Daniel A. Nerad, Superintendent of Schools

cc: School Board Trustees
Jill Ghiardi-Coignet, principal
Debbie Piesz, Assistant Superintendent
Steve King, Manager of Operations

December 9, 2014

TO: Oak St. Property Owners
Glenhurst Dr. to Chesterfield Ave.

RE: Oak St. Paving Project

Dear Property Owner,

As you may be aware, the City is planning to reconstruct the above segment of Oak St. in 2015. A plan has been recommended by the City's Multi-Modal Transportation Board to modify the street in an effort to:

- Improve the student loading area currently being used at Quarton Elementary School.
- Improve on-street facilities for bicyclists through this area.

After several months of study and public meetings, the Board has made a recommendation to the City Commission that will reduce the width of Oak St. in front of your home. The proposal is suggesting that all on-street parking be removed on this block. Instead, two traffic lanes and two bike lanes would be installed. A separate paved area would also be constructed on the south side of the road to better accommodate student loading activities at the school.

Before this new plan becomes official, it must be approved by both the Birmingham City Commission and the Birmingham Board of Education. The City Commission is scheduled to review this plan at their meeting of **Monday, December 15, 2014, at 7:30 PM.** If you are concerned about the loss of on-streett parking in front of your home, it is important that you let our office know as soon as possible. Due to the short time available, written messages via email to me at the address below would be most effective. Or, you are also welcome to attend the meeting (at City Hall) and express your concerns to the Commission in person.

If you have any questions, or if you would like to see the most recently prepared plan, please call me at **248-530-1836**, or send an email at **pomeara@bhamgov.org**. Your opinions and concerns will be relayed to the Commission before a final decision is made.

Sincerely,

Paul T. O'Meara, P.E.
City Engineer

City of Birmingham

Paul O'Meara <pomeara@bhamgov.org>

Re: Feedback Regarding Oak Street Paving Project

1 message

Paul O'Meara <pomeara@bhamgov.org> Wed, Dec 10, 2014 at 11:54 AM
To: Anne Kennedy <annekendo@yahoo.com>
Cc: "lpierce@bhamgov.org" <lpierce@bhamgov.org>, "Cousino, Brendan" <BCousino@bhamgov.org>, Joe Valentine <Jvalentine@bhamgov.org>, "Ecker, Jana" <Jecker@bhamgov.org>, Mark Clemence <Mclemence@bhamgov.org>
Bcc: Mike Labadie <mlabadie@fveng.com>, Paul O'Meara <Pomeara@bhamgov.org>

Ms. Kennedy,

Thanks for taking the time to write out your thoughts. I would like to respond to your concerns in the order your raised them:

1. Relative to your comments on installing parking on your block, the proposal to put parking on the north side only was tied to the fact that the Board was recommending parking on the north side across from the school. Based on the comments from the public at the hearing, they have changed their recommendation, and are now suggesting that there would be no parking on the north side across from the school. If that happens, the alignment of the road would change there, and then it becomes more logical to install parking on the south side only (and not the north side). I have attached the most recent conceptual drawing of this area to better explain that. Also you have noted that there is typically not much demand for parking on your block. Note that if parking is eliminated from the block the school is on, as well as the four blocks east of Suffield, there will be a lot less places to park. Demand is expected to increase for the few areas where it would be left.

2. Staff agrees with your comment about the current turn restrictions. We hope that these can be eliminated.

3. I appreciate your observations about the proposal to remove the signal. Our traffic analysis says that there are enough gaps to allow children to cross the street, so there should be enough gaps in traffic to allow you to pull out as well. The "no turns" restrictions, as you noted, currently make this problem worse. We agree that the safety of the school children is paramount. While it may appear that we are focusing on making traffic flow more efficiently, the purpose of this is that the better the parent loading zone works, the more people will be using it. The more they use it, the less desire there is to have cars parked in various other locations, and children walking in from other directions. This then makes the environment safer for the school children. Your idea to put the signal on flash for awhile has merit, and could well be implemented prior to the final decision being made. It may be considered during the next public discussion with the City Commission.

4. You have suggested removal of the centerline yellow lane markings on Oak. Actually, we are suggesting not only keeping that, but adding white lines to delineate the bike lanes and parking lane. The lane markings will make the road feel narrower, even where it is being rebuilt at the same width, which will reduce speeds. I encourage you to look at N. Eton Rd. on the northeast side of Birmingham. That was just rebuilt this year using the same concept. It feels like a smaller street, even though it is almost the same width as it was before, when it had no lane markings at all.

Please let me know if you have any further questions or comments.

On Tue, Dec 9, 2014 at 3:38 PM, Anne Kennedy <annekendo@yahoo.com> wrote:

> To: Multi-Modal Transportation Board
> Re: Feedback Regarding Oak Street Paving Project
>
> My house is located on the northeast corner of Fairfax and Oak. I am opposed to allowing any on street parking on Oak between Suffield and Fairfax. According to the Oak Street

Paving Project summary, the parking lane was included due to greater parking demand closer to Quarton School. I've lived in my home for over seven years and the only time I've seen anyone park on Oak between Suffield and Fairfax for Quarton School is on the first day of school and once or twice a year during school events. I don't support a parking lane for 2 or 3 hours of parking demand per year when parents can easily park on Fairfax and walk the same distance. If a parking lane is included for some reason, my recommendation is for parking on the south side only which would eliminate pedestrians having to cross Oak to get to Quarton School.

I am in favor of removing the current turning restrictions at Oak and Chesterfield. As soon as that change was made, the majority of drivers headed eastbound on Oak who can't turn at Chesterfield instead turn at Fairfax. This makes crossing Fairfax at Oak dangerous during the beginning and ending of the school day and my family have almost been hit by eastbound cars turning onto Fairfax multiple times. I have previously contacted the Quarton School principal and the Birmingham police chief regarding my concerns about this intersection. The turning restrictions at Chesterfield just pushed the problem with drivers turning without checking for pedestrians down a block to an unsupervised intersection.

I need more information before I can decide on the proposed removal of the traffic signal at Oak and Chesterfield. I have a hard time backing out of my driveway on Oak during school drop-off and pick-up times and rush hour due to the volume of traffic on Oak and often the only gap in traffic occurs due to the traffic signal. Before a decision to remove the signal is made, I believe there should be a trial period with the light set to flashing. I don't think the signal is needed except during the morning & afternoon rush hours, but I can't imagine there are enough gaps in the traffic for schoolchildren to safely cross without a signal or some other method to ensure cars on Oak will stop. I think the focus of the Oak and Chesterfield intersection should be on schoolchildren safety and not on improved traffic flow.

Lastly, I support any method to reduce traffic speeds on Oak. Since living at the corner of Fairfax and Oak there have been two separate car accidents on Oak where cars hit trees and a fence in my yard so we definitely need to make Oak safer. One suggestion I have is to remove the two-way lane markings down the center of Oak which make the street feel more like a major road than a neighborhood street.

Sincerely,

Anne Kennedy
910 Fairfax

--
Paul T. O'Meara
City of Birmingham, MI
City Engineer

BIRMINGHAM CITY COMMISSION MINUTES
DECEMBER 15, 2014
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Stuart Lee Sherman, Mayor, called the meeting to order at 7:30 PM.

II. ROLL CALL

ROLL CALL: Present, Mayor Sherman
Commissioner Dilgard
Mayor Pro Tem Hoff
Commissioner McDaniel
Commissioner Moore
Commissioner Nickita
Commissioner Rinschler

Absent, None

Administration: City Manager Valentine, City Attorney Currier, Clerk Pierce, DPS Director Wood, City Engineer O'Meara, Police Chief Studt, City Planner Ecker,

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

12-295-14 INTRODUCTION OF GUESTS

Bob Borgan, President of the Birmingham Area Senior Coordinating Council (BASCC), introduced Cris Braun, new Executive Director of BASCC.

The Police Chief introduced new police officers Casey Pedersen and Jordan Zale. The Clerk administered the oath.

12-296-14 PROCLAMATIONS

The Commission presented a proclamation to Charles Tallinger in recognition of his forty years of service as an Auxiliary Police Officer.

12-297-14 APPOINTMENT TO THE MULTI MODAL TRANSPORTATION BOARD

MOTION: Motion by Hoff:
To appoint Vionna Adams, 2109 Dorchester, to the Multi Modal Transportation Board to serve the remainder of a one-year term to expire March 24, 2015.

VOTE: Yeas, 7
Absent, None

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order

of business and considered under the last item of new business.

12-298-14 APPROVAL OF CONSENT AGENDA

MOTION: Motion by McDaniel, seconded by Dilgard:

To approve the consent agenda as follows:

A. Approval of City Commission minutes of December 8, 2014.

B. Approval of warrant list, including Automated Clearing House payments, of December 10, 2014 in the amount of $784,292.93.

C. Resolution approving the purchase of one (1) new 2015 Ford Explorer 4X4 from Signature Ford Lincoln, through the Macomb County extendable purchasing contract #51-13 A.9.c for a total expenditure of $26,521. Funds for this purchase are available in the Auto Equipment Fund, account #641.441.006-971.0100.

D. Resolution approving the Amendment to the Golf Car Lease Agreement between the City of Birmingham and Pifer, Inc. for an additional $600.00 per car per year or a total increase per year in the amount of $3,600; and further authorizing the Mayor and City Clerk to sign the amended lease documents on behalf of the City. Funds for this lease are contained with the Equipment Rental line item, account # 597-753.002-941.0000.

E. Resolution accepting the resignation of George Stern from the Museum Board, thanking Mr. Stern for his service, and directing the Clerk to begin the process to fill the vacancy.

F. Resolution authorizing the filing of an application for the annual permit for work on state highways and designating Paul T. O'Meara, City Engineer, as the officer authorized to sign permits required by the State of Michigan beginning January 1, 2015, in accordance with the requirements of the application and permit. In his absence, the designated officer shall be Brendan Cousino, Assistant City Engineer.

ROLL CALL VOTE:	Yeas,	Commissioner Dilgard
		Mayor Pro Tem Hoff
		Commissioner McDaniel
		Commissioner Moore
		Commissioner Nickita
		Commissioner Rinschler
		Mayor Sherman
	Nays,	None
	Absent,	None
	Abstentions,	None

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

12-299-14 MULTI MODAL TRANSPORTATION BOARD 2015 CONSTRUCTION PROJECTS

City Engineer O'Meara explained that the Multi Modal Transportation Board recommended the City proceed with the construction of the local streets and make the ADA handicap improvements where needed. He noted that this will not prohibit the neighborhood connector routes to be built at a later date.

Mayor Pro Tem Hoff questioned the plan for Martin Street near the Baldwin House. Mr. O'Meara explained that the road is currently interrupted by the parking equipment for the Chester Street Parking Structure. The City is currently in the process of trying to obtain the right-of-way. The new office building has donated their right-of-way to the City. Mr. O'Meara

is working with the Baldwin House regarding their portion of the right-of-way. He stated that the road would be two lanes between Southfield and Chester with sidewalks on both sides of the street and street lights.

MOTION: Motion by Rinschler, seconded by Nickita:
To endorse the Multi-Modal Transportation Board's review of the following 2015 construction projects as they relate to the Multi-Modal Transportation Master Plan:

Maryland Blvd. – Southlawn Blvd. to 14 Mile Rd.
Henrietta St. – Northlawn Blvd. to 14 Mile Rd.
Southlawn Blvd. – Bates St. to Pierce St.
Martin St. – Southfield Rd. to Chester St.
Mansfield Rd. – Sheffield Rd. to 14 Mile Rd.
Chester St. – Maple Rd. to Martin St.
Derby Rd. – CN Railroad Bridge to Eton Rd.

and to direct the Engineering Department to proceed with these designs as described.

VOTE: Yeas, 7
Nays, None
Absent, None

City Engineer O'Meara reviewed the discussion by the Multi Modal Transportation Board regarding the neighborhood parking needs on Oak Street. He noted that the Board recommended that four blocks, Suffield to Lakepark, furthest away from the school not have any parking. This would allow the road to be narrowed down to thirty feet and include two lanes of traffic and two bike lanes.

Mr. O'Meara explained the Board recommended the installation of a traffic island at Lakepark to slow speeds. The next three blocks would be a two lane road with bike lanes through Suffield. At Suffield it would transition back to a thirty-nine foot road with one lane of parking on the south side which would continue to Chesterfield. The project would stop at the Chesterfield intersection as the school was not able to make a determination on their parking needs in time for the 2015 construction schedule.

Commissioner Rinschler suggested the road be narrowed with no parking lane if there is no clear need for parking or have a thirty-six foot road the entire length instead of narrowing.

Commissioner Nickita supported the thirty foot road width. He questioned to what degree parking is needed and suggested parking be diminished to the lowest level possible.

City Planner Ecker explained that the Board heard a lot of feedback on this issue. She noted the police department did a parking count which showed that parking is hardly used except at the school. She noted that the school parking overflows at various times.

The Commission discussed parking and the width of the road. Commissioner McDaniel stated that it would be a mistake to take the parking away. Commissioner Rinschler stated that another meeting with the school is needed. Mayor Pro Tem Hoff expressed concern with moving forward on the street without the school input. Mayor Sherman expressed concern as the City cannot determine the extent of the parking need until the school determines their parking need.

MOTION: Motion by Rinschler, seconded by Nickita:
To make the road width thirty feet on Oak from Chesterfield to Lakepark and to have the Multi Modal Transportation Board and designers do their best job of putting in the bike lanes.

Mr. O'Meara confirmed for Mayor Sherman that the road could be restriped if parking becomes an issue.

The Commission discussed the traffic island. Mayor Pro Tem Hoff questioned the need for a traffic island if the road is thirty feet. Ms. Ecker explained that it is a traffic calming measure. Commissioner Nickita agreed that it would have a calming effect. Mike Labadie, traffic consultant, expressed support of the thirty foot width. He stated that a traffic island is not necessary; however it identifies the need to slow down. Mayor Sherman added that he would like to look at the traffic island again as they are obtrusive and ugly. Commissioner Nickita noted that there are better ways to build islands.

VOTE: Yeas, 7
Nays, None
Absent, None

Mr. O'Meara noted that the removal of the traffic signal at Chesterfield and Oak should be discussed as the recommendation is to make it a two-way stop.

The Commission agreed that this item should be deferred until the school parking need is determined.

MOTION: Motion by Rinschler, seconded by Nickita:
To defer the discussion on the light at Chesterfield and Oak until the City is able to have a discussion with the schools as the objective is to make the intersection as safe as possible.

VOTE: Yeas, 7
Nays, None
Absent, None

12-300-14 TRANSFER OF FRANCHISES
COMCAST TO MIDWEST CABLE

Elaine McClain, Chair of Cable Board, explained the mission of the Cable Board. She explained that transfer from Comcast to Midwest Cable, LLC, which will ultimately become GreatLand Connections, is being examined by the FCC, FTC, and Department of Justice. She noted that the Cable Board recommended the transfer be approved with the seven conditions as listed in the resolution.

Fred Eton, Government Affairs Manager for Comcast, explained that the transfer is a result of the proposed acquisition by Comcast of Time Warner Cable. The acquisition will cause Comcast to become too big as the FCC prescribed that no one operator could have more than 30% of the market in the United States. This would take Comcast past that threshold. He pointed out that the ruling was tossed out by the courts; however Comcast has decided to observe it. He noted that 40% of the GreatLand Connections customers will be in Michigan. He noted that the transfer will only occur if the Time Warner acquisition is approved by the feds. If the

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **October 27, 2016**

TO: **Multi-Modal Transportation Board**

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

SUBJECT: **Crosswalk Pavement Marking Standards**

The Multi-Modal Transportation Board was asked to review and recommend standards for future crosswalk pavement markings. Suggested standards were first prepared by staff and discussed at the April MMTB meeting. Consensus was not reached at that time. This issue was discussed again at the June meeting after revisions by staff. At that time, a motion to pass the staff recommendation was voted on, but failed on a vote of 3 to 2. Those dissenting felt that the standard should encourage the use of the wider markings more often.

When considering crosswalk design standards, it is important to note that there are two dimensions being considered:

1. Crosswalk Total Width (Walking Surface) -
   The standard sidewalk width is five feet, which is especially prevalent outside of commercial areas. Handicap ramps are also typically built at five feet wide, outside of heavy use commercial areas. As shown on the attached standard details from MDOT, crosswalk widths should match the sidewalk. Installing crosswalk markings with a six foot wide walking surface is appropriate unless pedestrian demand is higher than average, in areas such as downtown, schools, or other pedestrian generators. The modified standard below encourages the designer to consider unique factors in the area that may result in higher than average pedestrian demand.

   On the upper end of the spectrum, rarely is there sufficient space to build sidewalks wider than ten feet, and usually they are less. However, in busy areas, a group of pedestrians may all have to use a crosswalk within a limited time frame, during a traffic clearance interval (such as at a traffic signal). The new standard provides a range up to 14 feet, with the idea that the designer should consider the propensity for many pedestrians to have to cross the street during short time intervals. Note that wider crosswalks also require wider handicap ramps.

2. Crosswalk Painted Bar Width –
   The City is now installing exclusively transverse painted bars for all crosswalks, also known as continental style. The standard width is a 12 inch wide bar, with a spacing of 24 to 30 inches between. Variations in the gap are allowed to encourage the person installing the bars to try to avoid installing them in the area where tires will drive on them the most, which encourages quick degradation. City staff has been asked to consider the use of wider bars, such as 24 inch, in select areas to bring more notice to

the area. If 24 inch wide bars are installed, they should have a gap between 24 to 36 inches wide, again considering the general path of the tires crossing the markings.

At the last discussion of this topic, some members of the board dissented because they felt that the 24 inch wide bar was preferable, and its use should be more liberal. When moving in this direction, it is important to note that:

1. As the use of a traffic control device becomes more common, its novelty wears off. If something special is used too much, it is no longer special, and will lose its desired effect. Staff suggests that it is important that the 24 inch wide bars be reserved for the areas where they are needed the most (where both higher vehicle and pedestrian traffic counts are present) so that they will be most effective.
2. The painted crosswalks are a high maintenance item. They must be painted each year. As their numbers increase, the annual expense to the City goes up. Wider crosswalks markings require more paint, which then raises the cost.

Given the above considerations, the following changes to the standard are suggested:

1. Previously, there were three general conditions presented:

   a. Major Street, High Pedestrian Demand
   b. Local Street, High Pedestrian Demand
   c. All Others

   Considering this matter further, these cases do not well represent conditions where a crosswalk is being built on a Major Street, but pedestrian demand is relatively low (e.g.: Maple Rd. at Chesterfield Ave.). These conditions represent a unique hazard for pedestrians. Speeds are higher, and drivers are less likely to expect a pedestrian. Marked crosswalks are infrequent, partly because the City wants to encourage crossing at safer locations, such as signalized intersections. Under these conditions, a wide crosswalk is not necessary, but wider painted bars would be appropriate in order to call attention to the crossing. For this reason, a fourth category has been added to the standards list presented below.

2. In very high demand intersections, large numbers of pedestrians may have to cross the street at the same time. A more pedestrian friendly environment can be achieved if the crosswalk is extra wide. The standard is written to encourage the engineer to consider a wider walking path in these conditions, such as Maple Rd. and Old Woodward Ave.

3. On Local Streets where lots of pedestrians are present, 12 inch wide bars are appropriate in most situations, as speeds are low and drivers are more likely to be cautious. The standard now encourages the engineer to consider a 24 inch wide bar in unique areas where a crossing may not be clear to the driver, such as for east bound Willits St. at Bates St. (poor visibility).

Following in italics is the suggested standard that was presented in June. Revisions to the standard are provided within, in normal bold type. The same corrected language then follows in the suggested recommendation to the Commission.

CITY OF BIRMINGHAM
STANDARDS FOR PAVEMENT MARKINGS AT PEDESTRIAN CROSSWALKS
(dated June, 2016)

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3. Pavement markings shall be installed as follows:

At Central Business District or other High Pedestrian Demand Major Street Crossings:

Painted bars shall be 24 inches wide, spaced at 24 to 36 inches apart. Total width of the crosswalk shall be 12 **to 14** *feet wide.* **Crosswalks at the upper width limit may be installed when high pedestrian demand at traffic signals is present.**

At Central Business District or other High Pedestrian Demand Local Street Crossings:

Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 8 to 10 feet wide. **Painted bars at the 24 inch width may be introduced if the crosswalk location has some feature that makes it more hazardous or inconspicuous.**

On Major Streets with High Vehicle Demand and Infrequent Crosswalk Locations:

Painted bars shall be 24 inches wide, spaced at 24 to 36 inches apart. Total width of the crosswalk shall be 6 feet wide.

At All Other Locations:

Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 6 feet wide.

SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends that the City Commission adopt the following standard policy for the design of all future crosswalk pavement markings in the City of Birmingham:

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3. Pavement markings shall be installed as follows:

At Central Business District or other High Pedestrian Demand Major Street Crossings:

Painted bars shall be 24 inches wide, spaced at 24 to 36 inches apart. Total width of the crosswalk shall be 12 to 14 feet wide. Crosswalks at the upper width limit may be installed when high pedestrian demand at traffic signals is present.

At Central Business District or other High Pedestrian Demand Local Street Crossings:

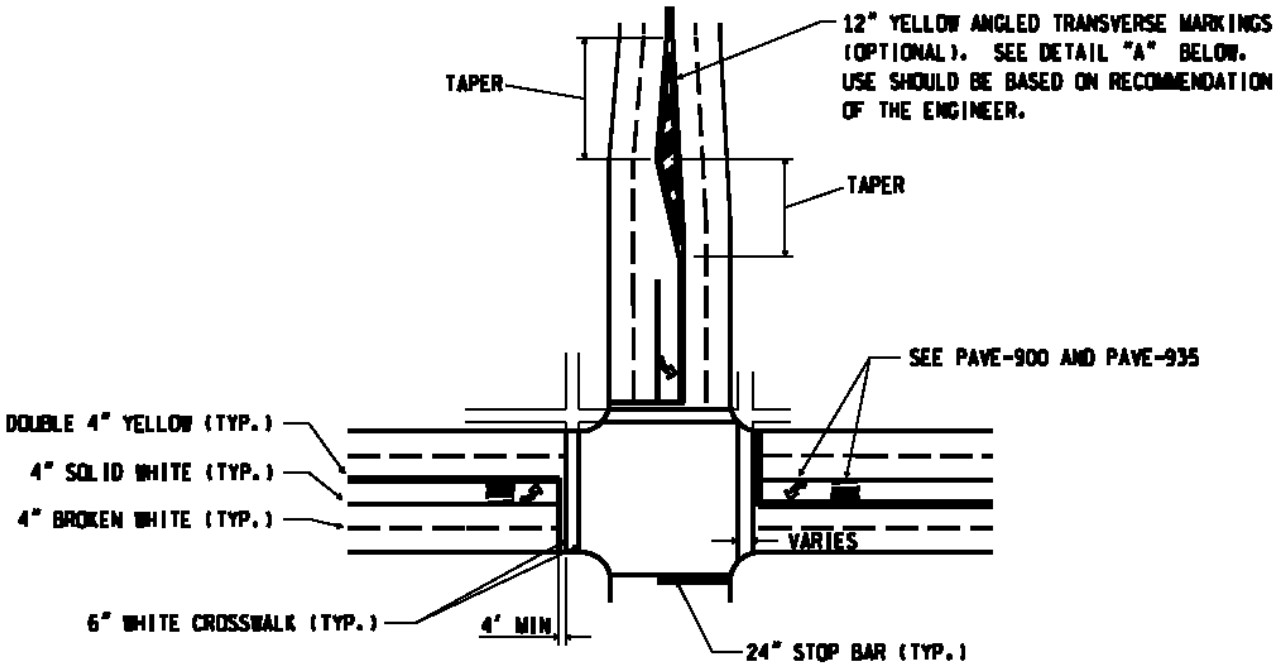
Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 8 to 10 feet wide. Painted bars at the 24 inch width may be introduced if the crosswalk location has some feature that makes it more hazardous or inconspicuous.

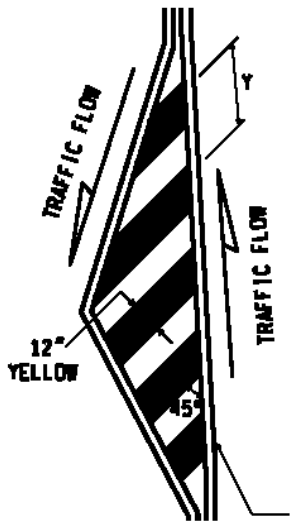
On Major Streets with High Vehicle Demand and Infrequent Crosswalk Locations:

Painted bars shall be 24 inches wide, spaced at 24 to 36 inches apart. Total width of the crosswalk shall be 6 feet wide.

At All Other Locations:

Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 6 feet wide.





POSTED SPEED LIMIT (MPH)	"Y" FT
30 OR LESS	10
35-40	20
45	30
50 OR MORE	40

DETAIL "A" ANGLED TRANSVERSE MARKING

PREPARED BY DESIGN DIVISION

DRAWN BY: LMF

CHECKED BY: JGM

DEPARTMENT DIRECTOR
Kirk T. Steudle

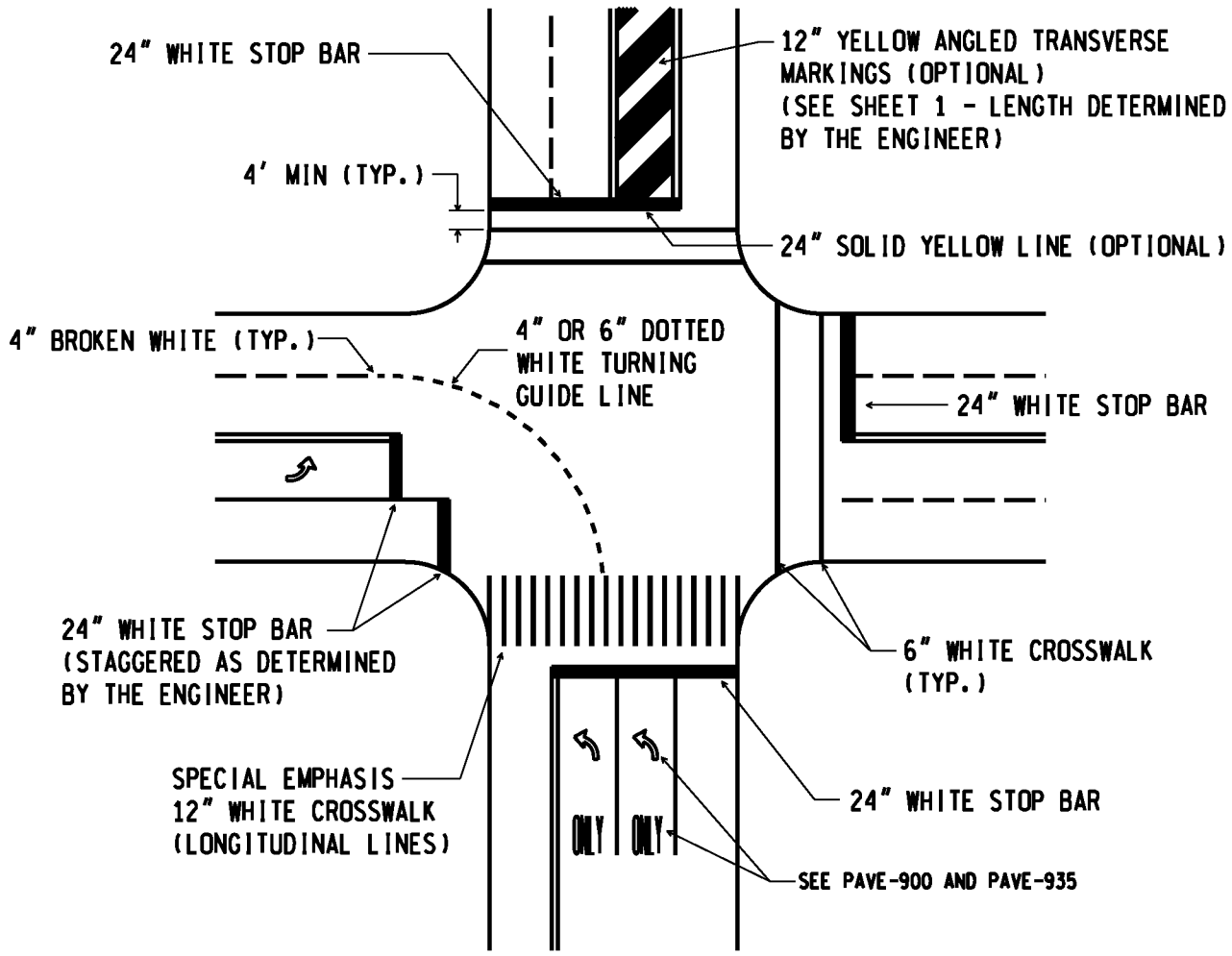
APPROVED BY: _____
DIRECTOR, BUREAU OF FIELD SERVICES

APPROVED BY: _____
DIRECTOR, BUREAU OF HIGHWAY DEVELOPMENT

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR

INTERSECTION, STOP BAR & CROSSWALK MARKINGS

08/12/15	12/02/14	PAVE-945-C	SHEET 1 OF 3
F.H.W.A. APPROVAL	PLAN DATE		



SIGNALIZED OR STOP SIGN CONTROLLED INTERSECTION

NOTES:

1. Stop Bars should be located 40-150 ft from the signal head. Optional stop bars, if used at stop controlled intersections, should be 4-30 ft from the edge of the intersecting roadway. Exact location to be determined by the Engineer.

2. Standard crosswalk is two 6 inch white transverse lines. Special emphasis crosswalk is 12 inch white longitudinal lines.

3. Install special emphasis crosswalks at mid-block crossings, established school crossings (as defined by the MMUTCD) or when directed by the Engineer. See sheet 3 for detail of special emphasis crosswalk markings.

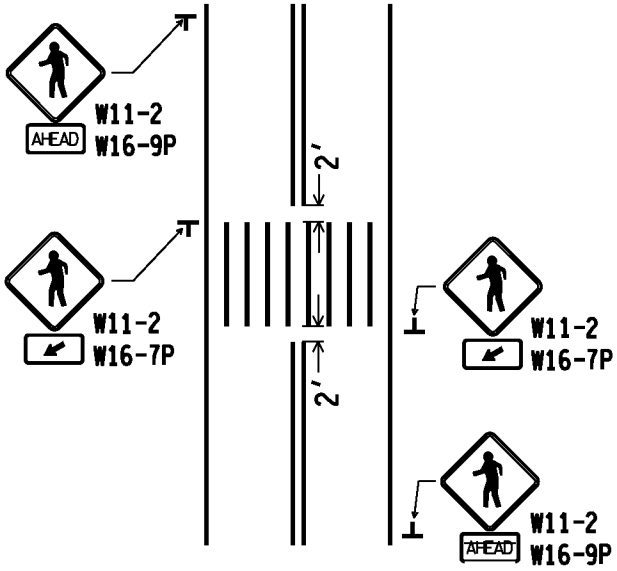
4. Width of crosswalk should equal width of the adjacent sidewalk, but shall not be less than 6 ft (measured inside the lines).

5. 12 inch tranverse lines can be used in place of 6 inch transverse lines at the Engineer's discretion.

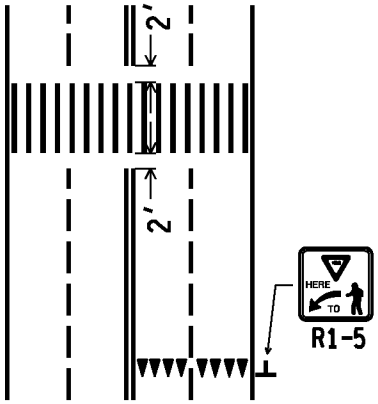
6. When practical, crosswalk location should avoid conflict with drainage inlets.

7. Turning guide lines should be placed to direct the driver into the closest through lane. Include a dotted turning guide line for all double turn movements.

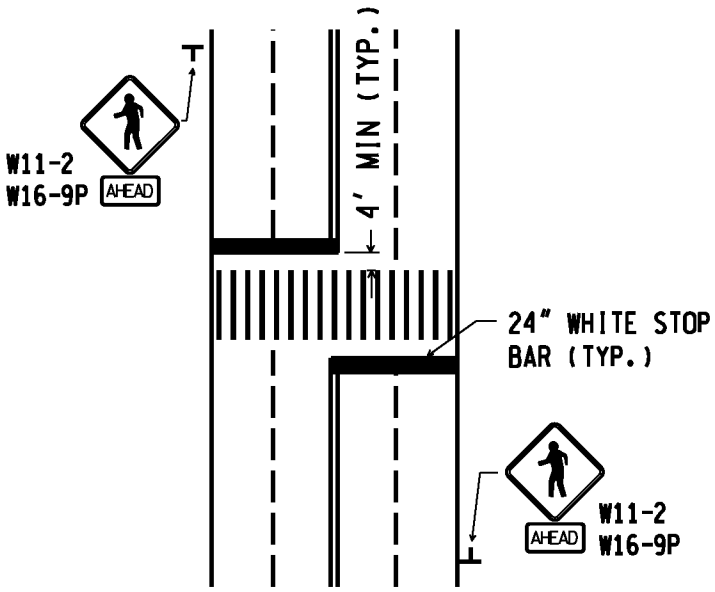
NOT TO SCALE



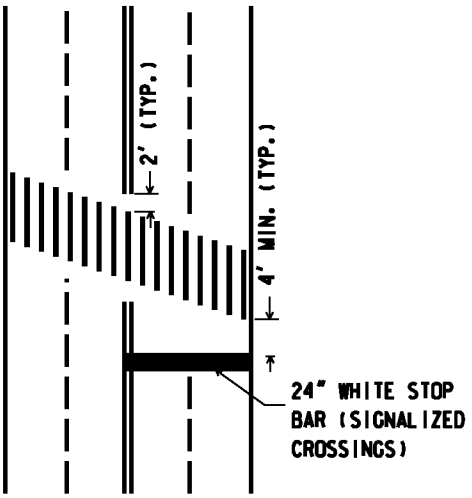
MID-BLOCK TWO LANE NON-SIGNALIZED



MID-BLOCK MULTI-LANE NON-SIGNALIZED



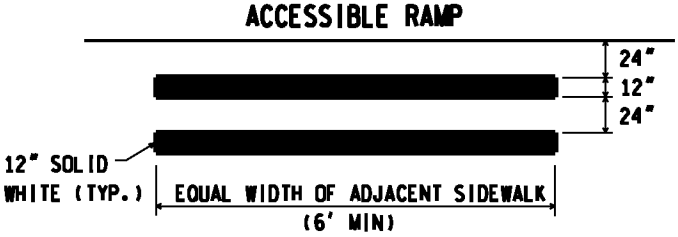
MID-BLOCK MULTI-LANE SIGNALIZED



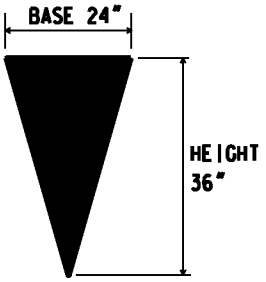
SKEWED CROSSINGS

NOTES:

1. Install special emphasis crosswalk markings parallel to traffic flow.



DETAIL OF SPECIAL EMPHASIS CROSSWALK MARKING



DETAIL OF YIELD TRIANGLE FOR YIELD LINE

NOTES:

1. Install four triangles per lane.
2. Adjust spacing (between 3 to 12 inches) as necessary.

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN	08/12/15 F.H.W.A. APPROVAL	12/02/14 PLAN DATE	PAVE-945-C	SHEET 3 OF 3

NOTE: THE ORIGINAL SIGNED COPY IS KEPT ON FILE AT THE MICHIGAN DEPARTMENT OF TRANSPORTATION.

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **April 14, 2016**

TO: **Multi-Modal Transportation Board**

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

SUBJECT: **Crosswalk Pavement Markings Standards**

Historically, the City had no standard on the design of the pavement markings used for pedestrian crosswalks. In 2009, we were involved in designing the streets that were planned for reconstruction around the recently redeveloped Shain Park. Staff met with current Mayor Pro-Tem Mark Nickita on this topic. The end result of the meeting is that staff agreed to standardize the pavement markings to a set of straight one foot wide bars that are parallel to the path of vehicular traffic, often referred to as "continental" style. We have continued with that approach, allowing the pavement marking contractor help determine the appropriate spacing between the 12 inch wide painted bars. The removal of all of the older style pavement markings will continue to take several years, as it is preferable to change the pavement markings when the road is being repaved or resurfaced. Attempting to do so absent a paving project results in grinding marks in the pavement where the old markings were, topped with a different design in the same immediate area, which generally makes the crosswalk look worse instead of better. In the meantime, like all pavement markings, the crosswalks are repainted each year to make sure that they are visible and effective.

Recently, Mayor Pro-Tem Nickita has made observations of crosswalks in large cities that he feels should be reviewed and possibly implemented here. As shown in the attached photos, the crosswalks are painted with wider painted bars, and in some cases, the bars are much longer than our current standard of six to eight feet long. Fleis & Vandenbrink was asked to review this issue, and help make recommendations toward a common standard that can then be used on all future paving projects where marked crosswalks are proposed.

Size and Spacing of Painted Crosswalk Markings Standard

Attached is a letter from F&V that helps summarize guidelines developed both in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD), and by the MI Dept. of Transportation (MDOT). The details drawn out by MDOT suggest that usually the 12 inch wide painted bar should be spaced with a 24 inch gap. However, it is important for the contractor laying out the markings to consider the typical path for tires driving over the markings. If the painted bar is installed in the path of the majority of the tires, it will wear out much sooner, leaving the pavement markings looking incomplete and in need of maintenance. With that in mind, the standards allow for a deviation in the spacing up to 2.5 times the width of the painted bar (in this case, 30 inches). It is also important for the contractor laying out the markings to have some ability to deviate from the set 24 inch spacing to fit the actual length of the crosswalk, as each location varies somewhat.

With respect to the width of the crosswalk, the MMUTCD suggests that the painted crosswalk bar should be between 12 and 24 inches wide. Mayor Pro-Tem Nickita is encouraging the wider painted bars with the idea that they are more noticeable to drivers. The examples of extra wide painted bars in crosswalks provided by Mayor Pro-Tem Nickita are from very urbanized areas where the numbers of pedestrians crossing at a given location is much greater than anywhere seen in Birmingham. It is suggested that the wider 24 inch bars be saved for those areas where pedestrian activity is the greatest, such as the Central Business District. Such pavement markings could be implemented in the Central Business District both on Old Woodward Ave. and Maple Rd. in the CBD in upcoming years as these corridors are reconstructed. By installing the wider markings at the most significant locations, they will help call attention to areas where the potential for pedestrian /vehicular conflict would be the greatest.

If 24 inch wide painted bars are used in crosswalks, the chance of parts of them being worn down by falling within the vehicle tire path is greater. Fortunately, the spacing of the bars can also be increased, per the MMUTCD, up to 60 inches. Given the examples taken from other cities, we are recommending that the suggested gap remain at 24 inches wide. In order to achieve the benefit of the wider bars, the gap should not be too extreme. Therefore, we recommend that the gap be limited to no more than 36 inches on the crosswalks used within the CBD.

A summary of the suggested standard can be found below at the end of this memo.

Width of Painted Crosswalks Standard

Historically, painted crosswalks have been installed at the typical six feet wide, with crosswalks in the Central Business District installed at eight feet wide. As noted in the F&V memo, the width of the crosswalk must match the width of the curb drop built at the handicap ramps located at each end of the crosswalk. It is important that the edge of the painted crosswalk direct people to a point in the ramp at each end that can accept them. People with marginal eyesight can sometimes only see a few feet away from their feet, and rely on the edge of the crosswalk markings to guide them to the ramp.

With that in mind, crosswalk widths can only be changed when the ramps are being reconstructed on each end of the crosswalk. In the majority of the City, sidewalks are only four to five feet wide. In these areas, six foot wide crosswalks should be sufficient. However, in the downtown area, where sidewalks can be wider and pedestrian demand can be much greater, a wider crosswalk width is appropriate. The existing crosswalks are painted at 9 to 10 feet wide at the intersection of Maple Rd. and Old Woodward Ave. Based on observations made during a warm Friday lunch hour on April 15, it was observed that when groups of pedestrians are crossing from opposite directions at the same time, the current width is almost wide enough to handle the majority of situations, but not always. Since the clear space to walk on the sidewalks on these streets varies from about five feet (Maple Rd.) to 12 ft. (Old Woodward Ave.), it is recommended that crosswalks in the Central Business District be widened to 12 ft. when the proposed paving projects in this area are implemented.

To summarize, we recommend that the six foot wide standard width crosswalk remain in use in areas outside of the Central Business District. In those areas where pedestrian demand is

higher, and the 24 inch wide markings referenced above are going to be used, a 12 foot wide crosswalk is recommended as outlined below:

CITY OF BIRMINGHAM
STANDARDS FOR PAVEMENT MARKINGS AT PEDESTRIAN CROSSWALKS

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3. Pavement markings shall be installed as follows:

Central Business District Pedestrian Crossings on Maple Rd. between Chester St. and Woodward Ave., and on Old Woodward Ave. between Oak St. and Haynes St.:

Painted bars shall be 24 inches wide, spaced at 24 to 36 inches apart. Total width of the crosswalk shall be 12 feet wide.

All Other Locations:

Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 6 feet wide.

SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends to the City Commission that the following standards be adopted for the design and installation of painted crosswalk pavement markings on all future projects:

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3. Pavement markings shall be installed as follows:

Central Business District Pedestrian Crossings on Maple Rd. between Chester St. and Woodward Ave., and on Old Woodward Ave. between Oak St. and Haynes St.:

Painted bars shall be 24 inches wide, spaced at 24 to 36 inches apart. Total width of the crosswalk shall be 12 feet wide.

All Other Locations:

Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 6 feet wide.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

April 14, 2016

VIA EMAIL

Mr. Paul O'Meara
City Engineer
City of Birmingham
151 Martin Street
Birmingham, MI 48012

RE: Continental Crosswalk Design Requirements

Dear Mr. O'Meara,

The purpose of this letter is to provide an overview of permissible continental crosswalk design in response to a request from the City of Birmingham. The following guidance regarding continental crosswalk design is provided in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) Section 3B.18:

- Longitudinal lines (continental style) may be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.
- Longitudinal lines should be 12 to 24 inches wide and separated by gaps of 12 to 60 inches. The design of the lines and gaps should avoid the wheel paths if possible, and the gap between the lines should not exceed 2.5 times the width of the longitudinal lines.
- The crosswalk should be not less than 6 feet wide and crosswalk markings should be located so that the curb ramps are within the extension of the crosswalk markings.

The Michigan Department of Transportation (MDOT) provides additional guidance regarding the use of continental style crosswalks in the MDOT Pavement Marking Standards PAVE-945-C. The following guidance is provided:

- Special emphasis crosswalk is 12 inch white longitudinal lines.
- Width of the crosswalk should equal the width of the adjacent sidewalk, but shall not be less than 6 feet.

When determining the appropriate longitudinal line widths the installation and maintenance costs should also be considered. Increasing the line widths from the 12 inch standard will also increase the costs associated with additional paint. In addition, the wider pavement markings may also encroach upon the wheel paths, which will increase associated maintenance costs.

If you have any questions, please feel free to contact us.

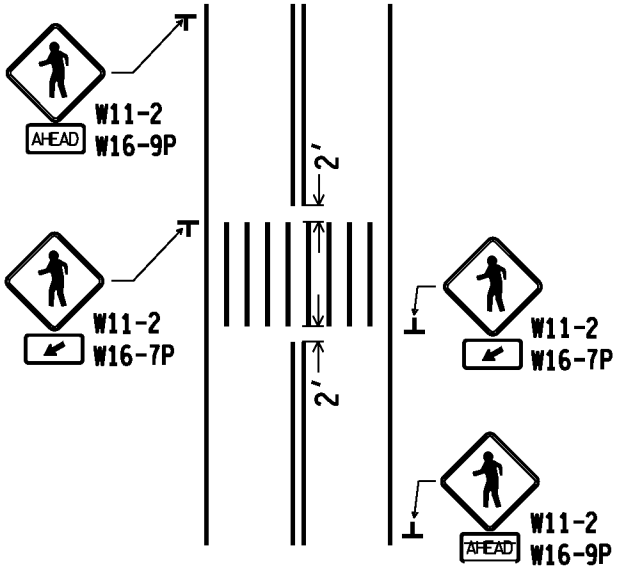
Sincerely,

FLEIS & VANDENBRINK

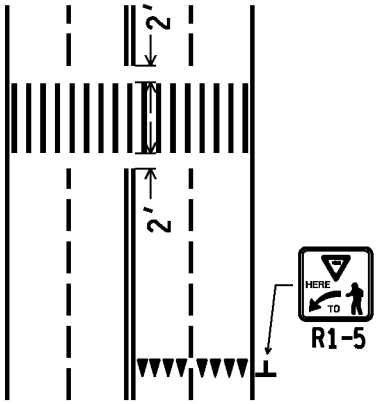
Michael J. Labadie, PE
Group Manager

Attached: PAVE-945C

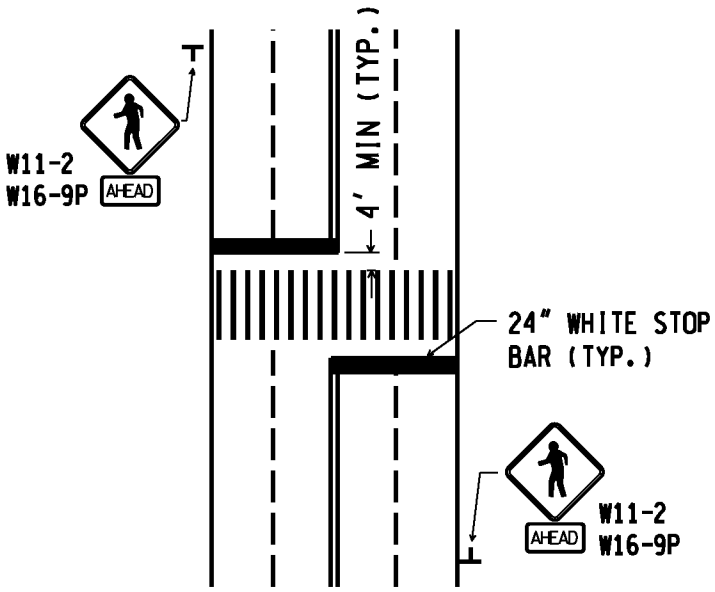
27725 Stansbury Boulevard, Suite 150
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com



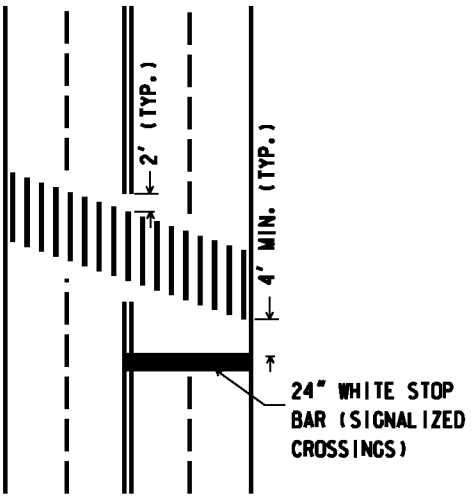
MID-BLOCK TWO LANE NON-SIGNALIZED



MID-BLOCK MULTI-LANE NON-SIGNALIZED



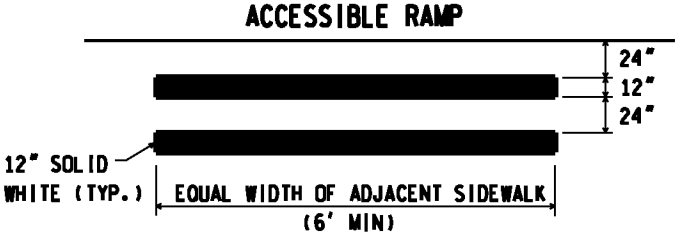
MID-BLOCK MULTI-LANE SIGNALIZED



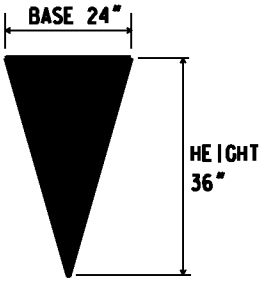
SKEWED CROSSINGS

NOTES:

1. Install special emphasis crosswalk markings parallel to traffic flow.



DETAIL OF SPECIAL EMPHASIS CROSSWALK MARKING



DETAIL OF YIELD TRIANGLE FOR YIELD LINE

NOTES:

1. Install four triangles per lane.
2. Adjust spacing (between 3 to 12 inches) as necessary.

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN	08/12/15 F.H.W.A. APPROVAL	12/02/14 PLAN DATE	PAVE-945-C	SHEET 3 OF 3

NOTE: THE ORIGINAL SIGNED COPY IS KEPT ON FILE AT THE MICHIGAN DEPARTMENT OF TRANSPORTATION.

Jana Ecker <jecker@bhamgov.org>

San Francisco -Serious crosswalks

1 message

Mark For Birmingham <markforbirmingham@yahoo.com> Sat, Mar 5, 2016 at 4:55 PM
To: Joe Valentine <jvalentine@bhamgov.org>, Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <jecker@bhamgov.org>, Mclemence@bhamgov.org, Chief Don Studt <dstudt@bhamgov.org>

Now this is pedestrianization!!

These guys are serious about their crosswalks. Note how wide the zone is as well as the width of the actual band/stripe. Must be about two feet wide. This is a great precedent! A girl to shoot for - old Woodward?

M

Mark Nickita
Mayor Pro-Tem
City of Birmingham, MI

"never worry about action- only about inaction"
- Winston Churchill

@MarkNickita on Twitter
Mark Nickita on FB

Paul O'Meara <pomeara@bhamgov.org>

Fwd: More continental -2' wide bars - in Toronto....everywhere!

1 message

Joe Valentine <jvalentine@bhamgov.org>
To: Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Mark Clemence <Mclemence@bhamgov.org>
Cc: Mark Nickita <mnickita@bhamgov.org>

Please share with the MMTB when they review this.

---------- Forwarded message ----------
From: Mark Nickita <mnickita@bhamgov.org>
Date: Fri, Apr 8, 2016 at 10:42 PM
Subject: More continental -2' wide bars - in Toronto....everywhere!
To: Joe Valentine <jvalentine@bhamgov.org>, Jana Ecker <jecker@bhamgov.org>, Paul O'Meara <pomeara@bhamgov.org>, Mclemence@bhamgov.org


Wellington

Mark Nickita
Mayor Pro-Tem
City of Birmingham, MI

"never worry about action- only about inaction"
- Winston Churchill

@MarkNickita on Twitter
Mark Nickita on FB

--
Joseph A. Valentine

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, APRIL 21, 2016
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, April 21, 2016.

Chairperson Johanna Slanga convened the meeting at 6 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vionna Adams, Lara Edwards, Amy Folberg, Andy Lawson, Michael Surnow, Amanda Warner

Absent: Board Members

Administration: Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Commander Scott Grewe, Police Dept.
Paul O'Meara, City Engineer

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

2. INTRODUCTIONS

Ms. Folberg, resident at large, introduced herself for those who were not present at the last meeting.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF FEBRUARY 11, 2016

Motion by Ms. Warner
Seconded by Ms. Edwards to approve the Minutes of February 11, 2016 as presented.

Motion carried, 7-0.

VOICE VOTE
Yeas: Warner, Edwards, Adams, Folberg, Lawson, Slanga, Surnow
Nays: None
Absent: None

5. HAMILTON AVE. AND PARK ST. INTERSECTION

Mr. O'Meara provided background for Park St., Hamilton Ave. to Maple Rd. He noted the City has received federal funds to reconstruct Maple Rd. from Bates St. to Woodward Ave. in 2018. Since Maple Rd. traffic will be disrupted at that time, the plan is to reconstruct the Maple Rd. and Park St. intersection as a part of that project such that Park St. can accommodate two-way traffic from that point on. A City Commissioner requested that the MMTB t look at having a stop sign in all four directions at the intersection to make it more pedestrian friendly.

Mr. Labadie added that the Michigan Manual of Uniform Traffic Control Devices ("MMUTCD") is put together by the State Police, and MDOT with input from county road commissions and city engineers. Also, there is a Federal Manual of Uniform Traffic Control Devices and the two mostly match. According to the Manuals, pedestrian friendly or controlling speeds in neighborhoods are not criteria for installing stop signs. F&V was asked to study the intersection as it currently operates and make recommendations relative to the advisability of making this a four-way stop controlled intersection at this time. Their warrants analysis is that current crash patterns suggest that some of the vehicle crashes could be corrected by the addition of a STOP sign, but not enough to conclude that a STOP sign is warranted. Also, over the most recent four years where data is available there have been zero pedestrian conflicts reported at this intersection.

Therefore, he recommended no changes to this intersection until such time as Park St. is two-way, when it can be revisited.

Mr. O'Meara advised the current project is being implemented to address the poor condition of the pavement. As noted, this block of Park St. is planned for significant changes in its traffic pattern once the Maple Rd. intersection is reconstructed in two to three years. Secondly, an analysis of the current traffic counts and crash history reveals that the current traffic controls for the Hamilton Ave. intersection are appropriate. Once they are redesigning the Maple Rd. intersection, they plan to have the entire block’s traffic design reviewed and confirmed prior to recommending a final design. The traffic controls at both intersections will have to be changed at that time anyway. It is staff's recommendation that no changes be made to the existing traffic controls at the Hamilton Ave. and Park St. intersection.

There was no public present to comment on this matter.

Motion by Ms. Warner
Seconded by Mr. Lawson that the Multi-Modal Transportation Board recommends that the Hamilton Ave. and Park St. traffic controls remain as-is at this time. In the future, when the City is prepared to introduce a southbound lane on Park St. south of Hamilton Ave., the entire block's traffic controls should be reviewed at that time.

Motion carried, 7-0.

ROLLCALL VOTE
Yeas: Warner, Lawson, Adams, Edwards, Folberg, Slanga, Surnow
Nays: None
Absent: None

6. CROSSWALK PAVEMENT MARKING STANDARDS

Mr. O'Meara recalled that historically the City had no standard on the design of the pavement markings used for pedestrian crosswalks. In 2009, the City started going to the Continental style crosswalks. Current Mayor Pro-Tem Mark Nickita suggested that the City should standardize the pavement markings to make sure the width of the bars versus the spacing between the bars is standard. The removal of all of the older style pavement markings will continue to take several years.

Also recently, Mayor Pro-Tem Nickita has made observations of crosswalks in large cities that he feels should be reviewed and possibly implemented here. The crosswalks are painted with wider painted bars, and in some cases, the bars are much longer than our current standard of 6 to 8 ft. long. F&V was asked to review this issue and make recommendations toward a common standard that can then be used on all future paving projects where marked crosswalks are proposed.

Guidelines developed both in the MMUTCD and by the Michigan Dept. of Transportation ("MDOT") suggest that usually the 12 in. wide painted bar should be spaced with a 24 in. gap between. You can go up to 30 in. on a 12 in. bar. In those areas where pedestrian demand is higher and the 24 in. wide markings are going to be used, Mr. O'Meara recommends somewhere between 24 and 36 in. gaps. Also recommended is that in the major intersections of the Central Business District ("CBD") a 12 ft. wide crosswalk be used and that all of the other minor crossings in the CBD will be 8 ft. wide.

Chairperson Slanga thought the recommendations should be made based on how wide the street is and how much pedestrian traffic there is. The recommended standards seem quite ridged. She suggested 8 to 12 ft. wide crosswalks in the CBD with the tone of maximizing it for the space available and the amount of pedestrians. Further, it was discussed that demographics can change down the road with regard to the volume of pedestrians and the danger involved in crossing the intersection.

Mr. O'Meara agreed to modify the pavement marking standards based on the board's comments and bring them back.

7. 2016 ASPHALT RESURFACING PROGRAM REVIEW

Mr. O'Meara advised that each year, the City budgets funds to resurface some asphalt streets that are still structurally sound, but have a poor or marginal asphalt surface. This year, funding is available to address several local streets located in the southeast corner of the City, as well as a portion of Brown St. near Southfield Rd.

The segment of Brown St. proposed for rehabilitation has been identified in Phase 3 of the Master Plan as part of a neighborhood connector route that is planned to help connect bicyclists from Southfield Rd. through the south side of the Central Business District and east eventually to Eton Rd. No changes are recommended to this project as a result of the Master Plan. It was discussed that In the future it should be confirmed that people in the lower Phase 3 area can connect up to Kenning Park.

After a review of the Master Plan, it appears that no specific recommended changes are suggested on any of the southeast area streets.

The Cheltenham Rd./Dunstable Rd./Hanley Ct. intersection is being resurfaced as a part of this project. Currently there is no designated path for pedestrians that wish to cross from one side of Cheltenham Rd. to the other. Given the fact that the intersection is controlled by stop signs, a designated crosswalk for pedestrians would be an improvement over the current condition. On the north side of the intersection a ramp from the Cheltenham Rd. north side sidewalk is proposed just east of the existing drive approach for 1500 Cheltenham Rd. The stop bar for eastbound Cheltenham Rd. traffic would be moved northwest about 4 ft. to make room for a ramp and sidewalk connection at that point up to the south side Cheltenham Rd. sidewalk. No other ramps are suggested at this time.

Motion by Mr. Lawson
Seconded by Ms. Adams to recommend to the City Commission that the Engineering Dept. proceed with the design of the 2016 Asphalt

Resurfacing Program. All handicap ramps requiring replacement shall be included in the project. Further, new ramps and a crosswalk shall be installed at the Cheltenham Rd./Dunstable Rd./Hanley Ct. intersection to improve pedestrian accessibility and safety at this location.

Motion carried, 7-0.

ROLLCALL VOTE
Yeas: Lawson, Edwards, Adams, Folberg, Slanga, Surnow, Warner
Nays: None
Absent: None

8. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA
(no public was present)

9. MISCELLANEOUS COMMUNICATIONS (items in the packet)

10. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 6:50 p.m.

_____
Jana Ecker, Planning Director

_____
Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **June 10, 2016**

TO: **Multi-Modal Transporation Board**

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

SUBJECT: **Pedestrian Crosswalk Pavement Marking Standards**

At the April meeting of the Multi-Modal Transportation Board (MMTB), the Board reviewed the attached report dated April 14. While the Board was generally in favor of the standards suggested, they felt that they were too restrictive. Specifically, the Board suggested that there may be locations outside of those described that could benefit from the wider crosswalks with wider markings. With that in mind, the suggested standard has been changed to reflect that the larger crosswalk design shall be used not only within the CBD on the specific streets mentioned before, but rather at any major street that has a higher than normal pedestrian traffic demand. Further, based on comments made at the meeting, a mid-grade level crosswalk can be used where pedestrian demand is high, but the street being crossed is more local in nature.

The suggested standards changed as noted above is provided below, as well as in the suggested recommendation below:

CITY OF BIRMINGHAM
STANDARDS FOR PAVEMENT MARKINGS AT PEDESTRIAN CROSSWALKS

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3. Pavement markings shall be installed as follows:

<u>At Central Business District or other High Pedestrian Demand Major Street Crossings:</u>

Painted bars shall be 24 inches wide, spaced at 24 to 36 inches apart. Total width of the crosswalk shall be 12 feet wide.

<u>At Central Business District or other High Pedestrian Demand Local Street Crossings:</u>

Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 8 to 10 feet wide.

<u>At All Other Locations:</u>

Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 6 feet wide.

SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends to the City Commission that the following standards be adopted for the design and installation of painted crosswalk pavement markings on all future projects:

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3. Pavement markings shall be installed as follows:

At Central Business District or other High Pedestrian Demand Major Street Crossings:

Painted bars shall be 24 inches wide, spaced at 24 to 36 inches apart. Total width of the crosswalk shall be 12 feet wide.

At Central Business District or other High Pedestrian Demand Local Street Crossings:

Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 8 to 10 feet wide.

All Other Locations:

Painted bars shall be 12 inches wide, spaced at 24 to 30 inches apart. Total width of the crosswalk shall be 6 feet wide.

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, JUNE 16, 2016
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, June 16, 2016.

Vice-Chairman Andy Lawson convened the meeting at 6 p.m.

1. ROLL CALL

Present: Board Members Vionna Adams, Lara Edwards, Amy Folberg, Vice-Chairman Andy Lawson, Amanda Warner (arrived at 6:16 p.m.)

Absent: Board Member Michael Surnow

Administration: Sean Campbell, Asst. Planner
Mark Clemence, Police Chief
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Paul O'Meara, City Engineer

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

Vice-Chairman Lawson advised that the former chairperson, Johanna Slanga, has moved outside of the City and for that reason has relinquished her responsibilities on this board. He asked for nominations for a new chairperson.

Motion by Vice-Chairman Lawson
Seconded by Ms. Edwards to nominate Vionna Adams as chairperson.

Motion carried, 4-0.

VOICE VOTE
Yeas: Lawson, Edwards, Adams, Folberg
Nays: None
Absent: Surnow, Warner

2. INTRODUCTIONS

Ms. Ecker introduced Sean Campbell, Asst. Part-Time Planner.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF APRIL 21, 2016

Motion by Mr. Lawson
Seconded by Ms. Folberg to approve the Minutes of April 21, 2016 as presented.

Motion carried, 4-0.

VOICE VOTE
Yeas: Lawson, Folberg, Adams, Edwards
Nays: None
Absent: Surnow, Warner

5. RESIDENTIAL PERMIT PARKING ZONES

a. W. Frank St. - Chester St. to Bates St.

Chief Clemence related that the Police Dept. received a petition with signatures from four addresses that share property on Frank St. between Chester St. and Bates St. Their letter requests a change to "Parking Permit Required" in the area.

W. Frank St. from Chester St. to Pierce St. has been a two hour time limit, 8 a.m. to 6 p.m. except Sundays and Holidays zone since 1967.

The current issue per the petition is that residents are unable to park near their homes due to employees of local businesses using this area.

Mr. Henry Velleman, 708 S. Bates St., said their front door is on Bates St., but most of their home is on W. Frank St. They share that small street between Bates St. and Chester St. with three other homes. He spoke to describe the severe problems he and his neighbors are experiencing due to people using Frank St. for all day parking now that Bates St. has become permit parking. Therefore he asked that W. Frank St. be treated much like the other streets in the neighborhood. The parking problem along Frank St. occurs mainly in the evenings or late afternoon.

Chief Clemence affirmed the petition meets the required criteria for permit parking along Frank St.

Motion by Vice-Chairman Lawson
Seconded by Ms. Edwards to set parking by permit only on W. Frank St. from Chester St. to Bates St. from 8 a.m. to 8 p.m., consistent with the restrictions along Bates St.

There were no comments from the audience at 6:18 p.m.

Motion carried, 5-0.

ROLLCALL VOTE
Yeas: Lawson, Edwards, Adams, Folberg, Warner
Nays: None
Absent: Surnow

b. S. Glenhurst Dr. - Lincoln Ave. to Midvale Rd.

Chief Clemence noted that the Police Dept. received a petition with signatures from 26 addresses on S. Glenhurst Dr. between Lincoln Ave. and Midvale Rd. Their letter requests a change to "Parking Permit Required" in the area.

S. Glenhurst Dr. from Lincoln Ave. to Midvale Rd. has never had any parking restrictions.

The current issue per the petition is that Seaholm High School students have been using this area for parking while attending school. Residents are unable to park in front of or near their homes during this time. These parked cars narrow the roadway making it difficult for emergency vehicles and school buses to get by. Further, there is often trash left behind by the drivers of the vehicles.

Mr. Richard Widerstedt, 936 S. Glenhurst Dr. said their street is solidly parked including partially in front of driveways from 7 a.m. until after 3:30 p.m. He added that all of the surrounding streets are posted for permit parking only.

Mr. Steven Gretchko noted that only seniors and some juniors can get parking passes in the Seaholm HS student lot. All of this street parking is unsafe plus it really has affected the quiet enjoyment of the neighborhood.

Chief Clemence indicated this petition meets the requirements for permit parking along S. Glenhurst Dr.

Motion by Ms. Edwards
Seconded by Ms. Warner to set residential permit parking to mirror Golfview St. from 7 a.m. to 4 p.m. school days only along S. Glenhurst Dr. - Lincoln Ave. to Midvale Rd.

Motion carried, 5-0.

VOICE VOTE
Yeas: Edwards, Warner, Adams, Folberg, Lawson
Nays: None
Absent: Surnow

Mr. Labadie advised that about a year ago he was retained by the school district to help develop a new plan for Seaholm HS. Now a plan has been completed that they have endorsed. However he does not know the timing on that. The bus loading area is proposed to change, parent pick-up and drop-off will change, and there will be enough parking for everyone.

6. LINCOLN AVE. AND PIERCE ST. INTERSECTION DESIGN – STATUS UPDATE

Mr. O'Meara recalled that In 2014, the City resurfaced and added Multi-Modal amenities to the section of Lincoln Ave. between Southfield Rd. and Woodward Ave. The multi-modal features were reviewed by the Multi-Modal Steering Committee that existed at that time (the precursor to this board).

Pedestrian bumpouts were constructed at several locations throughout the job. However, it has been demonstrated that large vehicles making right turns here are not always able to make the turn without either crossing the double yellow line, or driving over the curb of the bumpout. Repeated actions such as this have caused grass damage at all four corners.

Interested residents at this location have asked the City for solutions. Staff has been moving forward on these issues. Dept. of Public Services has installed topsoil and seed, along with snow plow edge markers around each corner to discourage drivers from going over the curbs. F&V was asked to conduct a truck turning analysis and has determined that in order to provide sufficient space for turning large vehicles, each stop bar would have to be moved back 21 ft. Doing so then requires that a No Turn on Red provision be placed at each corner as well. That would further restrict movements in that area.

One way to avoid this but still address the current landscaping challenge would be to change the material behind the curb. Landscape stone could be installed, or even a two or three foot wide concrete paved area behind the curbs so that if vehicles need to drive over the curb they are not causing damage to the lawns behind.

Ms. Ecker added that since the City has repaired the area from the damage caused during the winter there has been a lot less damage. People seem to be getting used to the bumpouts.

Ms. Warner indicated she does not like the idea of relocating the stop bar because it would create bad traffic congestion at busy times of the day.

It was discussed that the bumpouts were installed to calm the traffic which is what the neighbors wanted. However, they don't like them to be unsightly. Mr.

Labadie observed that for now things seem to have improved as people are getting used to the bumpouts.

7. PEDESTRIAN CROSSWALK STANDARDS

a. Pavement Marking Design

Mr. O'Meara recalled at the April meeting the MMTB members were generally in favor of the standards suggested, but felt they were too restrictive. They suggested there may be locations outside of those described that could benefit from the wider crosswalks with wider markings. With that in mind the suggested standard has been changed to include any major street that has a higher than normal pedestrian traffic demand. Further, based on comments made at the meeting, a mid-grade level crosswalk can be used where pedestrian demand is high, but the street being crossed is more local in nature.

It was discussed that drivers here really need to be educated that they have to stop for pedestrians. If they do stop, then pedestrians will use the crosswalks.

Ms. Folberg liked the wider markings, and suggested that all crosswalks in the City be marked with them.

Mr. O'Meara was concerned with the cost of painting crosswalks, so he hesitates to always increase their size. Secondly, if all crosswalks are all big and bold, they will begin to lose their effectiveness. He suggested three different standards to accommodate different environments.

It was noted that once crosswalks are painted, they are difficult to remove, and they will likely remain that way for 20 years or more.

Mr. Labadie said that for crossings, crosswalks are placed where you want people to cross, or where there is a demand. It must be determined whether or not that is a safe place to cross.

Motion by Ms. Warner
Seconded by Mr. Lawson the Multi-Modal Transportation Board recommends to the City Commission that the following standards be adopted for the design and installation of painted crosswalk pavement markings on all future projects:

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3. Pavement markings shall be installed as follows:

Within the Central Business District or other Major Street Crossings:
Painted bars shall be 24 in. wide, spaced at 24 to 36 in. apart. Total width of the crosswalk shall be 12 ft. wide.

Within the Central Business District or other Local Street Crossings:
Painted bars shall be 12 in. wide, spaced at 24 to 30 in. apart. Total width of the crosswalk shall be 8 to 10 ft. wide.

All Other Locations:
Painted bars shall be 12 in. wide, spaced at 24 to 30 in. apart. Total width of the crosswalk shall be 6 ft. wide.

Motion failed, 3-2.

VOICE VOTE
Yeas: Warner, Lawson, Adams
Nays: Edwards, Folberg
Absent: Surnow

Ms. Folberg's issue was that she doesn't like the width of the black between the white stripes. Ms. Edwards was concerned there may be an instance where they want individual bars to be 24 in. wide and it is not in the Central Business District or a place that currently doesn't have high pedestrian demand but may in the future. The second option might say that painted bars should be 12 - 24 in. wide.

The first heading might read: At CBD Major Street Crossings or Other Major Street Crossings.

The second hearing could read: At CBD Local Street Crossings or Other Local Street Crossings.

Staff agreed to come back next month with some wordsmithing options.

b. Pedestrian Signal Timing
Mr. O'Meara noted that a City Commissioner recently observed that in Birmingham, the phase where the countdown signals are advancing toward zero can include some time that traffic has a yellow signal present. He observed elsewhere outside of Michigan that the countdown phase ends before the yellow signal begins. He thought perhaps an adjustment to ours would create a safer environment for pedestrians.

Staff asked F&V to review this issue, and provide an explanation as to why signals are timed the way they are in Birmingham.

Mr. Labadie explained that the guidance regarding pedestrian intervals is provided in the Michigan Manual of Uniform Traffic Control Devices ("MMUTCD"). He summarized the three phases of a pedestrian interval: Walk, Flash Don't Walk, and Don't Walk.

Additionally, the Michigan Dept. of Transportation ("MDOT") provides guidance regarding the preferred alternatives to providing the buffer interval in the Manual of Uniform Traffic Control Device Guidelines (MMUTCD). The vehicular and pedestrian signal timing intervals implemented throughout the City of Birmingham are consistent with the MMUTCD guidelines. The guidelines have been established after large amounts of study and consideration. There should be a good reason to deviate from the standards.

Everyone was in agreement to leave the signals the way they are presently.

8. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA
(no more public was present)

9. MISCELLANEOUS COMMUNICATIONS (items in the packet)

10. ADJOURNMENT

No further business being evident, the board members adjourned the meeting at 7:37 p.m.

_____
Jana Ecker, Planning Director

_____
Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Planning Division

DATE: October 28, 2016

TO: Multi-Modal Transportation Board

FROM: Jana L. Ecker, Planning Director

SUBJECT: Consultant Selection for Review of Old Woodward and Maple Reconstruction Plans for 2017

On September 15, 2016 a Request for Proposals ("RFP") was issued by the City seeking a design/planning consultant to review the City's preliminary plans for the reconstruction of segments of Old Woodward and Maple in downtown that are scheduled for construction between 2017 and 2021. The completion of final plans and detailed renderings for key segments of the project area will be the final deliverables from the selected consultant. A copy of the RFP is attached for your review.

Two proposals were submitted in response to the RFP, one from McKenna Associates and one from MKSK/Parsons. A selection panel was convened made up of City staff and board members to review the responses submitted to complete final plans and renderings for Old Woodward and Maple downtown. The selection panel was comprised of the following representatives:

- Planning Board Chairperson
- Multi-Modal Transportation Board Chairperson
- Architectural Review Committee Member
- Planning Board Member (Design or Architect Member)
- City Manager
- City Engineer
- Planning Director

On October 4, 2016, the selection panel met to review and discuss the proposals submitted. Each member completed an evaluation sheet for each proposal, and the scores were compiled. The top firm based on the raw scores was MKSK/Parsons. The panel then discussed the project needs and the pros and cons of each team of respondents. The panel unanimously agreed to recommend MKSK/Parsons to the City Commission to complete the final plans and renderings for Old Woodward and Maple downtown. However, the panel requested that staff contact MKSK/Parsons and ask if there were any price reductions that could be obtained by removing the use of a new steering committee (as recommended in the proposal), and substituting the Multi-Modal Transportation Board in as the principal reviewing board.

On October 10, 2016, the City Commission approved the selection of MKSK/Parsons. A copy of the proposal from MKSK/Parsons, samples of their recent work and the evaluation sheets used by the selection panel are attached for your review. In addition, please find attached a letter from MKSK with a proposed reduction of $3100.00 of the originally proposed price, for a not to exceed total of $69,437.00 to complete the final plans and renderings for Old Woodward and Maple downtown.

Given the desire to begin construction of this segment of downtown next spring, this project has an extremely tight timeframe for the consultants to complete their review and recommendations for Old Woodward and Maple. As a result, MKSK began their work on October 11, 2016. The attached chart outlines the anticipated schedule for the project.

On October 26, 2016, the MKSK team met with City staff to review several design options. Three cross sections were discussed, and the pros and cons of each were evaluated. Refinements were suggested, and the consultants agreed to review several issues in more detail and come back with more refined options for discussion on November 3, 2016. A copy of the PowerPoint presented is included for your review. However, please note that none of the options as shown were selected to advance to final design due to the issues raised.

Staff is looking for input and recommendations from the Multi-Modal Transportation Board at this time, which we will forward to the team. In addition, please mark your calendars for November 7, 2016 to attend the public open house to review design concepts and solicit public input. Finally, as noted in previous emails, the MMTB will meet again on Monday, November 21, for a special meeting. At that time, the MKSK plan will be nearing completion, and the City will be looking for official comment at that time from the Board.

Schedule for Completion - Old Woodward and Maple Plans

Task	Date
Kick Off Meeting • **City staff**	October 11, 2016
Task 1 and 2 Meeting • **City staff**	October 26, 2016
Internal Review with MKSK & Multi-Modal Transportation Board Update	November 3, 2016
Public Open House	November 7, 2016 4:00 – 7:00pm Baldwin Public Library – Jeanne Lloyd Room
Task 3 & 4 Meeting • **City staff**	November 14, 2016
Meeting with Downtown Merchants	November 15, 2016
Draft Plan Complete	November 18, 2016
Multi-Modal Board Meeting	November 21, 2016
City Commission Meeting	November 21, 2016
Completion of Final Plan	December 2, 2016

REQUEST FOR PROPOSALS FOR THE
OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM

I. PROJECT SUMMARY

The City of Birmingham is currently completing plans for the reconstruction of sections of Old Woodward and Maple Road in the heart of Downtown Birmingham's central business and shopping district. A map of the project area is included as Attachment A. The City has been working to develop plans to enhance the entire right-of-way in this area, from storefront to storefront, including sidewalks, road configuration and width, intersections, crosswalks, bicycle facilities, lighting, street trees, street furnishings and other design elements to create a beautiful and welcoming corridor for Downtown Birmingham that accommodates all users. Please see Attachment B for a summary of work completed to date, including preliminary concept plans.

The City has spent several months refining preliminary concept plans for the corridor, and gathering input from City Departments, residents and property owners in the Old Woodward Corridor. At this time, the City is seeking proposals from qualified urban design consultants "the consultant" to review and evaluate the preliminary plans prepared by the City, to ensure that all vehicular, pedestrian, bicyclist and design elements have been incorporated and are integrated seamlessly to support and enhance Downtown Birmingham. The City is also seeking preparation by the selected consultant of detailed design plans and renderings of key segments of the corridor for approval of the Birmingham City Commission.

II. SCOPE OF WORK

The selected consultant will review the goals, objectives and recommendations contained in the Downtown Birmingham 2016 Plan (1996), the Birmingham Future Land-Use Plan (1980), the Alleys and Passages Plan (2012) included as Attachment C and the Multi-Modal Transportation Plan (2013) with regards to the central business district, and the Old Woodward corridor specifically. The selected consultant should also review the current Downtown Birmingham Streetscape Standards included as Attachment D and adopted by the City Commission to establish the foundation of goals and standards currently in place.

The selected consultant will then conduct a detailed review and evaluation of each of the following elements of the existing preliminary plans:

- **Vehicle lane design and function**: Ensure vehicle lanes are designed for the safe circulation of vehicles through the corridor, traffic calming techniques are in place, and vehicular needs are balanced with those of pedestrians and users of other modes of transit;
- **Intersection design**: Ensure intersection designs promote the safe travel of all users, in particular the safety and comfort of pedestrians, incorporate design elements to reduce the expanse of crossings, and incorporate other design elements;
- **Sidewalk design**: Maximize sidewalk space to accommodate pedestrians, outdoor dining areas, bicycle parking, street furnishings, and other pedestrian amenities;
- **Crosswalk design and placement**: Provide pedestrian crossing opportunities, enhance and demarcate crosswalks with markings, landscaping and other design elements;

- **Alley and passage system**: Incorporate recommendations for connections and crossing from the Alleys and Passages Plan into the final design plans for the Maple and Old Woodward corridors;
- **Bicycle facilities**: Incorporate bicycle facilities where possible in accordance with the Multi-Modal Transportation Plan;
- **Transit facilities**: Incorporate and enhance existing transit stop locations in the corridor;
- **On street parking**: Maximize on street parking opportunities where possible;
- **Street lighting & street furnishings**: Provide consistent lighting levels along the corridor and provide street furnishings at regular intervals in accordance with Downtown Streetscape Standards;
- **Street trees & landscaping**: Provide street trees as required in accordance with the Downtown Streetscape Standards, and design tree wells and select species to provide healthy growing conditions. Provide landscape enhancements to enhance the comfort and beauty of the corridor; and
- **Signage**: Minimize excessive traffic signage and provide opportunities for wayfinding and City branding/promotion throughout the corridor.

The goal of this review is to ensure that all required elements are included, all elements work together with existing buildings, existing and proposed infrastructure, and the overall design meets the functional and design recommendations contained in the City's master plans noted above. It is anticipated that the consultant will meet internally with City staff during the review and evaluation process, and conduct a public open house to obtain input on the proposed design elements.

After a thorough analysis of the existing preliminary concept plans, the consultant will finalize preliminary design plans for approval by the City Commission, and prepare color renderings to illustrate the proposed improvements along the two corridors (Old Woodward; Oakland to Landon and Maple; Southfield to Woodward Ave.), with particular emphasis at Maple and Old Woodward, and any other key sections within the project area.

III. PUBLIC PARTICIPATION

Public participation is a critical component in the development of the Old Woodward Corridor in Downtown Birmingham. The consultant should be prepared to conduct one public open house during the review and evaluation phase to solicit input from residents and stakeholders, and to conduct up to 2 public presentations to City boards and commissions during the approval process.

IV. DELIVERABLES

1. Detailed design plans of the Old Woodward corridor from Oakland to Landon and of Maple Road from Southfield to Woodward Avenue, including two large size hard copies of the improvement area, and one (1) electronic copy of the final plan.
2. Color renderings of a minimum of three (3) key segments along the corridor, including one at Maple and Old Woodward.
3. All materials shall become the sole property of the City of Birmingham.

All work products produced by the consultant shall comply with all local, state, county and federal laws, rules, regulations, and ordinances of any and all such governmental authorities.

V. COMPANY QUALIFICATIONS

All proposals must include an outline of qualifications of the consultant and of the key employees that will be involved in the project should the consultant be selected. The outline should include a summary of the consultant's experience and the key employees' experience; preparation of similar corridor planning documents will be an asset. Portions of sample plans prepared by the consultant should be submitted with the proposal, up to a maximum of twenty-five (25) pages.

VI. TIME SCHEDULE AND COST PROPOSAL

The City has been working diligently to finalize design plans for the Old Woodward corridor to go out to bid by the end of the year, and to commence construction in the Spring of 2017. Given this tight schedule, the consultant must be prepared to complete the scope of work and provide all deliverables to the City by November 10, 2016 for review by the Birmingham City Commission on November 21, 2016.

All proposals must include a proposed time schedule for completion of the project and a fixed price agreement with an associated fee schedule for extra meeting costs, should they be required. Reimbursable expenses will be billed at direct cost plus a 15% administrative charge. Normal reimbursable expenses associated with the project are to be included in the estimated fees as outlined in the proposal. The City reserves the right to amend the RFP as necessary after discussions with the selected consultant.

VII. PROPOSAL SUBMISSION REQUIREMENTS

Proposals shall be submitted no later than **4:00 p.m. on September 28, 2016** to:

Community Development Department
City of Birmingham Municipal Building
151 Martin Street
Birmingham, MI 48012

Attention: Jana L. Ecker
Planning Director

Six (6) original copies of the proposal must be submitted. The proposal should be firmly sealed in an envelope, which shall be clearly marked on the outside **"OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM**." Faxed proposals will not be accepted. Any proposal received after the due date cannot be accepted and will be rejected and returned unopened, to the consultant. Each consultant may submit more than one proposal provided each proposal meets the functional requirements.

All proposals must be received by **4:00 PM on September 28, 2016,** after which time bids will be publicly opened and read. The submission of a proposal shall be deemed a representation and warranty by the consultant submitting the proposal that it has investigated all aspects of the RFP,

that it is aware of the applicable facts pertaining to the RFP process and its procedures and requirements, and that it has read and understands the RFP. Statistical information, which may be contained in the RFP or any addendum thereto, is for informational purposes only.

All proposals that wish to be considered must be no longer than twenty-five (25) pages, exclusive of cover sheet, cover letter, and Iran Sanctions Act Vendor Certification Form and must contain the following:

(1) Cover sheet included in this RFP as Attachment E;
(2) Cover letter;
(3) Outline of qualifications of the consultant and of the key employees that will be involved in the project should your firm be selected;
(4) Outline presenting a description of the scope of work to be completed;
(5) Proposed time frame for completion of each component of the scope of work;
(6) Cost Proposal;
(7) A statement of any additional services that you recommend, if any. Define hourly rates for additional services; and
(8) Iran Sanctions Act Vendor Certification Form included in this RFP as Attachment F.

VIII. SELECTION PROCESS

The City will utilize a selection process in choosing a consultant for the completion of this work. Consultant selection will be based on the following criteria:

- Experience of the consultant with similar projects
- Professional qualifications of the key employees to be assigned to the project
- Content of Proposal and related costs

Qualifications will be reviewed and evaluated by the City over the one week period following the September 28, 2016 deadline. The City may select one or more consultants to interview at the City Commission meeting on October 10, 2016.

During the evaluation process, the City reserves the right where it may serve their best interest to request additional information or clarification from the consultant, or to allow corrections for errors or omissions.

After the consultant is selected, should the Consultant fail to execute a contract with the City on or before October 15th, 2016 the City may enter into negotiations with the second ranked consultant identified during the selection process.

The City reserves the right to reject any and all proposals at any time prior to the City Commission's approval of a fully executed contract.

IX. INSTRUCTIONS TO CONSULTANTS

1. Any and all bids must include the attached proposal form on the front, and be delivered to the City at the address above. If more than one bid is submitted, a separate bid proposal form must be used for each.

2. Municipalities are exempt from Michigan State Sales and Federal Excise taxes. Do not include such taxes in the proposal figure. The City will furnish the successful consultant with tax exemption information when requested.

3. Any request for clarification of this RFP shall be made in writing and delivered to: **Community Development Department, Planning Division, Attn: Jana L. Ecker, 151 Martin Street, Birmingham, MI 48012**. Such request for clarification shall be delivered to the City, in writing, at least five (5) business days prior to the date for receipt of proposals.

4. Consultant shall provide the name, address, and telephone number of an individual in their organization to whom notices and inquiries by the City should be directed as part of this proposal.

X. TERMS AND CONDITIONS

A. The City reserves the right to reject any or all proposals received, waive informalities, or accept any proposal it deems best.

B. The City reserves the right to request clarification of information submitted and to request additional information of one or more consultants.

C. The City reserves the right to terminate the contract at its discretion should the City in its sole discretion determine that the services provided do not meet the specifications contained herein.

D. Any proposal may be withdrawn up until the date and time set above for the opening of the proposals. Any proposals not so withdrawn shall constitute an irrevocable offer, for a period of one hundred and twenty (120) days, to provide the services set forth in the proposal.

E. The cost of preparing and submitting a proposal is the responsibility of the consultant and shall not be chargeable in any manner to the City.

F. F. The consultant shall issue monthly invoices for work completed to date, up to the fixed price set out in the executed agreement. The consultant must get prior written authorization from the City before any additional expenses to be incurred by the consultant may be invoiced to the City. Payment will be made within thirty (30) days after invoice. Acceptance by the City is defined as authorization by the designated City representative to this project that all the criteria requested under the Scope of Work contained herein have been provided. Invoices are to be rendered each month following the date of execution of an Agreement with the City.

G. **Settlement of disputes** If the consultant or the City feels aggrieved, the aggrieved party shall advise the other in writing of any dispute it has arising out of this contract. Any disputes arising under this contract shall be settled either by commencement of a suit in Oakland County Circuit Court or by compulsory arbitration, at the election of the City. The City shall make its election within thirty (30) days from the receipt of such notice.

If the City elects to have the dispute resolved by compulsory arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan. The Oakland

County Circuit Court or any court having jurisdiction may render a judgment upon the award of the arbitrators. In the event that the City elects not to have the matter in dispute arbitrated or fails to make such an election, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court. In the event that the City feels aggrieved, it shall elect the method of resolving its dispute by either demanding that the matter be arbitrated or by filing a suit in the Oakland County Circuit Court.

H. **Insurance Requirements.** The consultant shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required by this paragraph. All coverages shall be with insurance companies licensed and admitted to do business in the State of Michigan. All coverages shall be with insurance carriers acceptable to the City.

1. Workers' Compensation Insurance: The consultant shall procure and maintain during the life of this Agreement, Workers' Compensation Insurance, including Employers Liability Coverage, in accordance with all applicable statutes of the State of Michigan.

2. Commercial General Liability Insurance: The consultant shall procure and maintain during the life of this Agreement, Commercial General Liability Insurance on an "Occurrence Basis" with limits of liability not less than $1,000,000 per occurrence combined single limit, Personal Injury, Bodily Injury and Property Damage. Coverage shall include the following extensions: (A) Contractual Liability; (B) Products and Completed Operations; (C) Independent Companies Coverage; (D) Broad Form General Liability Extensions or equivalent; (E) Deletion of all Explosion, Collapse and Underground (XCU) Exclusions, if applicable.

3. Professional Liability: The consultant shall procure and maintain during the life of this Agreement, Professional Liability (Errors and Omissions) Insurance with minimum liability limits of One Million Dollars ($1,000,000) per claim.

4. Motor Vehicle Liability: The consultant shall procure and maintain during the life of this Agreement Motor Vehicle Liability Insurance, including all applicable no-fault coverages, with limits of liability of not less than $1,000,000 per occurrence combined single limit Bodily Injury and Property Damage. Coverage shall include all owned vehicles, all non-owned vehicles, and all hired vehicles.

5. Additional Insured: Commercial General Liability and Motor Vehicle Liability Insurance, as described above, shall include an endorsement stating the following shall be *Additional Insureds*: The City of Birmingham, including all elected and appointed officials, all employees and volunteers, all boards, commissions and/or authorities and board members, including employees and volunteers thereof. This insurance shall be considered to be primary, and any other insurance maintained by the additional insureds shall be considered to be excess and noncontributing with this insurance required from consultant under this section.

6. Cancellation Notice: Workers' Compensation Insurance, Commercial General Liability Insurance and Motor Vehicle Liability Insurance, as described above, shall include an endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal shall be sent to: Director of Finance, City of Birmingham, P.O. Box 3001, 151 Martin Street, Birmingham, Michigan 48012.

7. Proof of Insurance Coverage: The consultant shall provide the City at the time the contracts are returned for execution, Certificates of Insurance and/or policies, acceptable to the City, as listed below.

   (a) Two (2) copies of Certificate of Insurance for Workers' Compensation;

   (b) Two (2) copies of Certificate of Insurance for Commercial General Liability;

   (c) Two (2) copies of Certificate of Insurance for Professional Liability (Errors and Omissions);

   (d) Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;

   (e) If so requested, Certified Copies of all policies mentioned above will be furnished.

8. Coverage Expiration: If any of the above coverages expire during the term of this contract, the consultant shall deliver renewal certificates and/or policies to the City at least (10) days prior to the expiration date.

9. The consultant also agrees to provide all insurance coverage as specified. Upon failure of the consultant to obtain or maintain such insurance coverage for the term of the agreement, the City may, at its option, purchase such coverage and subtract the cost of obtaining such coverage from the contract amount. In obtaining such coverage, City shall have no obligation to procure the most cost-effective coverage but may contract with any insurer for such coverage.

I. **Execution of Contract**: The successful consultant shall enter into the agreement shown in Attachment G with the City on or before October 15th, 2016. Such Agreement shall commence immediately after both parties have executed the Agreement and the Birmingham City Commission has approved the agreement, and shall terminate after the expiration of one (1) year. However, any party may cancel this Agreement upon thirty (30) days advance written notice. In no case shall work under the contract commence prior to October 15, 2016.

J. **Indemnification**. The consultant agrees to the fullest extent permitted by law to defend, pay on behalf of, indemnify and hold harmless the City, their elected and appointed officials, employees and volunteers and others working on behalf of the City against any and all claims, demands, suits or loss, including all costs connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City, their elected and appointed officials, employees, volunteers or others working on behalf of the City by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this agreement.

K. **Conflict of Interest**: The City will not enter into a contract to furnish materials or services to the City from any City official, his spouse, child or parent, or from any corporation, association or partnership in which any City official, his spouse, child or parent, has any direct or indirect interest.

Ownership of less than one percent (1%) of the stock or other equity interest in a corporation or unincorporated business shall not be deemed to be a disqualifying interest. Employment by a business entity shall be deemed to be a disqualifying interest only if such employment is in an administrative, managerial or executive capacity in which the employee could in any way influence the decisions of the business entity with regard to contract proposals or other transactions.

Every contract entered into by the City shall contain a provision to the effect that if subsequent to entering into the contract a City official, his spouse, child or parent shall become directly or indirectly interested in the contract, the City may terminate the contract without further liability if the disqualification has not been removed within thirty (30) days after the City has given notification of the disqualifying interest.

Attachment A:

Attachment B:

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.

DATE: **July 28, 2016**

TO: **Multi-Modal Transportation Board**

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

SUBJECT: **Downtown Street Reconstruction Projects 2017-2021**

The City has known for many years that the sewer, water, and pavements within the Central Business District are due for complete reconstruction for many years. Other projects that have already been undertaken include:

2004: Brown St. (Old Woodward Ave. to Woodward Ave.)
2005: Willits Alley (Willits St. to Maple Rd.)
2007: N. Old Woodward Ave. (Oak St. to Willits St.)
2008: Maple Rd. & Chester St. Intersection
2009: Pierce St. (Merrill St. to Brown St.)
Townsend St. (Pierce St. to Henrietta St.)
2010: Martin St. (Chester St. to Pierce St.
Bates St. (Martin St. to Brown St.)
Henrietta St. (Martin St. to Brown St.)
Townsend St. (Chester St. to Henrietta St.)
2013: Pierce St. (Maple Rd. to Merrill St.)
Merrill St. (Pierce St. to Old Woodward Ave.)
2015: Hamilton Alley (Hamilton Ave. to Park St.
2015: Martin St. & Chester St. (Adjacent to the Chester St. Parking Structure)
2016: Hamilton Ave. (Old Woodward Ave. to Woodward Ave.
Park St. (Hamilton Ave. to Maple Rd.)

The remaining projects will be the most ambitious yet, and are currently planned as follows:

Phase I: 2017 - Old Woodward Ave. (Willits St. to Brown St.)
Phase II: 2019 - Maple Rd. (Bates St. to Woodward Ave.)
Phase III: 2021 - S. Old Woodward Ave. (Brown St. to Landon St.)

At this time, staff is prepared to present the street design plans of the above three projects for review by the Multi-Modal Transportation Board (MMTB). In order to review the plans comprehensively, master plans and previous committee discussions are provided below. Before comparisons with those plans is reviewed, the following highlights the most significant changes that these plans will provide:

Old Woodward Ave. Cross-Section (Phases I & III)

The existing pavement for Old Woodward Ave. was built in the 1930's. It was constructed extra wide to allow for angled parking and a street car line down the middle. Once the street car line was removed, the through traffic lanes were 20 ft. wide, which is unique. Desiring to rebuild the road with better utilization of this space, this issue was first addressed with the N. Old Woodward Ave. segment that was reconstructed in 2007. The 2016 Master Plan (referenced below) proposed a boulevard island for the north and south segments (north and south of the old Ring Road), with a left turn lane in the middle segment. The boulevard island concept was built in 2007 for the north section, and has been considered a success in slowing traffic, providing more green space in the business district, and helping create a more pedestrian friendly environment, while still allowing angled parking.

The 2017 Phase I project primarily depicts a cross-section that matches what was done on N. Old Woodward Ave., except that the boulevard islands would be deleted in favor of a left turn lane. The boulevard island concept from the north end of town would be picked up again south of Brown St. in the 2021 Phase III project, as shown. Short median islands are proposed on Phase I at Hamilton Ave. and Merrill St., where no left turn movements are present, to improve the pedestrian crossings at these signalized intersections. A safer environment for both traffic and pedestrians will result with the introductions of left turn lanes. Left turn lanes allow through traffic to flow through the intersection unobstructed. Not only is the Level of Service improved, sight lines are enhanced because through traffic is not weaving around left turning vehicles sitting in the through lane, and left turning vehicles are lined up on both sides of the intersection. Improved sight lines will provide enhanced safety for pedestrians.

Finally, bumpouts are now being implemented in accordance with our recently approved bumpout design guidelines. All of them have been tested with truck turning templates for a truck with a 40 ft. long trailer, the longest typically seen on these streets. Further, traffic counts have been taken and the traffic flows with the reduced width streets have been modeled in the Synchro traffic flow software program the MMTB has seen in the past. F&V will be present and prepared to present this information at this meeting.

Maple Rd. Cross-Section (Phase II)

The Maple Rd. segment is planned for 2019, as Phase II. Federal funding will help pay for the construction of this portion of the project. Maple Rd. will remain similar to what it is today, providing two through traffic lanes, and parallel parking on both sides. Left turn lanes will now be provided on both sides of the Bates St. and Old Woodward Ave. intersections, for the reasons noted above. (Introducing left turn lanes helped move this project to a point where it could be awarded federal funds over competing projects from other jurisdictions.)

Where left turn lanes are being created that did not exist in the past, the narrow sidewalks present along the Maple Rd. corridor will be enhanced by being widened by four feet on each side of the street. The wider sidewalks will result in the removal of on-street parking east of Bates St. and east of Old Woodward Ave., although new parking in other areas will more than make up for this loss overall. The left turn lane concept also allows for the introduction of a median crosswalk island at the Pierce St. intersection, as shown.

Similar to Old Woodward Ave., bumpouts are being provided where possible. Due to the narrow width of the pavement, there are areas where bumpouts cannot be provided to allow space for truck turning movements, as depicted on the attached plans.

BIRMINGHAM 2016 PLAN (1996)

The 2016 Master Plan was written as a master plan to guide the Central Business District into the 21st century. Attached are the five pages of the plan that provide plans for specific locations along either the Old Woodward Ave. or Maple Rd. corridors. Most of the projects had to do with de-emphasizing the Ring Road concept that was still in operation at the time it was written. Most of these projects have already been undertaken several years ago. In order of appearance, the projects include:

1. Maple Rd. at Park St./Peabody St.

The 2016 Plan suggested changing this unique intersection basically back to the way it was constructed before it was changed in the 1980's. The previous intersection, where all turning movements were allowed, was proven to not be safe. The short distance between this intersection and the Woodward Ave. intersection meant that there was inadequate storage space for westbound Maple Rd. traffic if they were stopped at the Park St./Peabody St. traffic signal. Vehicles would be forced to then sit in the Woodward Ave. intersection, blocking southbound Woodward Ave. traffic. The City had previously made the decision that this intersection had to change.

The modification resulted in restricted turning movements, and a one-way traffic pattern on Park St. The author of the 2016 Plan saw this intersection as conflicting with the retail goals of the immediate businesses, as it made it difficult for vehicles to circulate in the immediate area. Since this was written, our traffic engineer has presented a concept that is now featured on these plans, wherein Park St. could be restored to two-way traffic, but southbound traffic would be forced to turn right (controlled by a STOP sign, not a signal). No changes would be made to the Peabody St. configuration. That way, the traffic signal would not be changed from its present condition, and traffic problems witnessed in the past would not be brought back.

This year, most of this block of Park St. was reconstructed due to the pavement being in poor condition. The 2019 Maple Rd. project will reconstruct this intersection, allowing the City to implement this new plan for Park St.

a. Six new on-street parking spaces will be provided on Park St.
b. Vehicles in this area driving south on Park St. or east on Hamilton Ave. will be allo3ed to proceed south on Park St., and back to Maple Rd., when searching for a particular building or street parking place.
c. Westbound Maple Rd. traffic will not be impacted by these changes, so no safety hazard will be created for Woodward Ave., as had been experienced in the past.
d. A traffic island will be able to be constructed on the north side of the intersection, allowing for an enhanced landscape area and shortened crossings for pedestrians.
e. A bumpout on the southwest corner of the intersection will allow the signalized pedestrian crossing for Maple Rd. to be shortened.

As a part of approving these plans, the MMTB will be asked to endorse this new concept for Park St.

2. Brown St. at Old Woodward Ave.

The 2016 Plan recommended the removal of a right turn lane, and the installation of a small urban park area at the northeast corner of this intersection. This change was implemented in 2004. The new plans for Old Woodward Ave. work with this concept, and do not change the function of this intersection.

3. Maple Rd. at Chester St.

The 2016 Plan recommended the removal of a right turn lane, and the installation of a small urban park area at the northwest corner of this intersection. It also recommended reducing the radius at the southwest corner of this intersection. These improvements were implemented on the north side of the intersection in 2008, and on the south side in 2015. No further work is proposed in this immediate area at this time.

4. Old Woodward Ave. at Maple Rd.

The 2016 Plan recommended a combination of bumpouts and traffic islands at this intersection. Given the need to allow truck turns at this location, the traffic islands as proposed would be problematic. Since then, the City has been awarded federal funding to help cover a portion of the cost of the 2019 Maple Rd. project, provided certain traffic safety improvements are implemented. One of the important traffic safety improvements includes introducing left turn lanes for the major intersections, including this one. The attached plans depict new left turn lanes for all four directions of this intersection, which allows the sight line safety improvements noted above. Also, higher demand for left turns required the City to ban left turns in all four directions of this intersection from 4 to 6 PM. Once left turn lanes are provided, this ban can be removed allowing better local circulation during the evening rush hour.

5. Old Woodward Ave. at Brown St.

The 2016 Plan recommended the removal of a right turn lane, and the installation of a small urban park at the northeast corner of this intersection. This work was completed in 2004. The work now proposed on the Phase I project will complement this previous work.

Overall, staff feels that the conceptual plans now being presented have been designed with the same overall goals and intentions in the 2016 Master Plan.

OLD WOODWARD AVE. AD HOC CONCEPTUAL DESIGN COMMITTEE

Starting in 2010, staff began preparing applications for a federal grant to help cover the cost of the next Old Woodward Ave. reconstruction project. (Federal funding helped pay for a significant portion of the 2007 Old Woodward Ave. project.) However, funding availability had declined by 2010, and for several years no such funding was awarded. (The City's ability to obtain funding on Maple Rd. was largely a function of the higher traffic levels on Maple Rd.)

During these annual efforts, the City Commission expressed concern that the City did not have a finalized concept as to how Old Woodward Ave. would be built in the critical section between Willits St. and Brown St. In the summer of 2011, they directed the creation of an ad hoc committee to meet and study this issue, and finalize a recommendation back to the Commission. Our traffic engineer Mike Labadie, working for the firm of Wilcox and Assocs., assisted in this effort. Significant documentation as assembled for the final report is attached.

As described in the first five pages of the package, the committee recommended the left turn lane concept, without median islands. The majority of the committee felt that extending the islands to match what was done north of Willits St. would create too much congestion in this busiest area of the district. The recommended concept was known as Option 2A, which is very similar to what is being proposed now.

A minority of the committee did not like the extended left turn lanes, arguing that this was wasted space that could be put to better use in enhanced sidewalks. The only was to do this on the two longer blocks as to narrow the street as shown in Option 2A Revised, also in the front part of this report. Since the need to make a decision at that time was not imminent, the Commission approved the report, but did not comment on the question of the original 2A versus the Revised version.

Staff, as well as F&V, has reservations about the Revised concept. Incorporating angled parking on a public street requires careful design to make sure that visibility and sufficient space is provided, especially for those attempting to back vehicles out of a parking space and into the through street. Bending the road, which would drastically shorten sight lines, is not recommended. It is recommended that the MMTB discuss whether this extra space is an issue, and if so, how to treat or otherwise use it such that the final recommended design is one that can be defended and approved in the end.

MULTI-MODAL TRANSPORTATION MASTER PLAN

Both of these street segments were also reviewed for consistency with the Multi-Modal Transportation Master Plan. Relevant pages are attached for reference. The following observations are made:

Old Woodward Ave. (Phases I and III)

The Master Plan proposes enhanced pedestrian crosswalks at every intersection, as well as shared lane markings. Every intersection within the project area has been analyzed and provided with bumpouts and marked crosswalks at every location possible. At signalized intersections, every potential pedestrian crosswalk location has been provided with the maximum sized bumpout possible, as well as marked crosswalks. At intersections that are not signalized, generally one marked crosswalk has been provided in the location where a median crosswalk island can be provided, greatly shortening the distance that must be crossed at one time.

As described in the attached sheets of the Master Plan, Shared Lane Markings are suggested to indicate to motorists that they should share the lane with bicyclists. Much discussion has been held relative to installing separate bike lanes. The question of providing space for dedicated

bike lanes was studied extensively in 2012 with the Old Woodward Ave. Ad Hoc Conceptual Design Committee (referenced above) as well as in 2014 with the original Multi-Modal Steering Committee. Both groups concluded that given the physical constraints of the right-of-way, and given the importance of a wide sidewalk and angled street parking, dedicated bike lanes could not be implemented on this corridor.

In addition to the Shared Lane Markings proposed for this corridor, other bike traffic improvements currently proposed for this area include designated bike parking areas on sidewalks throughout the downtown (already being implemented), and bike lockers within the parking structures.

The Master Plan also recommends a green colored Shared Lane Marking on the short segment of Bowers St. (Old Woodward Ave. to Woodward Ave.) that is proposed to be rebuilt as a part of the Phase III project. As identified on Page 85 of the Master Plan, this feature was proposed both here and on Lincoln Ave. for bicyclists crossing Woodward Ave. This feature was researched with the MI Dept. of Transportation (MDOT) staff in 2014 prior to the resurfacing of Lincoln Ave. The green lane could not be approved by MDOT unless Lincoln Ave. was widened to provide a separate paved area for the bike traffic. With right-of-way being limited on Lincoln Ave., the installation as recommended by MDOT is not feasible. Identical conditions are present at Bowers St., which has a smaller right-of-way than Lincoln Ave. All available space is needed for the three proposed vehicle lanes and the sidewalks on both sides, which are immediately adjacent to the road. No additional space is available for a separate bike lane. Therefore, similar to Lincoln Ave. at Woodward Ave., no colored shared lane marking is proposed on Bowers St.

Maple Rd. (Phase II)

The Master Plan's recommendations for Maple Rd. in the downtown area are essentially the same as those for Old Woodward Ave. Bumpouts are recommended for every intersection, and shared lane markings are recommended for bikes. Maple Rd.'s narrow right-of-way already results in a narrow sidewalk once two traffic lanes and two parking lanes are provided. No additional space is available for a separate bike lane area.

The proposed plan has followed this directive. While the plan may appear to deviate at Bates St., where no defined bumpouts are shown (due to space being needed for truck turns), the new road will be narrower than the existing by 8 ft., thereby creating the same benefit of a reduced crosswalk length.

NEXT STEPS

At this meeting, staff is seeking the endorsement of the presented plans by the MMTB as being in accordance with the Multi-Modal Master Plan, as well as the other relevant plan and committee recommendations from the past. If that is achieved, staff plans to do the following:

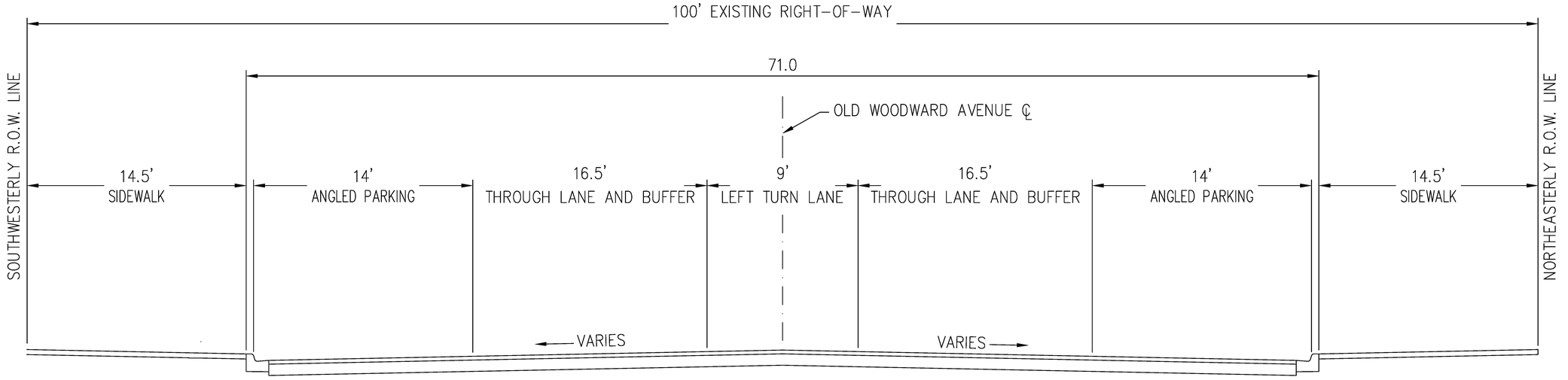
1. Continue moving forward with the creation of a more detailed plan for Phase I, including trees, street lights, traffic signal poles, banner poles, etc.
2. Scheduling a public meeting for the business community, to be held in late August. The meeting will provide an opportunity to sit down with the business owners and

stakeholders of the Central Business District, and give them an update about where these projects are. After an overview of the various phases, more discussion will focus on Phase I, including schedule, traffic management, work hours, etc.

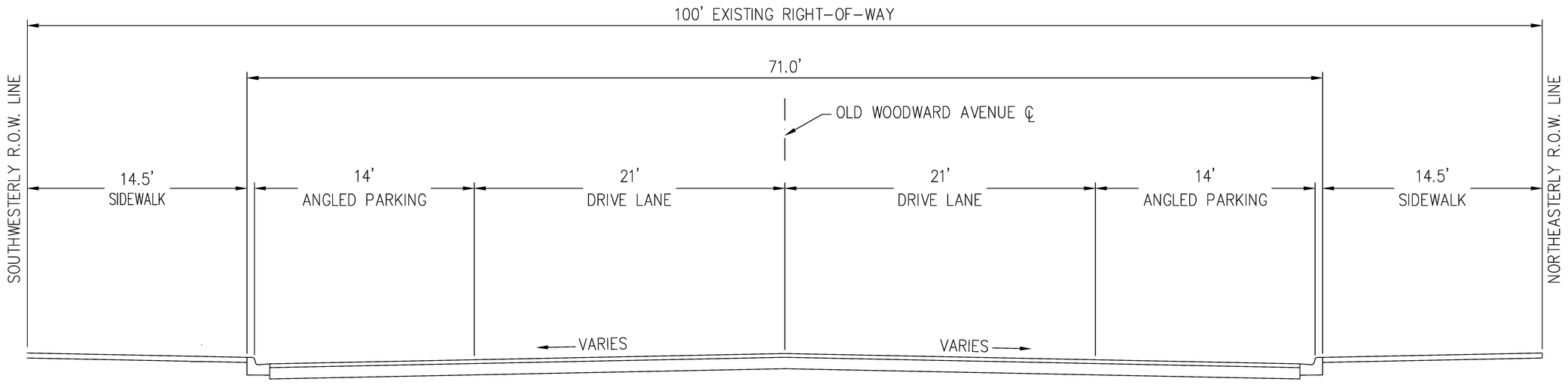
3. Once the plan has become more refined, and the public has been advised, a presentation will be given to the City Commission.
4. Detailed final design will be underway this fall so that bidding documents can be finalized and construction bids can be sought in early January. Construction should begin in March. A complete construction schedule has not yet been finalized, but it is hoped that the Phase I project could be completed within four months, less if possible.

SUJGGESTED RECOMMENDATION:

To endorse the Old Woodward Ave. and Maple Rd. street reconstruction plans (Phases I, II, and III), and to recommend that the City Commission approve the Old Woodward Ave. Phase I plan as meeting the goals of the Multi-Modal Transportation Master Plan.



PROPOSED OLD WOODWARD AVENUE TYPICAL SECTION



EXISTING OLD WOODWARD AVENUE TYPICAL SECTION

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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD - WILLITS TO BROWN
OLD WOODWARD CROSS SECTIONS

DESIGN TEAM:
SJR
CHECK BY:
JMK JUNE 2016
DRAWING INFORMATION:
Existing Cross Section
061016 stevenr

NOT FOR CONSTRUCTION

JUNE, 2016

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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD - WILLITS TO BROWN
CONCEPT PLAN

DESIGN TEAM:
SJR
CHECK BY:
JMK JUL. 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

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JULY, 2016
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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD - WILLITS TO BROWN
EXISTING VS. PROPOSED COMPARISON

DESIGN TEAM:
SJR
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JMK JUL. 2016
DRAWING INFORMATION:
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JULY, 2016
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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD - WILLITS TO BROWN
TURNING TEMPLATES

DESIGN TEAM:
SJR

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JMK JUL 2016

DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

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JULY, 2016

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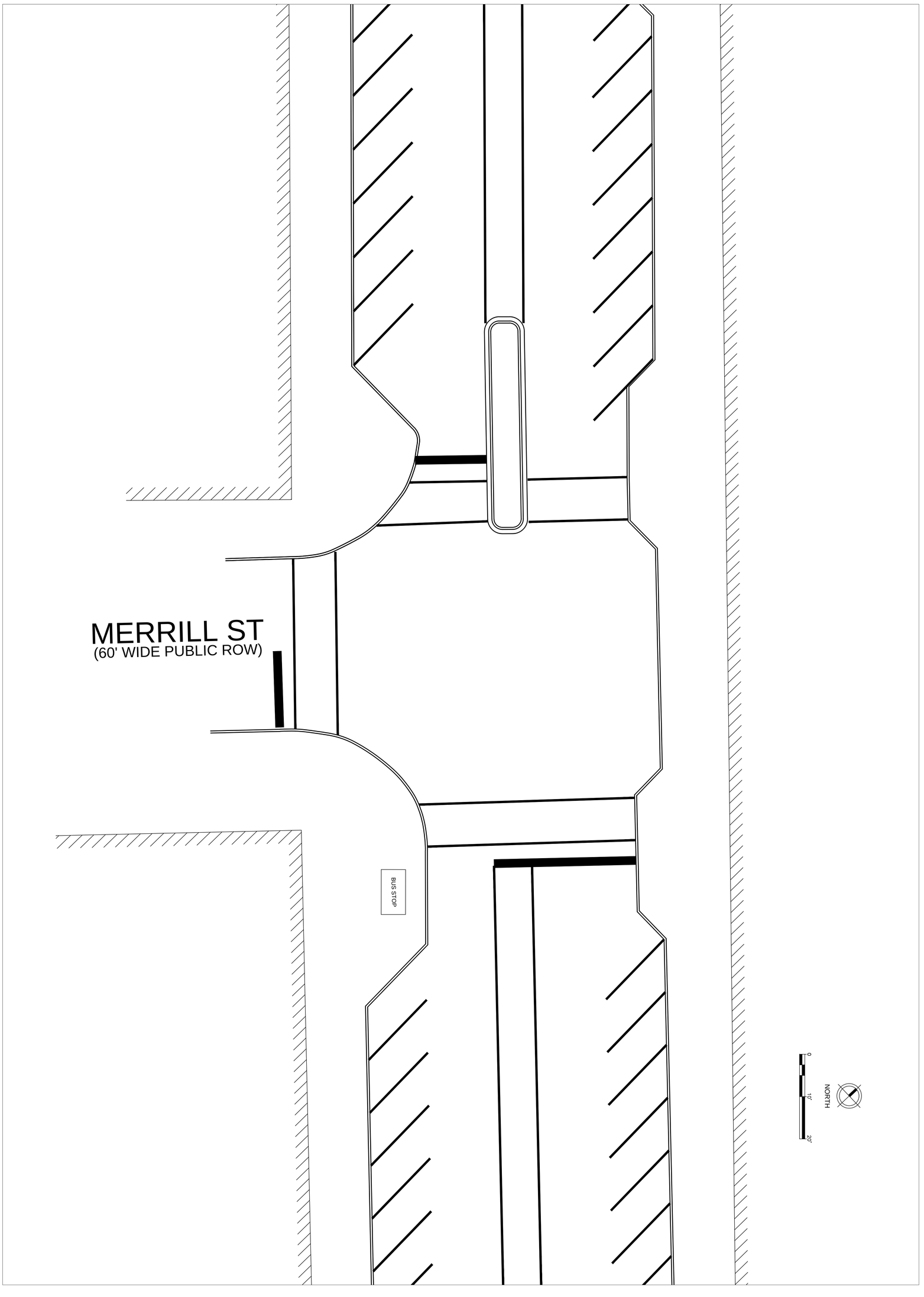

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD - WILLITS TO BROWN

BIRMINGHAM 8 THEATER VALET

REVISION

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DESIGN TEAM
SJR

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DATE
JUL 2016

Old Woodward - Maple to Willits
drawing information
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NOT FOR CONSTRUCTION

JULY 7, 2016
FOR PERMISSION

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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
MAPLE ROAD CONCEPT PLAN

BATES TO HENRIETTA PROPOSED

DESIGN TEAM:
SJR

CHECK BY:
JMK JUL. 2016

DRAWING INFORMATION:
Maple Road - Concept Plan
072216 stevenr

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JULY, 2016

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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
MAPLE ROAD CONCEPT PLAN
HENRIETTA TO OLD WOODWARD PROPOSED

DESIGN TEAM:
SJR

CHECK BY:
JMK JUL. 2016

DRAWING INFORMATION:
Maple Road - Concept Plan
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JULY, 2016

F&V PROJECT NO.

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MAPLE ROAD CONCEPT PLAN

OLD WOODWARD TO PARK PROPOSED

DESIGN TEAM:
SJR

CHECK BY:
JMK JUL 2016

DRAWING INFORMATION:
Maple Road - Concept Plan
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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
MAPLE ROAD CONCEPT PLAN

BATES TO HENRIETTA COMPARISON

DESIGN TEAM:
SJR
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JMK JUL 2016
DRAWING INFORMATION:
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MAPLE ROAD CONCEPT PLAN

HENRIETTA TO OLD WOODWARD COMPARISON

DESIGN TEAM:
SJR

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Maple Road - Concept Plan
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MAPLE ROAD CONCEPT PLAN

OLD WOODWARD TO PARK COMPARISON

DESIGN TEAM:
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Maple Road - Concept Plan
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JULY, 2016

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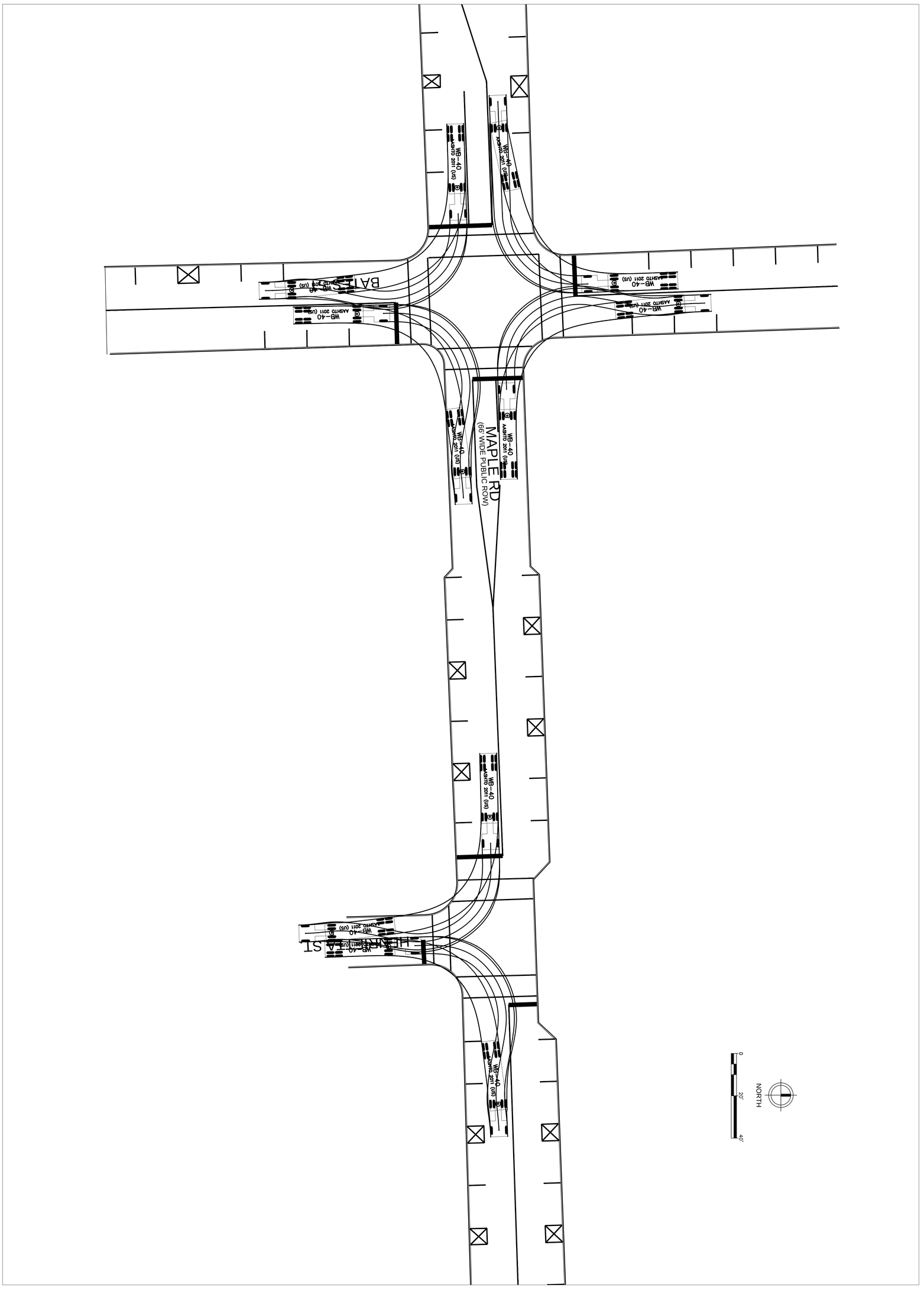

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BIRMINGHAM, MICHIGAN
MAPLE ROAD CONCEPT PLAN

BATES TO HENRIETTA TURNING TEMPLATES

REVISION:

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Farmington Hills, MI 48334
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F: 248.536.0079

DESIGN TEAM:
SJR

DRAWN BY:
JMK

CHECKED BY:
JML 2016

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Maple Road Concept Plan
072216 stimmel

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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
MAPLE ROAD CONCEPT PLAN

HENRIETTA TO OLD WOODWARD TURNING TEMP.

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JMK JUL 2016
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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
MAPLE ROAD CONCEPT PLAN

OLD WOODWARD TO PARK TURNING TEMPLATES

DESIGN TEAM:
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Maple Road - Concept Plan
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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN
WILLITS ST. TO MAPLE RD. PROPOSED

DESIGN TEAM:
SJR
CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

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JULY, 2016

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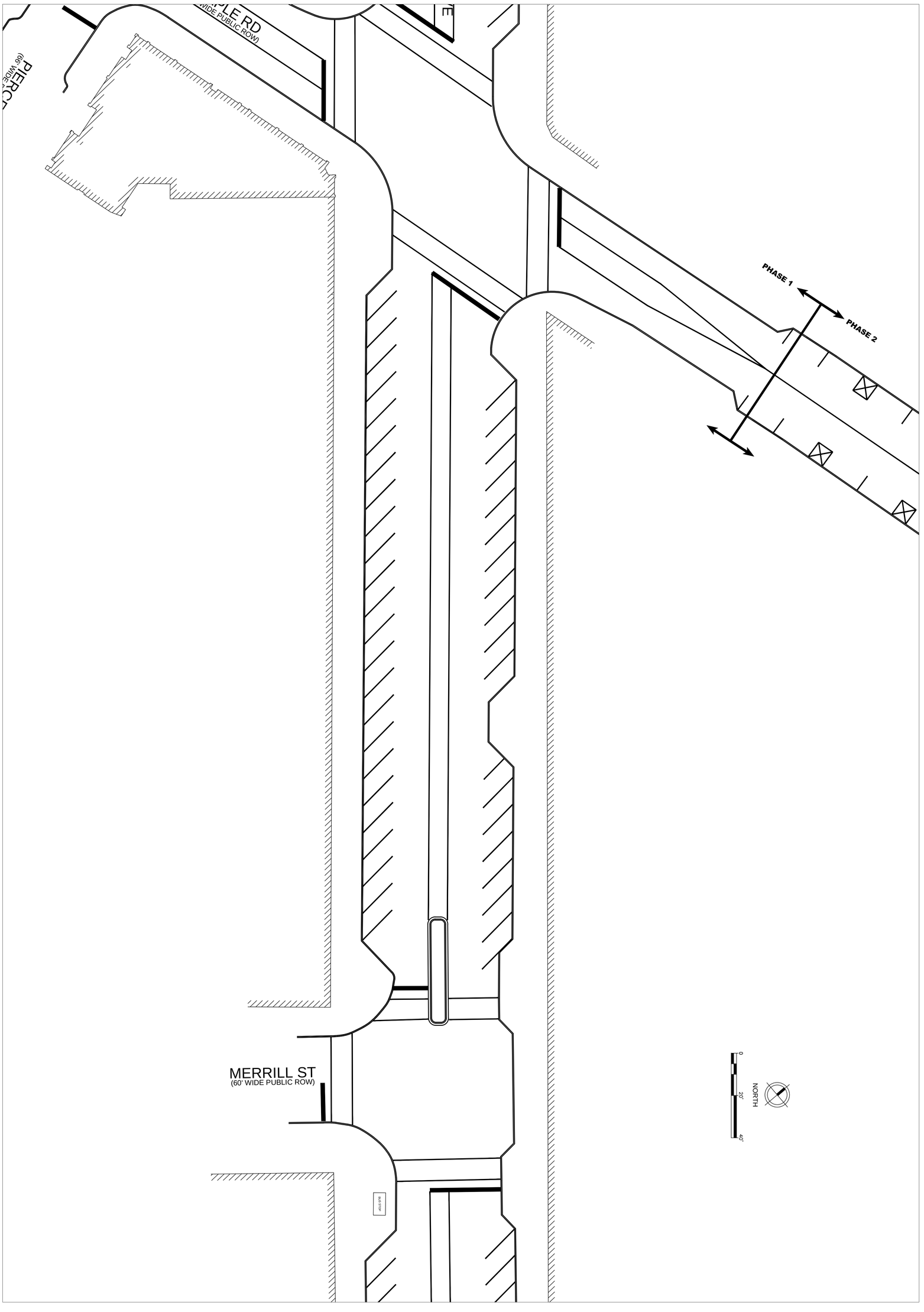

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

MAPLE RD. TO MERRILL ST. PROPOSED

REVISIONS

DESIGN TEAM
SJR

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Old Woodward - Maple to Merrill
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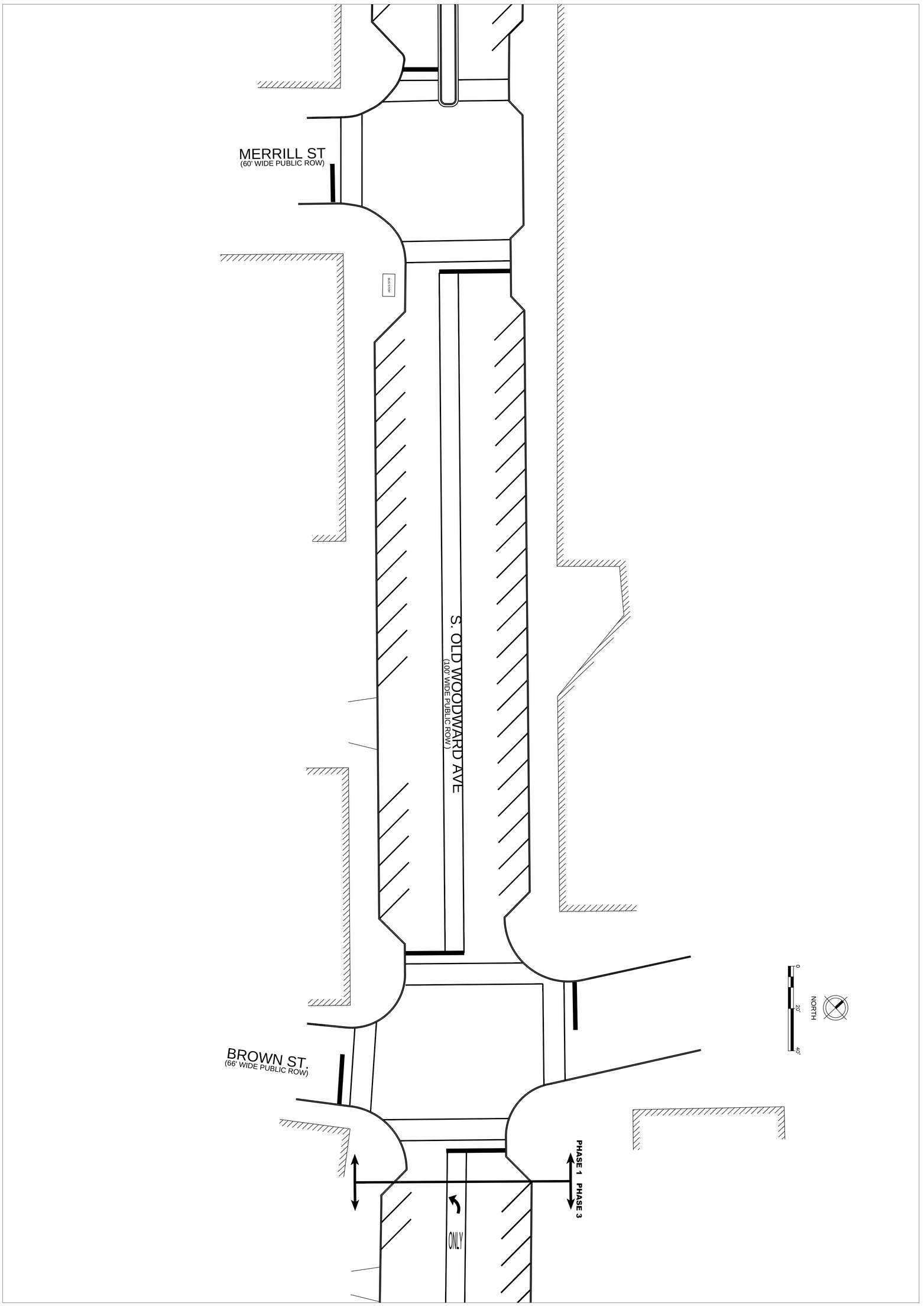

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

MERRILL ST. TO BROWN ST. PROPOSED

REVISION:

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Farmington Hills, MI 48334
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DESIGN TEAM
SJR

PROJECT MGR
JMK
JUL 2016

DRAWING INFORMATION
Old Woodward - Merrill to Brown
072516 sitestan

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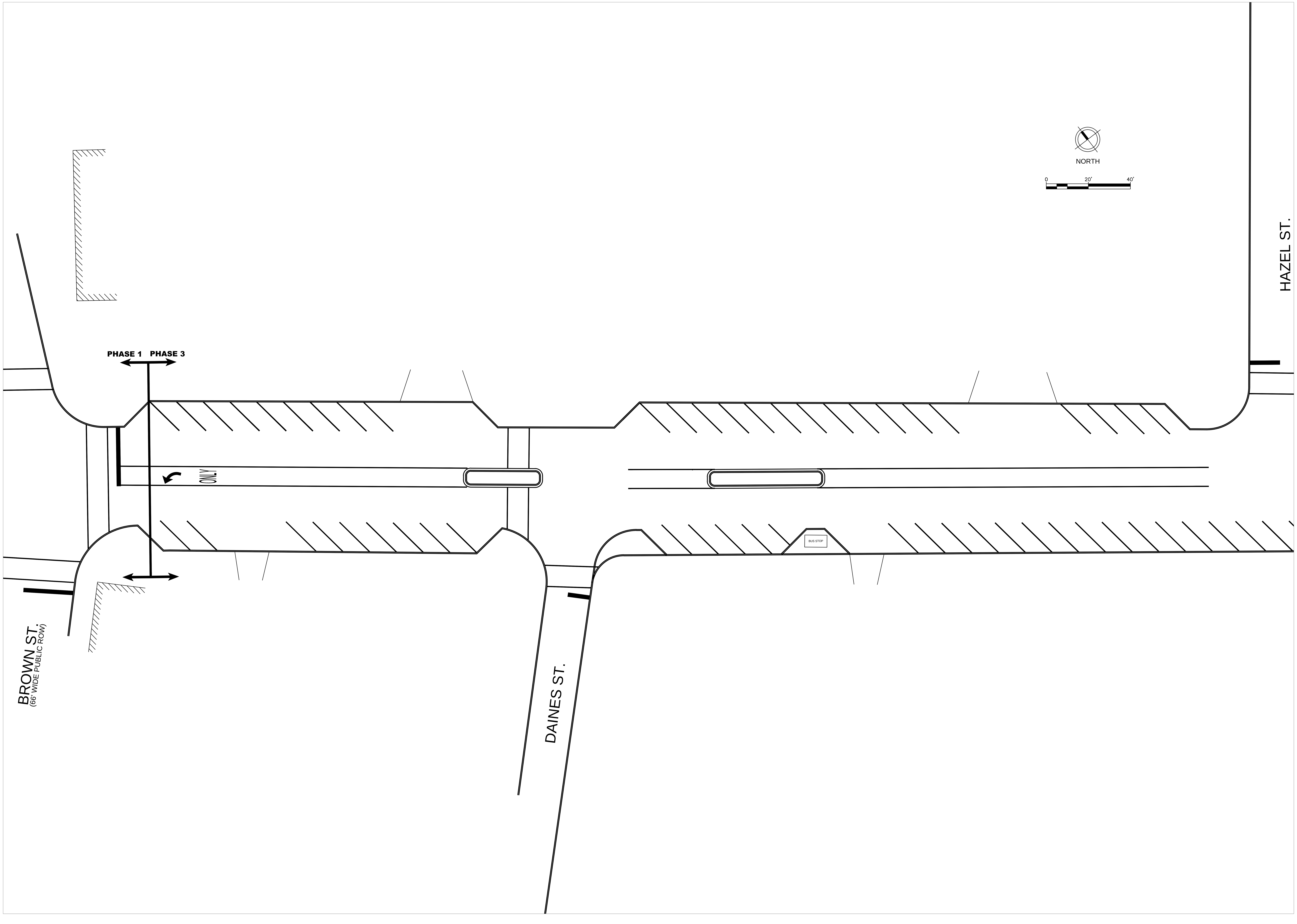
JULY 2016

PAY PERIOD(S) NO.



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BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

BROWN ST. TO HAZEL ST. PROPOSED

DESIGN TEAM:
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CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016

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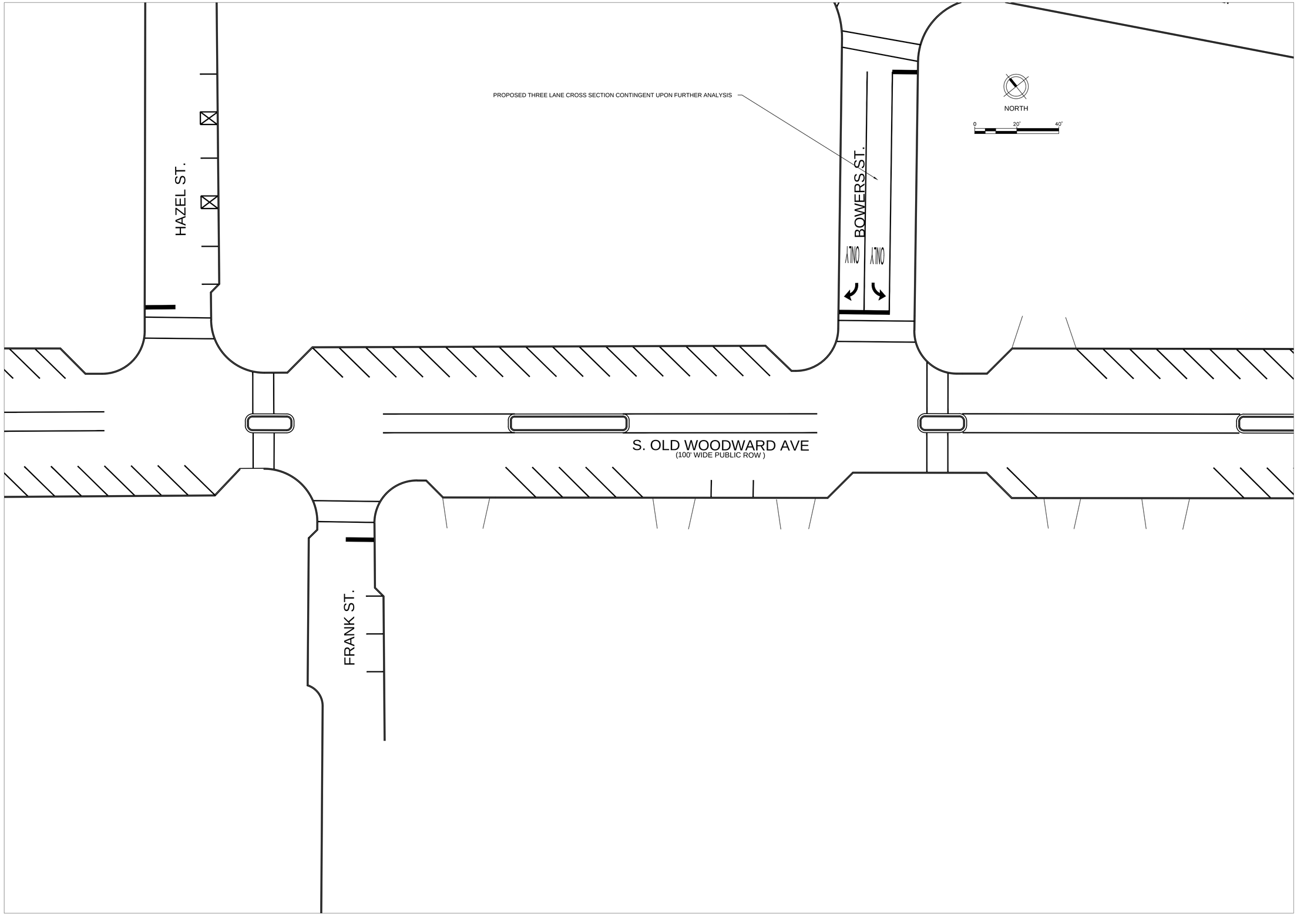

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REVISION:

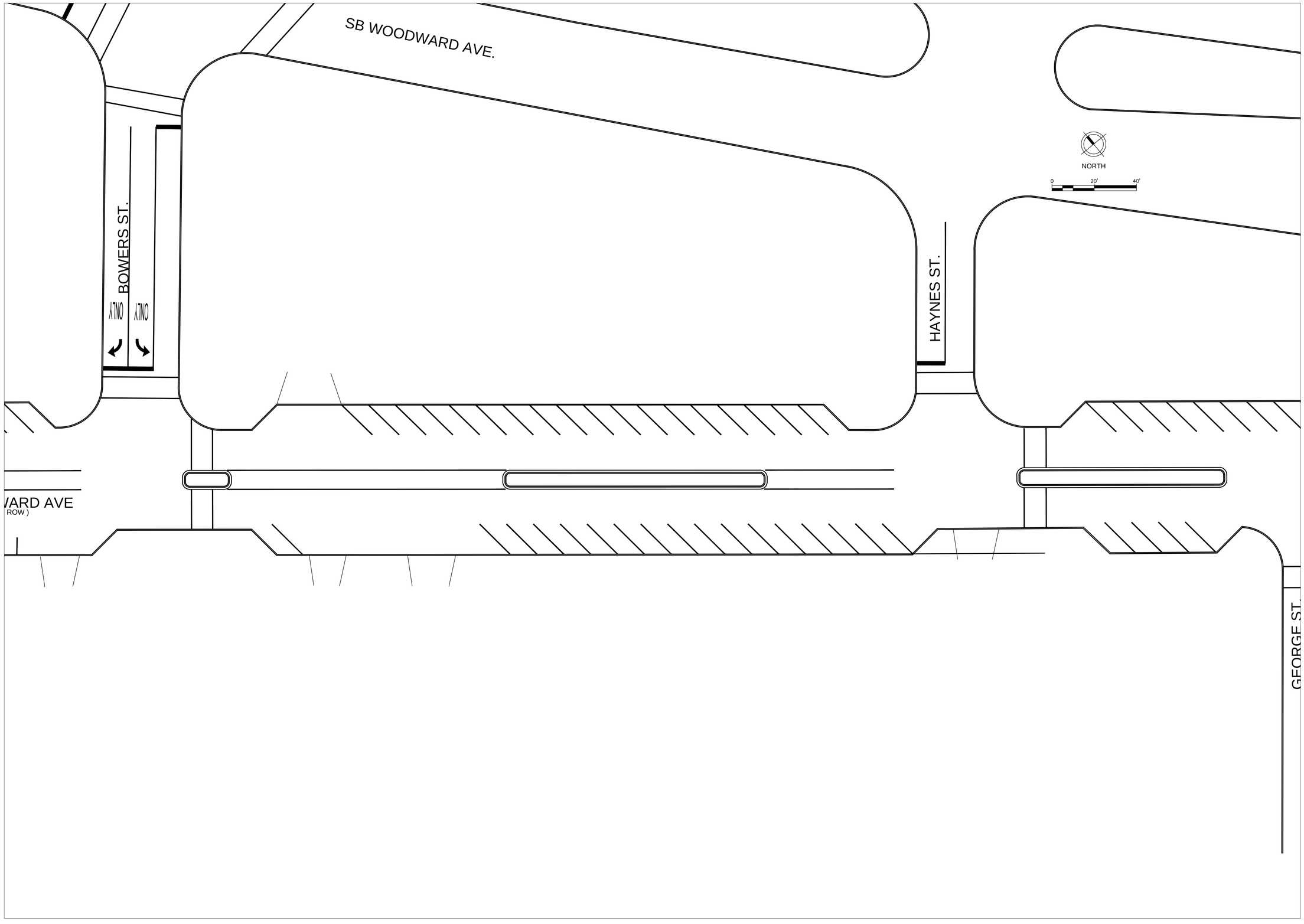
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

HAZEL ST.TO BOWERS ST. PROPOSED

DESIGN TEAM:
SJR
CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016
F&V PROJECT NO.



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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN
BOWERS ST. TO GEORGE ST. PROPOSED

DESIGN TEAM:
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CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

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BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

GEORGE ST. TO LANDON ST. PROPOSED

DESIGN TEAM:
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DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

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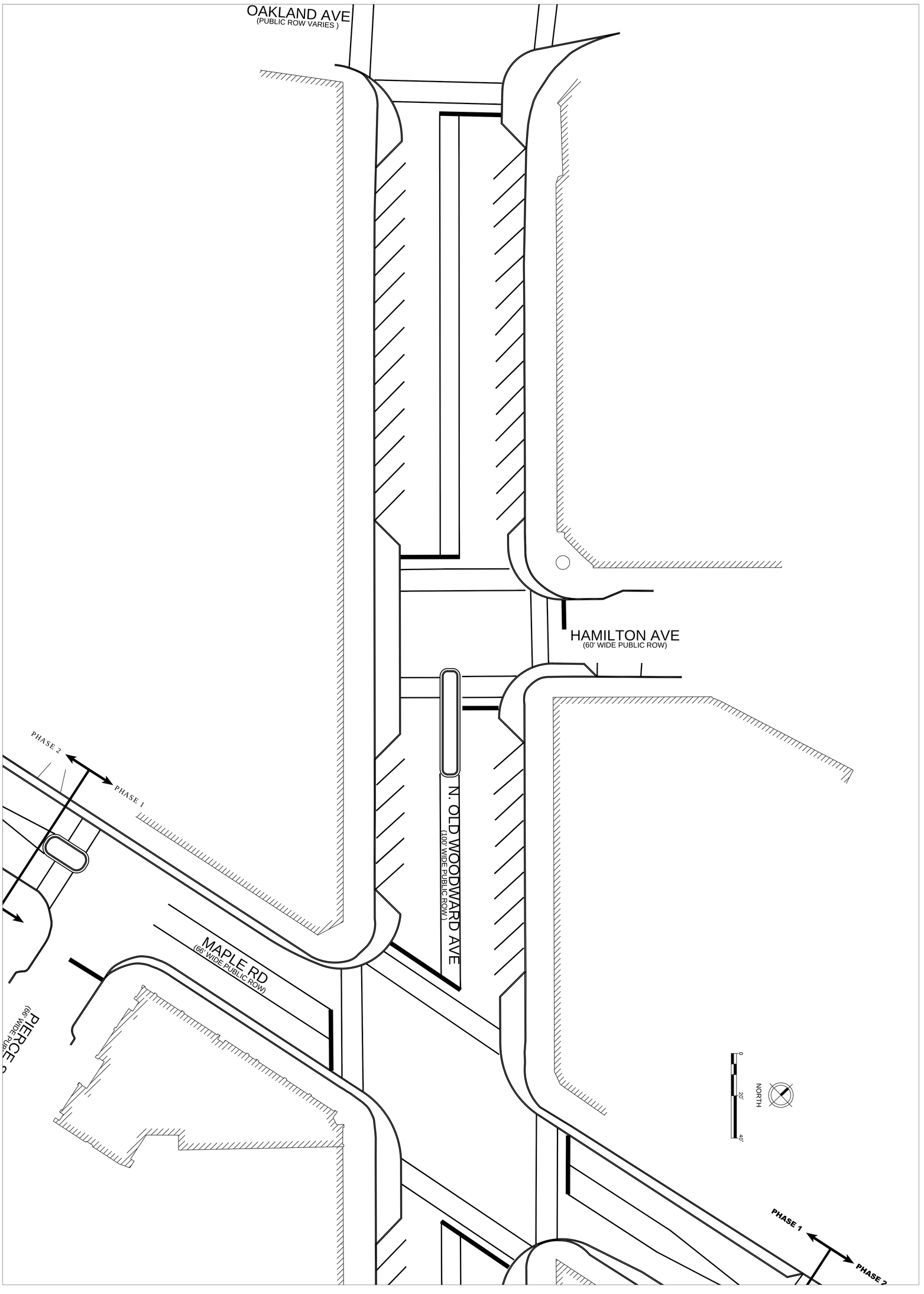
F&V PROJECT NO.



CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

WILLITS ST. TO MAPLE RD. COMPARISON

REVISION:

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PROJECT NO.
JUL 2016

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Old Woodward - Maple to Willits
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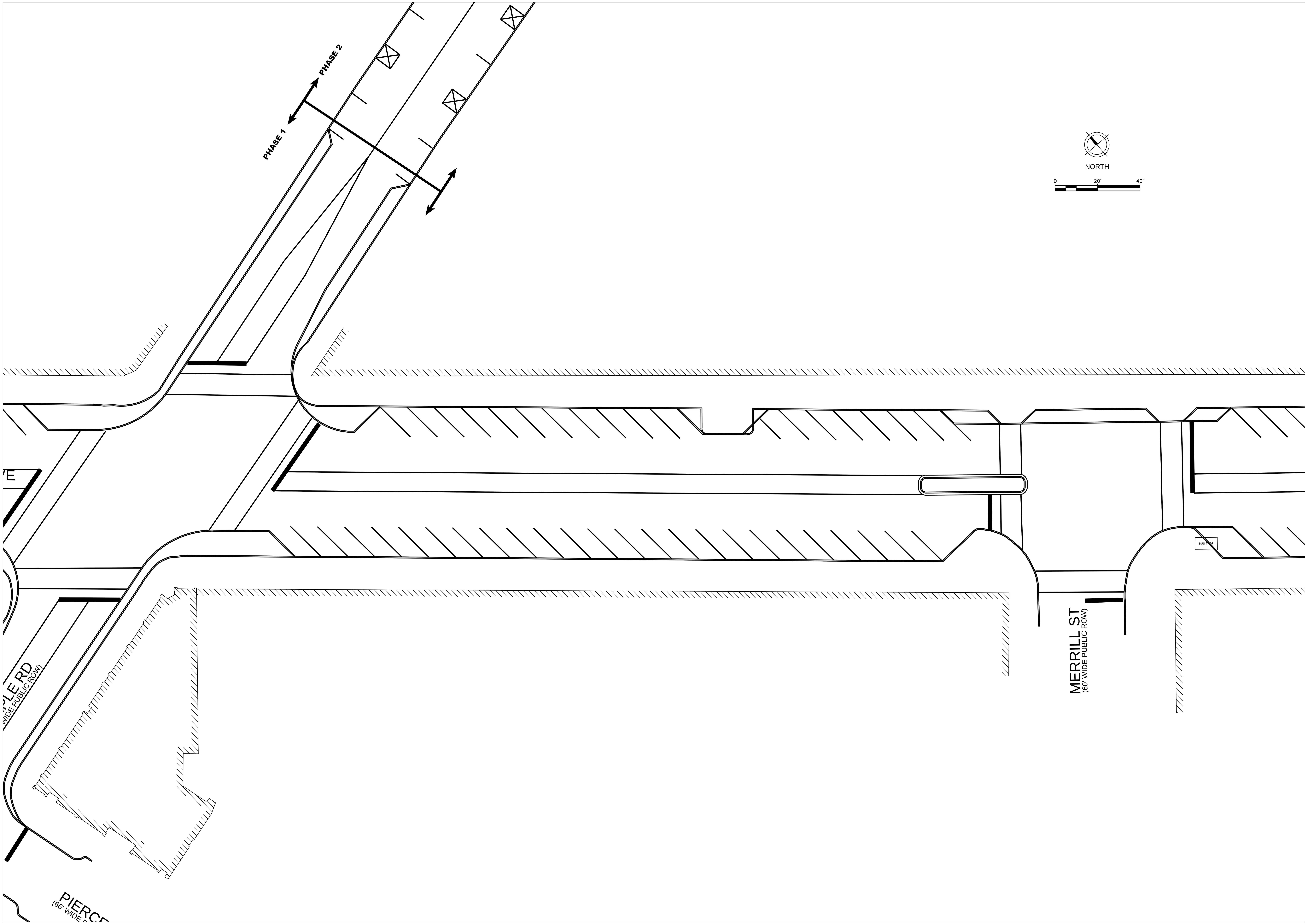
JULY 2016

REVISIONS NO.

8



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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN
MAPLE RD. TO MERRILL ST. COMPARISON

DESIGN TEAM: SJR
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JULY, 2016
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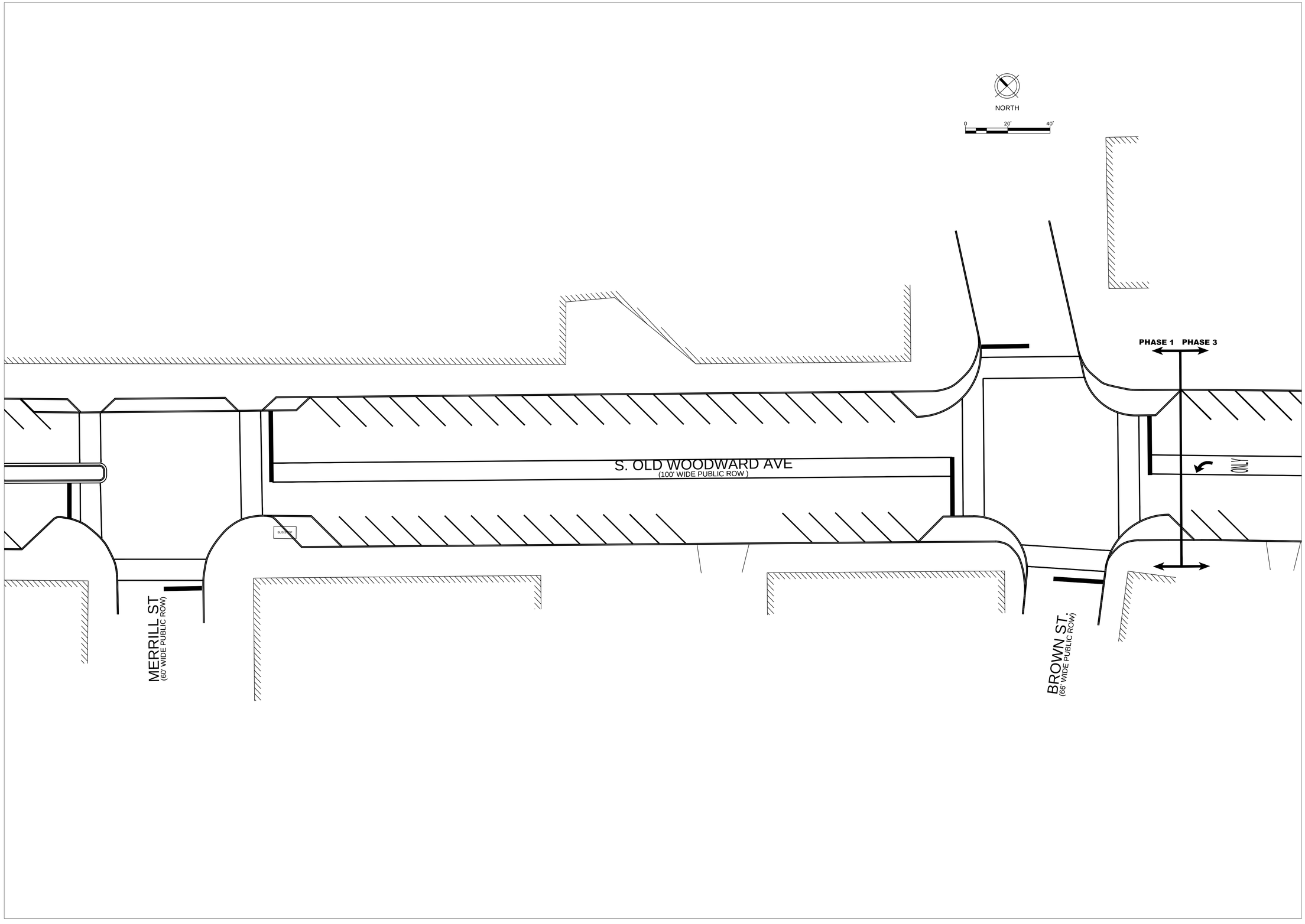

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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN
MERRILL ST. TO BROWN ST. COMPARISON

DESIGN TEAM:
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JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

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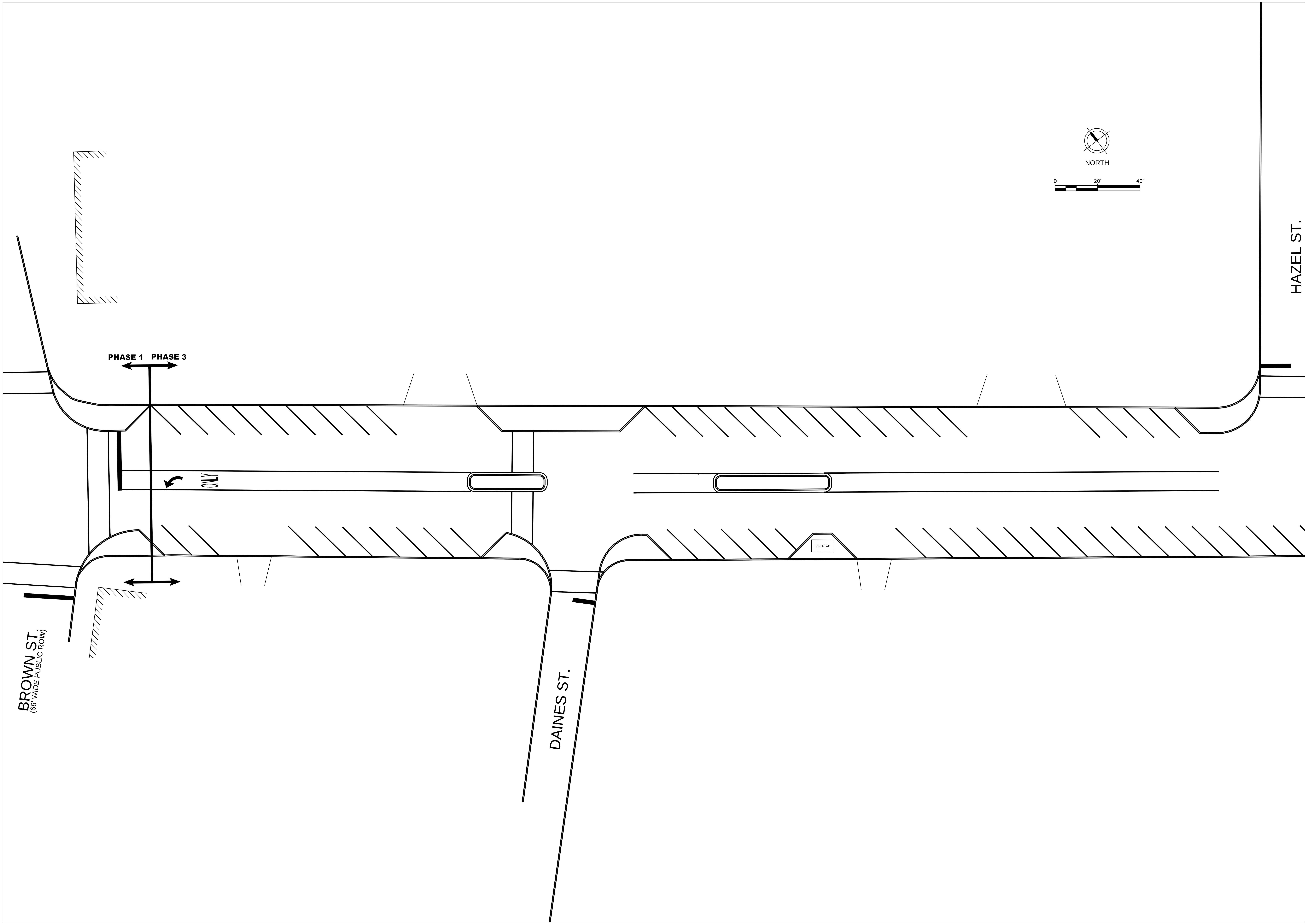
JULY, 2016

F&V PROJECT NO.



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REVISION:

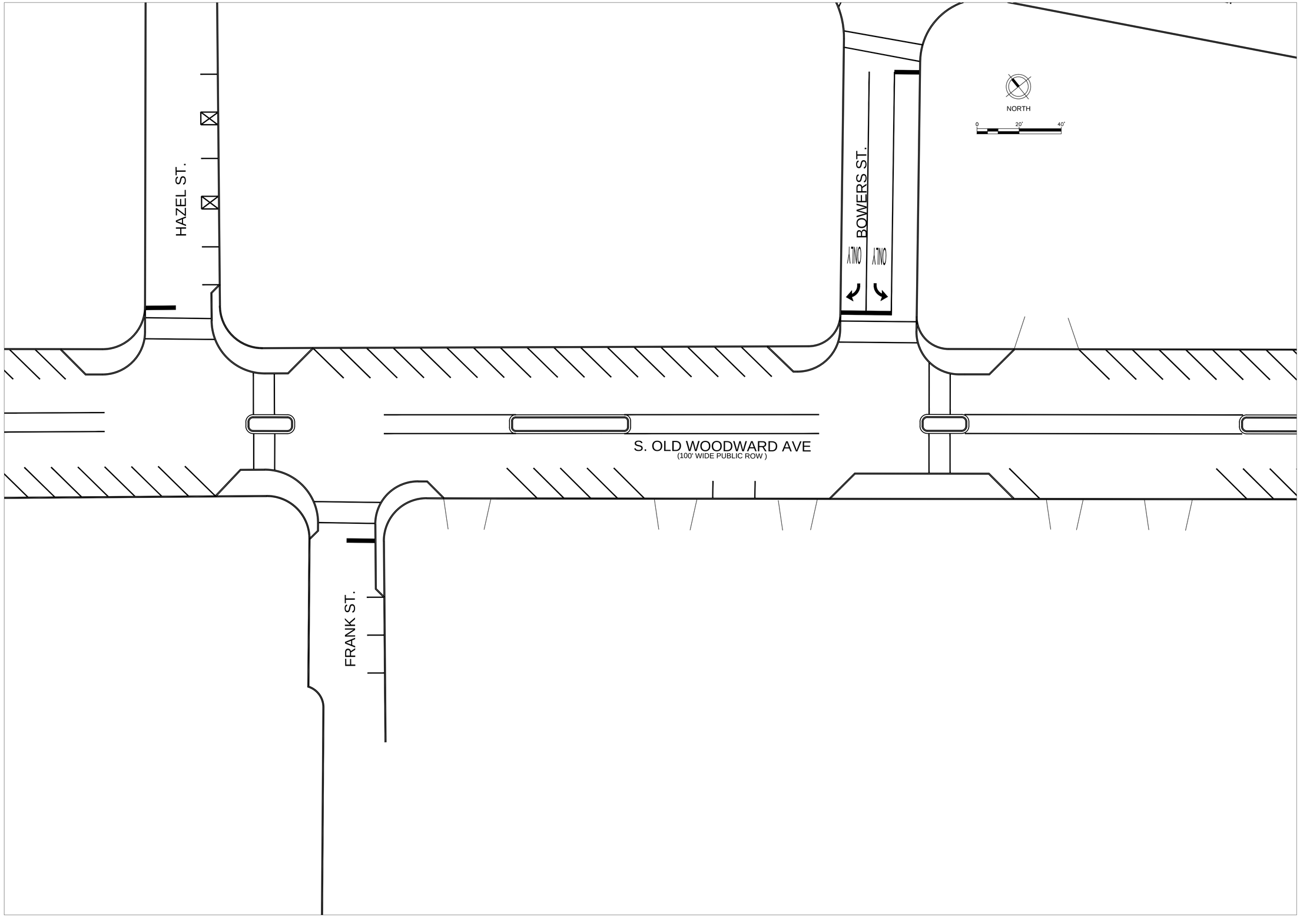
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

BROWN ST. TO HAZEL ST. COMPARISON

DESIGN TEAM:
SJR
CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016
F&V PROJECT NO.



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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

HAZEL ST. TO BOWERS ST. COMPARISON

DESIGN TEAM:
SJR

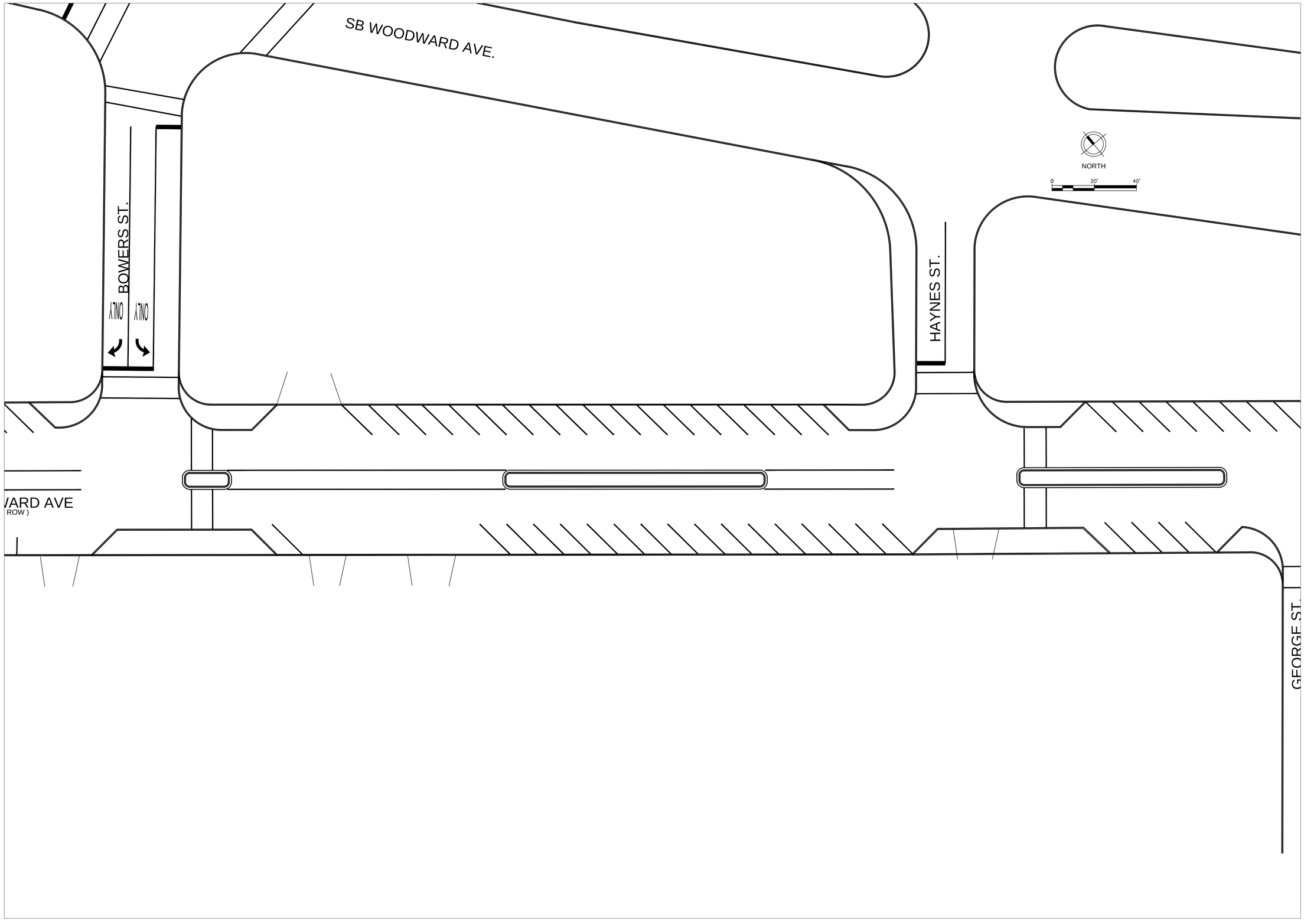
CHECK BY:
JMK JUL 2016

DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016

F&V PROJECT NO.



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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN
BOWERS ST. TO GEORGE ST. COMPARISON

DESIGN TEAM:
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CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

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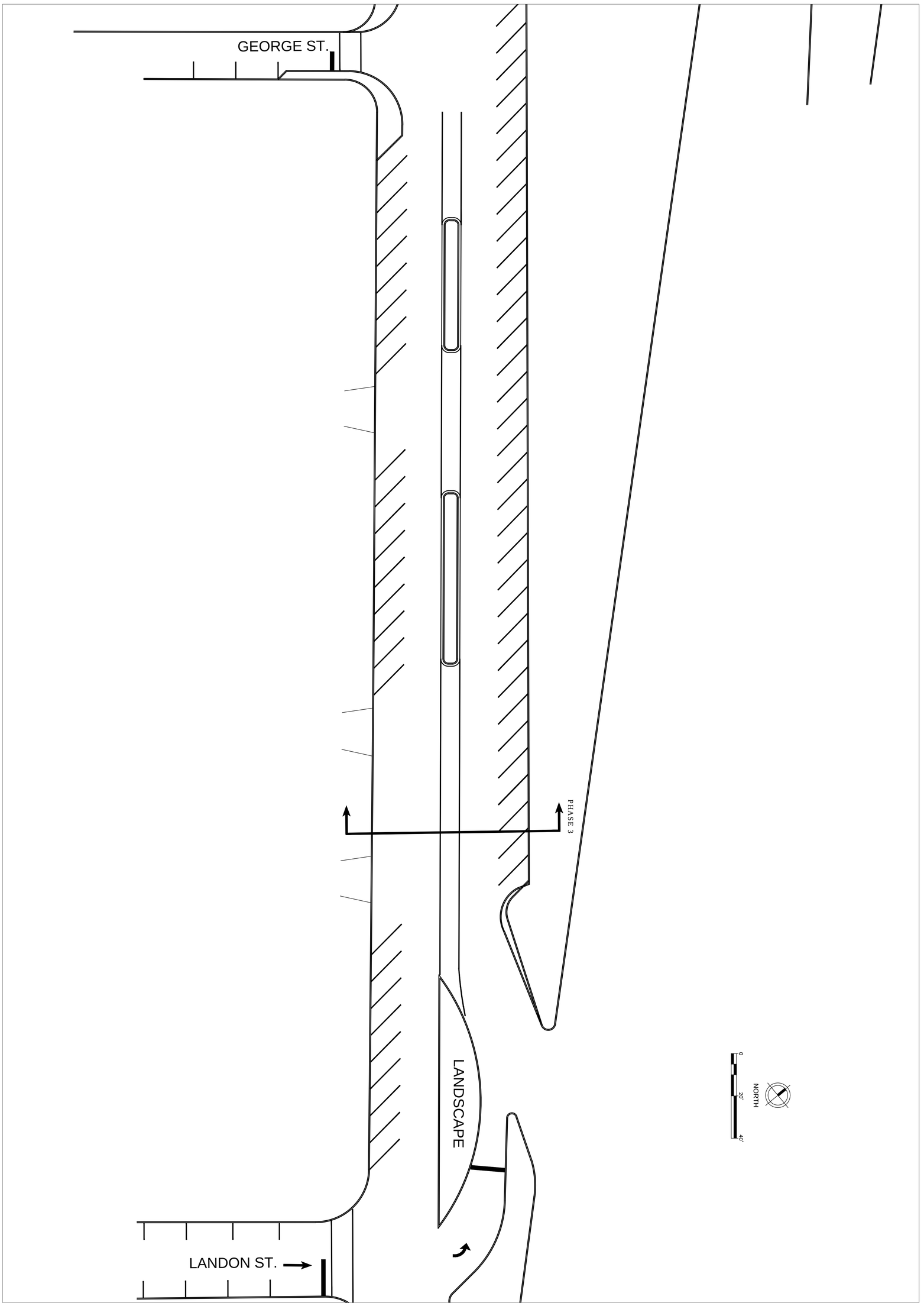
JULY, 2016

F&V PROJECT NO.



CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

GEORGE ST. TO LANDON ST. COMPARISON

REVISION:

FLEIS&VANDENBRINK
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Farmington Hills, MI 48334
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DESIGN TEAM
SJR

DRAWN BY
JWK

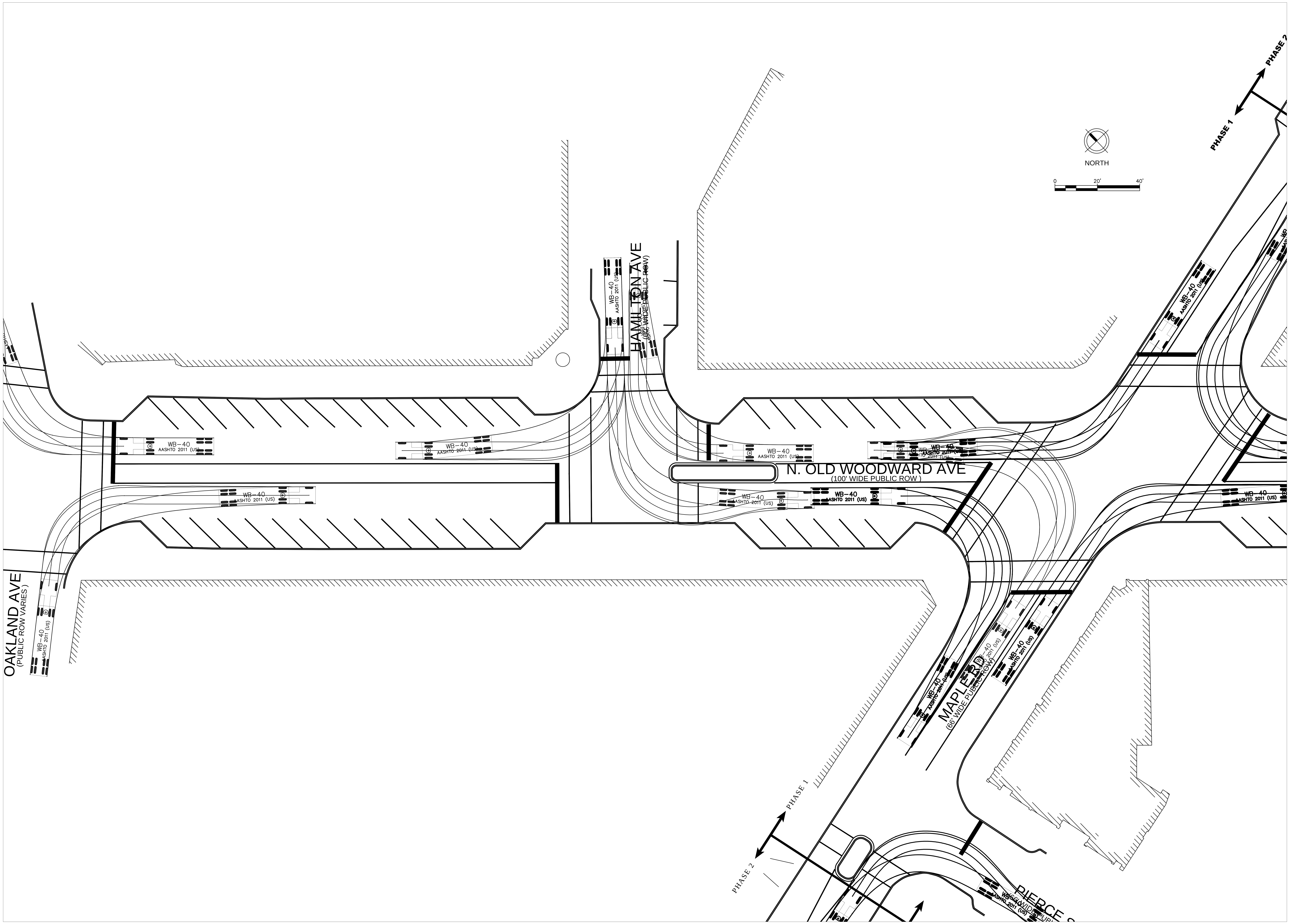
CHECKED BY
JML

DATE
JUL 2016

PROJECT INFORMATION
Old Woodward - Master Plan Update
072516 - Elevation

NOT FOR CONSTRUCTION

JULY 2016
FAV PROJECT NO.



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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

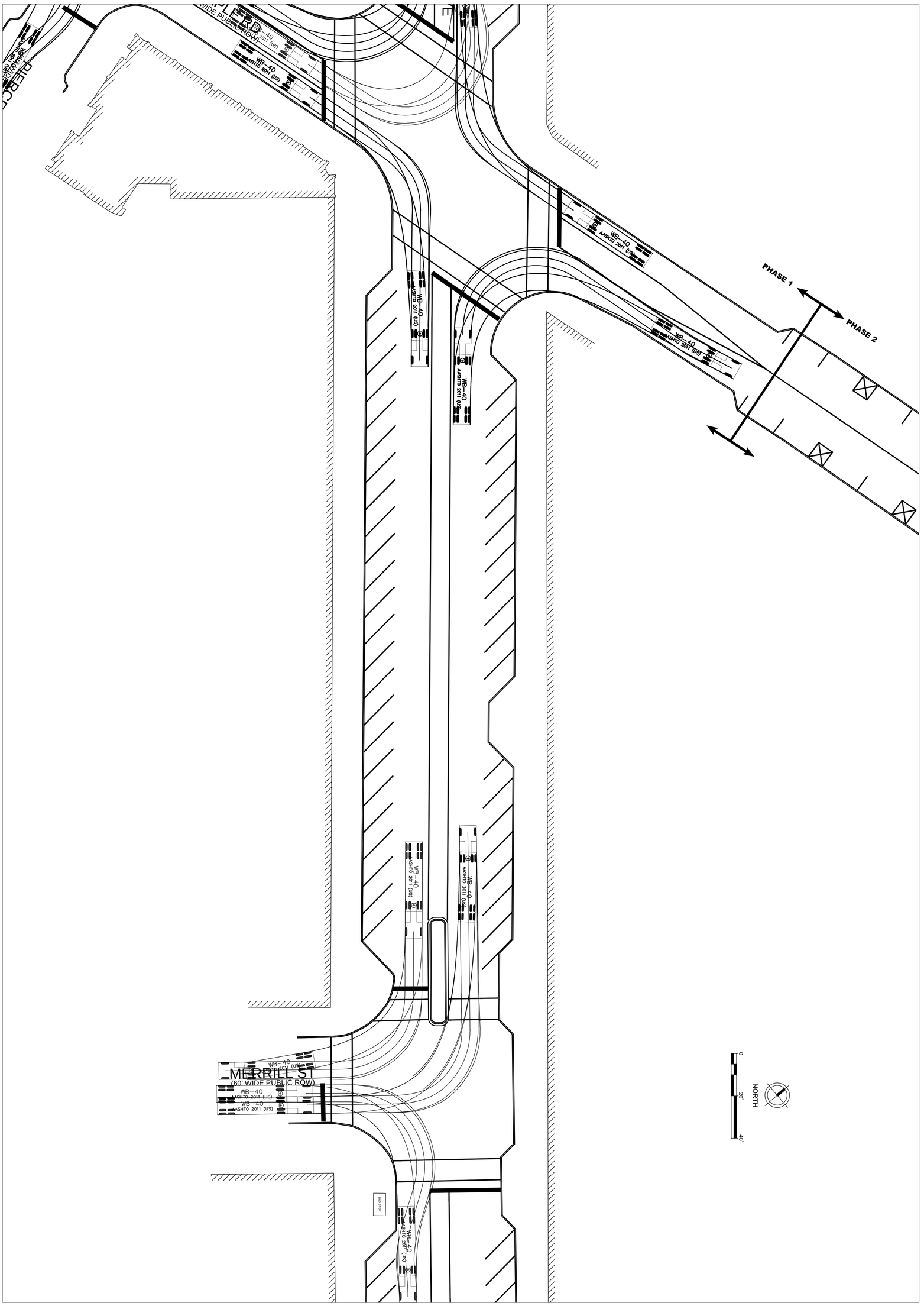
WILLITS ST. TO MAPLE RD. TURNING TEMPLATES

DESIGN TEAM:
SJR
CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016

F&V PROJECT NO.



CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

MAPLE RD. TO MERRILL ST. TURNING TEMPLATES

REVISIONS

DESIGN TEAM
SJR

DRAWN
JMK

DATE
JUL. 2016

PROJECT INFORMATION
Old Woodward - Maple Rd. to Merrill St.
072516 sitevan

NOT FOR CONSTRUCTION

JULY 2016
FAV PROJECT NO.

16

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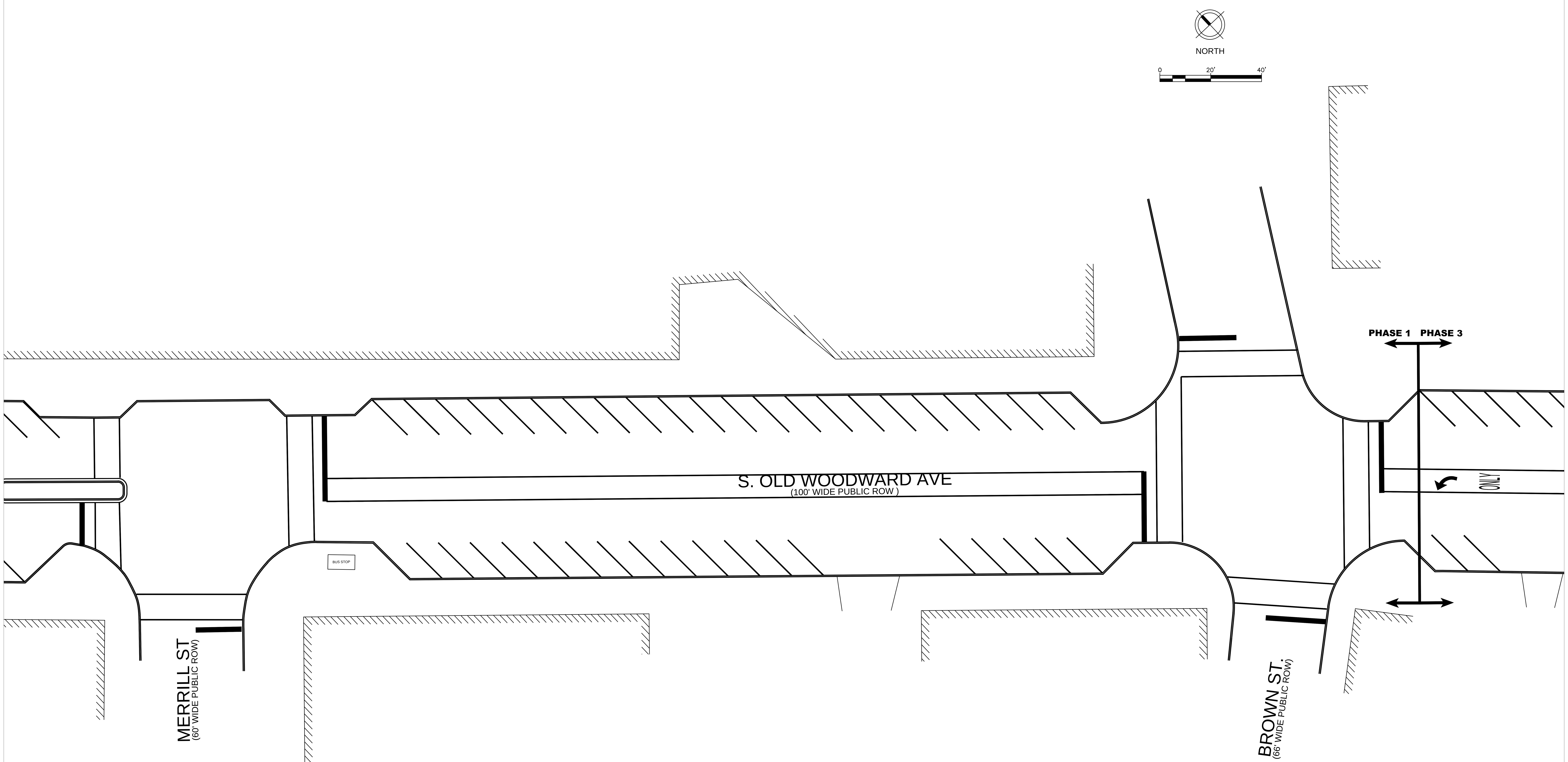

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REVISION:

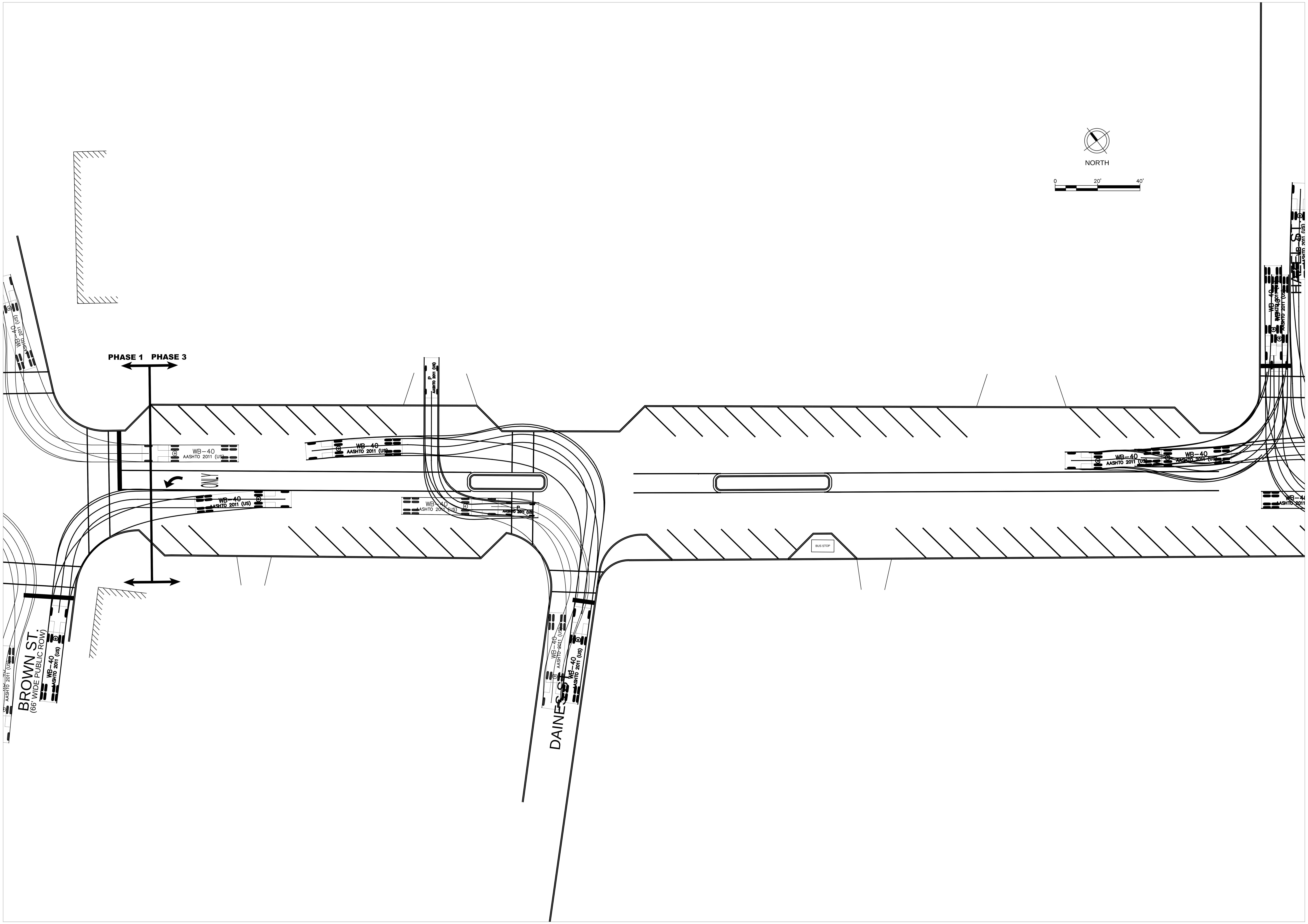
CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

MERRILL ST. TO BROWN ST. TURNING TEMPLATES

DESIGN TEAM:
SJR
CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016
F&V PROJECT NO.



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REVISION:

CITY OF BIRMINGHAM
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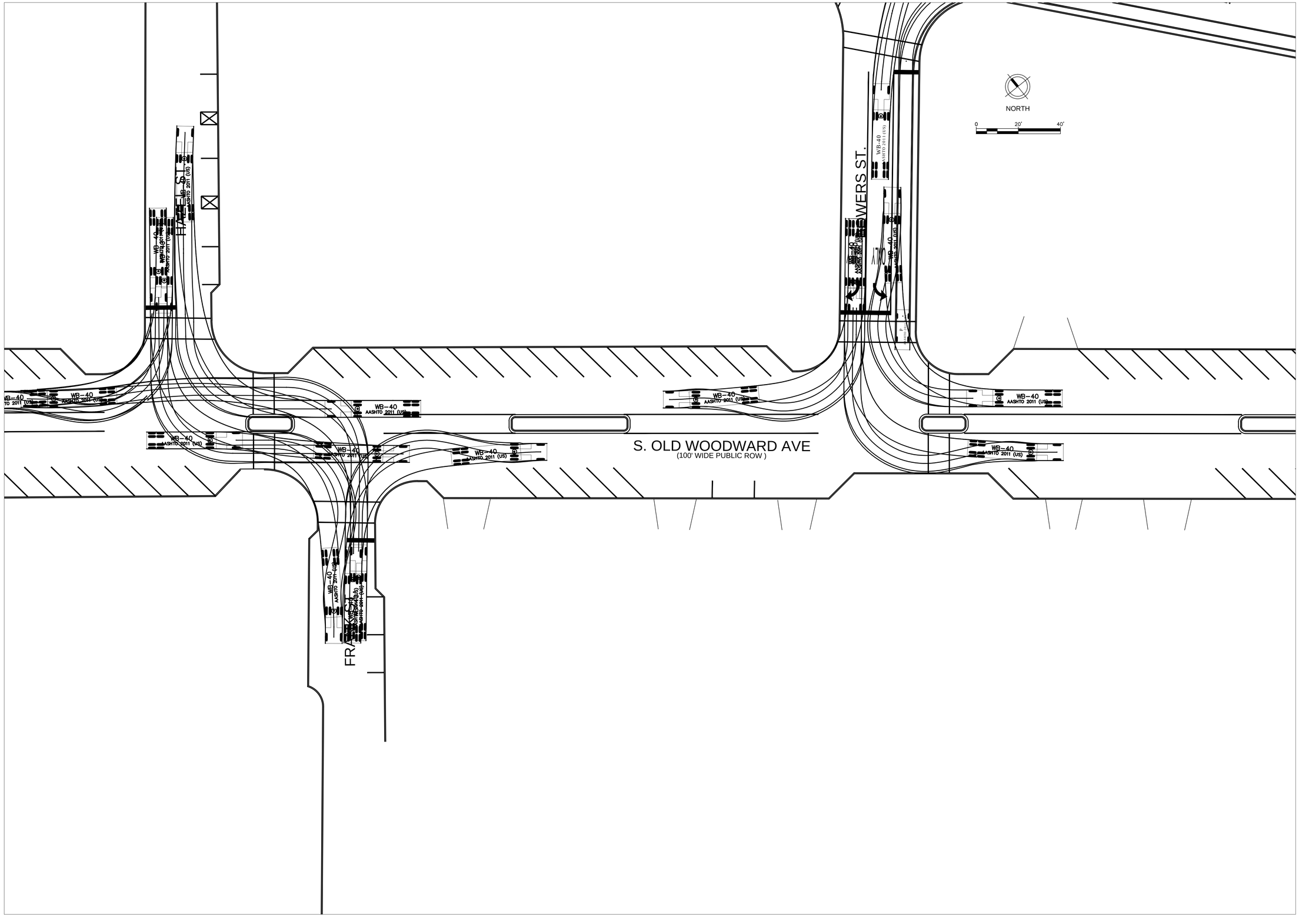
OLD WOODWARD CONCEPT PLAN

BROWN ST. TO HAZEL ST. TURNING TEMPLATES

DESIGN TEAM:
SJR
CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016
F&V PROJECT NO.



FLEIS&VANDENBRINK
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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

HAZEL ST.TO BOWERS ST. TURNING TEMPLATES

DESIGN TEAM:
SJR

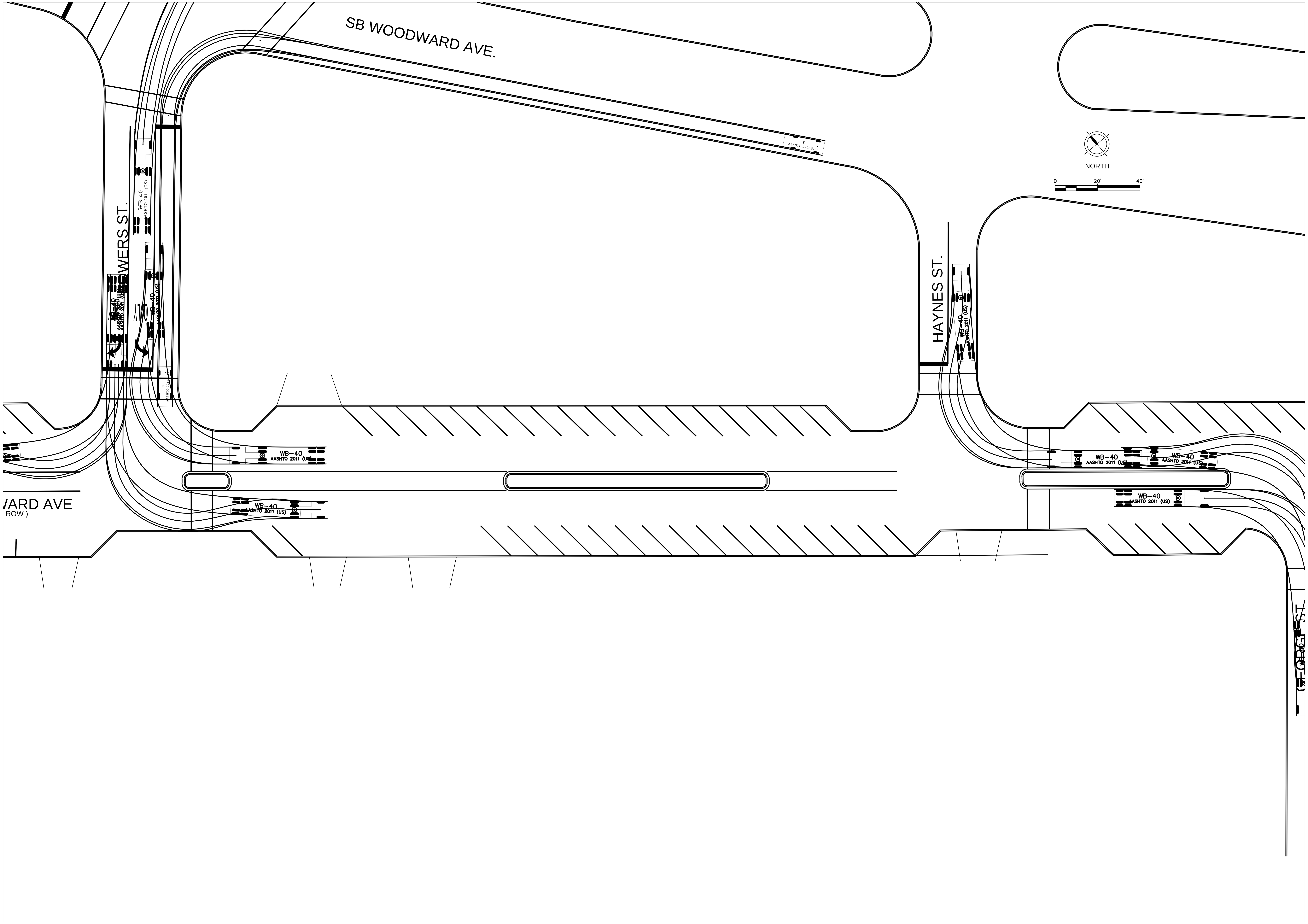
CHECK BY:
JMK JUL 2016

DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016

F&V PROJECT NO.



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CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

BOWERS ST. TO GEORGE ST. TURNING TEMPLATES

DESIGN TEAM:
SJR
CHECK BY:
JMK JUL 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016
F&V PROJECT NO.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

GEORGE ST. TO LANDON ST. TURNING TEMPLATES

DESIGN TEAM:
SJR

CHECK BY:
JMK JUL 2016

DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

NOT FOR CONSTRUCTION

JULY, 2016

F&V PROJECT NO.

PARKING SUMMARY

	EXISTING SPACES	PROPOSED SPACES
OLD WOODWARD AVE. – PHASE 1		
WILLITS STREET TO HAMILTON ROAD	25	27
HAMILTON ROAD TO MAPLE ROAD	15	14
MAPLE ROAD TO MERRILL STREET	43	42
MERRIL STREET TO BROWN STREET	31	39
SUBTOTAL	114	122
MAPLE ROAD – PHASE 2		
BATES STREET TO HENRIETTA STREET	15	10
HENRIETTA STREET TO PIERCE STREET	14	14
PIERCE STREET TO OLD WOODWARD AVE.	0	0
OLD WOODWARD AVE. TO PARK STREET	29	26
PARK STREET – HAMILTON TO MAPLE	0	6
SUBTOTAL	58	56
OLD WOODWARD AVE. – PHASE 3		
BROWN STREET TO DAINES STREET	11	16
DAINES STREET TO HAZEL STREET	28	35
HAZEL STREET TO BOWERS STREET	18	22
BOWERS STREET TO HAYNES STREET	39	34
HAYNES STREET TO GEORGE STREET	17	15
GEORGE STREET TO LANDON STREET	49	52
SUBTOTAL	162	174
TOTAL	334	351

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REVISION:

CITY OF BIRMINGHAM
BIRMINGHAM, MICHIGAN
OLD WOODWARD CONCEPT PLAN

PARKING SUMMARY

DESIGN TEAM:
SJR
CHECK BY:
JMK JUNE 2016
DRAWING INFORMATION:
Old Woodward_Maple - Concept Plan
072516 stevenr

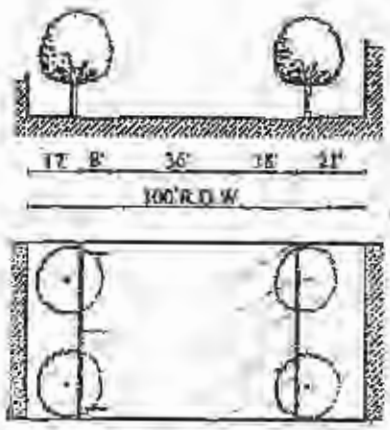
NOT FOR CONSTRUCTION

JUNE, 2016
F&V PROJECT NO.
823800

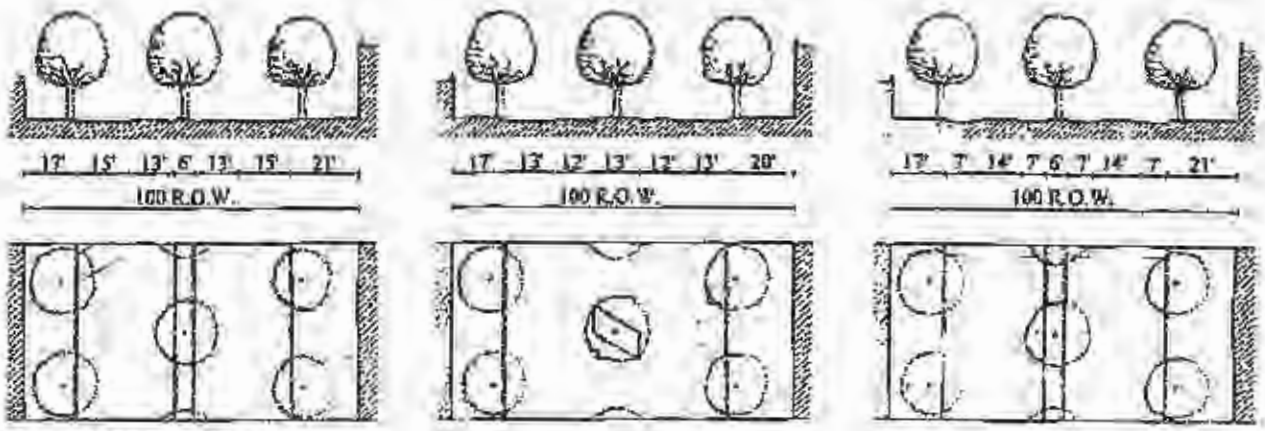
Future Sidewalk Plans for Downtown Birmingham

Trees
Streetlights
Garbage Cans
Traffic Poles
Bike Racks
Benches
Sidewalks

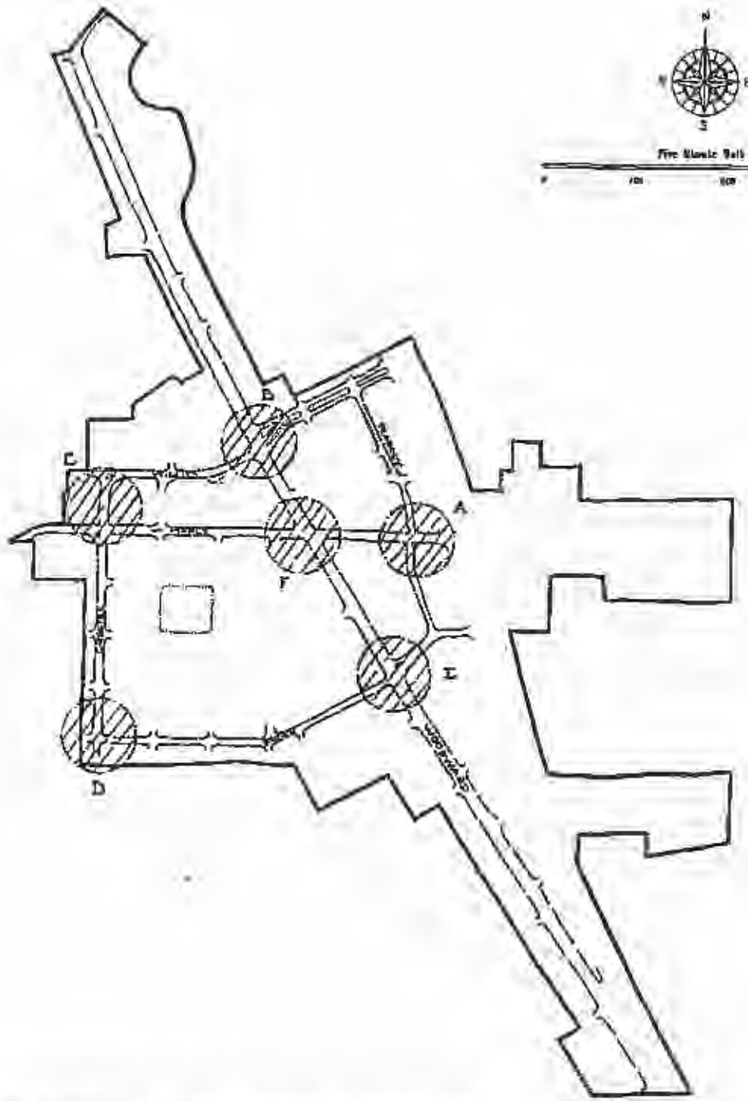
City of Birmingham
A Walkable Community



Plan of Existing Conditions
WOODWARD AVENUE

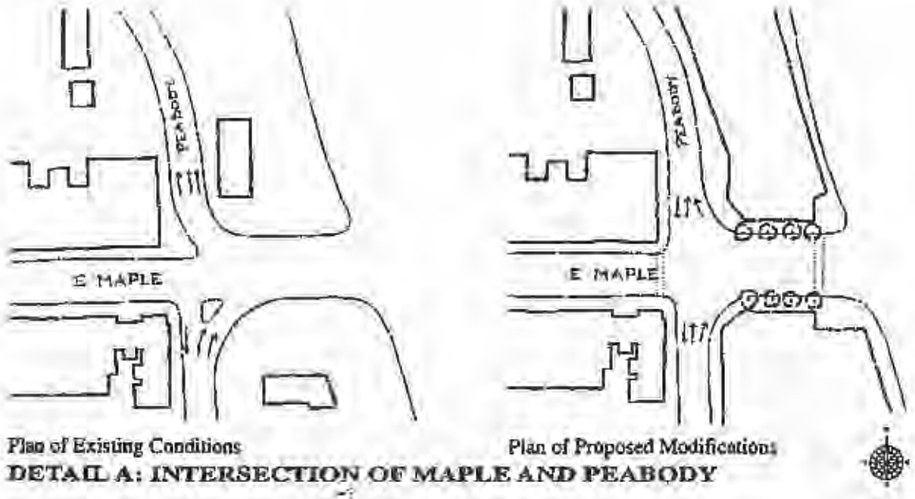


Plan of Proposed Modifications
WOODWARD AVENUE



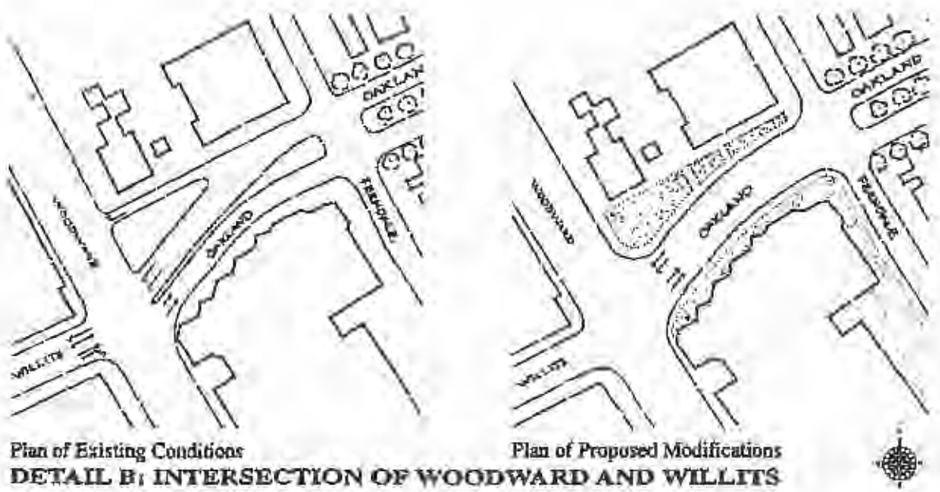
RING ROAD INTERSECTION IMPROVEMENTS

Detail intersection (A - F)



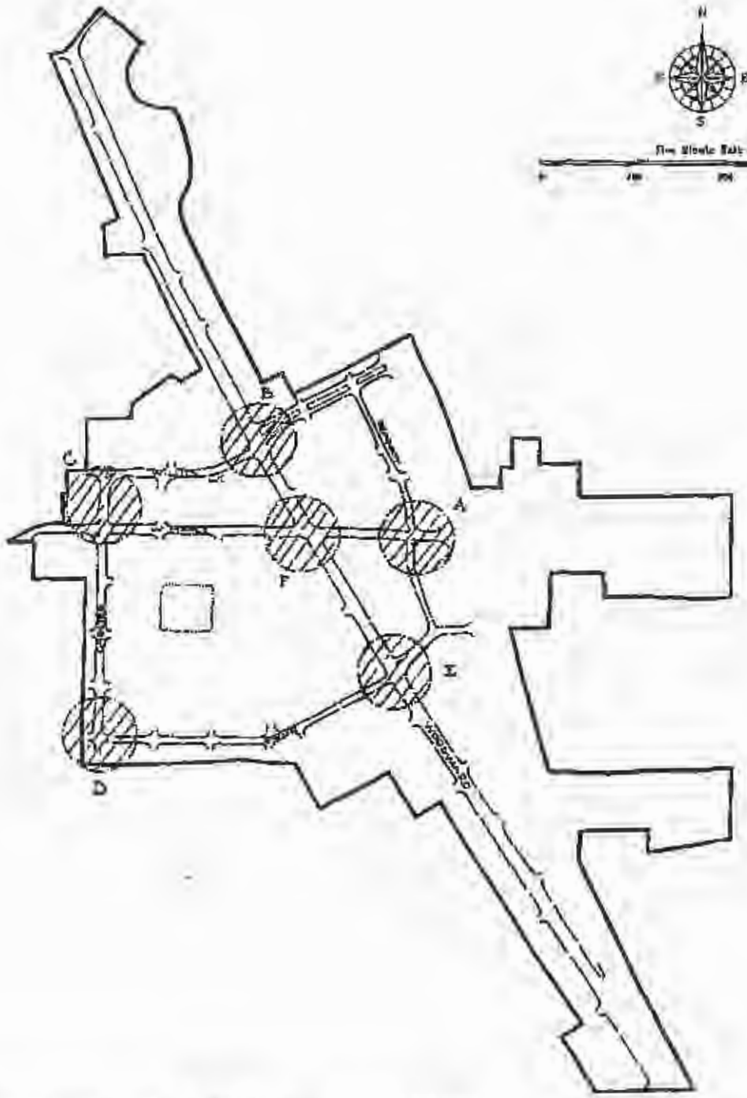
Plan of Existing Conditions
Plan of Proposed Modifications

DETAIL A: INTERSECTION OF MAPLE AND PEABODY



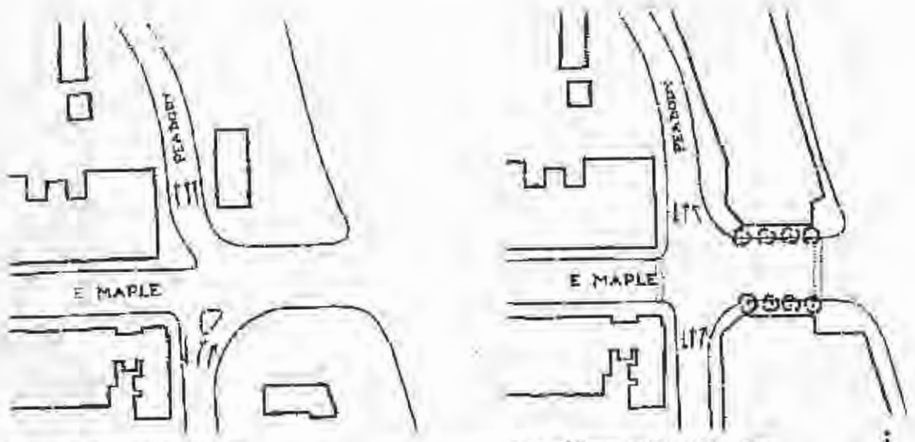
Plan of Existing Conditions
Plan of Proposed Modifications

DETAIL B: INTERSECTION OF WOODWARD AND WILLITS



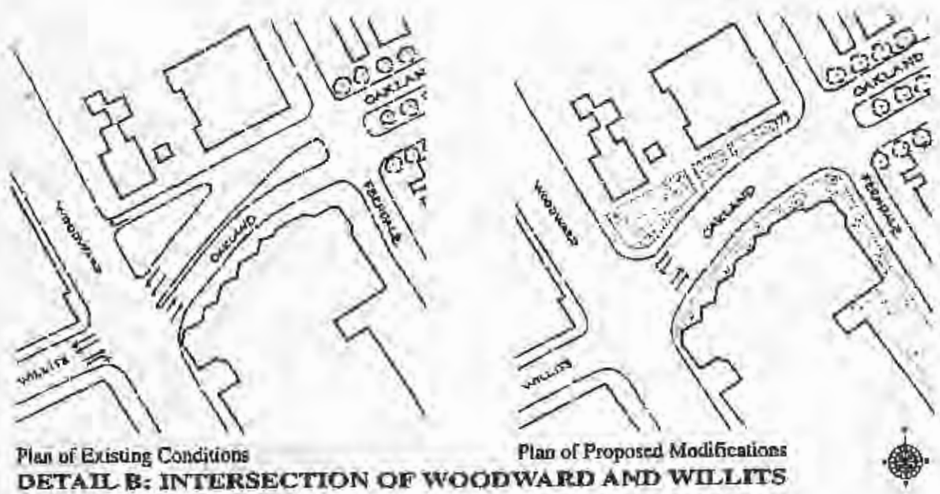
RING ROAD INTERSECTION IMPROVEMENTS

Detail intersection (A - F)



Plan of Existing Conditions
Plan of Proposed Modifications

DETAIL A: INTERSECTION OF MAPLE AND PEABODY



Plan of Existing Conditions
Plan of Proposed Modifications

DETAIL B: INTERSECTION OF WOODWARD AND WILLITS

4.2 PHASE 1

PHASE 1: OVERVIEW

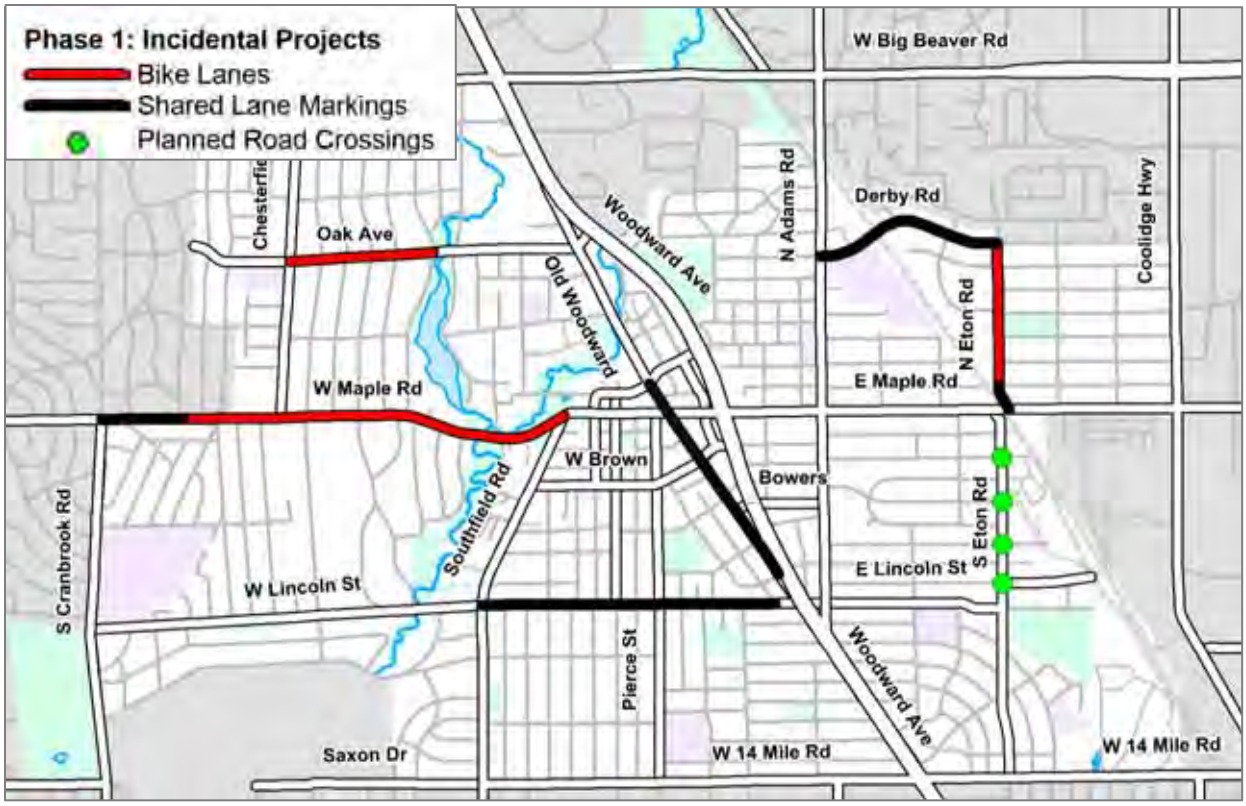
Many of the routes in Phase 1 may be implemented as part of the City's Capital Improvement Plan (CIP). A Capital Improvement Plan is a short-range plan, usually five to ten years which identifies capital projects and provides planning schedules and options for financing the plan. CIP roadway projects generally fall into two categories, resurfacing and reconstruction. Resurfacing projects typically only affect the surface of the roadway, whereas in a reconstruction project the existing roadway, curb and sidewalk may be completely removed and reconstructed. Incorporating the proposed improvements with the CIP is a cost effective way to implement the facilities as it will reduce mobilization costs and help to consolidate roadway closures.

The following pages provide a more detailed breakdown of Phase 1.

FIGURE 4.2A. PHASE 1

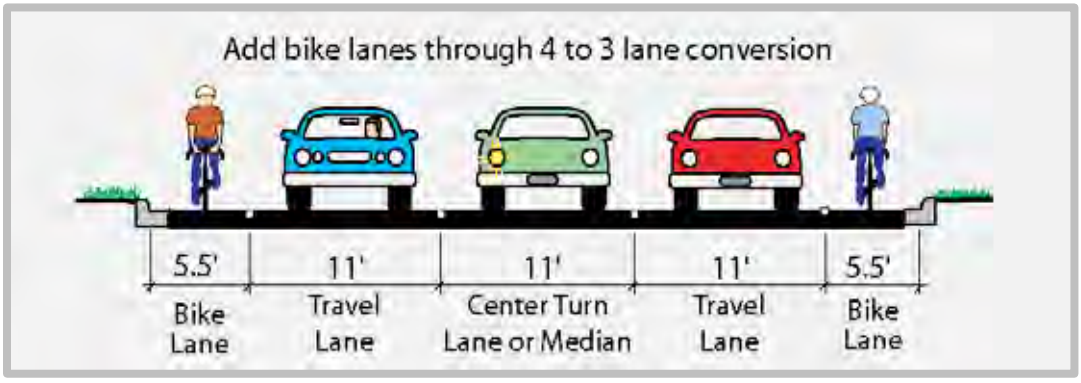
PHASE 1: INCIDENTAL PROJECTS

The following is a list of projects that could be implemented as part of the City's Capital Improvement Plan (CIP) with incidental costs.



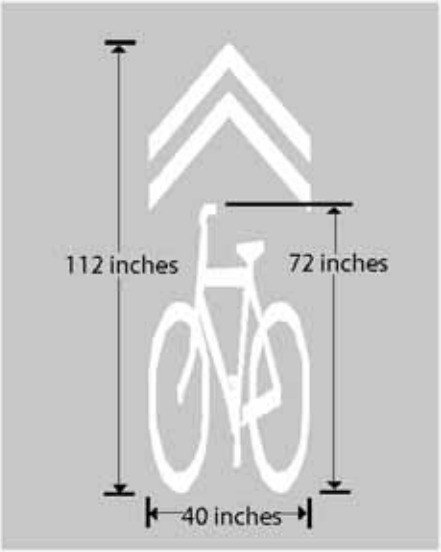
Add bike lanes to W Maple Road between Waddington Street and Southfield Road through a four-lane to three-lane conversion as part of the 2015 road resurfacing project.

W MAPLE ROAD



Guidelines to Follow When Adding Shared Lane Markings:

Please note that when used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the center of the shared Lane markings should be at least 4 feet from the face of the curb or from the edge of the pavement where there is no curb.



PHASE 1: PROPOSED COLORED SHARED LANE MARKING

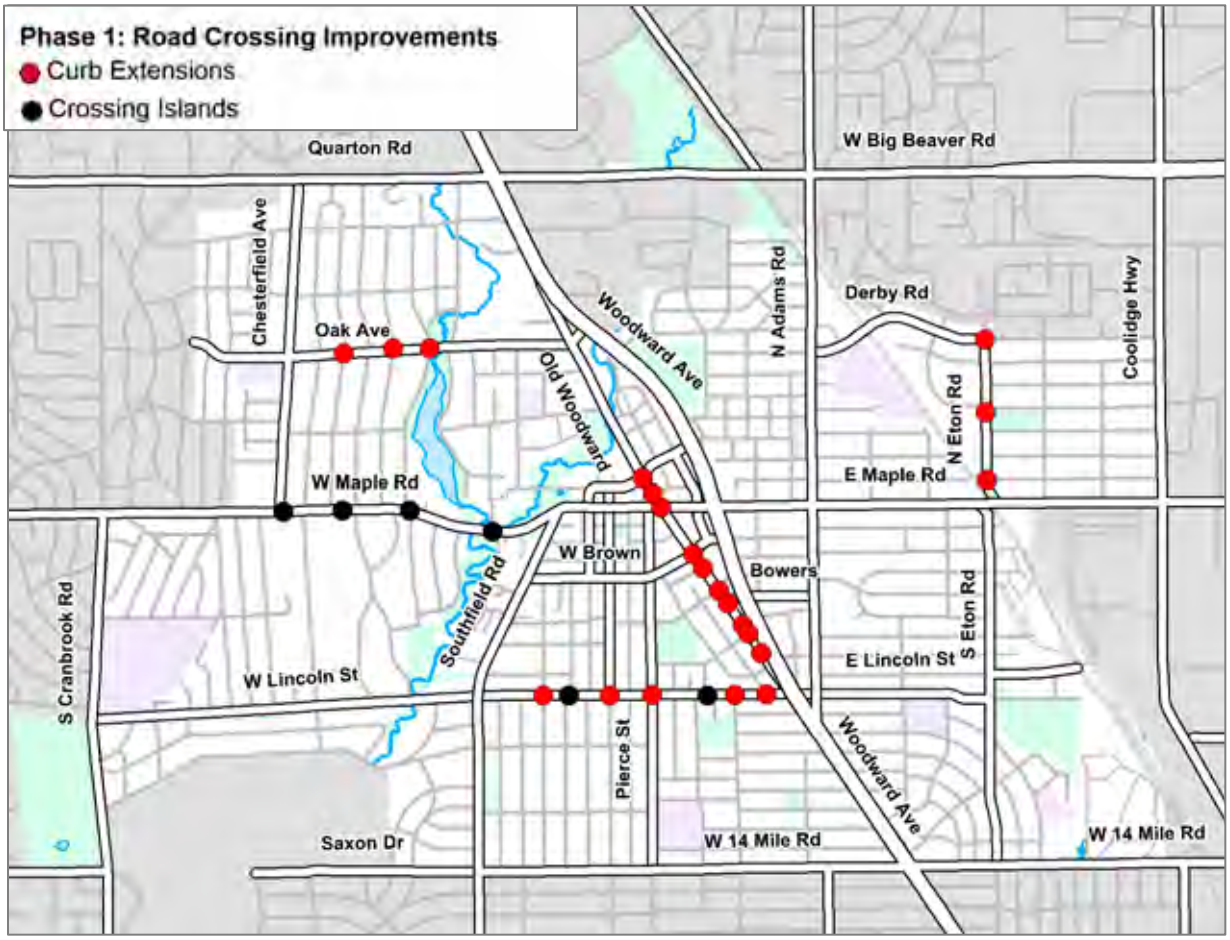
There is an opportunity to add colored shared lane markings to W Lincoln Street between Ann Street and Woodward Avenue during the 2014 road resurfacing project and to Bowers Avenue between S Old Woodward Avenue and Woodward Avenue during the 2017 road reconstruction project. **Please note that these projects would probably result in additional costs to the CIP.**

PHASE 1 COLORED SHARED LANE MARKING:				
Road	**From**	**To**	**Quantity**	**Unit**
Colored Shared Lane Markings (placed every 200' - 250' with solid green paint the entire length):				
W Lincoln St	Ann St	Woodward Ave	0.10	MI
Bowers	S Old Woodward Ave	Woodward Ave	0.05	MI

**As an alternative to the green paint, white chevrons may be used through the intersections.*

PHASE 1: PROPOSED ROAD CROSSING IMPROVEMENTS

The following table provides a list of proposed road crossing improvements that could be implemented as part of the City's Capital Improvement Plan (CIP). **Please note that these projects would probably result in additional costs to the CIP.**



With the proposed four-lane to three-lane conversion as part of the 2015 road resurfacing project on W Maple Road there is the potential for crossing islands at Chesterfield Avenue, Baldwin Road, between Suffield Drive and Pilgrim Avenue and between Lake Park Drive and Linden Road. Double posted rectangular rapid flash beacons with advanced warning signs in both directions are recommended at all crossing islands except Chesterfield Avenue due to the existing signal (assuming the signal at Lake Park Drive is removed with the four to three lane conversions).`

Crossing islands and curb extensions are proposed on Lincoln Street between Southfield Road and Woodward Avenue with the 2014 road resurfacing project.

Curb extensions are proposed on N Eton Road between Derby Road and E Maple Avenue with the 2014 road reconstruction project.

Curb extensions are recommended at intersections along Old Woodward Avenue between Willits Road and E Brown Street as part of the 2016 road reconstruction project and between E Brown Street and Landon Street as part of the 2017 road reconstruction project.

Curb extensions are proposed on Oak Avenue at Suffield Avenue, Puritan Avenue and Lake Park Drive with the 2016 road reconstruction project.

- Suffield Avenue – curb extensions on north side of road
- Puritan Avenue – curb extension on south side of road
- Lake Park Drive – curb extension on north side of road

PHASE 1 ROAD CROSSING IMPROVEMENTS:				
Road	From	To	Quantity	Unit
Crossing Islands (Bollards, landscaping, concrete curbs, striping):				
W Maple Rd	at Chesterfield Ave		1	EACH
W Lincoln St	at Stanley Blvd		1	EACH
W Lincoln St	at Floyd St		1	EACH
Crossing Islands with Double Posted Rectangular Rapid Flash Beacon with Advance Warning Signs				
W Maple Rd	Between Suffield Dr and Pilgram Ave		1	EACH
W Maple Rd	Between Lake Park Dr and Linden Rd		1	EACH
W Maple Rd	at Baldwin Rd		1	EACH
Curb Extensions (Sidewalks, landscaping, concrete curbs, sidewalk)				
Oak Ave	at Suffield Ave		2	EACH
Oak Ave	at Puritan Ave		2	EACH
Oak Ave	at Lake Park Dr		2	EACH
N Eton Rd	at Derby Rd		4	EACH
N Eton Rd	at Windemere Rd		1	EACH
N Eton Rd	at Yorkshire Rd		2	EACH
W Lincoln St	at Maryland Blvd		4	EACH
W Lincoln St	Pierce St		4	EACH
E Lincoln St	at Grant St		3	EACH
E Lincoln St	at Bates		4	EACH
E Lincoln St	at Ann St		4	EACH
N Old Woodward Ave	at Willits St		2	EACH
N Old Woodward Ave	at Hamilton Row		4	EACH
N Old Woodward Ave	at E Maple Rd		4	EACH
S Old Woodward Ave	at W Merrill St		4	EACH
S Old Woodward Ave	at E Brown St/Forest Ave		4	EACH
S Old Woodward Ave	at Danes Street		2	EACH
S Old Woodward Ave	at Hazel St/Frank St		2	EACH
S Old Woodward Ave	at Bowers St		3	EACH
S Old Woodward Ave	at Haynes St		3	EACH
S Old Woodward Ave	between George St and Landon St		2	EACH

PHASE 1: PROPOSED TRANSIT IMPROVEMENTS

The following table provides a list of proposed transit shelters that could be implemented as part of the City's Capital Improvement Plan (CIP). **Please note that the shelters would probably result in additional costs to the CIP**.

Bus shelters are recommended at high volume bus stops in the downtown in coordination with proposed curb extensions.

PHASE 1 TRANSIT IMPROVEMENTS:				
Road	From	To	Quantity	Unit
Bus Shelter				
N Old Woodward Ave	at the northeast corner of Willits St		1	EACH
N Old Woodward Ave	at the northwest corner of W Maple Rd		1	EACH
N Old Woodward Ave	at the southeast corner of E Maple Rd		1	EACH
S Old Woodward Ave	at the southwest corner of W Merrill St		1	EACH
S Old Woodward Ave	at the southeast Daines Street		1	EACH
Does not include engineering fees or contingency				

EXISTING BUS SHELTER ON S OLD WOODARD AVENUE

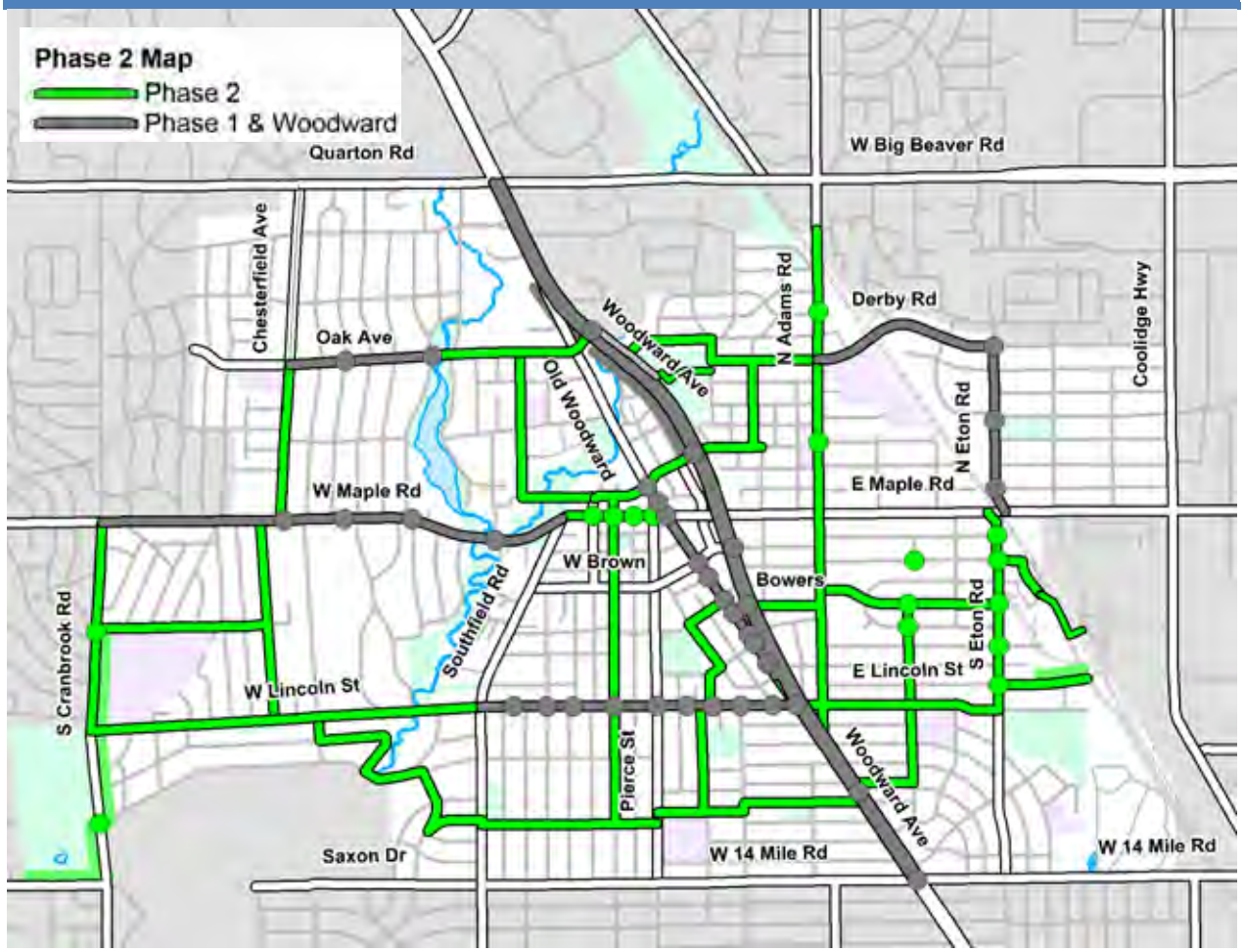
4.3 PHASE 2

PHASE 2: OVERVIEW

Phase 2 objective is to provide connections across the community and create a backbone for the City's long-range multi-modal system. This phase achieves this by building on the existing multi-modal system.

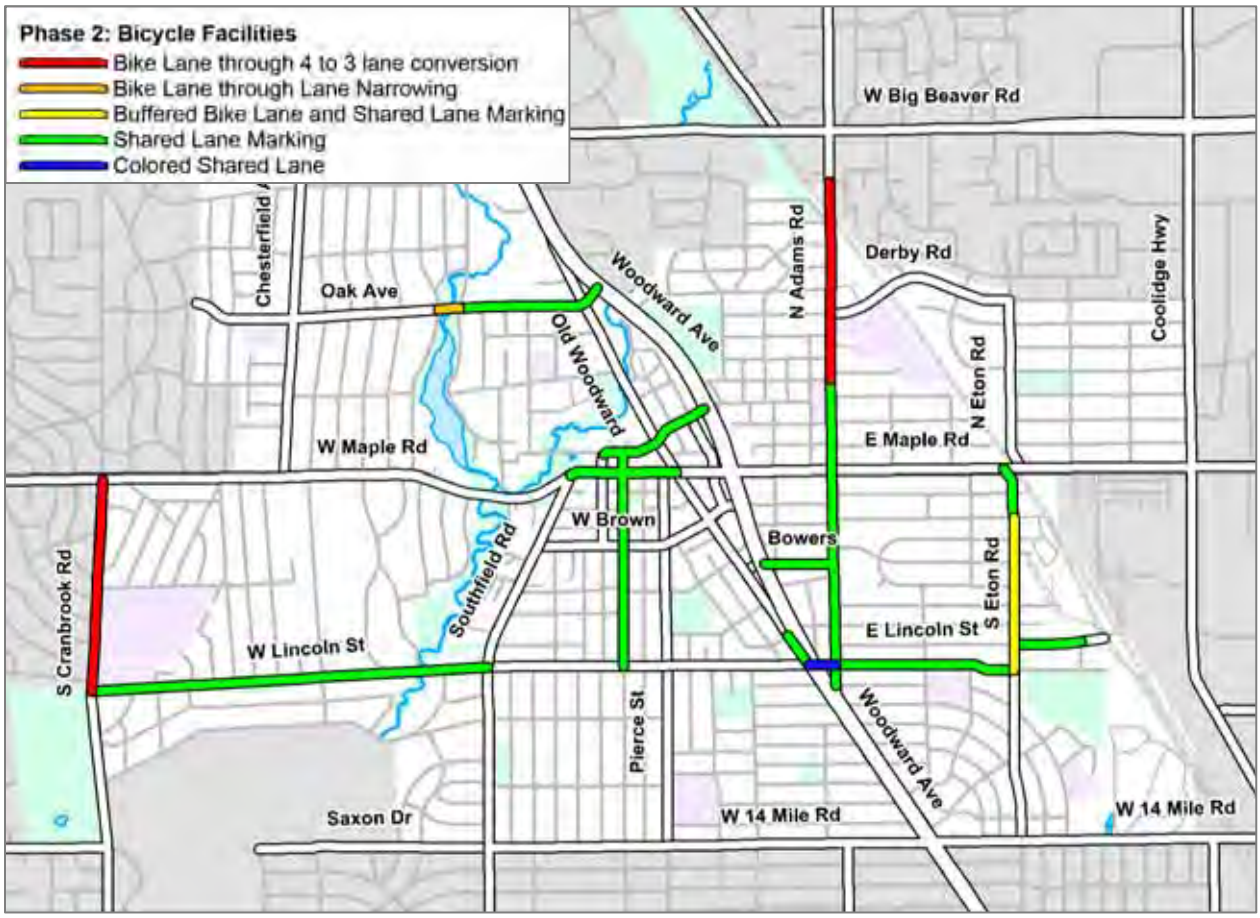
The following pages provide a more detailed breakdown of Phase 2.

FIGURE 4.3A. PHASE 2



PHASE 2: PROPOSED BIKE FACILITIES

The following provides a list of on-road bike facilities that can be implemented in the near-term with minimal changes to the roadway. Please note that at time of implementation all bike facilities should be accompanied by appropriate signage.



On S Eton Road between Yosemite Boulevard and E Lincoln Street, remove parking on the west side of the street and add a buffered bike lane. On the east side of the street keep on-street parking and add a shared-lane marking. The buffer between the bike lane and travel lane should be cross hatched.

S ETON ROAD

Add bike lanes to S Cranbrook Road between W Maple Avenue and W Lincoln Street through a four-lane to three-lane conversion. Add bike lanes to N Adams Road between Madison Street and Evergreen Drive through a four-lane to three-lane conversion. Please note that prior to implementation a micro-simulation may be necessary to see how school traffic timing affects both corridors.

S CRANBROOK ROAD AND N ADAMS ROAD

Add bike lanes to Oak Avenue between Lake Park Drive and Lakeside Drive by adding an edge stripe 6’ out from the curb on both sides of the road.

Add shared lane markings to the following roadways:

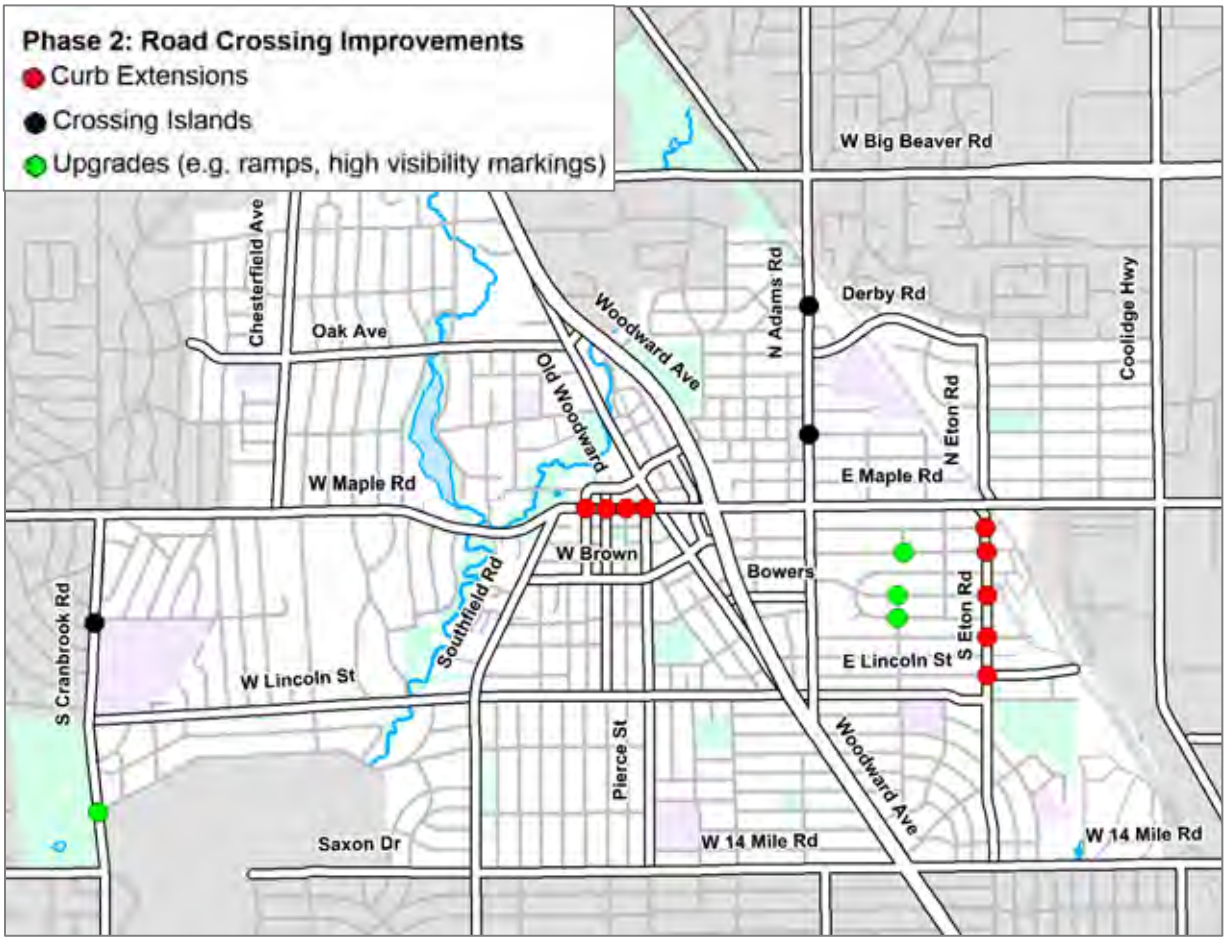
- W Lincoln Street between S Cranbrook Road and Southfield Road
- E Lincoln Street between Adams Road and S Eton Road
- S Eton Road between W Maple Rd and Yosemite
- N Eton Road between Yorkshire Road and W Maple Road
- Bowers Street between Woodward Avenue and Adams Avenue
- Oakland Avenue between N Old Woodward Avenue and Woodward Avenue
- Willits Street between N Chester Street and N Old Woodward Avenue
- W Maple Road between Southfield Road and N Old Woodard Avenue
- S Bates Street between W Lincoln St and Willits Street
- Cole Street east of S Eton Street
- Adams Road between Madison Street and Woodward Avenue
- Oak Avenue between Lake Park Drive and Woodward Avenue
- Chesterfield Avenue between Oak Avenue and W Maple Road
- One-way on S Old Woodward Ave between Landon Rd and E Lincoln St

Add colored shared lane markings to E Lincoln Street between Woodward Avenue and Adams Road.

PHASE 2 BICYCLE FACILITIES:				
Road	From	To	Quantity	Unit
Bike Lanes through 4 to 3 lane conversion (stripe removal, pavement markings and signage):				
S Cranbrook Rd	W Maple Rd	W Lincoln Rd	0.57	MI
N Adams Rd	Evergreen Dr	Madison St	0.55	MI
Buffered Bike Lane (pavement markings and signage in one direction)				
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	LF
Bike Lanes through Lane Narrowing:				
Oak Ave	Lake Park Dr	Lakeside Dr	0.06	MI
Shared Lane Markings (placed every 200' - 250'):				
W Lincoln St	S Cranbrook Rd	Southfield Rd	1.00	MI
E Lincoln St	Adams Rd	S Eton Rd	0.51	MI
S Eton Rd	W Maple Rd	Yosemite	0.07	MI
N Eton Rd	Yorkshire Rd	W Maple Rd	0.08	MI
Bowers St	Woodward Ave	Adams Rd	0.2	MI
Oakland Ave	N Old Woodward Ave	Woodward Ave	0.16	MI
Willits St	N Chester St	N Old Woodward Ave	0.15	MI
W Maple Rd	Southfield Rd	N Old Woodward Ave	0.27	MI
S Bates	W Lincoln St	Willits St	0.6	MI
Cole St	East of S Eton St		0.25	MI
Adams Rd	Madison St	Woodward Ave	0.9	MI
Oak Ave	Lake Park Dr	Woodward Ave	0.46	MI
Chesterfield Ave	Oak Ave	W Maple Rd	0.45	MI
Shared Lane Markings (placed every 200' - 250' in one direction):				
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	MI
S Old Woodward Ave	Landon Rd	E Lincoln St	0.12	MI
Colored Shared Lane Markings (placed every 200' - 250' with solid green paint the entire length):				
W Lincoln St	Woodward Ave	Adams Rd	0.10	MI

PHASE 2: PROPOSED ROAD CROSSING IMPROVEMENTS

The proposed road crossing improvements include both new road crossings and recommended upgrades to existing road crossings. Due to the high volume of walking that already exists in the City, it is important to improve the existing crossings and provide new crossings where there is high demand in order to create a safer environment for everyone.



A crossing island is proposed on S Cranbrook Road at Midvale on the south side of the intersection to be implemented concurrent with the proposed 4 to 3 lane conversion. A crossing island is proposed on N Adams at Abbey Road on north side of the intersection to be implemented concurrent with the proposed 4 to 3 lane conversion. And a crossing island is proposed at N Adams at Buckingham Avenue on the south side of intersection in the unused center turn lane.

Curb extensions are proposed throughout the downtown to help eliminate the stepped curbed and provide ramps to make the downtown more accessible to everyone. Because of the cluster of proposed curb extensions it would make more sense to implement as part of a road reconstruction project.

Curb extensions are proposed along S Eton Road near the Rail District. They should extend into the roadway 5' on the west side of the street and 8' on the east side of the street.

There are a few locations where pedestrian crossings are needed and/or minor improvements should be made.

- North side of Haynes Street between Bowers Street and Columbia Street – improvements include ramp, detectable warning, sidewalk extension, signs, high visibility pavement marking
- Bowers Street between Haynes Street and Columbia Street – improvements include detectable warnings, signs, high visibility pavement markings
- Villa Road at Yankee – improvements include detectable warnings, signs, high visibility pavement markings
- S Cranbrook Road at Northlawn Boulevard - improvement include ramps, detectable warnings, signs and high visibility pavement markings

PHASE 2 ROAD CROSSING IMPROVEMENTS:				
Road	From	To	Quantity	Unit
Crossing Islands (Bollards, landscaping, concrete curbs, striping):				
S Cranbrook Rd	at Midvale		1	EACH
N Adams Rd	at Abbey Rd		1	EACH
N Adams Rd	at Buckingham Ave		1	EACH
Curb Extensions				
S Eton Rd	at Yosemite Blvd		4	EACH
S Eton Rd	at Villa Rd		4	EACH
S Eton Rd	at Bowers St		4	EACH
S Eton Rd	at Holland St		4	EACH
S Eton Rd	at Cole St		4	EACH
W Maple Rd	at Chester St		1	EACH
W Maple Rd	at S Bates St		4	EACH
W Maple Rd	at Henrietta St		4	EACH
W Maple Rd	at Pierce St		4	EACH
Minor Upgrades (high visibility markings, ramps and signs)				
Haynes St	between Bowers St and Columbia St		1	EACH
Bowers St	between Haynes St and Columbia St		1	EACH
Villa Rd	at Yankee		1	EACH
S Cranbrook Rd	at Northlawn Blvd		1	EACH

Attachment C:

ACTIVATING URBAN SPACE: A STRATEGY FOR ALLEYS & PASSAGES

CITY OF BIRMINGHAM 2012

TABLE OF CONTENTS

Photo of Block Place, Melbourne, Australia
Source: Derek Midgley on Flickr

Photo of the Brattle Book Shop in Cambridge, MA
SOURCE: bill_comstock on Flickr

Photo of Wolf Lane in Perth, Australia
Source: jarkti on Flickr

EXECUTIVE SUMMARY

This study identifies alleys and passages in and around Downtown Birmingham, and seeks to provide a framework to classify alleys and passages into different categories based on their existing uses and to outline options to capitalize on opportunities for aesthetic improvement and activation of these spaces.

Alley and passage classifications provide a flexible framework from which to consider the level of regulation needed to achieve the desired outcomes for each type. The proposed classifications are not meant to be static, and may change due to future land usage, new technology, new destination locations, etc.

DESTINATION VIAS

Destination vias have the most potential to assume an active and dynamic role in the urban fabric. These vias would likely be the focus for capital improvement projects, new development and business attraction, as well as the possible programming of events to attract residents and visitors.

ACTIVE VIAS

Active vias have great potential for improvement as enhanced multi-modal corridors that provide through block connections. These vias would likely be the focus for capital improvement projects to improve access and safety for all users, and for guidelines or incentives to encourage businesses to expand into the via and improve their alley facades.

CONNECTING VIAS

Connecting vias have great potential for aesthetic enhancements to create interesting and creative spaces to expand the pedestrian network and greatly enhance walkability. These vias would likely be the focus for smaller scale capital improvement projects. These projects would improve the aesthetic of the via, using elements such as new paving, landscaping, furniture and public art.

This document outlines recommendations for design guidelines, enhancement strategies and activation strategies for our alleys and passages. These recommendations encourage the enhancement of the urban realm by improving pedestrian and bicycle connectivity; creating active and interesting building edges that provide better engagement opportunities with pedestrians; and allowing for the creation of both formal and informal gathering spaces in alleys and passages. These recommendations ensure high quality urban design, engaging and pedestrian friendly activities, while simultaneously recognizing that service functions will likely continue to exist and need to be accommodated in certain places.

DESTINATION VIAS

- Have the most potential to play a dynamic role in the urban fabric
- Focus on capital improvement projects, new development and business attraction
- Possible programming of events to attract residents and visitors

ACTIVE VIAS

- Great potential for improvement as enhanced multi-modal corridors that provide through block connections
- Focus on capital improvement projects to improve access and safety for all users
- Create guidelines or incentives to encourage businesses to expand into the via and improve their alley facades

CONNECTING VIAS

- Encourage aesthetic enhancements to expand the pedestrian network
- Capital improvement projects focus on aesthetic improvements such as new paving, furniture, public art etc.

ACTIVATING ALLEYS & PASSAGES

Alleys and passages in cities across the world have traditionally provided a functional purpose, such as access for service vehicles collecting trash, deliveries for adjacent businesses, back door access for employees or corridors for power lines, water lines, sewer lines and drainage. Alleys usually run behind or along side of buildings to keep these service functions hidden from view and out of the street. Many alleys and passages are found in older areas of town; they are often in historic districts and were designed at a time when large motorized vehicles did not exist. Away from the bustle of main roads, alleys and passages offer an integrated system of pedestrian and vehicle linkages that connect streets and districts.

Often alleys and passages are forgotten spaces. They are not considered part of the main streetscape; they are hidden from view and do not attract visitors other than service providers. However, alleys and passages provide opportunities to create unique urban spaces. In tight urban conditions, alleys and passages provide intimate corridors for pedestrians, and allow for convenient shortcut routes to adjoining streets and destinations. Encouraging activity to spill out from adjacent buildings into alleys and passages can strengthen retail, provide additional space for outdoor dining and special events, and can expand the pedestrian and bicycle network linking many different areas. Public investment designed to improve the aesthetics of alleys and passages, such as paving upgrades, the addition of furniture, lighting or landscaping, will attract people to these spaces, and will have revitalization benefits for all adjacent properties.

TYPICAL ALLEY FUNCTIONS

POTENTIAL ADDITIONS TO MAKE ALLEYS MORE VIBRANT

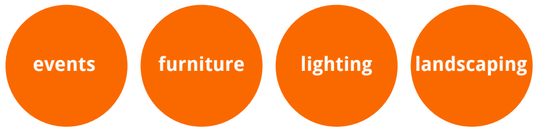


Photo of Cady's Alley in Washington D.C. This alley has upgraded paving and added other aesthetic improvements to make it more pedestrian-friendly.
SOURCE: The Great Photographicon on Flickr

PURPOSE & GOALS OF STRATEGY

Activating Urban Space: A Strategy for Alleys & Passages is designed to provide a plan to manage and maintain existing alley and passage assets in the city, and to prepare a framework for re-imagining life in these intimate urban spaces. This plan includes a study of existing alleys and passages in Birmingham. It reviews existing master plans, ordinances, and the improvements that have been implemented in alleys and passages as a result of these plans.

This strategy then identifies needed improvements and it provides recommendations for both design enhancements and activation strategies to encourage activity in hidden and underutilized urban spaces to provide active and attractive spaces that enhance public life and increase pedestrian activities in the study area. The overarching purpose of this plan is to inspire interest from adjoining property owners, businesses and residents to create high quality urban spaces that encourage active use and engagement that enhance public life in Birmingham.

Activating Urban Space: A Strategy for Alleys & Passages seeks to recognize the role and character of alleys and passages in creating a fine grain urban realm, and seeks to activate these hidden urban spaces.

The overarching purpose of this plan is to inspire interest from adjoining property owners, businesses and residents to create high quality urban spaces that encourage active use and engagement to enhance public life in Birmingham.

GOALS

To maintain and enhance existing alleys and passages.

To improve the walkability and permeability of urban spaces in Birmingham.

To facilitate and create opportunities for activation of selected alleys and passages.

To ensure the safety and well-being of all users of alleys and passages.

To facilitate new development that assists in achieving desired outcome of plan.

To form the basis for ordinance amendments that will encourage a form of development in alleys and passages that will achieve the physical qualities necessary to enhance, activate and re-imagine the unique urban spaces in Birmingham.

BIRMINGHAM'S COMMITMENT TO ALLEYS & PASSAGES

For many years, the City has demonstrated that it is deeply committed to maintaining and enhancing its alleys and passage system. The City recognizes the intrinsic potential for these alleys and passageways to become dynamic spaces that play a critical role in enhancing our street network and serve as unique destinations within the fabric of our City.

The existing *Downtown Birmingham 2016 Plan* identifies and classifies existing alleys and passages in the downtown core. It provides basic recommendations for improving and activating the City's alleys and passages. The recommendations contained in the section, *Circulation 5*, of the *2016 Plan* state that alleys and passages should be held to higher aesthetic standards, similar to sidewalks, given their pedestrian function. *Appendix C-9* of the *2016 Plan* provides a map of all alleys in downtown Birmingham, and classifies each as an alley or a pedestrian passage. Additional attention is given to alleys and passages as pedestrian-friendly spaces in the *Birmingham Zoning Ordinance*. The *Zoning Ordinance* requires screening for parking adjacent to alleys and passages in the same manner provided along streets.

Over the last several years, many of the changes downtown have invigorated the streets and enhanced public life; these changes further reinforce the need for the City to develop a comprehensive strategy to further activate its downtown alleys and passageways. Examples of some of the recent changes to downtown that have been catalytic for enhancing the public realm are the construction of new residential units, the revitalization of three downtown parks, and the addition of a Farmers' Market. These changes have brought more people downtown—including residents and visitors, and make it important for the City to continue to cultivate the character of its alleys and passages.

The substantial increase in outdoor dining has also activated the streets and expanded public life. The implementation of the bistro ordinance has provided the potential for additional improvements to passages by requiring 70% glazing between 1 and 8 feet above grade on building facades that face a pedestrian passage. Examples of recent and proposed improvements to alleys and passages can be seen in the Willits alley that was improved at the time the Willits building was constructed, and the Social passage which was approved as a part of the Social bistro plan.

"Designate downtown alleys as either 'alleys' or 'passages' according to the plan in Appendix C-9 [of the Downtown Birmingham 2016 Plan]. Alleys should remain service places, while passages should be treated as sidewalks."

-Downtown Birmingham 2016 Plan

TOP: Vehicles and pedestrians utilize Willits Alley.
BOTTOM: Photos of Social Passage and the Social bistro outdoor dining area.

EXISTING CONDITIONS & 2016 PLAN CLASSIFICATIONS SUMMARY

Birmingham has many alleys located downtown and throughout the city. These alleys and passages vary in character, function, and condition. Each alley has the potential for some degree of improvement.

According to the *Downtown Birmingham 2016 Plan*, it is imperative to consider the function of each alley and passage when deciding which improvements should be undertaken and determine the desired level of pedestrian activity that should take place in each space. These spaces were classified as either an alley or passage in the 2016 Plan.

The *2016 Plan* identifies **alleys** by the service-oriented uses that take place here. The need to maintain access for deliveries and trash pickup is critical in alleys, these spaces must therefore maintain a clear zone that vehicles can traverse.

The *2016 Plan* defines **passages** as non-motorized cut-throughs. The pedestrian scale and activity can be allowed to flourish without the clear zone restrictions necessary in alleys.

The following list is an account of the classifications given to the downtown alleys and passages in the *Downtown Birmingham 2016 Plan*.

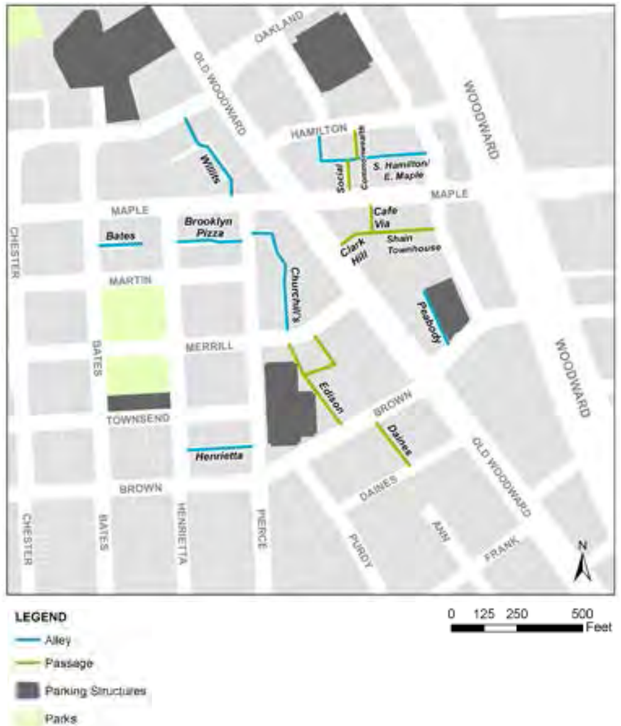
2016 PLAN: ALLEY CLASSIFICATION

- Service oriented
- Need access for deliveries & trash pickup
- Require a clear zone

2016 PLAN: PASSAGE CLASSIFICATION

- Non-motorized cut throughs
- Do not require a clear zone
- Ideal for pedestrian activity

MAP OF ALLEYS & PASSAGES LISTED IN THE DOWNTOWN BIRMINGHAM 2016 PLAN



ALLEYS: IDENTIFIED IN THE DOWNTOWN BIRMINGHAM 2016 PLAN

WILLITS ALLEY: W. MAPLE TO WILLITS


CHURCHILL'S ALLEY: PIERCE TO MERRILL


HAMILTON ALLEY: PARK TO HAMILTON


HENRIETTA ALLEY: PIERCE TO HENRIETTA


BATES/BROOKLYN PIZZA ALLEY: BATES TO PIERCE

PEABODY ALLEY: OFF OF BROWN


PASSAGES: IDENTIFIED IN THE DOWNTOWN BIRMINGHAM 2016 PLAN

SOCIAL / COMMONWEALTH PASSAGE: W. MAPLE TO HAMILTON


CAFE VIA PASSAGE / BRIGGS BUILDING


EDISON / 220 PASSAGE: MERRILL TO BROWN




DAINES PASSAGE: BROWN TO DAINES


Although the Edison/220 passage was identified by the 2016 Plan as a passage, it should be noted that this passage can be classified as both an alley and a passage. The east side of the building is accessible to non-motorized users only. The west side is accessible by cars and trucks, and it is used for the service functions identified in alleys.

RECOMMENDATIONS

RECOMMENDATION 1: CREATE A NEW CLASSIFICATION SYSTEM FOR ALLEYS & PASSAGES

Existing alleys and passages can be broken up into different classifications for further study based on their future potential. As the urban context surrounding alleys and passages varies, so does the level of access provided and the type of services supported by the alley. These factors, along with others such as location within commercially zoned areas, presence of adjoining commercial development that could extend into the alley or passage, existing or future opportunity for mid- block connections, and level of importance in existing master plans, were all considered in the process of designating alleys and passages into the classification system. This classification system can form the basis for future development and enhancement. Three types of alleys and passages have been identified based on existing conditions, existing use and future potential.

DESTINATION VIAS

Alleys and passages that people are drawn to as a destination for public gathering to participate in cultural activities, commercial activities, recreational activities, outdoor dining, special events, or pausing for respite. These are pedestrian scaled urban spaces designed without vehicular access for service functions.

Destination vias have the most potential to assume an active and dynamic role in the urban fabric. These vias would likely be the focus of capital improvement projects [public or private], new development and business attraction, as well as the possible programming of events to attract residents and visitors. Destination vias will likely be the focus for early implementation of design guidelines and activation strategies.

Destination vias include, but are not limited to:

- Café Via Passage & Plaza
- Social Passage (Formerly known as Tokyo Sushi Passage)
- Peabody Passage & Plaza (behind the Birmingham 8 Theater)

ACTIVE VIAS

Alleys and passages with a mix of uses and multi-modal activities. Active vias can be used by pedestrians and bicyclists for travel, smaller scale commercial activities (i.e. outdoor dining, retail sales and display), small pockets for pedestrian respite, and shared use by vehicles for access to parking and service functions.

Active vias have great potential for improvement as enhanced multi-modal corridors that provide through block connections. These vias would likely be the focus of capital improvement projects [public or private] to improve access and safety for all users, as well as guidelines or incentives to encourage businesses to expand into the via and improve their via facades. Active vias will likely be the focus of ongoing implementation of design guidelines and activation strategies, as they may require significant changes in the behavior and use patterns of adjoining businesses.

Active vias include, but are not limited to:

- Edison / 220 Alley
- Churchill's Alley
- N. Hamilton Alley
- S. Hamilton Alley / E. Maple Alley
- Brooklyn Pizza Alley
- Willits Alley
- Bates Alley
- Henrietta Alley
- Peabody Alley (area with cars and dumpsters)

CONNECTING VIAS

Alleys and passages that provide a through-block connection exclusively for pedestrians and/or bicyclists. These have limited opportunities for commercial activity, limited service function, and no vehicular access.

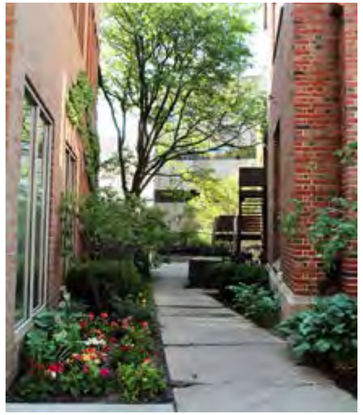
Connecting vias have great potential for aesthetic enhancements to create interesting and creative spaces for pedestrian and bicycle use, to expand the non-motorized network and greatly enhance walkability. These vias would likely be the focus for smaller scale capital improvement projects [public or private] to improve the aesthetic of the via, such as new paving, landscaping, seating or public art. Connecting vias will provide low cost, high impact, implementation opportunities.

Connecting vias include, but are not limited to:

- Daines Passage
- Edison Passage (with the plaza)
- Peabody Mansion Passage
- Commonwealth Passage (near cafe)
- Shain Townhouse Passage
- Clark Hill Passage
- Tender Passage
- Baldwin Passage

DESTINATION VIA: CAFE VIA PASSAGE

CONNECTING VIAS: EDISON'S PASSAGE & BALDWIN PASSAGE



ACTIVE VIA: CHURCHILL'S ALLEY

Classifications for Alleys & Passages

LEGEND

- Active
- Connecting
- Destination
- Parking Structures
- Parks
- Crosswalks
- Vistas

0 150 300 Feet

RECOMMENDATION 2: ESTABLISH DESIGN GUIDELINES & ENHANCEMENT STRATEGIES

Depending on the classification of an existing (or new) alley or passage, different types of design guidelines and enhancement strategies can be applied as new developments or capital improvements are proposed. The following elements should be integrated into design guidelines or design standards for each classification of alley or passage:

PAVING

Paving should be consistent with the materials and design patterns within the existing streetscape standards. Broom finish concrete with exposed aggregate accents is typical. Generally, broom finish concrete should serve as the primary pedestrian path.

LIGHTING

Pedestrian scale street lights may be added where feasible. Architectural and accent lighting should be encouraged to provide added visual interest. In addition, surface lighting of building facades and edges in alleys and passages should be encouraged as it provides better visibility and security.

FURNITURE

Where feasible and practical, streetscape furniture should be provided including trash receptacles, bike racks, benches and City news racks. Determining factors in placement should include available space, potential for use and adjacency to activity centers.

LANDSCAPING

Additional landscaping and greenery should be added wherever possible, particularly vertical elements along the edges of alleys and passages. This includes trees, bushes, shrubs, and flowers as well as vertical plantings in planter boxes, trellises or green screens with plant material such as climbing ivy and vines.

NAMING RIGHTS

A naming rights program should be explored as an additional method to provide funding for physical improvements in public alleys and passages.

PEDESTRIAN SCALED DESIGN

All portions of buildings and sites directly adjoining an alley or passage should maintain a human scale and a fine grain building rhythm that provides architectural interest for pedestrians and other users. Design details such as windows and doors overlooking the alley or passage to provide solar access, visual interaction and surveillance of the alley and passage should be encouraged or required. Walls facing alleys and passages should include windows and architectural features customarily found on the front facade of a building, such as awnings, cornice work, edge detailing or decorative finish materials.

CROSSWALKS

Crosswalks may be appropriate in some areas as a means to to link alleys and passages together. Crosswalks could help visually connect the alleys and passages network and create a convienent way for pedestrians and bicycles to move through the city.

COMMERCIAL SIGNAGE

To draw people into alleys and passages, directory signage should be provided at each entry to all alleys and passages. In addition, to encourage creativity, to add color and to activate the urban space in alleys and passages, specific sign guidelines should be created for all properties with building facades immediately adjoining alleys or passages. Alley and passage signage should be bold and graphic in nature, and be used by individual businesses to draw attention to the rear access points of ground floor businesses.

TERMINATING VISTAS

Some of the alleys and passages could be enhanced by giving special attention to the terminating vistas residents and visitors see as they meander through alleys and passages. Interesting architectural details, landscaping, or the addition of public art along blank building walls and other terminating vistas will enhance how residents and visitors experience these spaces.

PAVING

Broom finish concrete with exposed aggregate accents

LIGHTING

Barcelona, Spain passage with edge lighting
SOURCE: Carter Henricks on Flicker

Example of a light fixture

STREET FURNITURE

The City's official street furniture

LANDSCAPING

Climbing vines

Utility boxes screened by shrubs

Landscaping makes passages more welcoming to pedestrians

A fountain that doubles as a bench in the Cafe Via Passage

NAMING RIGHTS

The passage for Cafe Via is known as the Cafe Via Passage

COMMERCIAL SIGNAGE

Example of wayfinding signage for Willits Alley

PEDESTRIAN SCALED DESIGN

Architectural features help make an alley more pedestrian-friendly

RECOMMENDATION 3: ESTABLISH ACTIVATION STRATEGIES

Depending on the classification of an existing (or new) alley or passage, different types of activation strategies can also be used to encourage new developments and new uses. The following elements should be integrated into activation guidelines or standards for each classification of alley or passage:

ACTIVE EDGES

To enhance the amenity and character of alleys and passages, to enhance visual interest and encourage surveillance of urban spaces, active uses should be provided at the ground floor level along the majority of the edges of buildings located adjacent to alleys and passages. Uses such as outdoor dining, retail sales and display and art display should be encouraged to allow first floor uses to spill out into alleys and passages. All first floor uses should be directly accessible to the public from adjoining alleys and passages, with care taken to avoid conflict with pedestrian movement in the alley or passage. All doors adjoining alleys or passages should be required to provide signage identifying the first floor business(es) to attract visitors, and add visual impact and color to the alley or passage.

Uses such as drive-in facilities or commercial uses that encourage patrons to remain in their automobiles while receiving goods or services should be specifically prohibited in all alleys and passages. In addition, conditions that limit opportunities and the desirability of pedestrian uses, such as outdoor automatic food and drink vending machines, unscreened trash receptacles and unscreened outdoor storage should also be prohibited in alleys and passages.

Uses such as community gardens and public plaza space should be developed in or adjacent to alleys and passages to enhance public life by providing intimate public gathering spaces for special events, rest and relaxation or people watching. Design details for such spaces should include formal seating to create "places to pause" and informal seating that is integrated into the design of the public space, such as planter boxes or sculpture bases at chair height.

MULTI-MODAL ACCESS

Active and functional alleys and passages should provide 24-hour accessibility for bicycles, pedestrians and /or vehicles depending on their widths and functions. For alleys and passages with vehicular access, only slow speeds should be permitted, and equitable access should be provided to bikes, pedestrians and cars. Reconfiguration of existing traffic flow may be needed to provide for the safe flow of pedestrians and bicyclists. A clear zone should be maintained to allow alleys and passages with existing vehicular traffic to maintain safe access for service vehicles. In addition, to ensure safe and secure pedestrian and bicycle routes in alleys and passages, it is important to reserve a shared zone that minimizes conflict points for bikes and pedestrians, while integrating any required service or access function. Any barriers that preclude full access of alleys and passages, such as parking gates, fences or enclosures blocking off stairs, windows or entrances should be prohibited. In some areas, where alleys align across streets, crosswalks may be appropriate to visually link alleys and passages together. Alleys and passages should also be utilized to provide multi-modal connections to key destinations throughout the city, such as parks or public libraries.

PUBLIC ART

Tasteful and appropriate public art should be encouraged in all available space. Special emphasis should be placed on creating terminating views that provide visual cues to users that these spaces are intended to be active and friendly.

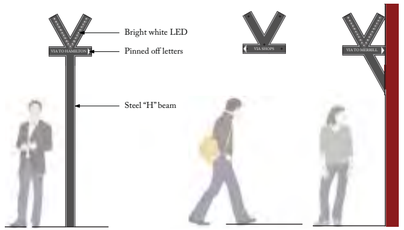
WAYFINDING SIGNAGE

Wayfinding signage can be the most effective method of raising awareness that alley and passages exist, and that these spaces provide additional retail and recreation opportunities. The signage could also indicate that they provide convenient shortcuts and increased connectivity in commercial areas.

ACTIVATION STRATEGIES

BUSINESS SIGNAGE

WAYFINDING SIGNAGE: STAND ALONE & WALL MOUNTED



GARDEN ADJACENT TO EDISON PASSAGE

UTILITIES SCREENING

ENHANCED PASSAGE: PUBLIC ART, RETAIL DISPLAYS, LANDSCAPING, OUTDOOR DINING & WAYFINDING

Burnett Lane in Brisbane, Australia. This alley has been activated through outdoor dining.
Source: http://desktopmag.com.au/news/sydney-laneway-art-submissions/

This is an example of a passage in Sydney, Australia that is part of the Laneway Art Program. The Laneway Art Program's goal is to activate and enliven Sydney's alleys and public spaces through temporary public art. The pieces are on display for a few months out of the year.
Source: http://desktopmag.com.au/news/sydney-laneway-art-submissions/

IMPLEMENTATION STRATEGY

TIMELINE	ACTION	DELIVERABLE
PRIORITIZATION PHASE 1	Identify and classify all alleys & passages within study area	Maps and photo survey
	Document existing conditions (pavement width, condition, etc.)	Prepare information sheets on all alleys & passages within study area
	Identify multi-modal connection opportunities within alleys & passages	Integrate findings and connections into Multi-Modal Plan
	Identify green strategies for alleys & passages	Establish a pilot section of green alley within the study area
	Develop signage standards for alleys & passages	Amendments to Sign & Zoning Ordinance
	Incorporate public art into alleys & passages	Attend Public Arts Board meeting to present *Activating Urban Spaces: A Strategy for Alleys & Passages*, encourage placement of public art to enhance alleys & passages
	Improve wayfinding	Create brand for alley & passage wayfinding, develop standards for location of directional signage, install
	Develop conceptual case studies	One conceptual plan for each classification of alley and passage
	Enhance Design Guidelines for private development adjacent to alleys & passages	Alleys & Passages Overlay ordinance, or integration of regulations into existing Downtown & Triangle Overlay Districts
	Consider establishing a Naming Program for alleys & passages	Establish donor program for naming and improvement of alleys & passages
PRIORITIZATION PHASE 2	Review implementation strategies and prioritization for capital improvements	Prepare Capital Improvement Plan for alleys and passages with identified funding sources
	Establish a funding mechanism to encourage enhancement projects	A funding program to ensure that alleys and passages are enhanced
	Conduct regular review and plan update every 5 years	Revised strategy to reflect changes
	Encourage social, artistic, cultural events within destination alleys & passages	Develop event calendar and program for alleys & passages
	Investigate opportunities to attract and promote business within alleys and passages	Create incentive provisions in Zoning Ordinance or establish activation requirements, prepare pamphlet for distribution to existing businesses

CITY OF BIRMINGHAM
ALLEYS AND PASSAGES INVENTORY





JULY 2012

TABLE OF CONTENTS

DOWNTOWN ALLEYS & PASSAGES CLASSIFICATIONS MAP

LEGEND

- Active
- Connecting
- Destination
- Parking Structures
- Parks
- Crosswalks
- Vistas

EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting

WIDTH: 4.5 foot sidewalk, passage is approximately 11 feet wide

SURFACE: Concrete sidewalk

SURFACE CONDITION: Excellent

EXISTING SERVICES: Trash, adjacent to the passage

SCREENING: Dumpster enclosure adequately screens trash

VEHICLES: None, exclusively a pedestrian passage

PARKING: No

BICYCLE FACILITIES: No existing facilities

LIGHTING: Lighting from adjacent patios & bollards along the passage

FURNITURE: No

PLAZA/ GATHERING SPACE: No

LANDSCAPING: Thick tree coverage lining the passage, and flower bed adjacent to the sidewalk on the Martin side of the passage

PEDESTRIAN SCALED ARCHITECTURE: Patios, sliding doors & windows of the senior housing facility

OUTDOOR COMMERCIAL USES: None

SIGNAGE: None

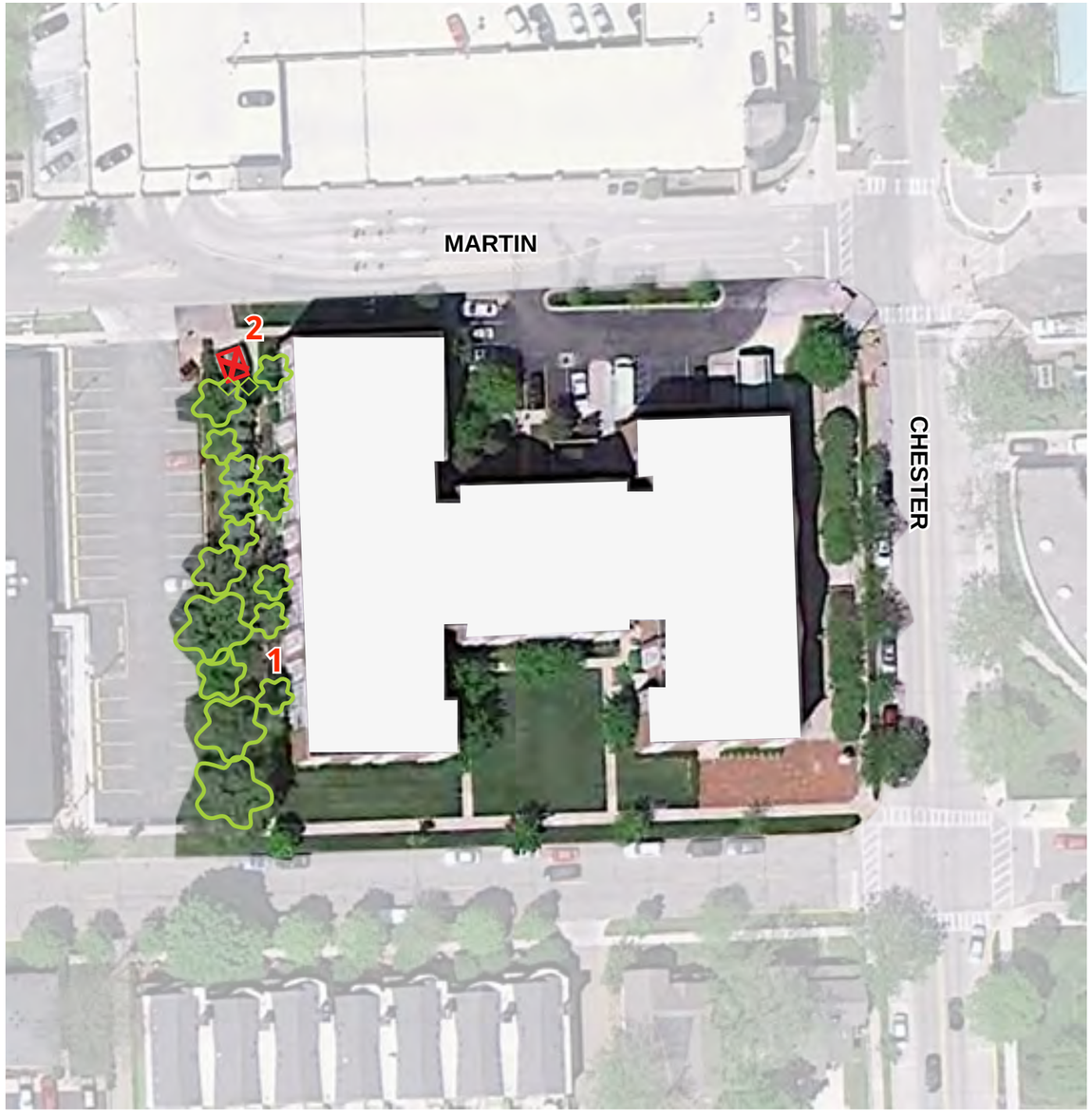
WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Nice landscaping

OTHER NOTES: A well-maintained passage that does not appear to be widely traveled

1

2

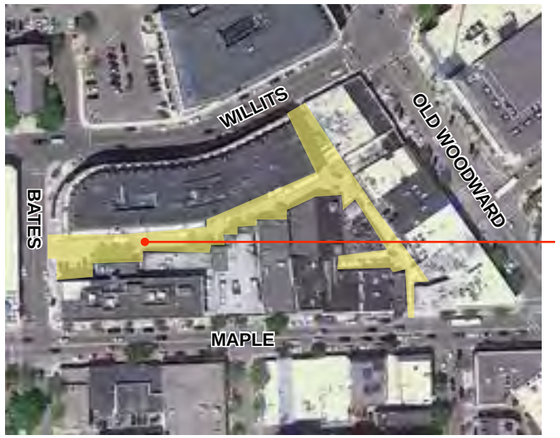


Trees

Landscaping

Dumpster

Screening Structure/Enclosure



EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Alley

WIDTH: Approximately 27 feet east to west, approximately 14 to 22 feet wide north to south

SURFACE: Concrete with aggregate accents

SURFACE CONDITION: Good in most areas, OK in others

EXISTING SERVICES: Trash & deliveries

SCREENING: Some trash receptacles are screened, utilities are screened by a green wall on the Willits edge of the alley

VEHICLES: Cars & trucks

SPEED LIMIT: Not posted

PARKING: There are a number of “No Parking in Fire Lane” signs, parallel parking and perpendicular parking occurs in areas throughout the alley

BICYCLE FACILITIES: No existing facilities

LIGHTING: 9 City street lamps & wall-mounted lights on the buildings along the passage

FURNITURE: 4 City benches along the alley

PLAZA/GATHERING SPACE: There are two small areas to pause for repose in the alley

LANDSCAPING: Green walls, trees, shrubs and other plantings

PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses, windows, and balconies on many of the buildings

OUTDOOR COMMERCIAL USES: None

SIGNAGE: Many of the buildings have signage on the wall facing the alley

WAYFINDING SIGNAGE: On Maple there is a wayfinding sign

VISUAL FEATURES/ ART: Nice mix of colors, textures, architectural & green features

OTHER NOTES: Clean and well-maintained alley that could use more delineation for parking, deliveries and pedestrian traffic

1

2

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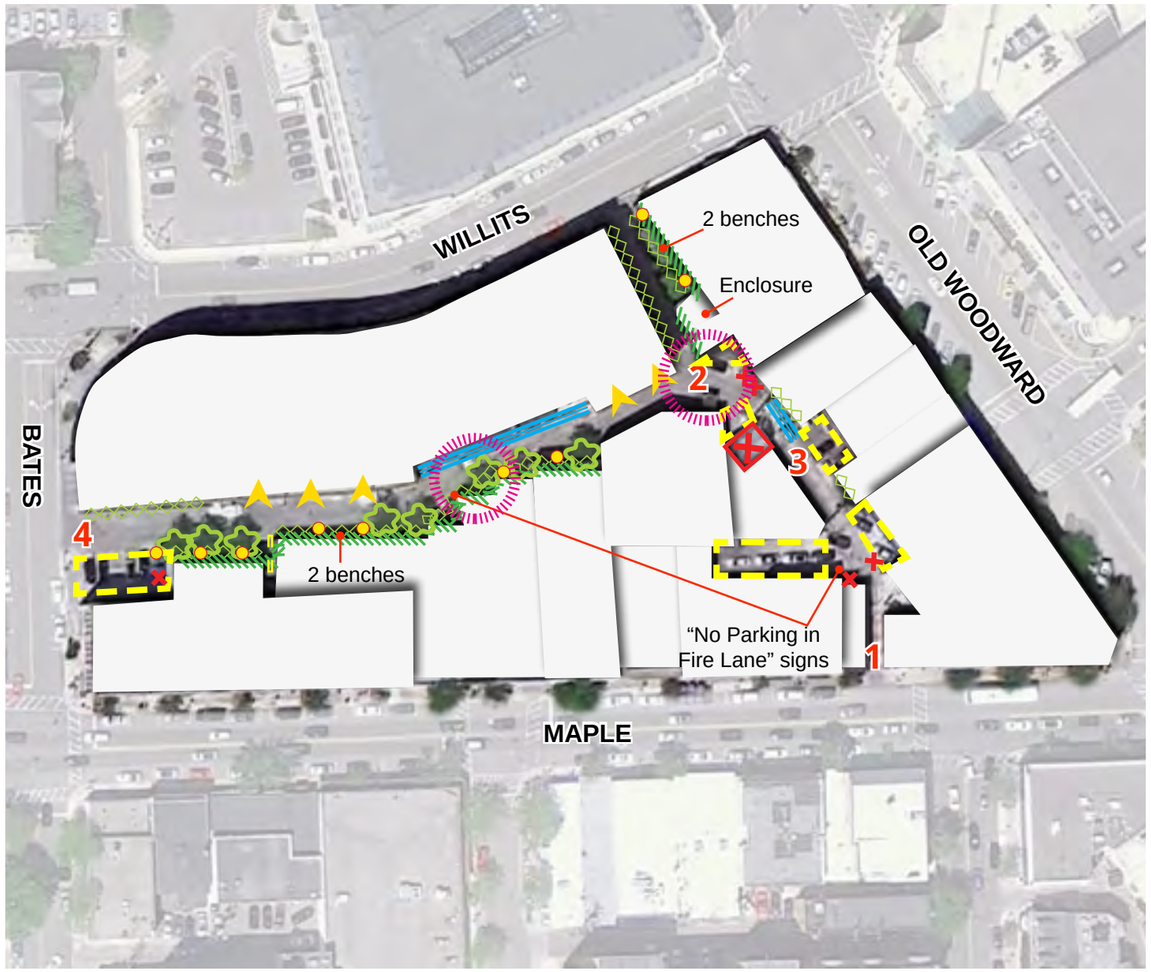

Perpendicular or Angled Parking

Trash Compactors & Dumpsters

Trees

Landscaping

Compactor Enclosure

Terminating Vista

Green Wall

Cars parallel park here in the alley

Entrances for covered parking or garage door

EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting

WIDTH: 3 feet wide at its narrowest & 7 feet wide at its widest

SURFACE: Concrete sidewalk

SURFACE CONDITION: Excellent

EXISTING SERVICES: None in the passage, however, there is a dumpster in the Bates Alley adjacent to the Tender Passage

SCREENING: No

VEHICLES: None, exclusively a pedestrian passage

PARKING: No parking in the Tender Passage, however, there is parking in the adjacent Bates Alley

BICYCLE FACILITIES: No existing facilities

LIGHTING: Small wall-mounted lights

FURNITURE: No

PLAZA/ GATHERING SPACE: No

LANDSCAPING: None

PEDESTRIAN SCALED ARCHITECTURE: 2 staircases, a door to the other part of “Tender” & high first floor windows

OUTDOOR COMMERCIAL USES: None

SIGNAGE: None

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: View of Bates Alley, telephone pole & wires

OTHER NOTES: This passage is rather plain and aesthetic improvements could be made

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Side entrance to Tender

Dumpster

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EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Alley

WIDTH: 26 feet at narrowest point where there's no parking

SURFACE: Concrete & asphalt

SURFACE CONDITION: Okay, could use some work in areas

EXISTING SERVICES: Trash & deliveries

SCREENING: Dumpster screening for townhouses next to garage doors

VEHICLES: Cars and trucks

SPEED LIMIT: Not posted

PARKING: "No Parking in Alley" signs. Perpendicular parking permitted on the north side of the alley

BICYCLE FACILITIES: No existing facilities

LIGHTING: Small wall-mounted lights

FURNITURE: No

PLAZA/ GATHERING SPACE: No

LANDSCAPING: Small planters mounted on the walls of buildings

PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses and some windows

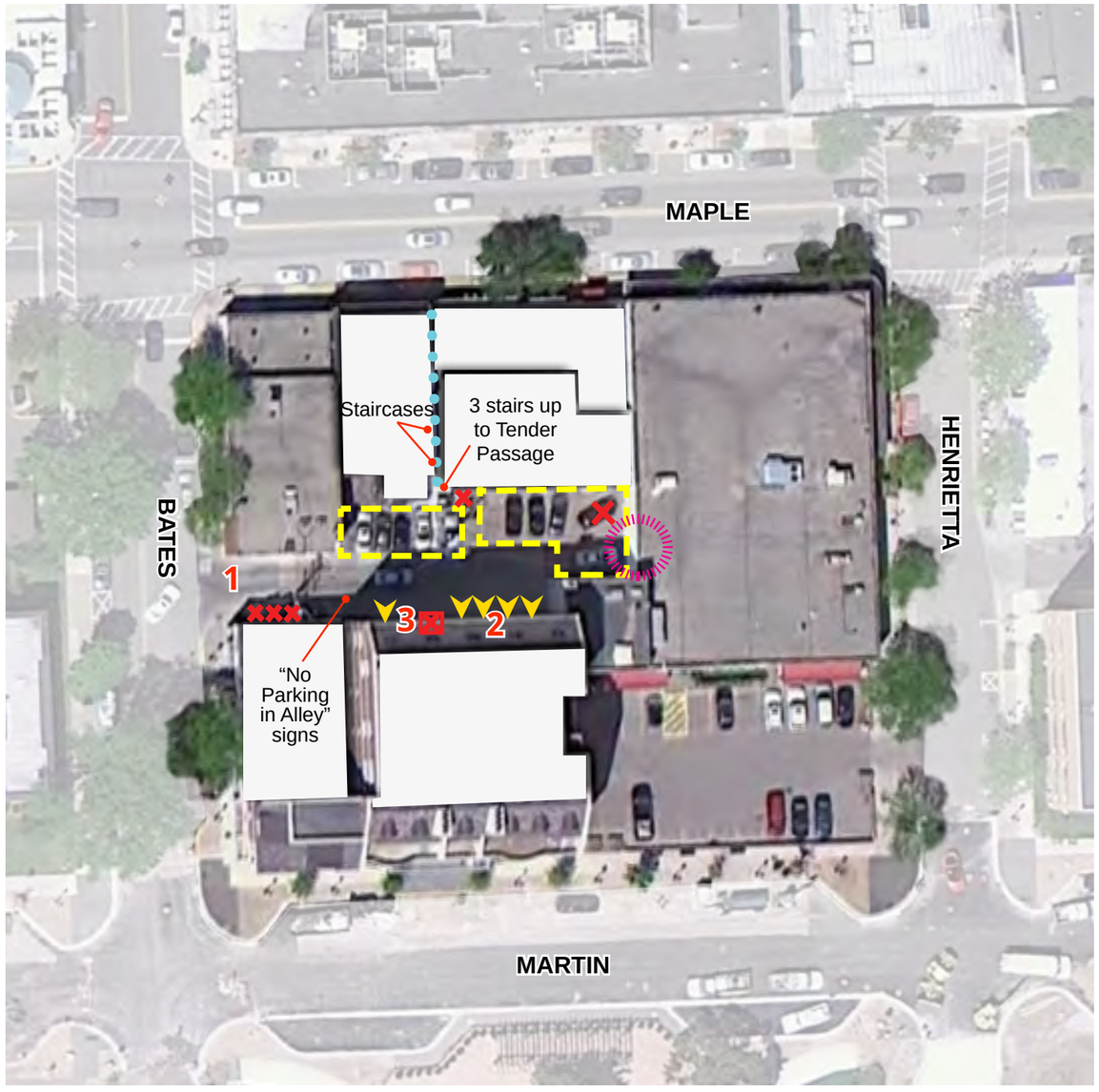
OUTDOOR COMMERCIAL USES: None

SIGNAGE: None

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Telephone poles & wires, large plain white brick wall

OTHER NOTES: Connects to the Tender Passage with a set of three stairs. Dumpsters could be enclosed, and areas for pedestrian and vehicular traffic could be more clearly defined.



Tender Passage

Perpendicular Parking

Garage doors for townhouses

Dumpster

Dumpster Enclosure

Terminating Vista

EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Alley

WIDTH: Approximately, 27 feet wide, excluding parking area

SURFACE: Asphalt

SURFACE CONDITION: Poor

EXISTING SERVICES: Trash & deliveries

SCREENING: None

VEHICLES: Cars and trucks

SPEED LIMIT: Not posted

PARKING: “No Parking in Alley”signs, perpendicular parking on the north side of the alley

BICYCLE FACILITIES: No existing facilities

LIGHTING: Small wall-mounted lights

FURNITURE: None

PLAZA/ GATHERING SPACE: No

LANDSCAPING: None

PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses and some windows

OUTDOOR COMMERCIAL USES: None

SIGNAGE: On the back of some businesses

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Telephone poles

OTHER NOTES: A busy service alley

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Perpendicular Parking

Dumpsters & Recycle Bins

Potential Crosswalk Connection

EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Alley

WIDTH: Approximately 18 feet wide

SURFACE: Asphalt

SURFACE CONDITION: Poor

EXISTING SERVICES: Trash & deliveries

SCREENING: None

VEHICLES: Cars and trucks

SPEED LIMIT: Not posted

PARKING: "No Parking in Alley"signs, however, parallel parking occurs. There is perpendicular parking in a bump out & covered parking adjacent to the alley

BICYCLE FACILITIES: No existing facilities

LIGHTING: 3 City street lamps, some small wall-mounted lights

FURNITURE: None

PLAZA/ GATHERING SPACE: No

LANDSCAPING: Climbing vines on two buildings

PEDESTRIAN SCALED ARCHITECTURE: Alley entrance to Biggby's coffee, back doors of businesses and a few windows

OUTDOOR COMMERCIAL USES: None

SIGNAGE: Small wall sign for Biggby's Coffee entrance, one business has a decal on its back door

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Corners break up the length of the alley, climbing vines

OTHER NOTES: A busy service alley with good vista opportunities. This alley could benefit from more clear delineation of pedestrian & service uses

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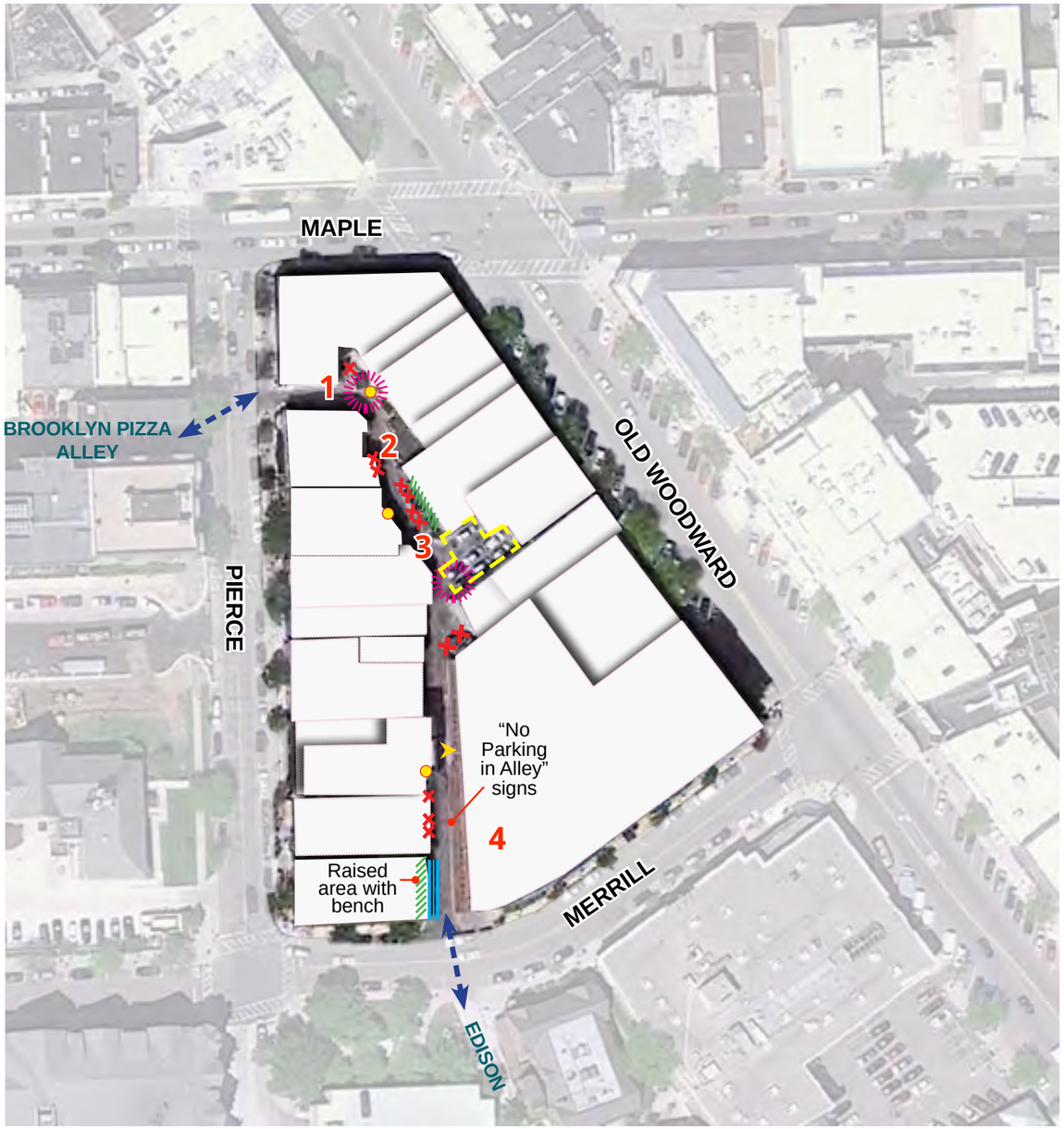

Perpendicular Parking

Dumpster

Potential Crosswalk Connection

Green Wall

Entrance for covered parking area

Street Lamps

Terminating Vista

Cars parallel park here in the alley

EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Passage

WIDTH: Approximately, 16 feet wide total: 5 feet in the pedestrian area & 11 feet wide for vehicles

SURFACE: Aggregate & concrete with brick accents

SURFACE CONDITION: Good in some areas, poor in area near the internal plaza

EXISTING SERVICES: Trash & deliveries in area adjacent to the passage

SCREENING: None

VEHICLES: Cars & trucks

SPEED LIMIT: Not posted

PARKING: One space behind 220 & two spaces by the large brick building adjacent to the passage. Bollards prevent parking along edge of the passage

BICYCLE FACILITIES: No existing facilities

LIGHTING: 1 City street lamp in plaza area, wall-mounted lights illuminate covered portion of the passage, wall mounted lights on the back of 220

FURNITURE: 4 benches and 6 large planters in the plaza

PLAZA/ GATHERING SPACE: Small plaza along the passage and landscaped plaza with sculptures adjacent to Merrill side

LANDSCAPING: Tree, shrubs and flowers along the passage

PEDESTRIAN SCALED ARCHITECTURE: Windows and doors along the passage

OUTDOOR COMMERCIAL USES: None

SIGNAGE: Decals on business doors adjacent to passage

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Sculptures in plaza adjacent to the Merrill side of the passage

OTHER NOTES: The plaza could be made more inviting

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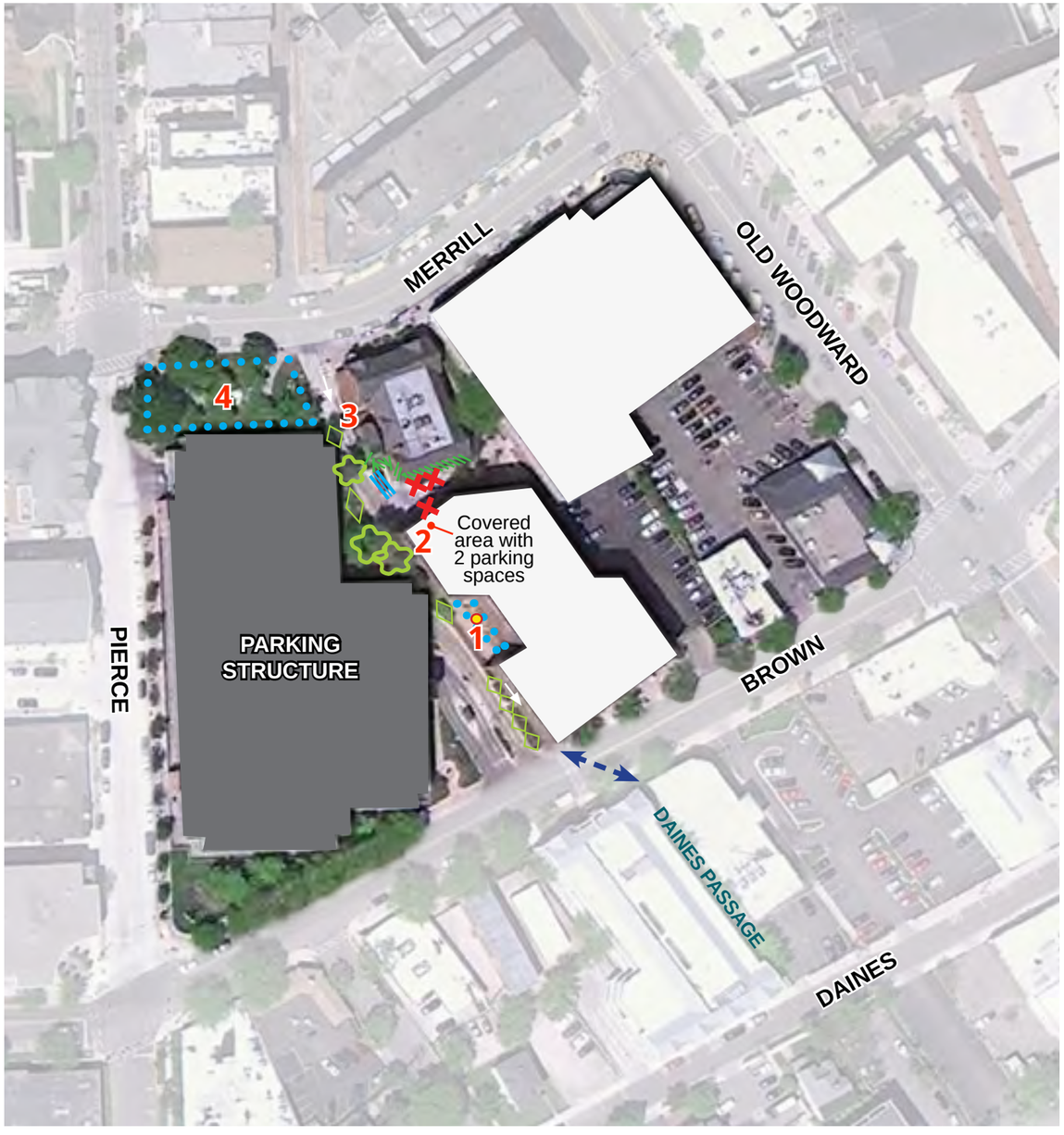

EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting

2016 PLAN TYPE: Passage

WIDTH: The passage is approximately 12 feet wide and it is wider where the plaza is located

SURFACE: Concrete & aggregate along the passage; aggregate with brick and concrete accents in the plaza

SURFACE CONDITION: OK along the passage, poor in the plaza

EXISTING SERVICES: Utilities, deliveries (on foot)

SCREENING: Lush landscaping provides some camouflage for utilities, some utility screening

VEHICLES: No vehicles permitted on this portion of the Edison passage

BICYCLE FACILITIES: No existing facilities

LIGHTING: 1 City street lamp in plaza area, small wall-mounted lights on 220

FURNITURE: 3 benches

PLAZA/ GATHERING SPACE: Large plaza area with minimal furniture & landscaping

LANDSCAPING: Trees, shrubs and other plantings along the northern half of passage

PEDESTRIAN SCALED ARCHITECTURE: Windows and doors on buildings. A short brick wall, and a staircase located near the plaza

OUTDOOR COMMERCIAL USES: None

SIGNAGE: None

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Attractive buildings and landscaping adjacent to the north side of the passage, the southern half of the passage is located adjacent to a surface parking lot

OTHER NOTES: This passage could be a good destination for a public art installations

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EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting

2016 PLAN TYPE: Passage

WIDTH: Approximately 12 feet wide

SURFACE: Aggregate with brick accents

SURFACE CONDITION: Good

EXISTING SERVICES: None

SCREENING: N/A

VEHICLES: None, exclusively a pedestrian passage

BICYCLE FACILITIES: No existing facilities

LIGHTING: Wall-mounted lights

FURNITURE: None

PLAZA/ GATHERING SPACE: No

LANDSCAPING: Trees, shrubs,planters and flowers

PEDESTRIAN SCALED ARCHITECTURE: Windows along both sides of the passage

OUTDOOR COMMERCIAL USES: None

SIGNAGE: None

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Nicely landscaped

OTHER NOTES: Well-maintained pedestrian passage

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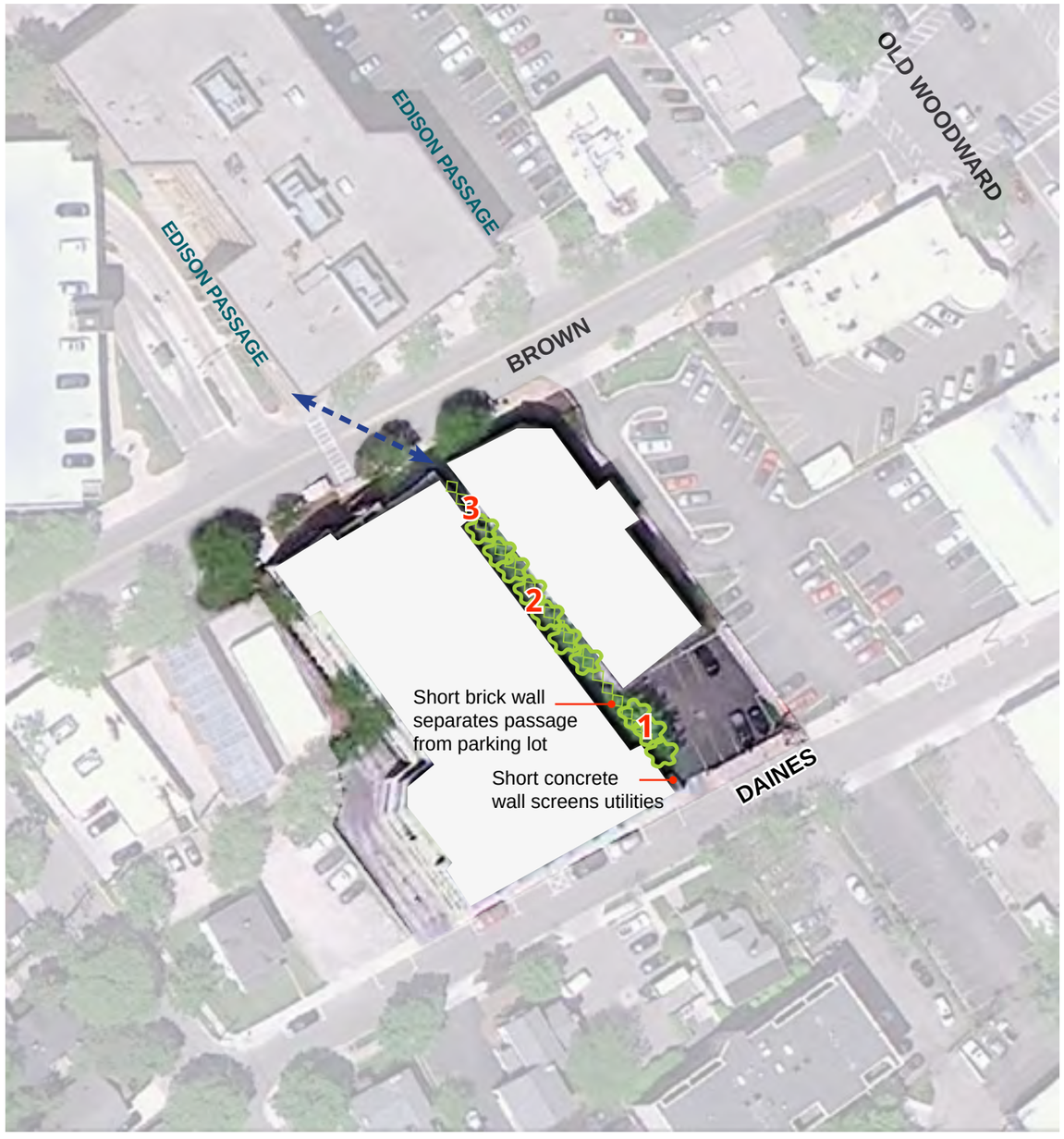

Potential Crosswalk Connection

Landscaping

Trees

EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Alley

WIDTH: Approximately 25 feet wide

SURFACE: Concrete

SURFACE CONDITION: Good

EXISTING SERVICES: Trash & deliveries

SCREENING: None

VEHICLES: Cars & trucks

SPEED LIMIT: Not posted

PARKING: “No Parking in Alley” sign

BICYCLE FACILITIES: No existing facilities

LIGHTING: Wall-mounted lights

FURNITURE: None

PLAZA/ GATHERING SPACE: No

LANDSCAPING: None

PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses and some windows

OUTDOOR COMMERCIAL USES: None

SIGNAGE: One business with its name on the back door

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Interesting mural on the back of one building

OTHER NOTES: This is a well-maintained & wide alley that is well-lit in natural light

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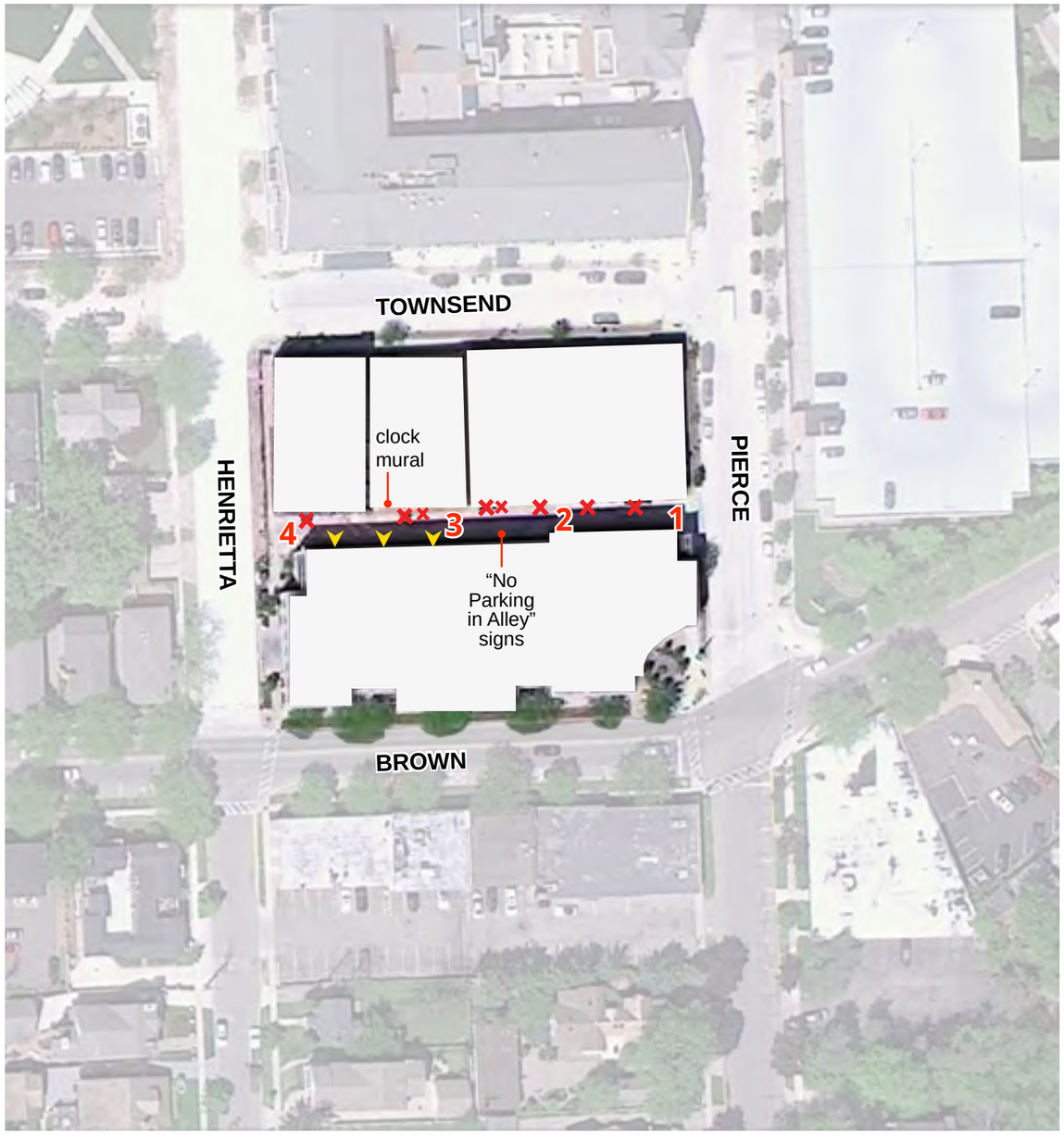
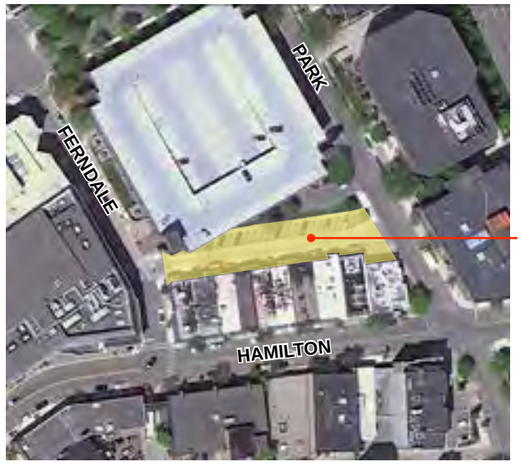


Dumpsters & Recycle Bins

Entrance for covered parking area



EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Alley

WIDTH: Approximately 30 feet wide excluding the angled parking area

SURFACE: Concrete & asphalt

SURFACE CONDITION: OK

EXISTING SERVICES: Trash & deliveries

SCREENING: None

VEHICLES: Cars & trucks

SPEED LIMIT: Not posted

PARKING: “No Parking in Alley” signs, parallel parking occuring on the south side and angled parking spaces on the north side

BICYCLE FACILITIES: No existing facilities

LIGHTING: Recessed lighting above business doors

FURNITURE: None

PLAZA/ GATHERING SPACE: No

LANDSCAPING: Trees and other plantings along the side of the alley adjacent to the parking structure

PEDESTRIAN SCALED ARCHITECTURE: The businesses have ample signage on the facade facing the alley and glass doors that are welcoming back entrances for pedestrians

OUTDOOR COMMERCIAL USES: None

SIGNAGE: Businesses have substantial signage on the facade facing the alley

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Very open & inviting alley

OTHER NOTES: This alley has great potential for outdoor dining, events and sales

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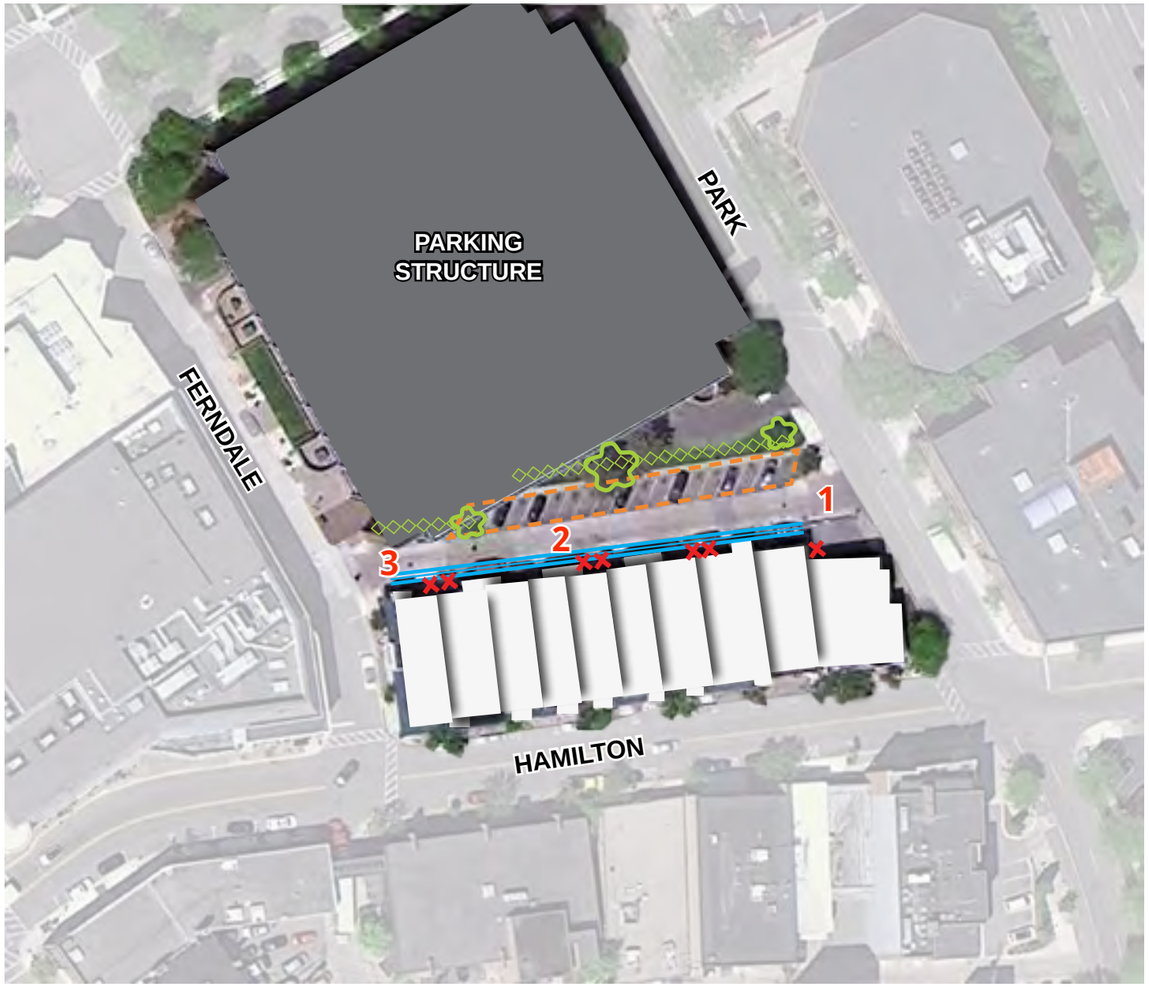

Dumpsters

Cars parallel park here

Angled Parking

Landscaping

Trees

EXISTING CHARACTERISTICS

CLASSIFICATION: Active

2016 PLAN TYPE: Alley

WIDTH: Approximately 18 feet wide

SURFACE: Asphalt

SURFACE CONDITION: OK in some areas, poor in others

EXISTING SERVICES: Trash & deliveries

SCREENING: 1 dumpster enclosure built into a building, the rest of the receptacles are unscreened

VEHICLES: Cars & trucks

SPEED LIMIT: Not posted

PARKING: "No Parking in Alley" signs, parallel parking occurs as well as perpendicular parking

BICYCLE FACILITIES: No existing facilities

LIGHTING: Small wall-mounted lights

FURNITURE: None

PLAZA/ GATHERING SPACE: Small plaza with City benches adjacent to the alley

LANDSCAPING: Green wall, plantings near alley entrances & small landscaped areas throughout the alley

PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses and some windows

OUTDOOR COMMERCIAL USES: None

SIGNAGE: A few businesses have their names on their back walls

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Covered elevated walkway adjacent to Hamilton & some interesting brick work on buildings

OTHER NOTES: This alley could use some aesthetic upgrades and better delineation for parking, deliveries & pedestrian traffic

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Perpendicular Parking

Dumpsters & Recycle Bins

Potential Crosswalk Connection

Trees

Landscaping

Dumpster Enclosure

Plaza

Terminating Vista

Green Wall

Social Passage

Commonwealth Passage

Cars parallel park here

Garage doors for townhouses

EXISTING CHARACTERISTICS

CLASSIFICATION: Destination

2016 PLAN TYPE: Passage

WIDTH: Approximately 14 feet wide

SURFACE: Concrete sidewalk

SURFACE CONDITION: Excellent

EXISTING SERVICES: None

SCREENING: N/A

VEHICLES: None, exclusively a pedestrian passage

BICYCLE FACILITIES: No existing facilities

LIGHTING: 2 City street lamps, Social Bistro provides lighting in outdoor seating area, 1 wall-mounted light fixture

FURNITURE: City newsrack, outdoor seating area for Social Bistro

PLAZA/ GATHERING SPACE: Outdoor seating at Social Bistro

LANDSCAPING: Planter boxes on rails of outdoor seating area

PEDESTRIAN SCALED ARCHITECTURE: Outdoor seating area with awning, large windows on Social Bistro

OUTDOOR COMMERCIAL USES: Outdoor seating

SIGNAGE: Sign for JoS. A. Bank, decals on doors

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: The Social Bistro outdoor seating area provides a mix of vibrant colors & textures

OTHER NOTES: This passage could be a good location for public art installations

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Terminating Vista

Street Lamps

Social Bistro outdoor seating area

Planter boxes along rail of outdoor seating area

City newsrack

Commonwealth Passage

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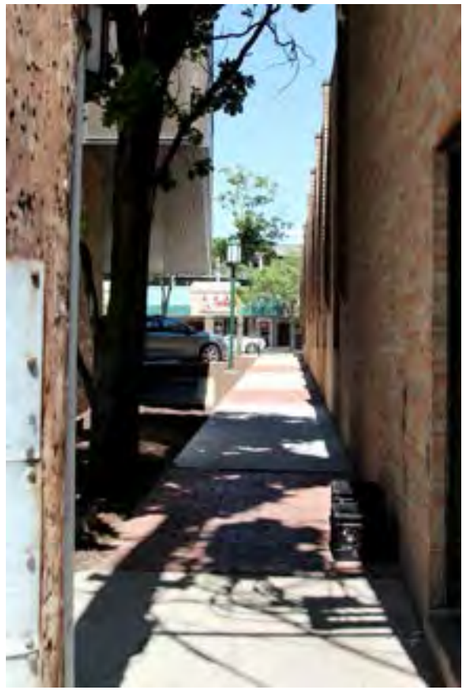


EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting

2016 PLAN TYPE: Passage

WIDTH: Approximately 5 feet wide

SURFACE: Concrete & red brick pavers

SURFACE CONDITION: Excellent

EXISTING SERVICES: None

SCREENING: N/A

VEHICLES: None, exclusively a pedestrian passage

BICYCLE FACILITIES: A rack on Hamilton adjacent to the passage

LIGHTING: 2 City street lamps

FURNITURE: None

PLAZA/ GATHERING SPACE: No

LANDSCAPING: Two trees, some woodchips on the edge of the passage

PEDESTRIAN SCALED ARCHITECTURE: A few windows on the Commonwealth Cafe building

OUTDOOR COMMERCIAL USES: None

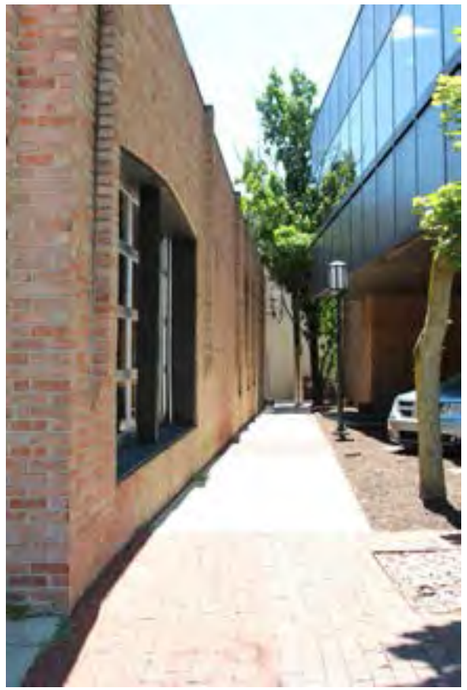
SIGNAGE: None

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Vista opportunity

OTHER NOTES: Well-maintained passage could benefit from more landscaping or other added visual interest

2



Street Lamps

Social Passage

Trees

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EXISTING CHARACTERISTICS

CLASSIFICATION: The passage is Connecting & the plaza is a Destination

2016 PLAN TYPE: Passage

WIDTH: Approximately 20 feet wide in the passage, wider in the plaza area

SURFACE: Concrete & aggregate

SURFACE CONDITION: Excellent

EXISTING SERVICES: None

SCREENING: Utilities screened by landscaping on Peabody side

VEHICLES: None, exclusively a pedestrian passage

BICYCLE FACILITIES: No existing facilities

LIGHTING: Decorative hanging lamps in the covered passage & recessed lighting

FURNITURE: Small cafe tables, chairs & a fountain in the passage. Tables, chairs & a fireplace in the plaza area.

PLAZA/ GATHERING SPACE: Yes, Cafe Via Plaza

LANDSCAPING: Trees, shrubs & other plantings near the parking garage in the passage area, and raised planters in the plaza area.

PEDESTRIAN SCALED ARCHITECTURE: The passage has ornate decorative features for pedestrians, and the plaza adds to the pedestrian scaled design in the plaza area

OUTDOOR COMMERCIAL USES: Outdoor dining in the plaza area

SIGNAGE: Sign above the Cafe Via covered passage entrance & above the business doors along the uncovered passage

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Beautiful fountain & fireplace, and decorative tiling in the Cafe Via passage

- Terminating Vista
- Cafe Via Covered Passage
- Clark Hill Passage
- Shain Townhouse Passage
- Brick privacy wall
- Trees
- Landscaping
- Landscaping screening utilities
- Cafe Via Plaza / outdoor seating area
- Fountain

1

EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting

2016 PLAN TYPE: Passage

WIDTH: Approximately 20 feet wide

SURFACE: Aggregate & decorative stone

SURFACE CONDITION: Excellent

EXISTING SERVICES: None

SCREENING: N/A

VEHICLES: None, exclusively a pedestrian passage

BICYCLE FACILITIES: No existing facilities

LIGHTING: Recessed lighting in the ceiling of the covered passage

FURNITURE: None

PLAZA/ GATHERING SPACE: Adjacent to the Cafe Via Plaza

LANDSCAPING: Planters at entrances

PEDESTRIAN SCALED ARCHITECTURE: Doors along the covered passage

OUTDOOR COMMERCIAL USES: Adjacent to outdoor dining in the Cafe Via Plaza

SIGNAGE: Sign above the passage opening on Old Woodward, address number signs within passage

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Cafe Via Plaza vista

OTHER NOTES: The passage is a little dark, it has potential as a site for public art installations

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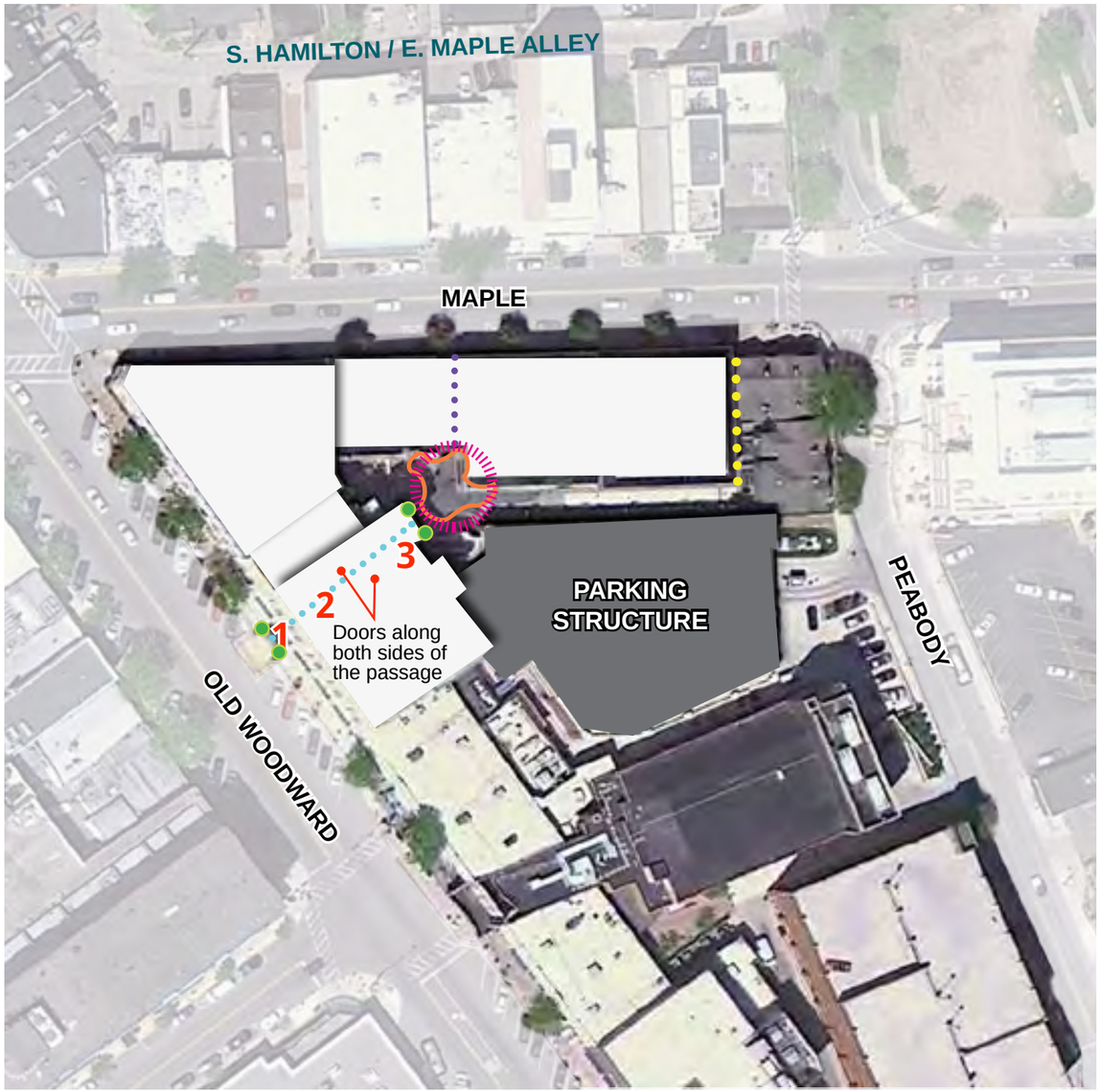

Terminating Vista

Cafe Via Plaza / outdoor seating area

Cafe Via Covered Passage

Clark Hill Passage

Shain Townhouse Passage

Planters

1

Shain Townhouse Passage

Cafe Via Passage & Plaza

Clark Hill Passage

EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting

2016 PLAN TYPE: N/A

WIDTH: Approximately 8 feet wide

SURFACE: Concrete & aggregate

SURFACE CONDITION: Excellent

EXISTING SERVICES: None

SCREENING: N/A

VEHICLES: None, exclusively a pedestrian passage

BICYCLE FACILITIES: No existing facilities

LIGHTING: Recessed lighting on the 370 building

FURNITURE: None

PLAZA/ GATHERING SPACE: Near the Café Via Plaza

LANDSCAPING: Green walls & small plantings

PEDESTRIAN SCALED ARCHITECTURE: Large windows on the 370 building and townhouse steps & entrances

OUTDOOR COMMERCIAL USES: None

SIGNAGE: Business signage

WAYFINDING SIGNAGE: Sign for the door to Lippit O'Keefe

VISUAL FEATURES/ ART: Green walls

OTHER NOTES: A well-maintained and pleasant passage

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Terminating Vista

Cafe Via Plaza / outdoor seating area

Cafe Via Covered Passage

Clark Hill Passage

Shain Townhouse Passage

Green Wall

Landscaping

Planters

1

2

3

EXISTING CHARACTERISTICS

CLASSIFICATION: Active

WIDTH: Approximately 15 feet on Peabody side, wider in areas off of Brown

SURFACE: Concrete

SURFACE CONDITION: OK

EXISTING SERVICES: Trash & deliveries

SCREENING: Utilities screening area. Dumpsters are not enclosed

VEHICLES: Cars and trucks

SPEED LIMIT: Not posted

PARKING: “No Parking in Alley” signs, however, parallel parking occurs

BICYCLE FACILITIES: No existing facilities

LIGHTING: Small wall-mounted lights

FURNITURE: No

PLAZA/ GATHERING SPACE: Yes

LANDSCAPING: Green wall

PEDESTRIAN SCALED ARCHITECTURE: Back door of a business

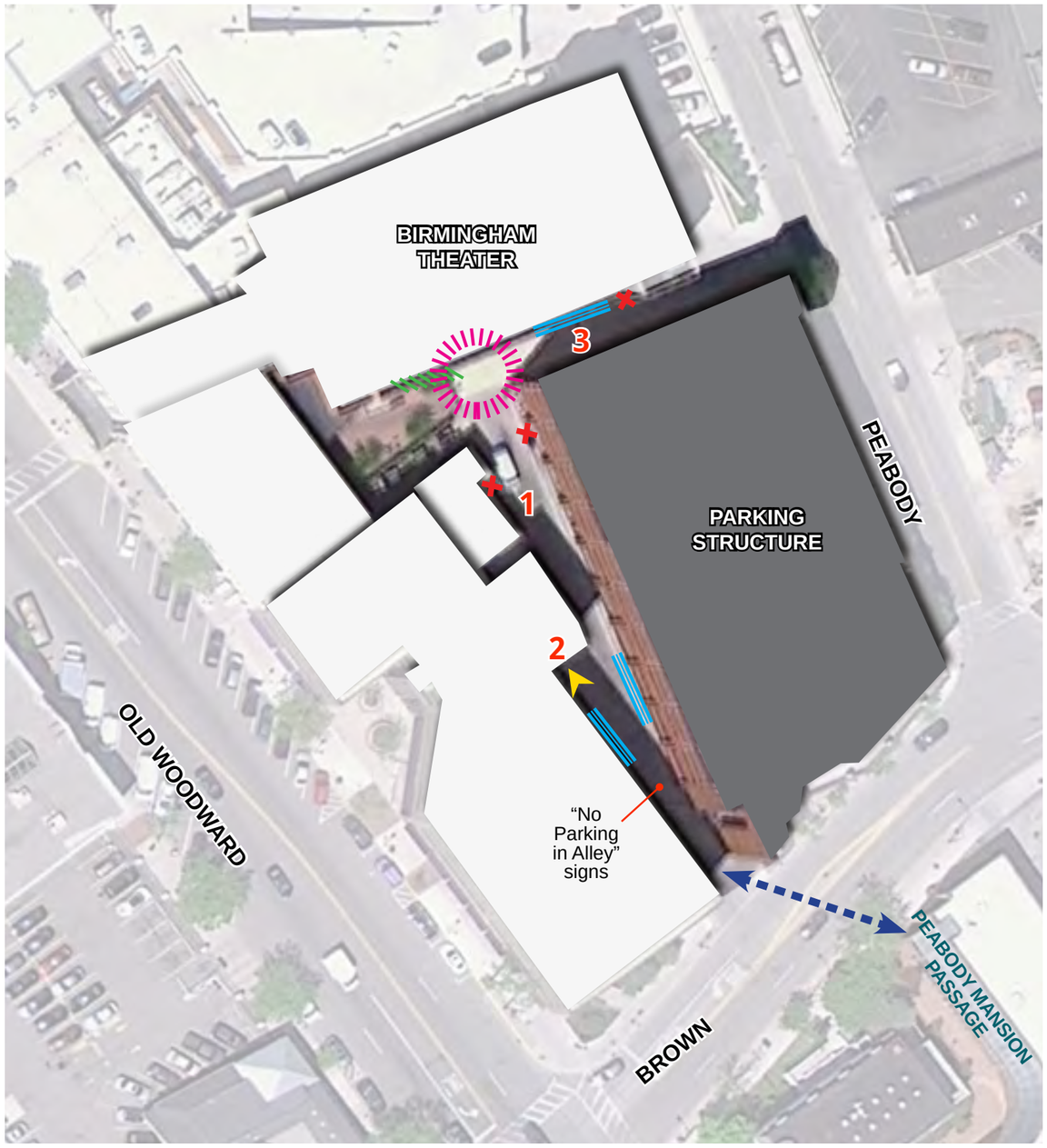
OUTDOOR COMMERCIAL USES: None

SIGNAGE: One business with its name on the back door

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Plaza when looking from Peabody; opportunity to create a strong terminating vista from Brown

OTHER NOTES: This alley could benefit from more clear delineation of pedestrian, parking & service uses. The alley could also benefit from an enhanced terminating vista opportunity.



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EXISTING CHARACTERISTICS

CLASSIFICATION: Destination

WIDTH: Varies

SURFACE CONDITION: Excellent

EXISTING SERVICES: No

SCREENING: Utilities enclosure adjacent to the plaza, dumpsters are not screened

VEHICLES: No, bollards prevent vehicles form entering the plaza

PARKING: No

BICYCLE FACILITIES: No existing facilities

LIGHTING: 1 City street lamp, wall-mounted lights above business doors

FURNITURE: No

PLAZA/ GATHERING SPACE: Yes

LANDSCAPING: Green wall and a few trees, shrubs, flowers & other plantings

PEDESTRIAN SCALED ARCHITECTURE: Back doors of businesses, windows with bars on the first floor, theater entrance

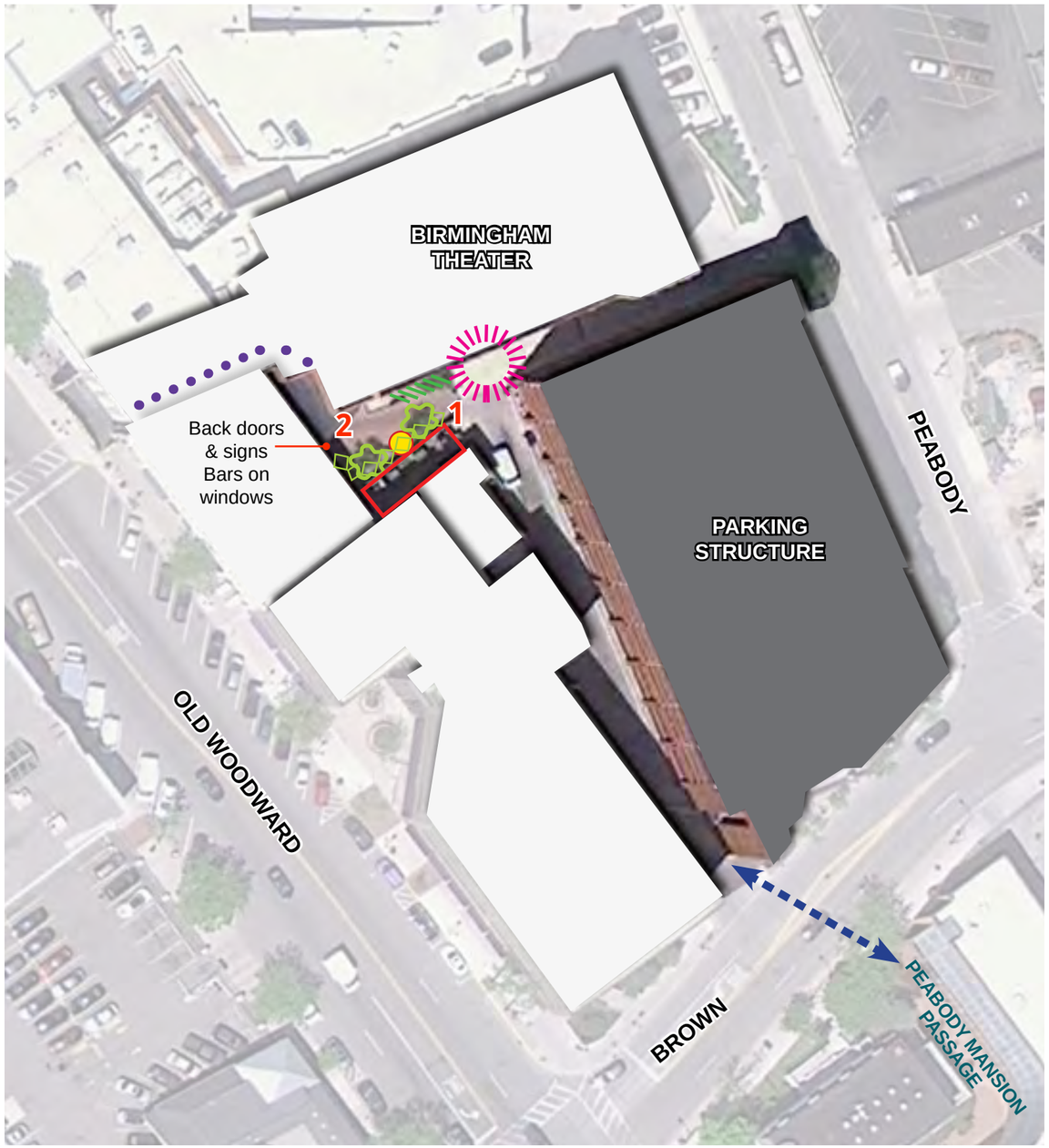
OUTDOOR COMMERCIAL USES: None

SIGNAGE: Decals on business back doors & second floor windows, and a sign on theater overhang

WAYFINDING SIGNAGE: None

VISUAL FEATURES/ ART: Pedestrian-scaled design of plaza

OTHER NOTES: The movie theater can be used as a public cut through to the plaza and Peabody Alley. Minor changes could be made to this plaza to make it a livelier gathering space, such as adding seating.



Street Lamp

Green Wall

Trees

Terminating Vista

Potential Crosswalk Connection

Landscaping

Screening Structure/Enclosure

Public pathway through the Birmingham Theater

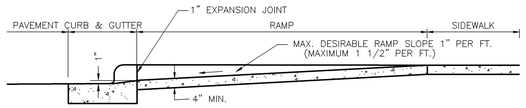
EXISTING CHARACTERISTICS

CLASSIFICATION: Connecting
WIDTH: Approximately 16 feet wide
SURFACE: Red brick pavers
SURFACE CONDITION: Excellent
EXISTING SERVICES: No
VEHICLES: None, exclusively a pedestrian passage
PARKING: No
BICYCLE FACILITIES: No existing facilities
LIGHTING: 4 City street lamps & 3 wall-mounted lights
FURNITURE: 7 City benches that wrap around tree trunks
PLAZA/ GATHERING SPACE: Yes, seating along passage
LANDSCAPING: Bushes, trees & flowers
PEDESTRIAN SCALED ARCHITECTURE: Large windows on the office building, Victorian Era architectural features on Peabody Mansion, Powerhouse Gym entrance adjacent to the passage
OUTDOOR COMMERCIAL USES: None
SIGNAGE: Decals on the glass doors of businesses
WAYFINDING SIGNAGE: None
VISUAL FEATURES/ ART: Large clock & planters on pillars near Old Woodward
OTHER NOTES: Well-maintained and visually interesting passageway

PEABODY MANSION PASSAGE

Street Lamps
Landscaping
Potential Crosswalk Connection
Terminating Vista
Trees

Attachment D:



SECTION A–A

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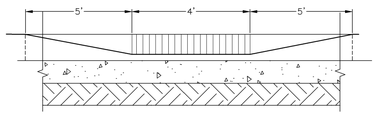
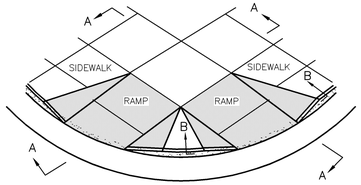


SECTION B–B

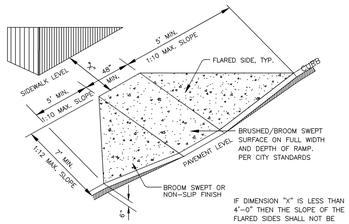
N.T.S.



SIDEWALK RAMP TYPE 1

(TWO RAMPS ARE SHOWN)

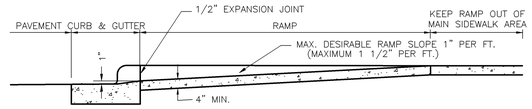
N.T.S.



IF DIMENSION "X" IS LESS THAN 4'-0" THEN THE SLOPE OF THE FLARED SIDES SHALL NOT BE GREATER THAN 1:12.

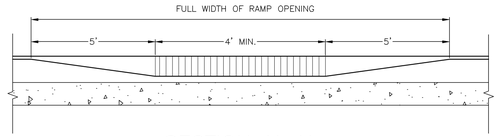
CURB RAMP FOR DISABLED

N.T.S.



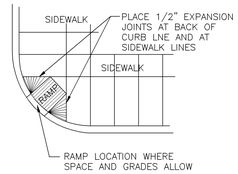
SECTION G–G

N.T.S.



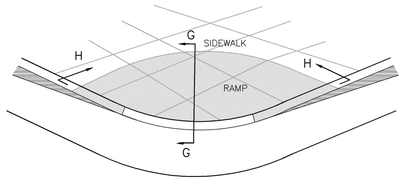
SECTION H–H

N.T.S.



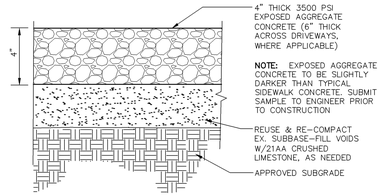
PLAN VIEW

N.T.S.



SIDEWALK RAMP TYPE 3

N.T.S.



EXPOSED AGGREGATE SIDEWALK PROCEDURE:

1. SURFACE RETARDANT: EXPOSED AGGREGATE FINISH SHALL BE EXPOSED BY USE OF SURFACE RETARDANT "PRECO EAC–S" OR APPROVED EQUAL.

2. CONCRETE SHALL BE PLACED, LEVELED & FLOATED IN A NORMAL FASHION (SEEDING WILL NOT BE PERMITTED)..

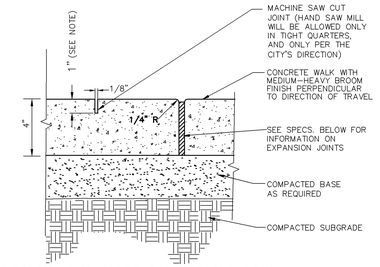
3. IMMEDIATELY AFTER THE SLAB HAS BEEN SCREENED AND DARBLED, THE AGGREGATE SHALL BE WASHED IN A UNIFORM MANNER UNTIL ENTIRE SURFACE IS EXPOSED. A THOROUGH "EXPOSING" OF THE EMBEDDED AGGREGATE SHALL BE PERFORMED UNTIL ALL AGGREGATE IS LEFT JUST ABOVE THE SURFACE, LEAVING NO HOLES OR OPENING IN THE SURFACE.

4. THE SURFACE SHALL THEN BE BRUSHED AND WASHED UNTIL ALL THE AGGREGATE IS EXPOSED AND FREE OF CEMENT FILM.

5. AFTER INITIAL CURING, THE EXPOSED AGGREGATE SIDEWALK SHALL BE SEALED WITH TRANSPARENT CONCRETE SEALER, AS APPROVED BY THE ENGINEER.

EXPOSED AGGREGATE WALK DETAIL

N.T.S.



NOTE:
1. SAWCUT CONTROL JOINTS , 2" DEPTH, EVERY 100 SF OF PAVING MAX.
2. SQUARE PATTERN SAWCUT JOINTS, 1" DEPTH, APPROX. EVERY 2'-5"x2'-5" GRID, AS SHOWN
3. PROVIDE EXPANSION JOINTS EVERY 400 SF OF PAVING MAX.

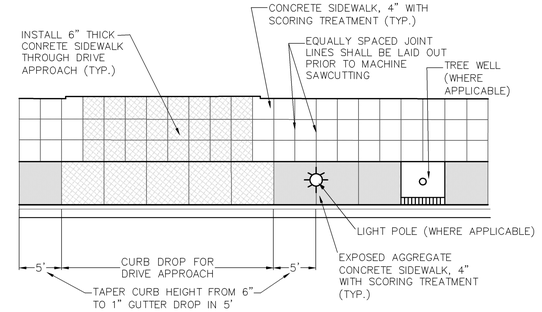
EXPANSION JOINT MATERIAL SPECS:
1. EXPANSION JOINT MATERIAL: RESILIENT, NON-EXTRUDING TYPE PREMOLDED BITUMINOUS IMPREGNATED FIBERBOARD.

2. SEALANT BACKER ROD: COMPRESSIBLE ROD STOCK OF POLYETHYLENE FOAM OR OTHER FLEXIBLE, PERMANENT, DURABLE NON-ABSORPTIVE MATERIAL AS RECOMMENDED FOR COMPATIBILITY BY SEALANT MANUFACTURE. TEMPORARILY INSTALL ABOVE FIBER BOARD TO CREATE SPACE FOR JOINT SEALANT AT THE APPROPRIATE GRADE. REMOVE PRIOR TO INSTALLING JOINT SEALANT.

3. JOINT SEALANT: TWO PART POLYSULFIDE SEALANT, SELF LEVELING, LIGHT GRAY COLOR. SUBMIT COLOR SAMPLE FOR APPROVAL. FEDERAL SPECIFICATIONS TT-S-0027E, TYPE 1, DOW CORNING #780 OR EQUAL. INSTALL AFTER REMOVING BACKER ROD TO COMPLETELY COVER FIBER BOARD.

SAWCUT AND EXPANSION JOINT DETAIL FOR CONCRETE SIDEWALK

N.T.S.



CONCRETE DRIVE APPROACH & SIDEWALK JOINT LAYOUT

N.T.S.

CONCRETE SIDEWALK MIX DESIGNS:

PLAIN CONCRETE MIX:

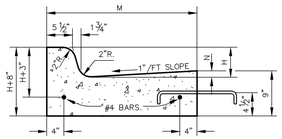
SAND: 2NS SAND, ASTM C-33 1350 POUNDS
COURSE AGGREGATE: 6AA LIMESTONE PRESQUE ISLE
ASTM C-33 1680 POUNDS
CEMENT: TYPE 1, ASTM C150 588 POUNDS
WATER: CITY TAP WATER 31.5 GALLONS
ADMIXTURE: ASTM C260, DAREX A.E.A.
BY W.R. GRACE CO. 11.3 OZ./CU. YD.

EXPOSED AGGREGATE CONCRETE MIX:

SAND: 2NS SAND, ASTM C-33 1080 POUNDS
COURSE AGGREGATE: 17A
ASTM C-33 1980 POUNDS
CEMENT: TYPE 1, ASTM C150 588 POUNDS
WATER: CITY TAP WATER 31.5 GALLONS
ADMIXTURE: ASTM C260, DAREX A.E.A.
BY W.R. GRACE CO. 11.3 OZ./CU. YD.

* PEBBLE, WASHED, SUBMIT SAMPLE

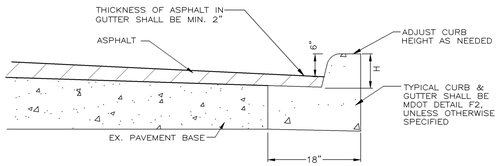
CONCRETE STRENGTH SHALL BE 3,500 PSI AT 28 DAYS, WITH 6% + OR – ENTRAINED AIR. MIX DESIGN SHALL NOT HAVE LESS THAN 6.25 SACKS OF CEMENT PER CUBIC YARD AND SHALL BE APPROVED BY THE CITY OF BIRMINGHAM ENGINEERING.



BAR MAY BE LOCATED ABOVE OR BELOW LANE TIE

THE "H" DIMENSION SHALL BE AS SPECIFIED, TO ENABLE A MINIMUM 6" CURB HEIGHT. H = TBD

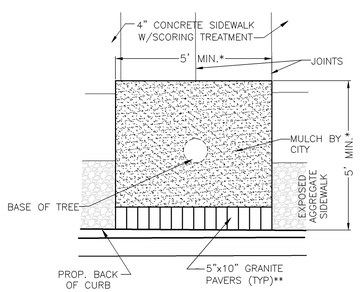
DETAIL	DIMENSIONS M	DIMENSIONS N	LANE TIES	CONCRETE CU. YD./LIN. FT.
F1	1'–6"	7/8"	AS SHOWN	0.0484
F2	1'–6"	7/8"	OMITTED	0.0484



MDOT DETAIL F

(WITH ASPHALT OVERLAY)

N.T.S.



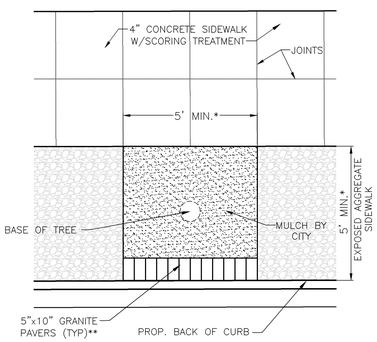
NOTE:
INSTALL 2 – 2" PVC SLEEVES BETWEEN TREE WELLS FOR FUTURE UNDERGROUND IRRIGATION, AS REQUIRED. INSTALLATION PER THE CITY OF BIRMINGHAM STANDARDS. TIE INTO PROPOSED WATER METER PITS.

*TREE WELL NOTE:
TREE WELL DIMENSIONS CAN BE MODIFIED BASED ON RIGHT–OF–WAY CONSTRAINTS.

**GRANITE PAVER NOTE:
GRANITE PAVER INSTALLATION SHALL APPLY FOR TREE WELLS ADJACENT TO PARALLEL PARKING SPACES ON A STREET. GRANITE PAVERS SHALL BE "CARNE LIAN" (COLOR) BY COLD SPRING GRANITE COMPANY SET IN A FULL MORTAR BED WHERE INDICATED ON THE DRAWINGS. SUBMIT SAMPLES OF PAVERS (FOR COLOR AND FINISH) AND GROUT COLOR TO CITY OF BIRMINGHAM ENGINEERING FOR APPROVAL. LAYOUT PATTERN IS AS NOTED IN THE PLANS.

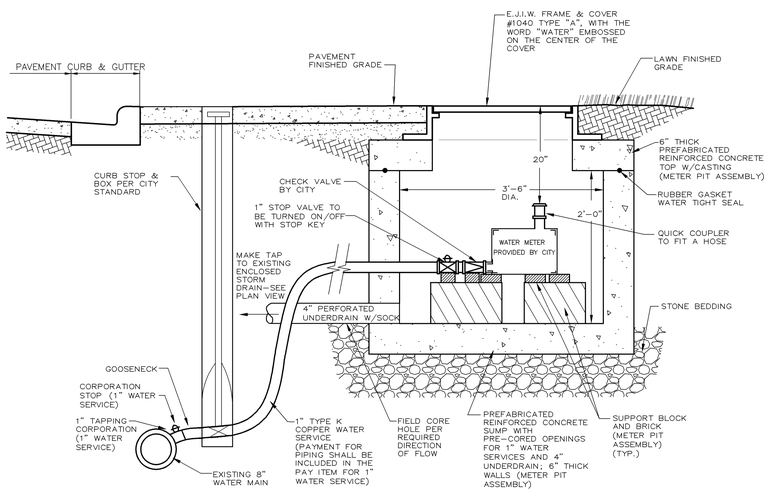
TREE WELL DETAIL #1

N.T.S.



TREE WELL DETAIL #2

N.T.S.



WATER METER PIT ASSEMBLY AND 1" WATER SERVICE

N.T.S.

NOTES:

1. SURFACE TEXTURE OF SIDEWALK RAMPS SHALL BE THAT OBTAINED BY A COURSE BROOMING, TRANSVERSE TO THE SLOPE OF THE RAMP.

2. CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON SIDEWALK RAMPS, FREE OF SAGS AND SHORT GRADE CHANGES.

3. IF POSSIBLE, DRAINAGE STRUCTURES SHOULD NOT BE PLACED IN LINE WITH RAMPS. EXCEPT WHERE EXISTING DRAINAGE STRUCTURES ARE BEING UTILIZED IN THE NEW CONSTRUCTION, LOCATION OF THE RAMP SHOULD TAKE PRECEDENCE OVER LOCATION OF DRAINAGE STRUCTURE.

4. SIDEWALK RAMP 3 SHALL BE INSTALLED ONLY AT THE CITY'S DIRECTION.

5. REMOVE AND REPLACE CONCRETE CURB AND GUTTER SECTION AT CURB DROPS ON NON–ASPHALT SURFACED GUTTERS. USE EXISTING JOINTS OR SAW CUT FOR JOINTS. SAW CUT AT 18" FROM BACK OF CURB (FOR CURVED SECTIONS SAW CUT AT MINIMUM OF 12" AND AT A MAXIMUM OF 24" FROM BACK OF CURB). TIE NEW CONCRETE SECTION TO EXISTING PAVEMENT WITH HOOK BOLTS OR RED HEADS AT MAXIMUM OF 40" C.C.

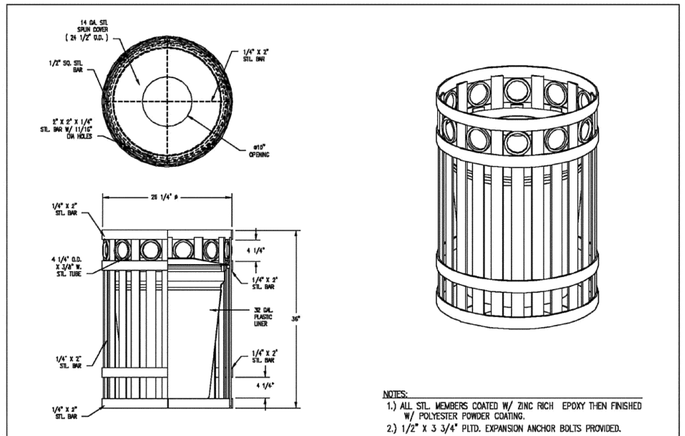
REVISIONS No.	DATE	BY

CITY OF BIRMINGHAM, MICHIGAN
ENGINEERING DEPARTMENT

CBD STREETSCAPE STANDARD DETAILS

SCALE: HORIZONTAL
VERTICAL
ACCT. NO.
DRAWN BY: NF
APPROVED BY
CHECKED BY
CITY ENGINEER
SHEET OF SHEETS
DATE: April 4, 2003

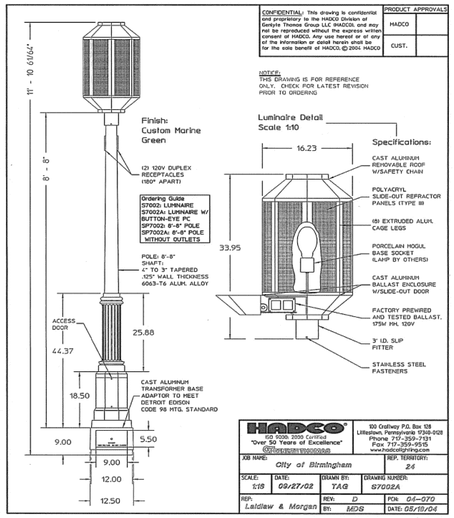
STREETLIGHT STANDARDS



NOTES:
1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2.) 1/2" X 3 3/4" PLTD. EXPANSION ANCHOR BOLTS PROVIDED.

DuMor, inc.
P.O. Box 142 Mifflintown, PA 17059-0142

DATE DRAWN :	10/16/03
DRAWN BY :	AWH
DATE REV. :	
REV. BY :	
TITLE	RECEPTACLE
REVISION	A
DRAWING NUMBER	63-947-32-FTO



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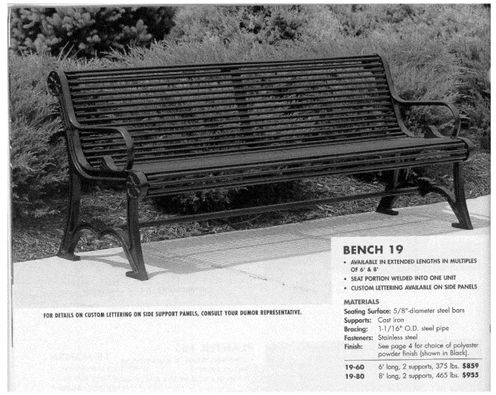
JOB NAME:	City of Birmingham		REP. TERRITORY: 24
SCALE:	1:18
DATE:	09/27/02
DRAWN BY:	TAG
DRAWING NUMBER:	S7002A
REF:	Laidlaw & Morgan
REV:	D
PO#:	04-070
BY:	MDB
DATE:	05/10/04

DOWNTOWN BENCH STANDARDS

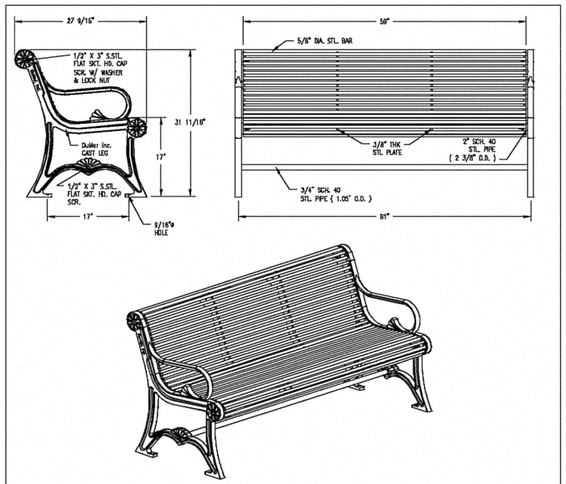


BENCH 19
- AVAILABLE IN EXTENDED LENGTHS IN MULTIPLES OF 4' & 8'.
- SEAT PORTION WELDED INTO ONE UNIT
- CUSTOM LETTERING AVAILABLE ON SIDE PANELS

FOR DETAILS ON CUSTOM LETTERING ON SIDE SUPPORT PANELS, CONSULT YOUR DUMOR REPRESENTATIVE.

MATERIALS
Seating Surface: 5/8"-diameter steel bars
Supports: Cast iron
Bracing: 1-1/16" O.D. steel pipe
Fasteners: Stainless steel
Finish: See page 4 for choice of polyester powder finish (shown in Black).

19-60 6' long, 2 supports, 375 lbs. $859
19-80 8' long, 2 supports, 465 lbs. $955



☐ CUSTOM LETTERING (37 SPACES) _____

NOTES
1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2.) 1/2" X 3 3/4" PLTD. EXPANSION ANCHOR BOLTS PROVIDED.
3.) CUSTOM LETTERING AVAILABLE FOR RECESSED SIDE PANEL. (37 TOTAL SPACES)

DuMor, inc.
P.O. Box 142 Mifflintown, PA 17059-0142

SCALE :	NONE
DATE DRAWN :	6/26/96
DRAWN BY :	MD
DATE REV. :	3/18/03
REV. BY :	JSB
TITLE :	BENCH
REV.	C
DRAWING NUMBER	19-50
SHEET	1 OF 1

PARK BENCH STANDARDS

RECYCLED PLASTIC
BENCH 88PL
- PROVIDES SLATS FOR EXTRA COMFORT
- ALSO AVAILABLE WITH WOOD SLATS (SEE PG. 48)

MATERIALS
Slats: 3" x 4" nom. and 3" x 6" nom. recycled plastic
Supports: 3" square x 1/4" wall steel tube
Fasteners: Stainless steel
Finish: See page 4 for choice of recycled plastic color and polyester powder finish (shown with Deep Red finish/ Gray plastic).

88-60PL 6' long, 3 supports, 251 lbs. $538
88-80PL 8' long, 3 supports, 304 lbs. $609

*Add $47 to unit price per Armrest.

RECYCLED PLASTIC
BENCH 103PL
- BACKLESS COMPANION TO BENCH 88PL
- 2" X 6" NOM. PROFILED LEADING EDGE SLATS

MATERIALS
Slats: 3" x 4" nom. and 3" x 6" nom. recycled plastic
Supports: 3" square x 1/4" wall steel tube and 1/2" x 2" steel bar
Fasteners: Stainless steel
Finish: See page 4 for choice of recycled plastic color and polyester powder finish (shown with Black finish/ Green plastic).

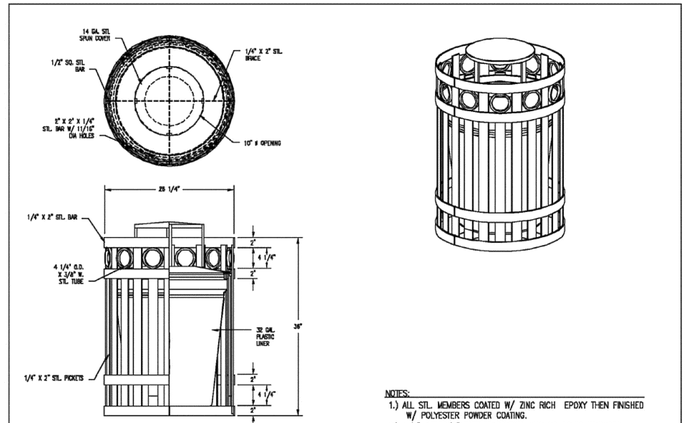
103-60PL 6' long, 3 supports, 172 lbs. $370
103-80PL 8' long, 3 supports, 199 lbs. $418

PAINT COLORS

Applications	Description	Vendor
Parking Meter Posts and Housings; Flag Holder; Handrails; Traffic Control Sign Backs; Pedestrian and Tall Streetlights; Bicycle Racks;	"John W. Hunter" Green DuPont Chromaone Paint- Various primers, activators, and reducers are required.	Johnson's Automotive Paint Supply
Streetlights; Sign Posts; Traffic Controllers; Irrigation Cabinets; and Pedestrian Crossing	Sherwin Williams Industrial & Marine Protective Coating, Color SW4072	Sherwin-Williams of Royal Oak
Benches and Waste Receptacles supplied by Michigan Playground Equipment and Traffic Signal	Sherman-Williams Powdura Powder Coating, Product #PGS8-3051, Park Bench Green.	Vendor is Sherwin-Williams of Royal Oak.
Wooden Objects, including Park Benches and Picnic Tables; and	Coronado Gloss Oil Product 31-138 "Birmingham Green" Paint.	Teknicolors
Plastic Housings for Pedestrian Crossing Signals	Krylon Fusion Hunter Green- This product bonds to plastic without sanding or priming.	Neighborhood Hardware

PRINTED ITEMS

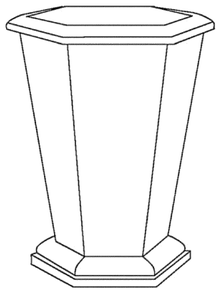
Applications	Style	Vendor
Parking Meter Stickers	Nazdar UV Series 3200 Forest Green PMS 560 Ink on Avery White	Faro Screen Process (Canton)
Parking Structure Banners	PMS 452 and PMS Green 5467	Arts & Signs (Clawson)
Street Name Signs and Parking/Informational Signs	Nazdar Enamel Plus Gloss 59000 Series, Color Mixture includes 59148 Medium Greem and 59204 Bright Red	Callender & Dornbos (Charlotte)
City Flag	Pantone Dye Color PMS 3308 Green on White Nylon Material	Rocket Enterprises (Warren)



NOTES:
1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2.) 1/2" X 3 3/4" PLTD. EXPANSION ANCHOR BOLTS PROVIDED.

DuMor, inc.
P.O. Box 142 Mifflintown, PA 17059-0142

DATE DRAWN :	9/20/00
DRAWN BY :	CDC
DATE REV. :	
REV. BY :	
TITLE	RECEPTACLE
REVISION	A
DRAWING NUMBER	63-947-32-BT



Notes:
-Six-sided cast concrete pot with steel reinforcement
-Approximate dimensions are 34" across at top; 26" across at bottom; 40" tall
-Includes (2) cast "B" medallions bolted and mortared on (2) opposite sides

City of Birmingham Concrete Planter
Line Drawing Sketch—Not to Scale

Branch
355 South Sanford / Pontiac, MI / 48342
248-874-1314 phone / 248-874-1316 fax
www.thebranchstudio.com / info@thebranchstudio.com

MONARCH HANGING PLANTER

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Fax: 215-766-5624

City of Birmingham
A Walkable Community

STANDARDS FOR PUBLIC FURNITURE AND PRINTED MATERIALS

REVISIONS		
No.	DATE	BY

CITY OF BIRMINGHAM, MICHIGAN
ENGINEERING DEPARTMENT

CBD STREETSCAPE STANDARD DETAILS

SCALE: HORIZONTAL
VERTICAL
DRAWN BY: NF
CHECKED BY
SHEET OF SHEETS
ACCT. NO.
APPROVED BY
CITY ENGINEER
DATE: June 8, 2007

ATTACHMENT E:

BIDDER'S PROPOSAL FOR THE OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM

In submitting this proposal, as herein described, the consultant agrees that:

1. They have carefully examined the specifications and terms of the Request for Proposal and all other provisions of this form and understand the meaning, intent, and requirement of it.

2. They will enter into written contract and furnish the item or items in the time specified in conformance with the specifications and conditions contained therein for the price quoted by the proponent on this proposal.

_____

BID PREPARED BY **DATE SUBMITTED**
(Print Name)

_____

AUTHORIZED SIGNATURE **DATE**

_____

TITLE

_____

COMPANY

_____

ADDRESS **PHONE**

_____

NAME OF PARENT COMPANY

_____

ADDRESS **PHONE**

BID QUOTE: _____

ATTACHMENT F:

ATTACHMENT D - IRAN SANCTIONS ACT VENDOR CERTIFICATION FORM

FOR OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM

Pursuant to Michigan Law and the Iran Economic Sanction Act, 2012 PA 517 ("Act"), prior to the City accepting any bid or proposal, or entering into any contract for goods or services with any prospective Vendor, the Vendor must certify that it is not an "Iran Linked Business", as defined by the Act.

By completing this form, the Vendor certifies that it is not an "Iran Linked Business", as defined by the Act and is in full compliance with all provisions of the Act and is legally eligible to submit a bid for consideration by the City.

PREPARED BY (Print Name)	**DATE**
TITLE	**DATE**
AUTHORIZED SIGNATURE	**E-MAIL ADDRESS**
COMPANY	
ADDRESS	**PHONE**
NAME OF PARENT COMPANY	**PHONE**
ADDRESS	
TAXPAYER I.D.#	

ATTACHMENT G:

AGREEMENT OLD WOODWARD CORRIDOR
IN DOWNTOWN BIRMINGHAM

This AGREEMENT, made this_____day of_____, 2016, by and between CITY OF BIRMINGHAM, having its principal municipal office at 151 Martin Street, Birmingham, MI (hereinafter sometimes called "City"), and_____, Inc., having its principal office at_____(hereinafter called "Consultant"), provides as follows:

WITNESSETH:

WHEREAS, the City is desirous of finalizing plans and preparing color renderings for the complete improvement of S. Old Woodward from Oakland to Brown Street in the City of Birmingham.

WHEREAS, the City has heretofore advertised for bids for the procurement and performance of services required to finalize plans and prepare color renderings for the complete improvement of S. Old Woodward from Oakland to Brown Street , and in connection therewith has prepared a request for sealed proposals ("RFP"), which includes certain instructions to bidders, specifications, terms and conditions.

WHEREAS, the Consultant has professional qualifications that meet the project requirements and has made a bid in accordance with such request for cost proposals to finalize plans and prepare color renderings for the complete improvement of S. Old Woodward from Oakland to Brown Street in the City of Birmingham.

NOW, THEREFORE, for and in consideration of the respective agreements and undertakings herein contained, the parties agree as follows:

1. It is mutually agreed by and between the parties that the documents consisting of the Request for Proposal for the Old Woodward Corridor in Downtown Birmingham and the Consultant's cost proposal dated September ___, 2016 shall be incorporated herein by reference and shall become a part of this Agreement, and shall be binding upon both parties hereto. If any of the documents are in conflict with one another, this Agreement shall take precedence, then the RFP.

2. The City shall pay the Consultant for the performance of this Agreement in an amount not to exceed_____, as set forth in the Consultant's September __, 2016 cost proposal.

3. This Agreement shall commence upon execution by both parties, unless the City exercises its option to terminate the Agreement in accordance with the Request for Proposals.

4. The Consultant shall employ personnel of good moral character and fitness in performing all services under this Agreement.

5. The Consultant and the City agree that the Consultant is acting as an independent Consultant with respect to the Consultant 's role in providing services to the City pursuant to this Agreement, and as such, shall be liable for its own actions and neither the Consultant nor its employees shall be construed as employees of the City. Nothing contained in this Agreement shall be construed to imply a joint venture or partnership and neither party, by virtue of this Agreement, shall have any right, power or authority to act or create any obligation, express or implied, on behalf of the other party, except as specifically outlined herein. Neither the City nor the Consultant shall be considered or construed to be the agent of the other, nor shall either have the right to bind the other in any manner whatsoever, except as specifically provided in this Agreement, and this Agreement shall not be construed as a contract of agency. The Consultant shall not be entitled or eligible to participate in any benefits or privileges given or extended by the City, or be deemed an employee of the City for purposes of federal or state withholding taxes, FICA taxes, unemployment, workers' compensation or any other employer contributions on behalf of the City.

6. The Consultant acknowledges that in performing services pursuant to this Agreement, certain confidential and/or proprietary information (including, but not limited to, internal organization, methodology, personnel and financial information, etc.) may become involved. The Consultant recognizes that unauthorized exposure of such confidential or proprietary information could irreparably damage the City. Therefore, the Consultant agrees to use reasonable care to safeguard the confidential and proprietary information and to prevent the unauthorized use or disclosure thereof. The Consultant shall inform its employees of the confidential or proprietary nature of such information and shall limit access thereto to employees rendering services pursuant to this Agreement. The Consultant further agrees to use such confidential or proprietary information only for the purpose of performing services pursuant to this Agreement.

7. This Agreement shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan. The Consultant agrees to perform all services provided for in this Agreement in accordance with and in full compliance with all local, state and federal laws and regulations.

8. If any provision of this Agreement is declared invalid, illegal or unenforceable, such provision shall be severed from this Agreement and all other provisions shall remain in full force and effect.

9. This Agreement shall be binding upon the successors and assigns of the parties hereto, but no such assignment shall be made by the Consultant without the prior written consent of the City. Any attempt at assignment without prior written consent shall be void and of no effect.

10. The Consultant agrees that neither it nor its sub-consultants will discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight or marital status. The Consultant shall inform the City of all claims or suits asserted against it by the Consultant’s employees who work pursuant to this Agreement. The Consultant shall provide the City with periodic status reports concerning all such claims or suits, at intervals established by the City.

11. The Consultant shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required under this paragraph. All coverages shall be with insurance companies licensed and admitted to do business in the State of Michigan. All coverages shall be with carriers acceptable to the City of Birmingham.

12. The Consultant shall maintain during the life of this Agreement the types of insurance coverage and minimum limits as set forth below:

A. Workers' Compensation Insurance: Consultant shall procure and maintain during the life of this Agreement, Workers' Compensation Insurance, including Employers Liability Coverage, in accordance with all applicable statutes of the State of Michigan.

B. Commercial General Liability Insurance: Consultant shall procure and maintain during the life of this Agreement, Commercial General Liability Insurance on an "Occurrence Basis" with limits of liability not less than **$1,000,000** per occurrence combined single limit, Personal Injury, Bodily Injury and Property Damage. Coverage shall include the following extensions: (A) Contractual Liability; (B) Products and Completed Operations; (C) Independent Consultants Coverage; (D) Broad Form General Liability Extensions or equivalent; (E) Deletion of all Explosion, Collapse and Underground (XCU) Exclusions, if applicable.

C. Motor Vehicle Liability: Consultant shall procure and maintain during the life of this Agreement Motor Vehicle Liability Insurance, including all applicable no-fault coverages, with limits of liability of not less than $1,000,000 per occurrence combined single limit Bodily Injury and Property Damage. Coverage shall include all owned vehicles, all non-owned vehicles, and all hired vehicles.

D. Additional Insured: Commercial General Liability and Motor Vehicle Liability Insurance, as described above, shall include an endorsement stating the following shall be *Additional Insureds*: The City of Birmingham, including all elected and appointed officials, all employee and volunteers, all boards, commissions and/or authorities and board members, including employees and volunteers thereof. This coverage shall be primary to any other coverage that may be available to the additional insured, whether any other available coverage by primary, contributing or excess.

E. Professional Liability: Professional liability insurance with limits of not less than $1,000,000 per claim if Consultant will provide service that are customarily subject to this type of coverage.

F. Cancellation Notice: Workers' Compensation Insurance, Commercial General Liability Insurance and Motor Vehicle Liability Insurance (and Professional Liability Insurance, if applicable), as described above, shall include an endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal, shall be sent to: Finance Director, City of Birmingham, PO Box 3001, 151 Martin Street, Birmingham, MI 48012-3001.

G. Proof of Insurance Coverage: Consultant shall provide the City of Birmingham at the time the Agreement is returned for execution, Certificates of Insurance and/or policies, acceptable to the City of Birmingham, as listed below.

1) Two (2) copies of Certificate of Insurance for Workers' Compensation Insurance;
2) Two (2) copies of Certificate of Insurance for Commercial General Liability Insurance;
3) Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;
4) Two (2) copies of Certificate of Insurance for Professional Liability Insurance;
5) If so requested, Certified Copies of all policies mentioned above will be furnished.

H. Coverage Expiration: If any of the above coverages expire during the term of this Agreement, Consultant shall deliver renewal certificates and/or policies to the City of Birmingham at least (10) days prior to the expiration date.

I. Maintaining Insurance: Upon failure of the Consultant to obtain or maintain such insurance coverage for the term of the Agreement, the City of Birmingham may, at its option, purchase such coverage and subtract the cost of obtaining such coverage from the Agreement amount. In obtaining such coverage, the City of Birmingham shall have no obligation to procure the most cost-effective coverage but may contract with any insurer for such coverage.

13. To the fullest extent permitted by law, the Consultant and any entity or person for whom the Consultant is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and volunteers and others working on behalf of the City of Birmingham against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from and the City of Birmingham, its elected and appointed officials, employees, volunteers or others working on behalf of the City of Birmingham, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this Agreement. Such responsibility shall not be construed as liability for damage caused by or resulting from the sole act or omission of its elected or appointed officials, employees, volunteers or others working on behalf of the City of Birmingham.

14. If, after the effective date of this Agreement, any official of the City, or spouse, child, parent or in-law of such official or employee shall become directly or indirectly interested in this Agreement or the affairs of the Consultant, the City shall have the right to terminate this Agreement without further liability to the Consultant if the disqualification has not been removed within thirty (30) days after the City has given the Consultant notice of the disqualifying interest. Ownership of less than one percent (1%) of the stock or other equity interest in a corporation or partnership shall not be a disqualifying interest. Employment shall be a disqualifying interest.

15. If Consultant fails to perform its obligations hereunder, the City may take any and all remedial actions provided by the general specifications or otherwise permitted by law.

16. All notices required to be sent pursuant to this Agreement shall be mailed to the following addresses:

City of Birmingham

Attn: Jana L. Ecker Planning Director
151 Martin Street
Birmingham, MI 48009
(248) 530-1841

CONSULTANT

17. Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be settled either by commencement of a suit in Oakland County Circuit by arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act Court, the 48th District Court or by arbitration. If both parties elect to have the dispute resolved for the State of Michigan and administered by the American Arbitration Association with one arbitrator being used, or three arbitrators in the event any party's claim exceeds $1,000,000. Each party shall bear its own costs and expenses and an equal share of the arbitrator's and administrative fees of arbitration. Such arbitration shall qualify as statutory arbitration pursuant to MCL§600.5001 et. seq., and the Oakland County Circuit Court or any court having jurisdiction shall render judgment upon the award of the arbitrator made pursuant to this Agreement. The laws of the State of Michigan shall govern this Agreement, and the arbitration shall take place in Oakland County, Michigan. In the event that the parties elect not to have the matter in dispute arbitrated, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court or the 48th District Court.

18. FAIR PROCUREMENT OPPORTUNITY: Procurement for the City of Birmingham will be handled in a manner providing fair opportunity for all businesses. This will be accomplished without abrogation or sacrifice of quality and as determined to be in the best interest of the City of Birmingham.

IN WITNESS WHEREOF, the said parties have caused this Agreement to be executed as of the date and year above written.

WITNESSES:

CONSULTANT

_____

By:_____

Its:

CITY OF BIRMINGHAM

_____

By:_____

Rackeline J. Hoff

Its: Mayor

_____

By:_____

Laura Pierce

Its: City Clerk

Approved:

_____

Joseph A. Valentine, City Manager
(Approved as to substance)

_____

Mark Gerber, Director of Finance (Approved as to financial obligation)

_____

Timothy J. Currier, City Attorney
(Approved as to form)

_____

Jana L. Ecker, Planning Director
(Approved as to substance)

PROPOSAL FOR OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM

lumbus
etroit
vington
xington
dianapolis
est Lafayette

462 South Ludlow Alley, Columbus, Ohio 43215 | 614.621.2796
681 West Forest Avenue, Detroit, Michigan 48201 | 248.867.8942
27 West 7th Street, Covington, Kentucky 41011 | 859.957.0957
163 East Main Street, Lexington, Kentucky 40507 | 859.303.5727
405 Massachusetts Avenue, Suite 2A, Indianapolis, Indiana 46204 | 317.423.9600
220 South Street, Suite 201, West Lafayette, Indiana 47906 | 765.250.9209

MKSK PARSONS

ATTACHMENT E:

BIDDER'S PROPOSAL FOR THE OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM

In submitting this proposal, as herein described, the consultant agrees that:

1. They have carefully examined the specifications and terms of the Request for Proposal and all other provisions of this form and understand the meaning, intent, and requirement of it.

2. They will enter into written contract and furnish the item or items in the time specified in conformance with the specifications and conditions contained therein for the price quoted by the proponent on this proposal.

Brian P. Kinzelman	9/28/16
BID PREPARED BY (Print Name)	**DATE SUBMITTED**
	9/26/16
AUTHORIZED SIGNATURE	**DATE**
Principal	
TITLE	
MKSK	
COMPANY	
462 South Ludlow Alley, Columbus, OH 43212	(614) 621-2796
ADDRESS	**PHONE**
N/A	
NAME OF PARENT COMPANY	
N/A	N/A
ADDRESS	**PHONE**

BID QUOTE: $72,537.00

SEPTEMBER 28, 2016

MKSK

462 S. Ludlow Alley
Columbus, OH 43215
614.621.2796

Attn: Jana L. Ecker, Planning Director
Community Development Department
City of Birmingham Municipal Building
151 Martin Street
Birmingham, MI 48012

RE: Request for Proposal for the Old Woodward Corridor in Downtown Birmingham

Dear Jana,

MKSK, along with our consulting partner Parsons Transportation, are pleased to present our proposal for detailed design for the above referenced project. We have carefully crafted our team to exhibit the desired professional qualifications design and technical expertise to perform every requirement of the project within the expected time frame. Our team provides interdisciplinary expertise in street design, landscape architecture, urban design, parking, traffic engineering, sustainability and placemaking across a broad range of project scales and complexities.

MKSK has more than 20 years experience in corridor planning and design within urban environments. We have led redesigns of streets to be more multi-modal and contribute to district vibrancy for many cities including Lexington, Louisville and Covington, KY; Columbus, Dublin and Findlay, OH, and West Lafayette, IN, among other cities. The MKSK Team includes Design Principal and Landscape Architect Jeffrey Pongonis, RLA, ASLA. With more than 19 years experience, Jeff has comprehensive experience in designing urban streets, from initial planning phases through design and implementation. He has been the lead designer on several complex, urban, and high profile award-winning projects in Columbus and Cleveland, OH, Pittsburgh, PA, Louisville, KY, Des Moines, IA, and Phoenix, AZ. Local Coordination will be led by Senior Transportation Leader Brad Strader of our Detroit office. Brad is known throughout the Great Lakes Region and beyond for innovative approaches to multi-modal design. He is frequently sought as a speaker at national events and conferences on complete streets and design of transportation systems to support vibrant downtowns. As you may recall, Brad Strader and I collaborated with the City on the Triangle District Urban Design Plan and Form Based Code. Both Brad and our Associate Planner Caitlin Malloy-Marcon bring extensive experience working with Birmingham staff, stakeholders, and the public on several other important plans and studies for the Triangle District and the downtown as detailed in our qualifications. We will bring back the same collaborative team to build on the success of the Urban Design Plan and our in-depth knowledge of the Triangle District. MKSK's technical resources include 34 registered Landscape Architects, LEED AP certified professionals along with 11 AICP Certified Planners, PTP Transportation Planners and signage and wayfinding specialists. We will utilize our team resources and experience to design world-class streets on a rigorous project schedule.

Our consultant partner, Parsons Transportation, has performed work in the City of Birmingham for over 30 years having completed many traffic and parking studies including a parking study for the Townsend Hotel and recent traffic study for 856 Old Woodward. Brad Strader has also collaborated with Eric Tripi and Joseph Marson of Parsons, on several projects over the years. PT will serve as the team's traffic engineering advisors to confirm that all street design plans will meet city engineering standards.

Given our valued relationship with you and the positive experience working in this community on past undertakings, we would be very pleased to continue on with this project. I look forward to your favorable review of our proposal and am available to answer any questions you might have. Any notices and inquiries by the City as part of the proposal, should be directed to me at the address and phone number listed above.

Respectfully submitted,
MKSK

Brian P. Kinzelman, FASLA, AICP, LEED AP, Senior Principal
bkinzelman@mkskstudios.com

QUALIFICATIONS OF TEAM - FIRM INFORMATION

MKSK- PROJECT LEAD

Since 1990, MKSK has made an impact on the design and planning fields with creative solutions to a diversity of design challenges. A combination of creative problem solving and technical expertise has resulted in hundreds of built projects. With a studio of gifted professionals and a guiding principle of design excellence, MKSK strives to raise the standard of landscape architecture, urban design and planning services.

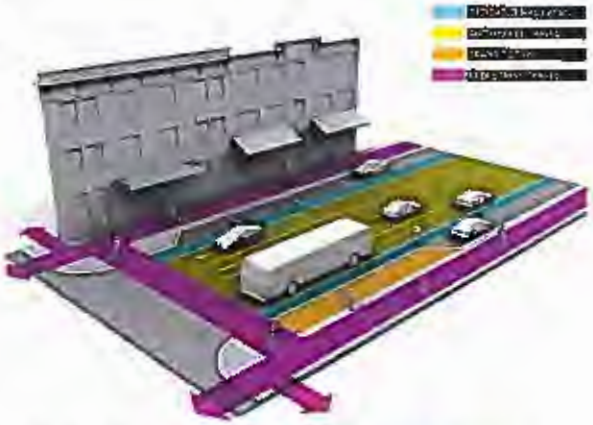
The firm's success is based on a team of design and planning professionals driven to push each project to a higher level of quality. With backgrounds in landscape architecture, land use and transportation planning, and urban design, the staff brings a broad range of skills, creativity and experience to each project. From concept to construction detailing, strategic planning to implementation, an emphasis on innovation is the hallmark of our design studios.

The diversity of projects and the consistent high-quality design and planning expertise has created a growing sphere of recognition and respect for MKSK in the industry. From urban parks to environmental parks and from campus planning to community planning, the work of MKSK has generated a network of satisfied clients and users throughout the region, the country and abroad. With the goal of meeting new design challenges with fresh ideas, MKSK is at the forefront of the profession, leaving as a legacy the beauty of its craft on the land.

GREAT STREETS - GREAT PLACES
We at MKSK are committed to a streetscape design approach that is holistic in nature, that seeks to balance the economic, environmental and societal impacts and opportunities and apply creativity and innovation to solve current issues while striving for responsible, long-term, practical solutions. This integrated approach considers all the layers of activity along the street, from retail nodes to office and residential districts, the interrelationships between the public realm and other adjoining uses (whether public, semi-public, or private spaces), in order to accommodate multi-functionality.

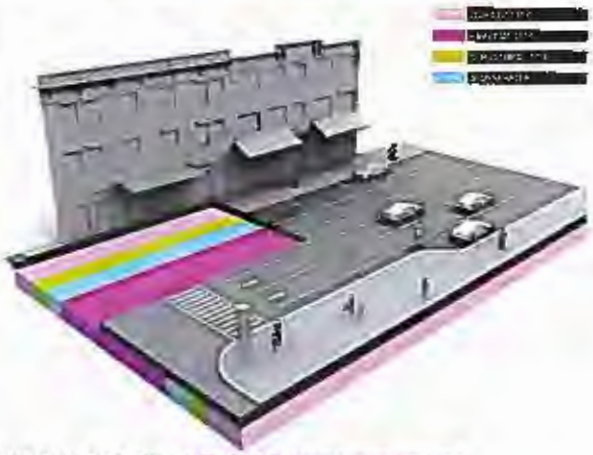
Our experience and expertise includes the design and implementation of hundreds of streetscapes throughout the Midwest centered around several principles:

THE SMART STREET LAYERS OF ACTIVATION



THE SMART STREET MULTI-MODAL TRANSPORTATION

THE SMART STREET SUSTAINABLE PRACTICES



THE SMART STREET FUTURE INFRASTRUCTURE

DESIGN FOR SAFETY, DESIGN FOR ALL - We utilize best practice research evaluating current successful methodologies as well as innovative safety treatments, particularly those successfully implemented elsewhere. Prioritizing pedestrian and motorist safety and usability at all levels of streetscape composition is critical, particularly for more vulnerable groups.

GREAT STREETS ARE FOR GREAT COMMERCE - Streets are an economic asset as well as a functional element. Well-designed streets generate higher value for businesses, properties, cities, and residents. Though streetscapes should not be considered only an economic solution, their value should not be dismissed. Thoughtful composition can encourage and direct visitors, promote outdoor dining and active shopping, and visually enhance a district.

STREETS ARE PUBLIC SPACES - We consider the 21st century street must be designed for livability. Beyond their fundamental use for moving people and goods, our streets comprise an extensive network of public open spaces that can facilitate social, civic, and economic interactions. Streets should encourage physical activity for all ages, by facilitating walking, bicycling, and transit as attractive and convenient means of transportation.

STREETS ARE ECOSYSTEMS - Streets present an extraordinary opportunity to improve the environmental health of the community. A consistent, connected, and green streetscape can substantially improve urban heat island and stormwater impacts while improving both the beauty of the urban environment and the true real estate value of adjacent land.

STREETS CAN BE CHANGED. STREETS CAN BE MAINTAINED - Our infrastructure networks must be mindfully designed for durability and cost-effectiveness. We'll consider full lifecycle costs and benefits while proposing and challenging solutions. Besides initial capital outlays, the measurable long term economic, environmental, safety, health, and other benefits of well-designed, well-managed streets will be taken into consideration.

Administration and reliability of a system is critically important, as such we'll aim to encourage the implementation of a clear and consistent design review process to streamline project review and keep current the discussion of streetscape design and construction.

PARSONS TRANSPORTATION- SUBCONSULTANT TRANSPORTATION/TRAFFIC ENGINEERING

Parsons Transportation, with more than 70 years of professional practice, offers worldwide experience and expertise in the planning, design, engineering, operation and construction of major transportation systems and public works transportation projects. Parsons provides extensive planning, engineering and project management services throughout all phases of transportation. The professional staff is focused on traffic engineering, transportation planning and modeling, traffic safety, geometric design, traffic signing and marking, parking lot design, traffic signal studies and design, traffic control plans, and design plans for road construction projects, neighborhood traffic control plans, site plan reviews, and traffic impact analysis.

Parsons' experience on Department of Transportation, County and Local Agency projects, as well as a variety of private developer projects provides them with the practical skills required to deliver successful public and private client projects. This very experience provides Parsons' staff with many of the skills needed to train other professionals and indeed, many of Parsons' projects require training public agency staff on a variety of engineering topics. To ensure that its professional and business practices are consistent with recognized standards anywhere in the world, the firm has attained full registration under the international standard ISO 9001. Parsons' QA/QC system is certified ISO 9001:2008 compliant and all of the firm's operations are conducted in a manner consistent with the standard's protocols. Parsons emphasizes service and responsiveness to client needs using the latest technologies and techniques. Parsons services range from problem identification and solution through implementation, operation and inspection.

BRIAN KINZELMAN, FASLA, AICP, LEED AP

Senior Principal Project Manager/Principal in Charge

MKSK

BRIAN'S PASSION IS DESIGNING SPACES THAT PROVIDE A SOLID FOUNDATION FOR FUTURE DEVELOPMENT AND FIT SEAMLESSLY INTO THE EXISTING LANDSCAPE.

Brian has 39 years experience in landscape architecture and planning with principal leadership and project management on hundreds of projects. Brian has extensive experience in large scale land use planning, transportation streetscape enhancement, corridor planning, higher education and campus planning, urban design and mixed use development. Brian is also a recognized leader in the industry of aesthetic design for transportation projects. His experience includes both context sensitive solutions and context sensitive design while also incorporating alternate modes of transportation.

RELEVANT PROJECTS

Triangle District Urban Design Plan and Form Based Code
Birmingham, Michigan

Tremont Road Corridor Plan & Improvements
Upper Arlington, Ohio

Northam Park Gateway and Parking Improvements
Upper Arlington, Ohio

Creative Campus Streetscape Improvements
Columbus, Ohio

Short North Streetscape Improvements
Columbus, Ohio

Convention Center Expansion and Streetscapes
Columbus, Ohio

The Ohio State University Cannon Drive Relocation
Columbus, Ohio

OSU South High Rises - 12th Avenue Streetscape
Columbus, Ohio

Downtown Streetscape Master Plan
Lexington, Kentucky

Third Street Streetscape Traffic Corridor Study
Columbus, Ohio

Hamilton Road/Eastland Area Study
Columbus, Ohio

Morse Road Design Study, Gateway and Improvements
Columbus, Ohio

EDUCATION

The Ohio State University
Bachelor of Landscape Architecture, 1977

REGISTRATION

Registered Landscape Architect: OH, KY, IN, WV, TN, PA
CLARB Certified Landscape Architect
LEED Accredited Professional, U.S. Green Building Council

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects, Fellow
American Institute of Certified Planners
American Planning Association, Ohio Chapter
Society for College and University Planning

AWARDS

2011 Ohio State University Distinguished Alumni Award for Excellence in Engineering & Architecture

BRAD STRADER, AICP, PTP

Senior Transportation Planner Deputy Project Administrator

MKSK

BRAD ADVOCATES LINKING LAND USE WITH MULTI-MODAL TRANSPORTATION AND DESIGN TO CREATE VIBRANT PLACES

Brad has more than 33 years experience in comprehensive and downtown plans, multi-modal transportation planning and innovative district regulations that entice designer development. His experience with transportation and corridor planning, complete streets, land use codes and parking strategies reaches to communities throughout Michigan, Ohio, Indiana and other states. He has also served as zoning advisor to several municipalities and led community engagement on dozens of projects. Brad is a frequent lecturer on planning, zoning and transportation topics at state, regional and national conferences and training webinars.

RECENT PROJECTS

Triangle District Urban Design Plan and Form Based Code, South Gateway District Plan, Oakland Avenue District Zoning Analysis
Birmingham, Michigan

Woodward Avenue TOD Study & Complete Streets
Oakland County, Michigan

Woodward Avenue Rapid Transit Alternatives Analysis
Metro Detroit, Michigan

Downtown Plan and Parking Structure Analysis
Birmingham, Michigan

Downtown Transportation Plan
Findlay, Ohio

Downtown Parking Study, Road Diet, Placemaking and Main Street Plans
Berkley, Michigan

Downtown Plan and Parking Strategy
Grand Blanc, Michigan

Auburn Avenue Corridor Plan
Cincinnati, Ohio

Michigan Street Corridor Plan
Grand Rapids, Michigan

Downtown Parking and Circulation Plan
Crown Point, Indiana

EDUCATION

Michigan State University
B.S. with Honors in Urban Planning, 1983
Federal Highway Administration, Access Management Course, 1992, Transportation Planning Methods, 1991

REGISTRATION

Fellow, Institute of Transportation Engineers (FITE)
ITE Professional Transportation Planner (PTP)
American Institute of Certified Planners

PROFESSIONAL AFFILIATIONS

American Planning Association
Transportation Research Board (TRB) Access Management Committee
ITE Transportation Planning Council Executive Committee
Chair, TOD Parking Task Force, Parking Council, Ped/Bike Council

PROJECT TEAM

MKSK

Jeffrey Pongonis, PLA, ASLA, Role: Design Principal brings 19 years experience to the team with comprehensive experience in designing urban streets and urban landscape environments from initial planning phases through design and implementation and project management. His practice is based around a framework of performative and contemporary infrastructure systems of organized urban spaces connected pedestrian ways, and contributing green corridors all equally responsible in the creation of a successful human-scaled urban pattern. His relevant experience includes: South Fourth Street Corridor Plan and Phases I & II in Louisville, KY; Arena District—Master Plan, Streets and Plazas Plan, Ludlow Alley, Theater Alley, Arena Crossing, McFerson Commons, East & West Nationwide Boulevard Improvements, Columbus, OH; Grandview Yard Streetscapes and Open Spaces, Grandview Heights, OH; Liberty Center Streetscape and Parks, Liberty Township, OH; Louisville KY Downtown Connectivity Study. Jeff has a B.S. in Landscape Architecture from The Ohio State University and is a Licensed Landscape Architect.

Caitlin Malloy-Marcon, Associate, Role: Parking/Community Engagement specializes in transportation planning with over 10-years-experience in land use and development connectivity, community engagement, parking management, transit oriented development and multi-modal transit station plans. Caitlin's background also includes economic development aspects of transportation and parking as well as transit oriented development planning throughout Chicagoland, concentrating on commuter first/last mile multi-modal solutions. She brings contemporary tactics and knowledge capital to every project. Her relevant experience includes the Downtown Streetscape Redevelopment Study, Midland, MI; Southeast Michigan RTA / SEMCOG Woodward Avenue Rapid Transit Alternatives Analysis, Metro Detroit, MI; Triangle District Parking Study & Downtown Parking Structure Alternatives Analysis (North Old Woodward Site) in Birmingham, MI; South State Street Redesign, Ann Arbor, MI; and Auburn Road Corridor Plan, Rochester Hills, MI. Caitlin has a M.A. in Urban Planning and B.A. in Urban Studies from Wayne State University and is a current member of the SEMCOG Transportation Coordinating Council regional planning partnership.

Matt McGrath, PLA, ASLA, LEED AP, Senior Associate, Role: Project Landscape Architect has 13 years experience on diverse projects, many of which include transportation corridor planning, streetscape enhancement, detailed site design and public space design. In recent years, his focus has been on large scale urban based projects. Matt's responsibilities include client relations, contract management, budget oversight, consultant coordination, project staffing and scheduling, and design review. He has a demonstrated ability to successfully provide design oversight on often complex projects. His relevant experience includes: Tremont Road Corridor, Northam Park Gateway and Parking Improvements in Upper Arlington, OH; The Ohio State University Cannon Drive Relocation Study, Preliminary Engineering and Phases 1-3; OSU Herrick Drive Extension and OSU Wexner Medical Center Streetscapes, Columbus, OH; I-70/71 Design Enhancement Manual, Columbus, OH. Matt has a Masters in Landscape Architecture from The Ohio State University, 2001; Ohio University, BA Political Science/Business Administration, 1995, Cum Laude. He is a Registered Landscape Architect (State of Ohio) and LEED Accredited Professional, 2009.

Niels Braam, Role: Environmental Graphic Designer and Wayfinding Specialist has more than 14 years experience servicing the environmental graphic design needs of businesses and institutions. Engaged from concept ideation through production and installation, his experience includes interior and exterior signage and wayfinding audits and analysis, planning and design for downtown, institutional and higher ed campuses, as well as exhibit and environmental graphic design and donor recognition. Relevant Experience: Essence of Athens Plan - Branding & Signage, Athens, OH; Ohio University Dublin Campus Signage, Dublin, OH; Music Center Branding, Signage, Wayfinding, Huber Heights, OH; City of Mount Vernon, OH Vehicular Wayfinding Signage Program, Mount Vernon, OH; Downtown Wayfinding Study, Delaware, OH; Case Western Campus Wayfinding Plan and Signage System, Cleveland, OH; OSU Medical Center Vehicular and Pedestrian Signage Program, OSU Traffic & Parking, Regulatory Signage Audit and Update, OSU Payne Disbay Parking Branding & Graphics, Columbus, OH; Wake Forest Campus Wayfinding Plan & Signage System, Winston-Salem, NC.

Matt Manda, ASLA, Associate, Role: Project Designer has 15 years experience in landscape architecture where he has worked on a number of projects from small scale neighborhood parks to large scale city master planning studies. His ability to work at all scales allows him to lead complex projects developing comprehensive landscape strategies that address both clients goals and the need to create holistic experiences. His interest in complete streets, performance based landscapes, and sustainable design motivates Matt's dedication to landscape architecture and urban design. Relevant experience includes: Creative Campus Streetscape Improvements; Short North Streetscape Improvements; Greater Columbus Convention Center Expansion; 111 North Front Street, Columbus, OH. Matt received a B.S. in Landscape Architecture from The Ohio State University, 2001.

PARSONS

Eric J. Tripi, P.E., P.T.O.E
Regional Engineering Manager

PROJECT ROLE: PROJECT MANAGER

EDUCATION
MS Civil Engineering, University of Nebraska-Lincoln, 1994

BS Civil Engineering, Michigan State University, 1992

PROFESSIONAL REGISTRATIONS
Professional Traffic Operations Engineer

IMSA Level II Traffic Signal Certified

Professional Engineer in Florida, Georgia, Michigan, Ohio, Indiana, Mississippi, North Carolina, and South Carolina

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers

ITE Technical Advisory Committee Member for the Update of the ITE *"Manual of Transportation Studies,"* 1st Ed.

ITE Expert Review Panel Member for the Update of the ITE *"Trip Generation Handbook,"* 2nd Ed.

Chi Epsilon, National Civil Engineering Honor Society

National Highway Institute (NHI) Certified Instructor (#0424)

The Citadel, Adjunct Professor

AWARDS
NHI Instructor of Excellence – 2010

Iteris Employee of the Month – September 2011

EXPERIENCE SUMMARY

Mr. Tripi has a diverse background in transportation planning, design, safety, and operations. He has 22 years of professional engineering experience in transportation planning, traffic operations, and ITS. Mr. Tripi specializes in operation studies, traffic signals (design, timing, warrants, and optimization), intersection and interchange analysis/design, freeway analyses, traffic impact studies, traffic safety, and traffic estimation. He has extensive experience in managing and conducting major signal optimization projects, corridor studies, safety studies, and training. Mr. Tripi is a certified National Highway Institute (NHI) instructor and has served as an adjunct professor at The Citadel in Charleston, SC.

PROJECT EXPERIENCE

Project Name and Location: National Highway Institute (NHI) Course Instruction – NHI #133121, 133122, 133123, 133124, and 133126, *Traffic Signal Series*, Nationwide
Project Role: Certified instructor responsible for conducting the NHI Traffic Signal Series training across the Country. Courses include *"Traffic Signal Design and Operation," "Traffic Signal Timing Concepts,"* and *"Successful Traffic Signal Management: A Basic Service Approach"*. Classes consist primarily of State Department of Transportation personnel and local agencies.

Project Name and Location: MDOT Statewide Traffic Operational and Geometric Study Services, On-call Services, Michigan
Project Role: Project Manager - Providing as-needed statewide traffic operational and geometric study services. Studies include traffic signal optimization, recommendations for individual traffic signals or corridors, Capacity analyses and geometric recommendations for access management and improvements to intersections, interchanges, and freeways

Project Name and Location: Purdue University/City of West Lafayette Campus Street System Civil Engineering and Traffic Analysis
Project Role: Lead Traffic Engineer - Purdue University in conjunction with the City of West Lafayette are making drastic changes to the campus roadway system. Mr. Tripi was responsible for leading the traffic analyses for planned conversions of one-way streets to two-way streets, Road Diet planning and analysis, and implementing pedestrian- and bicycle-friendly improvements. Traffic volumes were projected and reassigned for future years 2019 and 2039

Project Name and Location: City of Detroit Traffic Signal System Optimization Project, Phase II, Detroit, MI
Project Role: Deputy Project Manager/Senior Traffic Engineer - Responsible for detailed analyses and development of optimized signal timing plans for eleven corridors (120 signalized intersections) in the City of Detroit. Included traffic operational and safety analyses, countermeasure recommendations, travel time studies and implementation of timings.

Project Name and Location: US-17 Access Management Study, Pawleys Island, SC
Project Role: Project Manager/Lead Traffic Engineer - This access management project involved the study of a 2-mile section of US-17 in Pawleys Island, SC. US-17 is an existing 5-lane roadway and a median was proposed to be constructed for safety and access management reasons. Tasks involved reviewing and analyzing historical crash data, evaluating existing businesses and their access points, and developing plans to consolidate driveways in an effort to better manage the access points in the project area.

eric.tripi@parsons.com

JOSEPH A. MARSON, PE, PTOE

Senior Transportation Engineer

Role: Senior Advisor

PARSONS

Joseph (Joe) Marson has managed many significant traffic engineering, transportation planning, and parking projects during his 40+ year career, including development of city thoroughfare plans; travel demand modeling; traffic signal optimization and simulation of corridors and networks; construction traffic control plans; city-wide, corridor, and intersection crash analyses; traffic signal design; traffic impact analyses for development; sign and pavement marking plans; roadway design; operational improvement studies; and intelligent transportation system (ITS) design. Joe joined Parsons after serving as the City Traffic Engineer for the City of Dearborn, Michigan, for 12 years.

EDUCATION

Wayne State University, BS, Civil Engineering, 1972; Michigan State University, MS, Civil Engineering (Transportation), 1976

REGISTRATION

Professional Engineer, State of Michigan; State of Kentucky; Professional Traffic Operations Engineer

RELEVANT EXPERIENCE M-5 (Grand River Ave.) from M-39 to Evergreen Road traffic operation and landscape plans, Detroit, MI – MDOT; Livernois Avenue Boulevard Concept Plan Development; M-5 to Davison - City of Detroit; M-29 Corridor Traffic Study, City of St. Clair - MDOT; Fort Bragg Comprehensive Parking Study, Fayetteville, North Carolina – US Army Corps of Engineers; Traffic Impact Studies for various developments in Birmingham: Whole Foods, 856 Old Woodward; Woodward/Oak MUD; Stonefield Development; Townsend Hotel Parking/Valet; – Various clients

CATHERINE ST. PIERRE, PE, PTOE

Senior Transportation Engineer

Role: Lead Geometric Designer

Catherine has more than nine years of experience involving various transportation engineering projects. Her experience includes road design, signal optimization, signal design, signing plans, construction maintenance-of-traffic plans, crash analyses, traffic impact studies for various land uses, and report preparation. She has completed training for the American Association of State Highway and Transportation Officials (AASHTO) "Highway Safety Manual" and MDOT's "Michigan Traffic Sign Inventory System".

EDUCATION

Wayne State University, BS, Civil Engineering, 2005; Wayne State University, MS, Civil Engineering (Transportation), 2007

REGISTRATION

Professional Engineer, State of Michigan, 2010; Professional Traffic Operations Engineer, 2010

RELEVANT EXPERIENCE M-24 (Lapeer Road) Rehabilitation – MDOT, Lapeer, MI; I-96/Cascade Road Mobility Analysis – MDOT, Grand Rapids Township, MI; Traffic Signal Optimization Projects – MDOT and RCOC, Oakland County, MI; Green Lake Road Rehabilitation – RCOC, Charter Twp of West Bloomfield, MI; Traffic Impact Studies for various Mixed-Use Developments – City of Birmingham and PEA, Inc., Birmingham, MI

JEFF MORDEN, PE

Associate Transportation Engineer

Role: Junior Traffic Engineer

Jeff has 2 years of experience on projects ranging from MDOT traffic signal design (modernization, maintenance of traffic, and sidewalk design) and optimization, intersection analysis/studies, and traffic impact studies for various land uses. He has also been involved in roadway geometric design and freeway lighting design. Jeff's responsibilities include design, field work, client relations, and design review.

EDUCATION

Michigan Technological University, BS, Civil Engineering, 2009; Wayne State University, MS, Civil Engineering (Transportation), 2013

REGISTRATION

Professional Engineer, State of Michigan, 2016

RELEVANT EXPERIENCE: Ishpeming TSC Signal Design – MDOT, Houghton and Marquette County, MI; 9 Mile Road and Halsted Road Intersection Study – City of Farmington Hills, Farmington Hills, MI; US-12 Signal Modernization – MDOT, Wayne, MI; I-96/Cascade Road DDI Signal Design – MDOT, Grand Rapids Township, MI; Traffic Signal Optimization Project – MDOT, Oakland County, MI; Pontiac Trail and Mangone Ann Street Signal Design – RCOC, South Lyon, MI; Proposed Whole Foods – – Traffic Impact Study – PEA Inc., Birmingham, MI

TRIANGLE DISTRICT URBAN DESIGN PLAN & FORM-BASED CODE AND PARKING STUDIES

MKSK

Birmingham, Michigan

"The creation of the Triangle Plan and the implementation of the form-based code have been instrumental in creating a vision for the area, spurring investment, and transforming an under-utilized part of town into a vital part of the urban fabric of Birmingham."
– Jana Ecker, Planning Director, City of Birmingham

LISTENING TO STAKEHOLDERS HELPS CREATE A DOWNTOWN DESIGN WITH LONG-TERM VISION AND BROAD APPEAL

A master plan was needed to redevelop Birmingham's Triangle District. Its goal would be to create a cohesive vision for the area that would direct future development and connect the downtown with the surrounding residential neighborhoods. A two-day public charrette was held to guide and inform the design and build community support. It brought together prominent stakeholders, neighborhood residents, area developers, and business owners to share their hopes and visions for the area. Concepts of the final plan include mixed use buildings, new housing, parking structures, urban green spaces, public plazas and the preservation of the existing neighborhood.

Architectural and design guidelines along with form-based code will help to control the future development of the area, ensure the long-term vision, and maintain the overall quality of design.

Since the plan and code were adopted, several millions of dollars of private development has occurred in and adjacent to the Triangle District.

BIRMINGHAM PARKING STUDIES (2015)*

Birmingham has a vibrant downtown with ongoing mixed use redevelopment consistent with the Downtown and Triangle District Plans. MKSK's Detroit based planners assisted with those plans, particularly related to parking. Provision and management of parking is one of the keys to the continued vitality of the city's commercial districts. Brad Strader and Caitlin Malloy-Marcon worked with city staff and committees to redesign downtown parking to add more spaces, to evaluate a new parking structure for the Triangle District, and redesign of an existing downtown structure to add more parking and new mixed use developments.

** Personal Experience of Brad Strader and Caitlin Malloy-Marcon*

CLIENT	**City of Birmingham**
CONTACT	**Jana Ecker, Planning Director**
PHONE	**248 530 1850**
YEAR	**2007, 2015**

LEXINGTON STREETSCAPE MASTER PLAN & IMPLEMENTATION

MKSK

Lexington, Kentucky

COORDINATED FUNDING AND COOPERATION ACROSS AGENCIES ALLOW FOR UNIQUE RESULTS

The Lexington Downtown Streetscape Master Plan established a strategy and guidelines for the incremental transformation of Downtown Lexington's public realm. Phase One implementation involved Lexington's major downtown roadway corridors, focusing on the implementation of the development of public spaces, streetscape improvements and green infrastructure. Also included was the renovation of Cheapside Park and construction of the new Market Pavilion, a covered performance, outdoor dining and event space.

Completed on a rigorous schedule, the project involved state and federal funding as well as substantial coordination between the local client, KY Department of Highways, and Federal Highway Administration. Construction administration services included consultation with local, state and federal officials responsible for evaluation of an FHWA "Right-to-Experiment" associated with a "Floating Bike Lane". Stormwater mitigation elements include 29 Rain Gardens and 6,700 sq. ft. of Pervious Pavers.

Traffic modeling and roadway modifications were part of a "complete street" initiative that includes new bicycle facilities, bus and trolley stops, on-street parking, and loading spaces. The design of underground utilities, curb alignments, and signal infrastructure supports the future conversion of one-way streets to two-way while reducing the overall width of pavement cross-sections.

Outcomes

- Increased property values along with new retail and hospitality destinations
- New 21C Hotel and 200 Jobs created on 2 blocks alone
- Awards - 2011 ACEC Engineering Excellence National Honor Award; 2010 OCASLA Honor Award; 2010 AIA Cincinnati CGTE Sustainability Award; International Downtown Award 2011

CLIENT	**Lexington-Fayette Urban County Government**
CONTACT	**George Milligan, Construction Supervisor**
PHONE	**859.258.3400**
YEAR	**2011**

SOUTH FOURTH STREET CORRIDOR

Louisville, Kentucky

MKSK

CREATING A VIBRANT AND CULTURALLY SIGNIFICANT PUBLIC REALM

South Fourth Street, historically the commercial spine of Downtown Louisville, has struggled in recent decades to remain relevant. Investment in Fourth Street Live! has helped to bring a focus back to the corridor. Louisville Metro, along with the Louisville Downtown Partnership, have teamed up to improve the streetscape and bring in new retail tenants to occupy these historic storefronts. Working with the Project Engineer, MKSK developed a master plan for the revitalization of South Fourth Street that will encourage retail activity and simplify the streetscape. This includes the restoration of the original street centerline to remove the remnants of a failed 1970s pedestrian mall, adding parking to both sides of the street, creating new street tree planter bump-outs, and incorporating pervious pavers into the parking lane. The design team worked within the constraints of multiple underground vaults and utilities and accommodated the needs of two major hotels to develop a workable plan that will transform this street into a more functional, vibrant corridor.

Working on a tight timeframe, the team developed a set of bid documents to speed construction on the first phase of South Fourth Street in order to meet the needs of the new retail businesses. Construction on Phase I was completed in 2013. Phase II Design Development was completed that same year with construction of Phase II completed in 2015.

Outcomes

- 2013 KY ASLA Merit Award: Planning & Analysis
- Since Plan Implementation - 6 New Businesses
  270-Room Embassy Suites Hotel (Opened 2015)
  162-Room Hilton Garden Inn (Opened 2014)
  Louisville Downtown Partnership offices have opened
- $47M 7-story mixed use redevelopment project and 310-space parking garage to be developed near Fourth and Guthrie streets

CLIENT	**Louisville Metro Public Works and Louisville Downtown Partnership**
CONTACT	**Dirk Gowin, PE, PLS, Transportation Planning**
PHONE	**502.574.5925**
YEAR	**2012 Plan, 2013 Phase I, 2015 Phase II**

"RE-STATE" STATE STREET MASTER PLAN

West Lafayette, Indiana

MKSK

RE-STATE IS A VISION AND STRATEGY SEEKING TO RE-IMAGINE, RE-INVEST AND RE-MAKE STATE STREET

MKSK led the creation of RE-STATE! A Master Plan for State Street. The Plan is a vision and strategy seeking to RE-imagine, RE-invest, and RE-make State Street through Downtown West Lafayette, Purdue University, and a newly opened western gateway. It is a commitment to a new State Street—as a place where people want to live, work, and play—connected to recreational, educational, natural and cultural assets; connected to neighborhoods and transportation networks; and most importantly, connected to the heritage, the character and the people of West Lafayette and Purdue University. The Plan is a shared vision of the City of West Lafayette, Purdue University, and Purdue Research Foundation and was guided by a series of public meetings and workshops and numerous stakeholder meetings.

Anticipated outcomes of future implementation include: thriving, vibrant, and economically diverse commercial districts that withstand the cyclical nature of the academic calendar; thoughtful integration of all modes of travel—vehicular, pedestrian, bicycle, transit; a cohesive street character that is of West Lafayette; distinct identifiers for the special districts along State Street; a continuous tree canopy supporting social, environmental and economic vibrancy; creative use of green infrastructure tying to both functional and placemaking aspects of the street.

DESIGN REVIEW & CONSTRUCTION OVERSIGHT

The City and University have teamed to jointly deliver the $100M project through a public-private partnership model. As part of the technical advisory team, MKSK is providing urban design services during the technical procurement portion of the project: will evaluate developer team responses; will review final design documents; and will audit construction. The project is anticipated to be complete by Purdue University's sesquicentennial in 2019.

Outcomes

- 2014 INASLA Award of Excellence

CLIENT	City of West Lafayette
CONTACT	Mayor John Dennis / David Buck
PHONE	765.775.5100 / 765.775.5130
YEAR	2014, Ongoing

GAY STREET CORRIDOR IMPROVEMENTS

Columbus, Ohio

MKSK

TRAFFIC AND STREETSCAPE CHANGES BREATHE NEW LIFE INTO AN URBAN NEIGHBORHOOD

In 2009, the 11-block length of Gay Street in downtown Columbus became one inaugural project for converting car-oriented, one-way roads into two-way pedestrian-friendly neighborhood streets. Since 2008, the improved Gay Street corridor has spurred $6 million in public investment and $140 million in private investment, including new restaurants, bars, residential projects, and a hotel. The project required close collaboration with city planning, development, and engineering officials to provide the district with a tailored solution. Individual property owners became involved as the design team strived to maintain parking and access for existing businesses, while accommodating the traffic-flow conversion.

Expanded sidewalks provide a buffer for the many outdoor seating areas being opened by local restaurants, and the raised urban median that bursts to life each spring with flowering trees slows traffic speed and increases pedestrian safety. Low iron fences add a touch of elegance throughout.

Integrated services that included planning, conceptual and schematic design, design development, and bidding and construction services for streetscape related features have resulted in a successful project and the growth of a delightful urban neighborhood. The project has also served as a template for future downtown conversions.

As a result of these improvements, the Gay Street has seen the following positive impacts:

- 31 new businesses
- Average increase in property value of 2907% between 2007 and 2012
- Average increase in appraised value of $92,949 between 2007 and 2012
- 3 buildings purchased and redeveloped
- 130 new luxury apartment units, 105 new condominiums

CLIENT	**City of Columbus**
CONTACT	**Rory McGuiness, Deputy Director, Dept. of Development**
PHONE	**614.645.7671**
YEAR	**2008**

TREMONT ROAD CONCEPTUAL CORRIDOR PLAN & PHASE 1 IMPROVEMENTS

MKSK

Upper Arlington, Ohio

COMPLETE STREET DESIGN FOR A COMMUNITY'S 'MAIN STREET'

MKSK completed a comprehensive streetscape master plan concept for Tremont Road in the City of Upper Arlington. The Concept Plan develops a cohesive design theme and complete street approach to reinforce the corridor as the city's "Main Street" which services a variety of residential, commercial, and community uses. As a major thoroughfare for the community and a residential street for many, Tremont Road is of vital importance to the area and is the address for Upper Arlington's community park, library and Tremont Elementary School. Tremont Road moves pedestrians, bicyclists and transit vehicles and the intensity of these uses will increase as Upper Arlington continues to evolve and density increases.

Recommendations proposed in the Plan included narrowing the road section and adding on-street parking, highly visible pedestrian crossings via specialty pavement at intersections, brick and striping, planter medians for increased safety, sustainable stormwater strategies, and an added leisure path/bike lane for bike traffic among other design solutions. The Final Concept Plan includes design criteria for the entire corridor and sub-areas within the corridor; a materials and amenities palette of hardscape materials, planting, lighting, signage, utilities, street furniture, and an implementation strategy with recommended phasing for construction. The project has involved thoughtful urban planning and engineering and a transparent public process.

MKSK was part of the team for the first phase of the implementation. Construction of Phase I was completed this year. Preferred options outlined in the plan included permeable paving in on-street parking areas and pedestrian areas at intersections and crossings highlighted with brick.

CLIENT	**City of Upper Arlington**
CONTACT	**Jacolyn Thiel, P.E., City Engineer**
PHONE	**614.583.5351**
YEAR	**2014 Concept Plan, 2016 Implementation**

SHORT NORTH STREETSCAPE IMPROVEMENTS

Columbus, Ohio

MKSK

IMPROVING A CITY'S PRIMARY RESIDENTIAL/COMMERCIAL CORRIDOR

The Short North Streetscape Improvements project includes recommendations for streetscape and roadway improvements within this dense commercial/residential corridor of downtown Columbus. Overarching project goals include an increased and enhanced pedestrian environment to accommodate daily traffic and monthly 'Gallery Hop' traffic as well as opportunities for outdoor dining.

The study area includes High Street from Ohio Center Way to 9th Avenue. Considerations include aesthetic enhancements (modification to street lighting, conversion of strain pole supported signal facilities to mast arm, conversion of overhead utilities), curb extensions, sidewalks, bikeways, ADA compliance, walkability, and street tree/planting area improvements that reflect a Complete Streets approach. Streetscape composition is meant to establish a 'brand' for this vibrant arts district to distinguish it from other city streets while supporting the functions of High Street as Columbus' major thoroughfare.

MKSK partnered with the Engineer team to provide an inventory of existing conditions within the corridor and conceptual design studies of each block within this section of High Street as part of the preliminary engineering study.

MKSK is providing design development through documentation and construction observation services for streetscape improvements as part of the first (Ohio Center Way to Goodale Street) and fourth phases (King Avenue/East 7th Avenue to 9th Avenue) of improvements.

CLIENT	**City of Columbus**
CONTACT	**Rory McGuiness**
PHONE	**614.645.7671**
YEAR	**2013, Ongoing**

MIDLAND DOWNTOWN STREETSCAPE PLAN

Midland, Michigan

MKSK

STREETSCAPE ENHANCEMENTS IMPROVE CONNECTIVITY BETWEEN THE DOWNTOWN AND RIVERFRONT

MKSK is part of the team for the City of Midland's development of a new downtown streetscape plan and circulation plan. Downtown Midland serves as an entertainment and employment hub for the greater Midland Area. The streetscape plan includes many best practices including curbless festival blocks, removal of traffic lights, social public gathering hubs, separated bicycle facilities, and green sustainable infrastructure.

The plan serves as a community connector linking the riverfront, Dow Diamond and Dow headquarters to the downtown. Wider sidewalks allow for better use of the sidewalks for dining and retail sales in the summer and snow storage in winter. The process included an interactive community engagement process in which the design team was able to fully engage with the community on many levels. It included stakeholder meetings with seniors, schools, advocacy groups and business leaders, design workshops and pop-up sessions, and community surveys.

CLIENT	City of Midland
CONTACT	Selina Crosby Tisdale, Dir of Community Affairs
PHONE	989.837.3304
YEAR	Ongoing

LYNN AND PEARL ALLEY IMPROVEMENTS

Columbus, Ohio

MKSK

PUBLIC REALM ENHANCEMENTS SUPPORT PEDESTRIAN COMFORT, BUSINESSES IN THE HEART OF A DOWNTOWN'S BUSINESS DISTRICT

Over the past several years, the Capital Crossroads Special Improvement District (SID) in Columbus, Ohio, has expanded its mission beyond clean and safe to make substantial and transformative community investments in the public realm. As part of those efforts and to encourage micro-retail in Downtown Columbus, Pearl and Lynn Alleys are undergoing phased construction to enhance lighting, improve access to storefronts, provide electric service and colorful tents for the Pearl Market (a weekly open-air farmers market), and create a series of artist installations. These improvements are geared towards enhancing pedestrian traffic and comfort—keeping intact the authentic urban grit of the alleys—in order to create an environment conducive to small urban retailers.

Outcome

- 2015 International Downtown Association Merit Award

CLIENT	Capital Crossroads SID
CONTACT	Cleve Ricksecker
PHONE	614.645.5133
YEAR	On-going

ARENA DISTRICT STREETS AND PLAZAS PLAN

Columbus, Ohio

MKSK

CREATING A COHESIVE SIGNATURE IDENTITY FOR A VIBRANT, DOWNTOWN ENTERTAINMENT DISTRICT

The Arena District Streets and Plazas Plan implements the primary goals of the Arena District Master Plan and establishes a vibrant and charming pedestrian-friendly entertainment district. The primary vision of the project was to create an urban village that brings together streets, sidewalks, pedestrian plazas and buildings that all work to enhance and blend in with the surroundings. By including brick streets and sidewalks, large street trees and ample lighting, the planners and designers created a sense of warmth and human scale environments for pedestrians. Designed around the focal point of the Nationwide Arena, the Streetscape Plan establishes a network of streets and open spaces that connect the unique sports and entertainment features of the district.

The overall district aesthetic is enhanced by careful, thoughtful selections of site materials, furnishings, custom lighting, and environmental graphics. Design standards were established for the roadways, sidewalks, finish grades and materials throughout the project site. Restored historic bricks were re-purposed to pave Ludlow Alley, a narrow pedestrian only area that is home to numerous clubs, bars and other nightspots. The full scope of design services were performed from initial master planning to design and implementation.

Outcomes

- $1 Billion in private investment since master plan implementation

CLIENT	**Nationwide Realty Investors**
CONTACT	**Brian Ellis, President**
PHONE	**614.857.2331**
YEAR	**2000**

M-1 WOODWARD AVENUE TOD PLAN AND CODE

Oakland County, Michigan

MKSK

CONCEPT PLAN GUIDES FIVE COMMUNITIES ON ADAPTING ALL MODES OF TRANSIT

In anticipation of enhanced bus rapid transit service that is planned along Woodward Avenue in Detroit, Brad Strader assisted a joint effort by five cities to plan a land use redevelopment pattern to complement "premier" transit service into Southern Oakland County. This "pre-planning" document included an audit of comprehensive plans and zoning ordinances to identify changes toward a unified transit vision for the corridor.

Using Brad Strader's experience on both land use and transit planning, transit nodes and potential transit stations were identified. A concept plan to illustrate areas where density should be concentrated, with transition areas to protect the single-family neighborhoods was created. A model TOD overlay code was prepared with instructions on how each community can adapt it. Finally, Brad Strader contributed his Complete Streets experience to outline ways to transform the right-of-way to be more supportive of transit, walking and biking.

Demonstration of the commitment to changing land use regulations to be more transit friendly was an important factor in the next step, which led to recommendation for a bus rapid transit system for Woodward Avenue. Our planning team helped lead that evaluation and community engagement process for the Regional Transit Authority.

Personal experience of Brad Strader

CLIENT	**Woodward Avenue Action Association (former)**
CONTACT	**Heather Carmona, Executive Director**
PHONE	**248 867 1346**
YEAR	**2014**

PARSONS

City of Detroit
Livernois Corridor Boulevard Concept (I-96 to Davison)

Project Location:
Detroit, Michigan

Client:
City of Detroit
Traffic Engineering Division
2633 Michigan
Detroit, Mi 48216

Tucker, Young, Jackson, Tull Inc
565 E. Larned, Suite 300
Detroit, MI 48226

Client Contact:
Manilal Patel
313-628-5601

TYJT
Al Schneider, PE
313-963-0612

Parsons Contract Value:
$22,240

Start Date:
2006

Completion Date:
2007

Key Staff:
Joseph Marson, PE, PTOE
Project Manager

Steve Myers
Sr. Designer/Drafter

Parsons conducted traffic analyses and geometric services for approximately 1.25 miles of the Livernois corridor between I-96 and Davison in the City of Detroit as part of a team with TYJT, Inc. Livernois Road was a wide roadway (7 lanes plus parking) for which it was the City's desire to create a boulevard to manage access and improve safety as a result of prior crash studies.

Improvement of pedestrian access and safety across this highway were major considerations. Parsons completed field investigations and study of traffic patterns/movements to optimize access to abutting properties, evaluated bus and truck needs in terms of access and turning ability, completed signal warrant studies, developed a concept plan for the proposed boulevard-type median that considered safe pedestrian crossing locations and business access, and developed a traffic simulation model to compare existing and proposed operations as well as identify any projected operational issues. Parsons completed additional crash analysis to update and confirm prior analysis done by the city. TYJT then carried the concept plan through design.

PARSONS

Purdue University State Street Corridor P3 Project

Contract Number:
648149

Project Location:
Lafayette, Indiana

Client:
City of West Lafayette
222 N. Chauncey Avenue
Room 102
West Lafayette, Indiana 47906
(765) 775-5130

Client Contact:
David Buck, Public Works Director
(765) 775-5130
dbuck@westlafayette.in.gov

Owner:
Purdue University
401 S. Grant Steet
West Lafayette, Indiana 47907
United States

Owner Contact:
Don Peterson, Managing Director
(765)496-8335
drpeter@purdue.edu

Parsons Current/Final Contract Value:
5,766,000

Parsons Value (Firm Cost):
5,766,000

Start Date:
01/15/2015

Completion Date:
03/10/2016

Parsons Contract Relationship:
Sole Prime Contractor

Key Staff:
Mark D. Perron, P.E.
Project Manager

Eric J. Tripi, PE, PTOE
Lead Traffic Engineer

Jeffery Morden, EIT
Traffic Engineer

The State Street Redevelopment Project consists of eight sections involving construction of new roundabouts, travel lanes, bicycle lanes and multi-use paths, storm sewers, new roadway alignments and other improvements to enhance the University, City Village and Downtown districts. The project goals include 1) increase safety for pedestrians and drivers throughout the University and City, 2) Construct new gateways into the City and University that are in line with the Master Plans, 3) provide streetscape and pedestrian amenities to enhance community and campus resident cohesiveness, and 4) expand transportation infrastructure to accommodate planned and future growth of the City and University. The project is a main thoroughfare through Purdue University and West Lafayette Indiana, which currently operates in a matter that prioritizes vehicular traffic and operates over other modes of travel and land development. This project is being advanced via a private-public partnership to design, construct, finance, operate, and maintain the project.

PROJECT UNDERSTANDING

The Old Woodward Corridor consists, in general, of portions of Old Woodward and Maple Road in the heart of Downtown Birmingham. Considerable planning and design efforts are underway though the direction of the City of Birmingham to enhance the entire right-of-way of these corridors from storefront to storefront and includes sidewalks, road configuration/width, intersections/crosswalks, bicycle facilities, lighting, plantings, furniture and other elements making a more attractive, welcoming and functional public domain for Downtown Birmingham. This effort has included input gathering from city departments, residents and property owners along the corridor. Additionally, considerable planning has been generated in the past that speaks to the corridor condition, including the Downtown Birmingham 2016 Plan, formulated in 1996, Birmingham Future Land-use Plan, 1980, Alleys and Passages Plan, 2012, Multi-modal Transportation Plan, 2013 and the Downtown Birmingham Streetscape Standards as adopted by the City Commission.

While the goals of each of these independent plans remain valid, their vintage and focus requires the revisiting of all, in connection to one another and the conditions of the day. The following scope of services intends to review/understand the detail and intent of each, work closely with city staff to evaluate findings/recommendations of each for current application, thoroughly analyze concept street plans for the corridor, engage the public through Open House sessions and, ultimately, compose a coordinated, Comprehensive Corridor Plan which accounts for all plan, staff and public input. Attractive, descriptive and accurate to-scale graphics are to be produced to sufficiently communicate the design intent to all audiences. It is intended that this plan is the basis for construction/physical development of the corridor moving forward., the one, single guide. Based on this understanding of the project, we propose the following Scope of Services.

SCOPE OF WORK

TASK 1 KICK-OFF

1.1 Conduct a Kick-off Meeting with City to discuss the approach, schedule of production, preliminary design thoughts, establish communications protocol, clarify the issues/goals for the project and establish Multi-modal Task Force of key stakeholders with representation from the various city departments, key property/business owners, and others to be determined by the city.

1.2 Conduct a corridor "walk-through" by the Design Team to view and discuss corridor issues. Prepare general assessment of existing site conditions, identify issues/problem areas, opportunities and constraints. Assessment will focus on key corridor systems including:

a. Adjacent building arrangements and spaces (doors, outdoor dining/retail areas, service
b. Vehicular circulation relative to lane configurations, access to destinations including parking lots/structures and service areas
c. On-street parking and seasonal parklets and outdoor seating in the right-of-way

d. Lighting and signal systems
e. Amenities and natural features such as major trees and plantings
f. Pedestrian/Bicycle Circulation and Crosswalks
g. Current drainage facilities
h. Visibility
i. Community connection issues/opportunities
j. Wayfinding to parks, library, parking structures, farmers market, etc

1.3 Meet with city staff, and others as deemed germane to the long-term function and upkeep of the corridor, to fully understand their thoughts at the beginning of the design process.

1.4 Gather street and utility plans in CADD form, surveys and development plans of surrounding properties and any other pertinent information provided by the city. Photo inventory of key corridor sections and details as necessary.

1.5 Assess apparent safety deficiencies and areas of concern.

1.6 Create base plans to act as the basis for moving forward with future conditions planning. This proposal assumes that the recently prepared preliminary street plans commissioned by the city July 2016 are of sufficient quality and accuracy to serve as these base plans and may be augmented by the design team as may be necessary to include other corridor issues. Additional and more detailed site survey information, including overhead and underground utilities may be required.

Deliverables:

Base plan, meeting minutes, Issues & Opportunities assessment with plans, photo images, analysis in plan form, presented in PowerPoint format with hardcopies made available.

Schedule:

October 5, 2016

TASK 2. CORRIDOR DESIGN

2.1 Conduct extensive review of each of the above-mentioned planning documents and the recently prepared preliminary street plan. Specific attention to be paid to the following:

a. Vehicle lane design and function – Capacity for vehicles will be reviewed while at the same time incorporating pedestrians and transit needs.
b. Intersection design incorporating complete streets best practices for pedestrians, bicyclists and transit users – Opportunities to reduce pedestrian crossing lengths will be evaluated, storage lengths for turn lanes will be reviewed.
c. Sidewalk design – In addition to maximizing the sidewalk space and usage, ADA requirements will be reviewed to assure requirements are met.
d. Crosswalk design and placement – The provision of visible and properly designed crosswalks will be noted.
e. Alley and passage system – The Alleys and Passages Plan will be reviewed and recommendations incorporated.
f. Bicycle facilities – Review the Multi-Modal Transportation Plan to look for opportunities to incorporate bicycle facilities.
g. Transit facilities – Transit stop locations (including bikeways and bike parking) will be evaluated and enhanced where possible. This could include provisions for access to the planned Woodward Avenue bus rapid transit station.
h. On-street parking – Opportunities opportunities to make the best use of the area between the curbs including parking, loading and seasonal outdoor dining will be evaluated. Research will be conducted on what other similar communities are doing and then compared to preliminary plans.
i. Street lighting and street furnishings
j. Street trees and landscaping including potential for low impact design and plantings
k. Signage – Traffic signage will be reviewed and where possible minimized to reduce clutter. We will review the city's wayfinding plan and current wayfinding system.

2.2 Prepare draft Comprehensive Maple and North Old Woodward Corridors Plan which accommodates elements described above, and works together with buildings, infrastructure and meets the design and functional recommendations of the City's master plan.

2.3 Assemble "best practices" imagery of other significant and desirable street environments plus individual street elements such as pavements, plantings, signs, furniture, etc., to help communicate design intent.

2.4 Review meeting with Multi-modal Task Force to present initial designs, solicit comment, and prepare for public open house.

Deliverables:

Streetscape plans, best practices imagery presented in PowerPoint format and hardcopies.

Schedule:

October 26, 2016

TASK 3. PUBLIC OPEN HOUSE

3.1 Conduct public open house meeting to inform them of the scope of the project, review the goals of the corridor enhancement project, and solicit their early opinions on design direction.

3.2 Summarize findings/results of the public open house and review with Multi-modal Task Force for their concurrence and direction.

Deliverables:

Graphic plans and draft perspective drawings. Meeting minutes/summary

Schedule

November 2, 2016

TASK 4. FINAL DESIGN

4.1 Refine corridor design and specific design criteria for entire corridor and sub-areas from comments received above, and more detail for three agreed upon typical segments as noted in the RFP.

4.2 Identify preliminary materials and amenities that include hardscape materials, planting, lighting, signage, utilities, street furniture, and other critical features yet to be identified, that are in keeping with the above findings.

4.3 Prepare graphic plan and illustrations such as sections, enlarged plans and supporting design criteria, if necessary.

4.4 Conduct meeting with Multi-modal Task Force and two (2) public presentations to city boards and commissions to present the preferred direction of the final design plan.

4.5 Prepare compendium document in PowerPoint format including Comprehensive Plan, supporting graphics, details and documentation of process including alternate concepts.

Deliverables:

Corridor-wide plan of Old Woodward from Oakland to Landon, Maple Road from Southfield to Woodward, both in hard copy and digital form, color rendered "segment" area plans with one at Maple and Old Woodward, two others as selected by the committee during design, compendium document of intermediate drawings, notes, images along with reduced versions of the above segment plans design criteria for each specific street element presented in PowerPoint format with hardcopies made available.

Schedule

November 10, 2016 - Compendium/drawings submission

November 21, 2016 - Public presentation

ADDITIONAL SERVICES

The following listing includes service provision opportunities additional to the base Scope of Work that may be deemed important and necessary by the city and appear in no particular order. We would review options for additional services at the kickoff meeting and again after reaction to the concepts from the public and officials.

1. Detailed traffic analysis and evaluation of changes to traffic and pedestrian signal timing or types of control.
2. Advancement of preliminary documents to/thru final design/construction documentation (given aggressive schedule, this team continues uninterrupted thru construction).
3. Final design for streetscape elements (sidewalk environments only) to augment engineering plans by others. (a subset version of the above option)
4. Advanced public process, past the single open house.
5. Update of street standards document.
6. Architectural facade design guidelines.
7. Advanced district parking study.
8. Evaluate the city's parklet standards.
9. Additional meetings with city staff or boards and commissions.

Our proposed fees for the completion of the Old Woodward Corridor in Downtown Birmingham is based on our current understanding of the project. We propose a lump sum, not-to-exceed fee of $72,537.00 as noted below by general task and firm. We anticipate discussions with the client team towards the development of a final agreed scope of services and fees based on your priorities and funding.

TASK	MKSK	PARSONS
1. KICK-OFF	**$11,000**	**$1,201**
2. CORRIDOR DESIGN	**$15,000**	**$6,303**
3. PUBLIC OPEN HOUSE	**$10,000**	**$716**
4. FINAL DESIGN	**$23,000**	**$3,751**
Base Fee	**$59,000**	**$11,971**
REIMBURSABLE EXPENSES* (Travel, Mileage, Equipment, Materials, Printing, Supplies, etc.) *billed at direct cost plus a 15% administrative charge	**$1,504**	**$62**
TOTAL PROPOSED PROJECT FEE		**$72,537**

TEAM HOURLY RATES

NAME	HOURLY RATE	FIRM / ROLE
Brian Kniselman FASLA AICP LEED AP	$190	MKSK / Principal-in-Charge, Project Manager
Brad Strader AICP PTP	$190	MKSK / Senior Transportation Planner, Deputy Project Administrator
Jeff Pongonis PLA ASLA	$190	MKSK / Design Principal
Caitlin Malloy Marcott	$140	MKSK / Project Planner
Matt McGrath PLA ASLA LEED AP	$155	MKSK / Project Landscape Architect
Matt Maeda PLA ASLA	$140	MKSK / Project Designer
Niels Braam	$115	MKSK / Environmental Graphic Designer
Eric Tripi PE PTOE	$179.68	Parsons / Engineering Project Manager
Joseph Marson PE PTOE	$166.88	Parsons / Senior Engineering Advisor
Catherine St. Pierre PE PTOE	$94.40	Parsons / Lead Geometric Designer
Jeff Morden PE	$91.37	Parsons / Traffic Engineer
Renell Apacanis	$89.04	Parsons / Project Administration

ATTACHMENT F:

ATTACHMENT D - IRAN SANCTIONS ACT VENDOR CERTIFICATION FORM

FOR OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM

Pursuant to Michigan Law and the Iran Economic Sanction Act, 2012 PA 517 ("Act"), prior to the City accepting any bid or proposal, or entering into any contract for goods or services with any prospective Vendor, the Vendor must certify that it is not an "Iran Linked Business", as defined by the Act.

By completing this form, the Vendor certifies that it is not an "Iran Linked Business", as defined by the Act and is in full compliance with all provisions of the Act and is legally eligible to submit a bid for consideration by the City.

Brian P. Kinzleman	9/26/16
PREPARED BY (Print Name)	**DATE**
Principal	9/26/16
TITLE	**DATE**
	bkinzelman@mkskstudios.com
AUTHORIZED SIGNATURE	**E-MAIL ADDRESS**
MSK2 LLC (dba MKSK)	
COMPANY	
462 South Ludlow Alley	(614) 621-2796
ADDRESS	**PHONE**
N/A	N/A
NAME OF PARENT COMPANY	**PHONE**
N/A	
ADDRESS	
45-3413259	
TAXPAYER I.D.#	

OLD WOODWARD CORRIDOR IN DOWNTOWN BIRMINGHAM

PORTIONS OF SAMPLE PLANS, EXAMPLE WORK PRODUCT & RENDERINGS

MKSK

MAIN STREET

PREFERRED ALTERNATIVE

MIDLAND **DOWNTOWN STREETSCAPE REDEVELOPMENT**

DRAFT Documents
September 2016

MKSK

RE-IMAGINE
RE-INVEST
RE-MAKE

RE-STATE

A MASTER PLAN FOR STATE STREET

INTRODUCTION

RE-STATE is a vision and strategy seeking to **RE-IMAGINE**, **RE-INVEST**, and **RE-MAKE** State Street through Downtown West Lafayette, Purdue University, and a newly opened western gateway. It is a commitment to a new State Street – as a place where people want to live, work, and play – connected to recreational, educational, natural, and cultural assets; connected to neighborhoods and transportation networks; and most importantly, connected to the heritage, character, and people of West Lafayette and Purdue University. This is a shared vision, crafted in 2014 by the City of West Lafayette, Purdue University, the Purdue Research Foundation, and community residents and business owners, facilitated by consultants MKSK.

Because State Street is no longer a state highway and is now City-owned, we can create OUR street, one that favors resident, business, student, and visitor needs over highway transportation objectives, addresses modal disparities, encourages economic development, and establishes a true sense of place and center to the City – a long-needed downtown West Lafayette. As an outcome, we anticipate transformational implementation to include: thriving, vibrant, and economically diverse commercial districts that withstand the cyclical nature of the academic calendar; thoughtful integration of all modes of travel – vehicular, pedestrian, bicycle, and transit; a cohesive street character that is of West Lafayette, distinct identifiers for the special districts along State Street; a continuous tree canopy supporting social, environmental, and economic vibrancy; and creative use of green infrastructure tying to both functional and placemaking aspects of the street.

EIGHT THEMES

Within the initial phases of the project, a consistency emerged among consensus-building sessions. Commonly heard comments and concerns about challenges and opportunities were synthesized with team impressions and then identified and categorized as "Eight Themes".

These themes were presented in subsequent consensus-building sessions as "what we've heard". The intent with this phrasing was to check that we were "on the right track". Positive feedback from these sessions solidified these "Eight Themes" as the foundation for the work to follow.

CHARACTER + IDENTITY

IMPLEMENT + DEVELOP

Implementation of proposed changes may be phased to align with other transportation projects throughout the City. It is thought that certain portions of the street could be re-constructed soon and as funding allows.

Investing in the transformation of State Street encourages new development opportunities along the corridor where market data suggests current unmet demand. In concert with a new State Street, new development will help to create a vibrant, economically diverse corridor with a strong sense of place – a Downtown West Lafayette.

EIGHT THEMES

01 OF THIS PLACE

CONTEXT-APPROPRIATE SOLUTIONS AND AN INCLUSIVE PROCESS

02 YOU ARE HERE

A DOWNTOWN WEST LAFAYETTE EMBRACING, REINFORCING, AND STRENGTHENING DIVERSE DISTRICTS

03 COLLABORATION

A COMMON VISION BETWEEN THE CITY, PURDUE, AND PURDUE RESEARCH FOUNDATION

CITY OF WEST LAFAYETTE

PURDUE RESEARCH FOUNDATION

PURDUE UNIVERSITY

04 COHESIVENESS

MORE CONSISTENCY FROM DISTRICT TO DISTRICT

05 STREETS FOR ALL

INTEGRATION OF ALL TRAVEL MODES - PEDESTRIAN, BIKES, CARS AND BUSSES

06 OPEN SPACE & TREE CANOPY

WELL-CONNECTED SIGNIFICANT OPENS SPACES AND A STRONG URBAN STREET CANOPY

07 VIBRANCY

THRIVING AND ECONOMICALLY DIVERSE MIXED-USE DISTRICTS

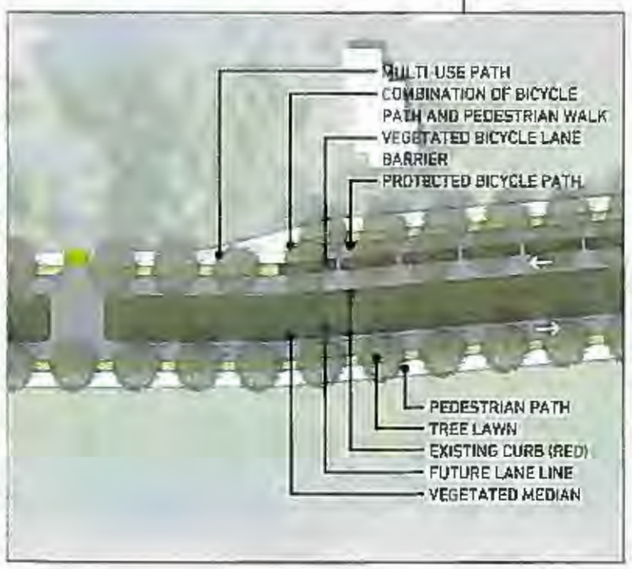
08 GOING GREEN

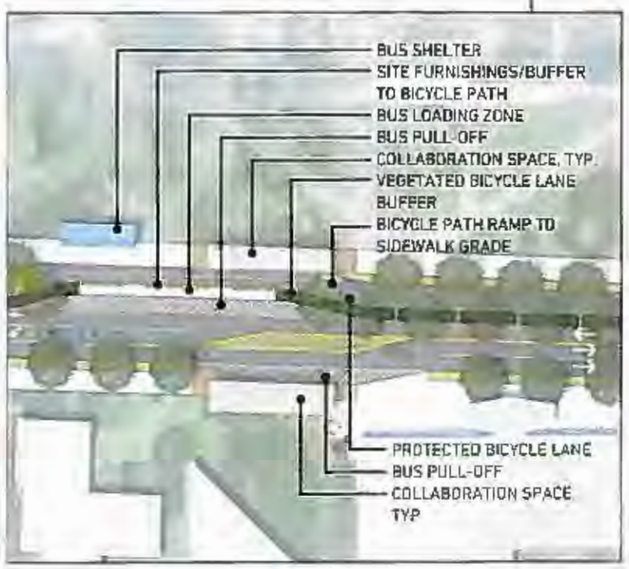
ENVIRONMENTALLY RESPONSIBLE INFRASTRUCTURE

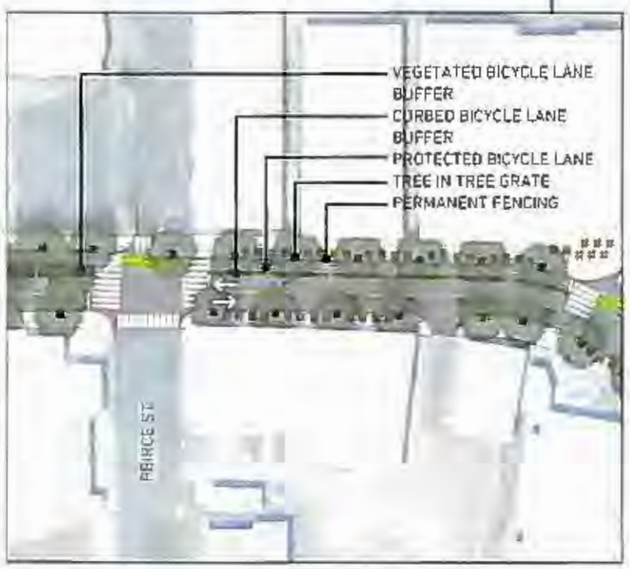
CHARACTER + IDENTITY

GATEWAY DISTRICT (AVIATION, TRANSPORTATION, RECREATION, CULTIVATION)	UNIVERSITY DISTRICT (COLLABORATION, DISCOVERY, ACTIVITY HUB) PURDUE UNIVERSITY MASTER PLAN, PRINCIPLE 2: ESTABLISH STATE STREET AS COLLABORATIVE CENTER STATE STREET MUST BECOME A UNIFYING FEATURE AT THE HEART OF STUDENT AND ACADEMIC LIFE RATHER THAN A CAMPUS DIVIDER		DOWNTOWN WEST LAFAYETTE (VILLAGE + RIVERFRONT DISTRICTS)	
			VILLAGE DISTRICT (VIBRANT, ACTIVE, URBAN, CULTURE)	RIVERFRONT DISTRICT (VALLEY, HYDROLOGY, TOPOGRAPHY, + GEOLOGY)
4 LANES* 2 TRAVEL LANES EACH DIRECTION WITH MEDIAN TURN LANES WHERE NECESSARY * MAY INITIALLY BE 1 EACH DIRECTION WITH MEDIAN	2 LANES 1 TRAVEL LANE EACH DIRECTION TURN LANES WHERE NECESSARY		2 LANES 1 TRAVEL LANE EACH DIRECTION TURN LANES WHERE NECESSARY	4 LANES 2 TRAVEL LANES EACH DIRECTION ON-STREET PARALLEL PARKING TURN LANES WHERE NECESSARY
8' BICYCLE PATH	8-10' BICYCLE PATH	15-20' BICYCLE PATH	8' BICYCLE PATH	10' BICYCLE PATH
8' SIDEWALKS/MULTI-USE PATH	10-12' SIDEWALKS	11-18' SIDEWALKS	11-14' SIDEWALKS	8' SIDEWALKS
TREES IN LAWN	TREES IN LAWN	TREES IN LAWN	TREES IN GRATES	TREES BETWEEN BIORETENTION CELLS
	TREES BETWEEN BIORETENTION CELLS			

* SEE BALANCE OF DOCUMENT FOR V1-V8







CHARACTER + IDENTITY: DISTRICTS

RIVERFRONT DISTRICT: STREET CHARACTER

Dramatic changes to the Riverfront District address a number of existing challenges. Reconfiguring this segment of State Street to make space for a boulevard, widening sidewalks for outdoor dining and display space, running the bicycle path between the widened sidewalks and parallel parking would activate and revitalize Wabash landing.

The plan recommends changing Tapawingo Drive's signalized intersection to a roundabout and creating a new boulevard and park space in place of the surface parking lot in front of Wabash Landing. This configuration will place thousands of daily westbound vehicular travelers at the front doors of existing Wabash Landing shops and businesses.

CHAUNCEY VILLAGE DISTRICT: STREET CHARACTER

Re-introducing two-way vehicular traffic, providing wider sidewalks, and safely integrating bicycle travel throughout the Chauncey Village District will correctively contribute to a more resilient the business district.

Proposed enhancements, such as wider walks to accommodate outdoor dining and merchant displays, the bicycle path, and street trees help to create a comfortable, multi-modal environment. These changes, along with abundant new seating opportunities, embrace the notion of vibrancy by providing places for people to meet, mingle, gather, and spend time in this unique urban environment.

RIVERFRONT DISTRICT: IDENTITY + PLACEMAKING

The boulevard is envisioned as a passive open space, expressive of natural riverine attributes: geology, hydrology, ecology, and topography. It is seen as an opportunity to promote connectivity to the river, wellness through new trail and path systems, social interaction within new gathering spaces, and economic development at its edges.

The boulevard is proposed to include a productive landscape – a space dedicated to managing stormwater runoff from the street and sidewalks, gathering areas, walkways, undulating landform, stone outcroppings, and a potential Welcome Center at the east end of the boulevard. Meaningful, commissioned public art is envisioned as an integrated element reinforcing the character and identity of this space.

CHAUNCEY VILLAGE DISTRICT: IDENTITY + PLACEMAKING

Integrated placemaking elements celebrate the wonderful attributes associated with the Village; new gathering spaces invite residents to visit more often and stay longer.

The proposed new gathering space at the Northwestern Avenue, South Street, and State Street intersection is one such element. It is envisioned that this space will be frequently programmed with live music, dance, and other visual performances that attract a diverse range of people and ages.

5 MARSTELLER STREET TO OVAL DRIVE

EXISTING CONDITION

PROPOSED CONDITION

In front of Purdue's Memorial Mall, from Marsteller Street to Oval Drive, State Street today is a two-way, four-lane street with a center paved median. This segment of State Street experiences heavy campus-based pedestrian volumes throughout the week, and suffers from frequent jaywalking that is facilitated by the paved median serving as an area of refuge. South of State Street, a two-way, off-street bicycle path exists. Street trees are present on the south side of the street.

The future condition proposes:

- A reduction in vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- Wider sidewalks, street trees, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a street that functions for local needs more so than highway performance.
- The center median is removed and replaced by the planted barrier between the separated/dedicated bicycle path and vehicular travel lanes, thus discouraging random pedestrian crossings and encouraging use of crosswalks. Further encouragement of crosswalk use is supported by a proposed pedestrian actuated flasher at Oval Drive.
- Future conversion to two-way vehicular travel on South Marsteller Street is anticipated; a full-access intersection is proposed. Oval Drive is anticipated to remain one-way southbound, but a left-turn from Oval Drive onto State Street is proposed.
- In some places, relocation of the Purdue fence may be required to achieve proposed project objectives.

6 OVAL DRIVE TO MARTIN JISCHKE DRIVE

EXISTING CONDITION

PROPOSED CONDITION

Within campus, from Oval Drive to Russell Drive, State Street today is a two-way, four-lane street with a center paved median in most places. This segment of State Street experiences heavy campus-based pedestrian volumes throughout the week, and suffers from frequent jaywalking that is facilitated by the paved median serving as an area of refuge. South of State Street, a two-way, off-street bicycle path exists. Street trees are present in a handful of areas.

The future condition proposes:

- A reduction in vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- Wider sidewalks, street trees, bioretention cells*, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a street that functions for local needs more so than highway performance.
- The center median is removed and replaced by the planted barrier between the separated/dedicated bicycle path and vehicular travel lanes, thus discouraging random pedestrian crossings and encouraging use of crosswalks. Further encouragement of crosswalk use is supported by proposed pedestrian actuated flashers at Oval Drive, South University Street, and Waldron Street.
- Future conversions to two-way vehicular travel on North University Street, Waldron Street, and Russell Drive is anticipated; full-access intersections are proposed.
- In some places, relocation of the Purdue fence may be required to achieve proposed project objectives.

7 MARTIN JISCHKE DRIVE TO AIRPORT ROAD

EXISTING CONDITION

PROPOSED CONDITION

Within campus, from Russell Drive to Airport Road, State Street today transitions from a two-way, four-lane street to a two-way, two lane street. This segment of State Street experiences moderate campus-based pedestrian volumes throughout the week, and suffers from frequent jaywalking. South of State Street, a two-way, off-street bicycle path exists in some places. Mature and newly planted street trees are present throughout this segment of State Street.

The future condition proposes:

- A reduction in vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- Wider sidewalks, street trees, and a cycle-track separated from vehicular travel by a planted barrier are introduced to create a street that functions for local needs more so than highway performance.
- The planted barrier between the separated/dedicated bicycle path and vehicular travel lanes discourages random pedestrian crossings and encourages use of crosswalks. Further encouragement of crosswalk use is supported by proposed pedestrian actuated flashers at some places.
- In some places, relocation of the Purdue fence may be required to achieve proposed project objectives.

8 AIRPORT ROAD TO DEXTER LANE

EXISTING CONDITION

PROPOSED CONDITION

Beyond the campus core, from Airport Road to US 231, State Street today is a two-way, two-lane rural road with overhead utilities and open drainage ditches. This segment of State Street also lacks sidewalks and bike paths. Street trees are not presen

The immediate future condition proposes:

- Two vehicular travel lanes, one in either direction with a left turn lane at key intersections.
- A wide planted median, wider sidewalks, street trees, and a cycle-track separated from vehicular travel by a planted barrie are introduced to create a fully-functional street.
- Between Airport Road and Dexter Lane, on the north side of the street, the proposed sidewalk and the separated/dedicatec bicycle path merge to form a shared-use path that extends to US 231.
- In this immediate condition, it is proposed that the outer curbs be set in their long-term positions.

The long-term future condition proposes:

- Four vehicular travel lanes, two in either direction with a left turn lane at key intersections.
- Paving needed for added travel lanes and turn lanes would be taken from the wide planted median, installed in the immediate future condition. A narrow planted median would remain wher turn lanes are not necessary.

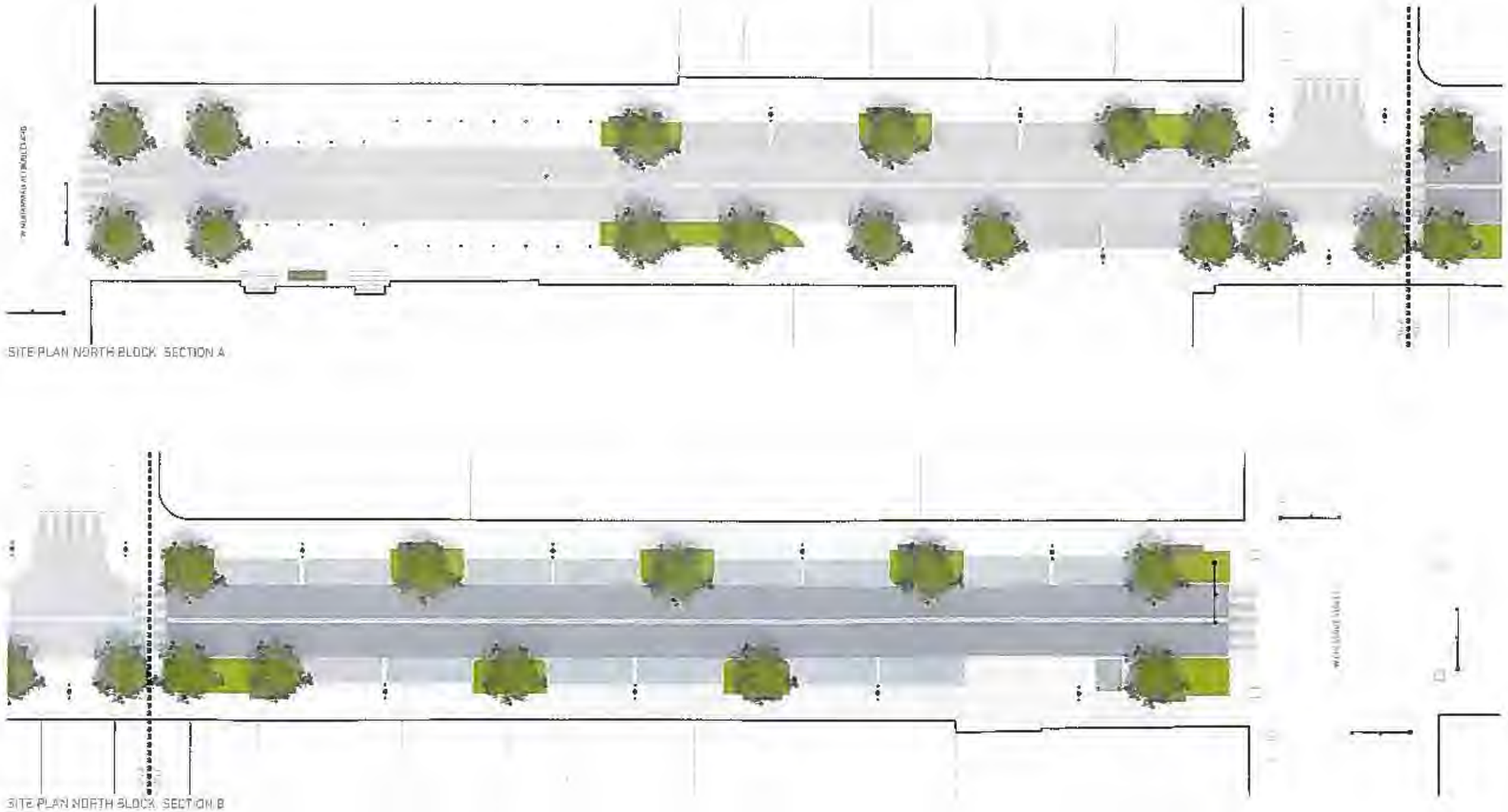
*Refer to Street Trees/Green Infrastructure

SOUTH FOURTH STREET CORRIDOR, LOUISVILLE KY

LOUISVILLE DOWNTOWN DEVELOPMENT CORPORATION

URBAN DESIGN PRESENTATION
2013

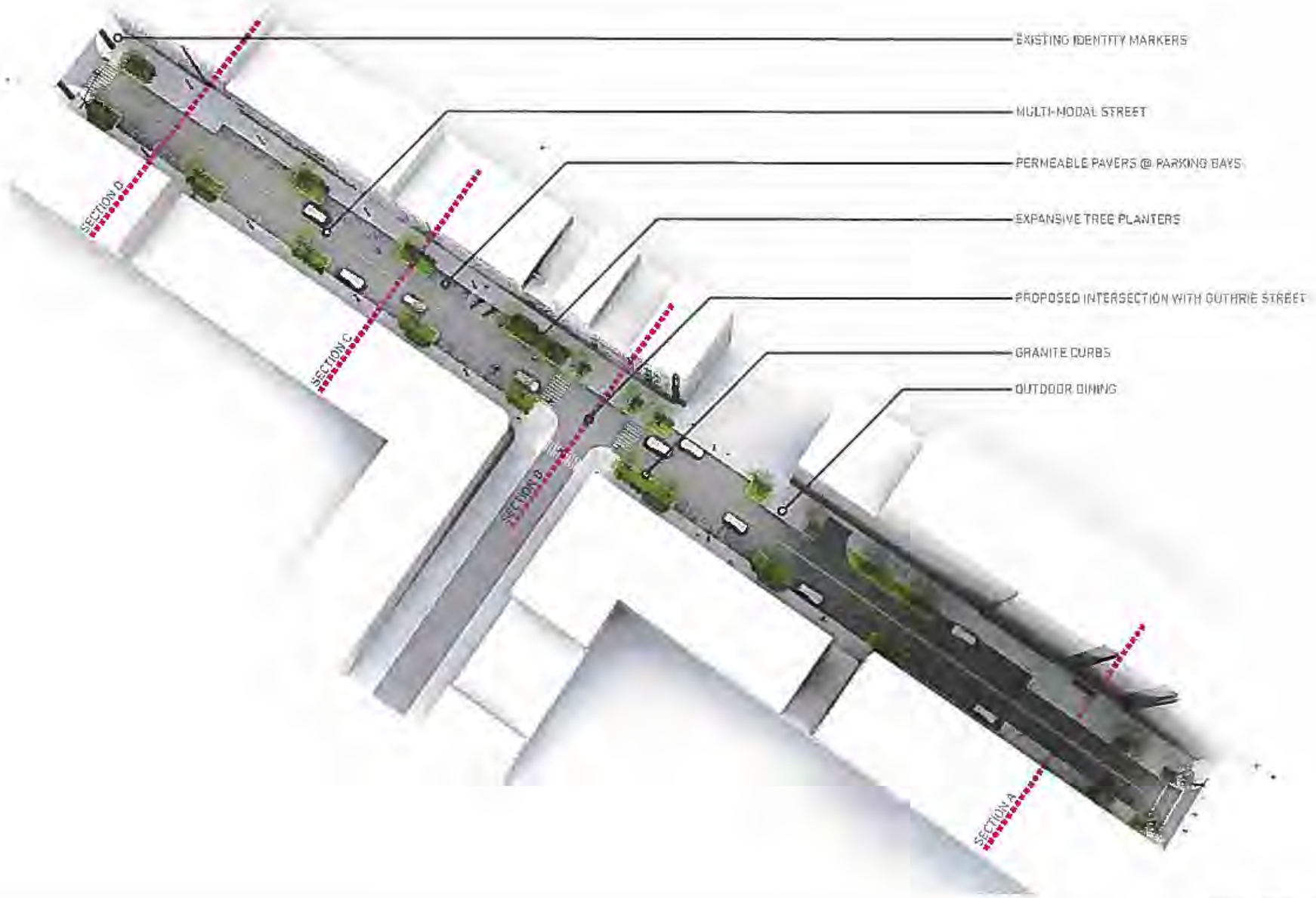
FINAL SITE PLAN RENDERING:
NORTH BLOCK



SITE PLAN NORTH BLOCK SECTION A

SITE PLAN NORTH BLOCK SECTION B

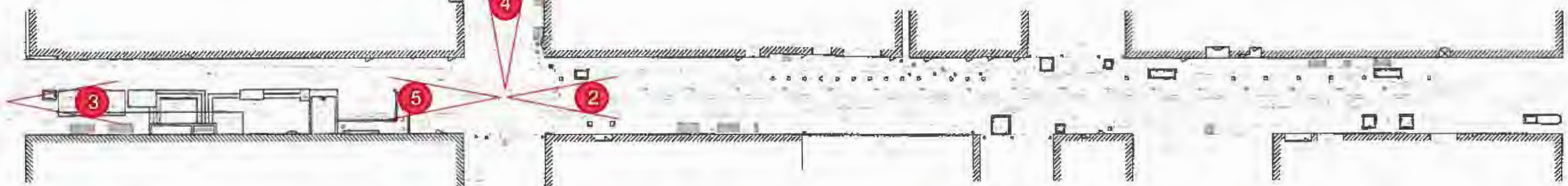
FINAL PERSPECTIVE
NORTH BLOCK

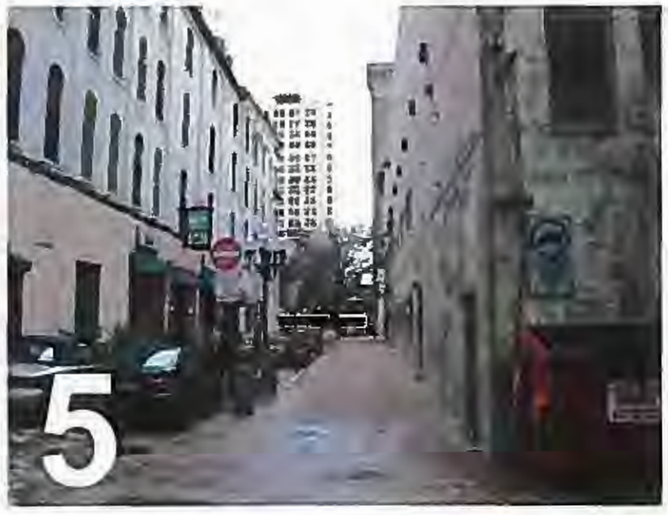


FINAL PERSPECTIVES
NORTH BLOCK

existing conditions

plan key





LYNN & PEARL ALLEY IMPROVEMENTS - COLUMBUS, OHIO - FEBRUARY 2013 - PEARL ALLEY LOOKING NORTH Malcolm Cochran Studio MKSK

INTRODUCTION

Purpose

The 2010 Downtown Columbus Strategic Plan identified 12 ideas that could act as catalysts for future downtown development. One of those 12 ideas was to explore narrowing Broad Street to enhance pedestrian activity and return this key corridor to its position as the most important civic street in the City. Following the adoption of the plan in July of 2010, a group of Broad Street property owners was convened by Jack Lucks and the boards of the Capital Crossroads and Discovery District Special Improvement Districts. Expressing interest in pushing the concept for Broad Street further, these groups commissioned this study to explore the possibilities of improvements to Broad Street.

This study will help to advance Broad Street improvements by addressing pedestrian functionality and overall aesthetics, narrowing roadway width and providing needed on-street parking while meeting the requirements of the roadway to continue to accommodate traffic and access to the properties along the corridor.

Background

Historically, Broad Street has acted as the civic spine for the City of Columbus. As such, Broad Street used to have a streetscape that reflected its importance. Today, Broad Street at eight lanes across is comparable in width to SR 315. While the mansions have been replaced by office towers, there is still an opportunity to restore the grandeur to this once majestic street.

It is no longer necessary for Broad Street to be eight lanes wide through Downtown Columbus. The I-70/I-71 improvements will remove ramp access to and from Broad Street, lessening its importance as an access corridor to those entering and leaving Downtown Columbus from the highway. Even before this change, Broad Street has been carrying fewer and fewer cars on a daily basis. In 1994 Broad Street served a daily average of 36,320 trips. In 2006 that number was 22,500. As a point of comparison, that is roughly the same amount of traffic that is served by Main Street in Bexley. While Broad Street will continue to be an important east-west connection, it is clearly time to put it on a "road diet."

Broad Street was originally designed with an esplanade and carriageway that reduced the width of the street to a more human scale. Previous proposals have suggested that Broad Street be retrofitted with medians to improve its civic presence. However, it may be possible to revisit the historic intent of Broad Street and, instead of creating a median that no one can use, develop a new linear system of green space that brings life back to the street and encourages reinvestment. Utilizing the same right-of-way that is available today, the initial concept for Broad Street from the Downtown Columbus Strategic Plan removes travel lanes to create additional space for pedestrians, bicyclists and landscaping on both sides of the street. How this initial idea performs in the context of urban constraints will be explored through this summary report.

IT IS TIME TO PUT BROAD STREET ON A "ROAD DIET"

Broad Street Carriage Way Circa 1910

Existing Broad Street

Proposed Broad Street improvements from the 2010 Downtown Columbus Streetscape Plan that was adopted by the City of Columbus last summer

CONCEPTUAL PLAN

The conceptual plan for Broad Street accomplishes the goals set out by project, although the improvements vary depending on traffic and space constraints. Along the corridor, a consistent streetscape has been established with tree planters and brick intersection treatments. Where possible, bump outs have been added to shorten crossing distances for pedestrians, add sidewalk space, and delineate dedicated on-street parking. In the new five-lane sections of Broad Street, crossing distance has been reduced from 80 feet to 54 feet. Thirty-three percent more sidewalk space has been added back to Broad Street and the amount of dedicated on street parking has increased from approximately 21 spaces to 167 spaces. In addition to these pedestrian improvements, traffic operations and access have been improved to allow turns that were previously forbidden at most intersections. Given the bike infrastructure planned for Spring, Long and Town streets, sharrows have been proposed for Broad Street that will connect with the bike lanes planned for the new Collector Distributor roads as part of the I-70/I-71 improvements.

The improvements vary from one end of Broad Street to another. Starting at Front Street, one lane has been removed from the street section to allow for needed turn movements on Front Street. This adds pedestrian space to the north side of the block. At High Street, dedicated on-street parking is introduced with bump outs that reduce the overall street section to five lanes. To facilitate both pedestrian and traffic movement, Broad and High has been designed as a "scramble" intersection that has a pedestrian-only cycle that allows pedestrians to cross in all directions. Full turning movements are also allowed.

This five lane section transitions to six lanes to allow for turn movements at Third Street. Due to traffic constraints and needed turn lanes, today's eight-lane section is maintained between Third and Fourth Streets. This is transitioned back to a five-lane section with dedicated on-street parking by Fifth Street. From Fifth Street to Jefferson Avenue, this five-lane section with dedicated on-street parking continues and represents the heart of the Broad Street improvements.

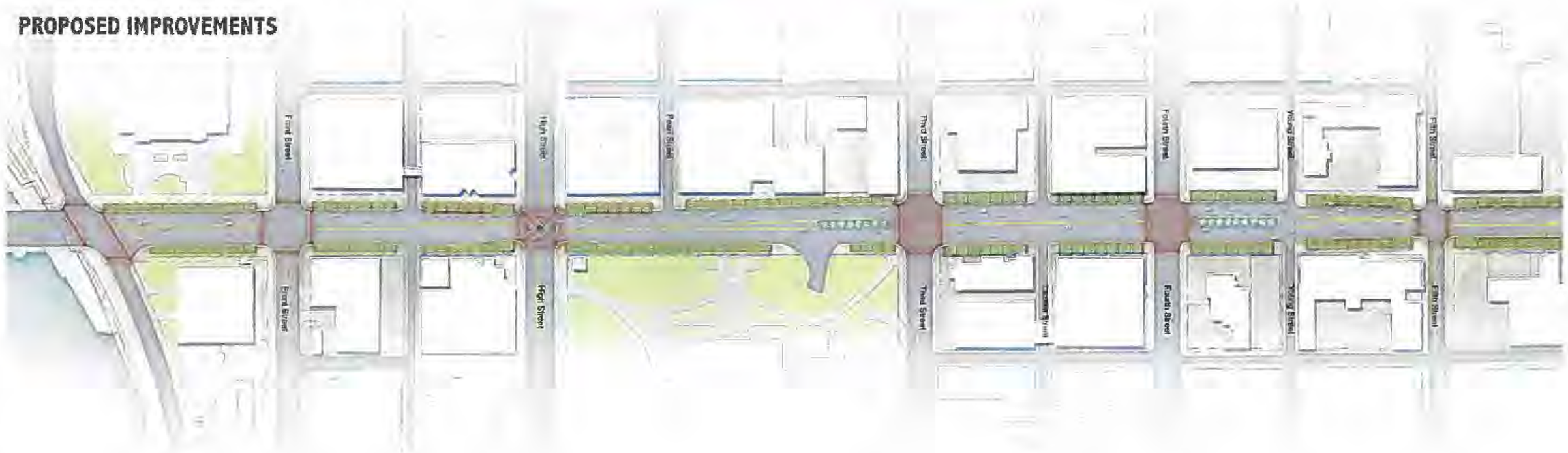
The final width of the Broad Street bridge at I-71 will determine the overall length of this five-lane section condition. If the bridge is narrowed to six lanes, the planned improvements can be implemented. If the bridge needs to stay at eight lanes as it is today, the five lane section will have to transition back to a seven-lane section after Washington Avenue.

OVERALL PROJECT BENEFITS

- **Increase in pedestrian space** along length of Broad Street **35%**
- **Crossing distance** reduced from 80 feet to **54 feet**
- **"Scramble" intersection** proposed for Broad Street and High Street that has a pedestrian-only light cycle and allows crossing in all directions at once.
- **Dedicated on-street parking** increased from 21 spaces to **167 spaces**
- **Full turns movements are allowed** at most intersections

Proposed "Scramble" intersection for Broad and High would allow pedestrians to cross in all directions

PROPOSED IMPROVEMENTS



August 26, 2008

Downtown Streetscape Master Plan

Lexington, Kentucky

Lexington-Fayette Urban County Government (LFUCG)

Standard Intersection - Triangle Park Entertainment District

Typical Design for Intersections at:

+ Broadway & Short
+ Broadway & Main
+ Broadway & Vine
+ Broadway & High

Typical Design for Sidewalks along:

+ Both sides of Broadway from 60' to 75' north of Short to +/- 25' to 30' south of High.
+ North side of Main Street between Algonquin and Broadway. New south side sidewalk is proposed along Main just east of W. Vine loop to Broadway.
+ Potential drop-off, south side of Main between W. Vine and Broadway (includes 6 bollards).
+ Potential plaza between Triangle Park Fountain Wall and Lexington Center (in lieu of Vine Street).

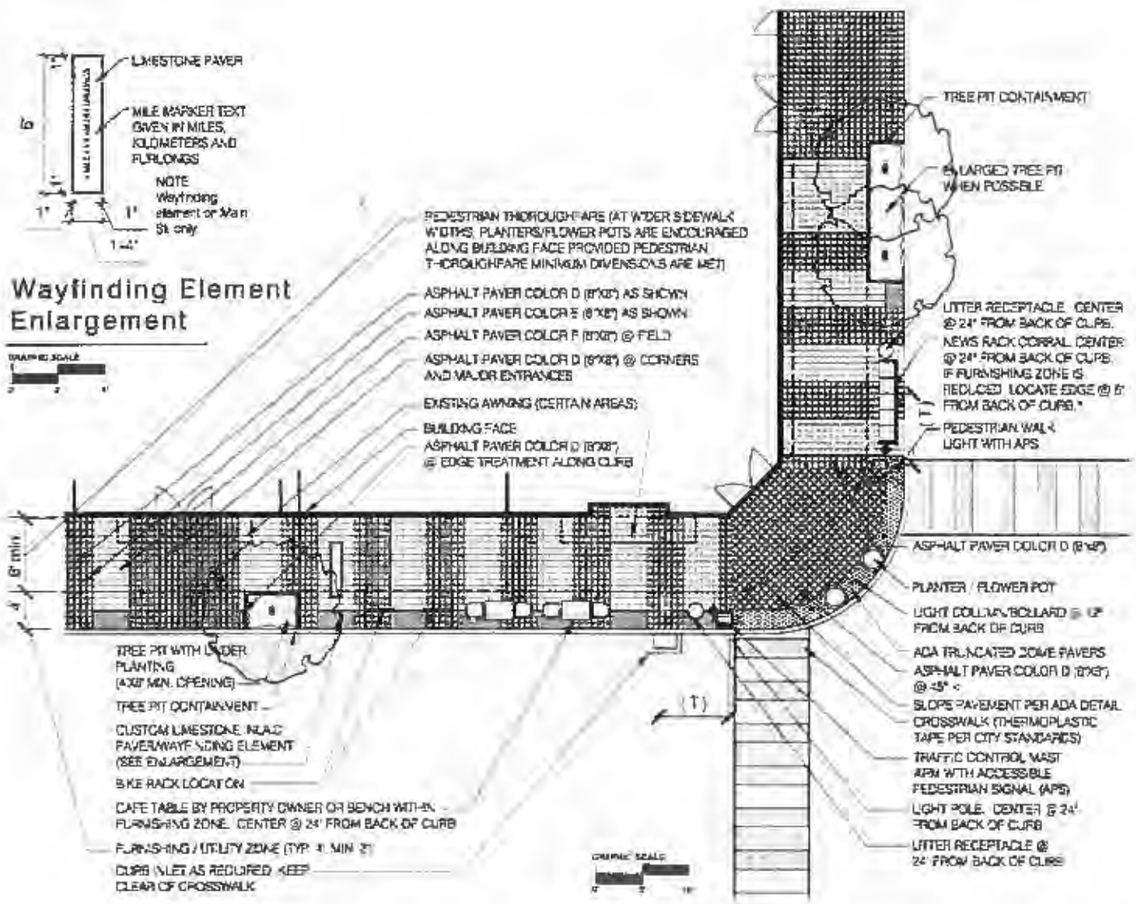
Notes:

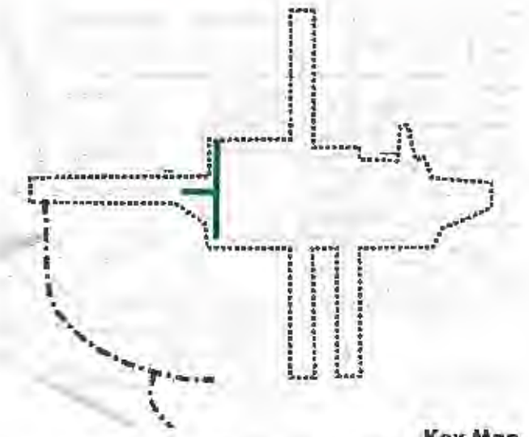
1. Furnishing Zone to be located as shown. If current sidewalks are less than 10' wide, Furnishing Zone will be reduced to allow for minimum Pedestrian Thoroughfare Zone until desired conditions can be established.
2. Pedestrian Thoroughfare Zone to be an unobstructed path from curb ramp to curb ramp.
3. At shared curb ramp, strategically place planters and bollards to direct pedestrian movement toward crosswalks while leaving ramp sides and landings clear.
4. See Streetscape Design Standards for street furniture information (i.e. News rack Corrals, Litter Receptacles, Light Poles, Hanging Baskets, Bike Racks, Planters, Street Trees with Structural Soil, Asphalt Pavers, Inlaid Paver Design).
5. Spacing of street trees to be field determined based on door/window locations.
6. Typical sidewalk design to be continuous. Sidewalk materials to be used at driveways & entrances (vehicular strength).
7. Placement of Limestone paver wayfinding element to be specified in Design Development Phase.

* See News Rack Corral Location Map for proposed corral locations.

(T) Transition curb from flush grade to full height.

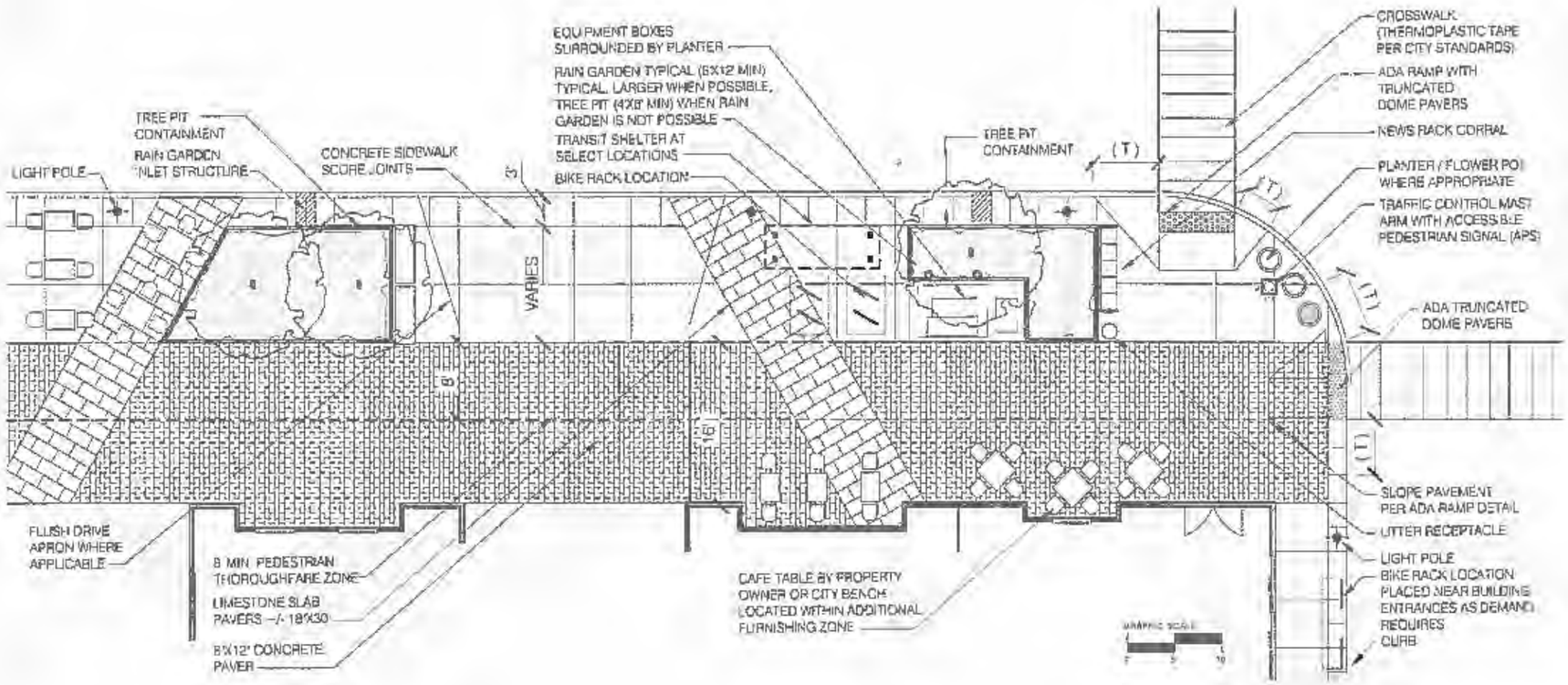
Wayfinding Element Enlargement

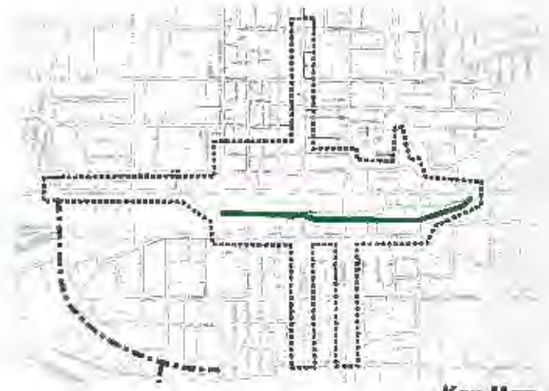




Key Map
Downtown Mainstreets Typology
Specialty Area: Triangle Park Entertainment District

Standard Intersection - Vine Street / Water Street Promenade





Key Map
Downtown Mainstreets Typology
Specialty Area: Vine Street / Water Street Promenade

Typical Design for Intersections at:

+ Vine & Mill
+ Vine & Upper
+ Vine & Limestone
+ Vine & Rose

Notes:

1. Furnishing Zone to be located as shown. If current sidewalks are less than 10' wide, Furnishing Zone will be reduced to allow for minimum Pedestrian Thoroughfare Zone until desired conditions can be established.
2. Pedestrian Thoroughfare Zone to be an unobstructed path from curb ramp to curb ramp.
3. ADA curb ramp to be a continuous depressed curb when in specialty pavement promenade. Typical ADA ramp to be used in North/South crossing direction.
4. See Streetscape Design Standards for street furniture information (i.e. Newsrack Corrals, Litter Receptacles, Light Poles, Hanging Baskets, Bike Racks, Planters/Flower Pots, Street Trees with Structural Soil, Concrete and Limestone Pavers.
5. Spacing of street trees to be field determined based on door/window locations.
6. Typical sidewalk design to be continuous. Sidewalk materials to be used at driveways (vehicular strength).

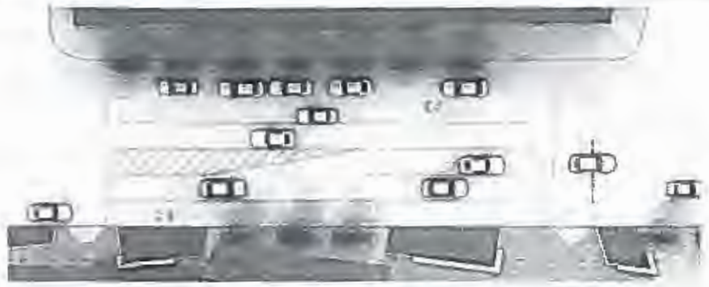
* See News Rack Corral Location Map for proposed corral locations.

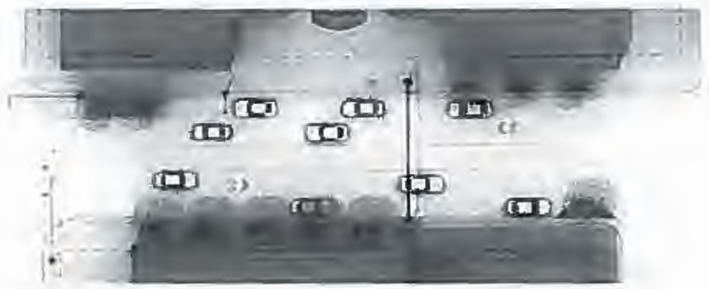
(T) Transition curb from flush grade to full height.

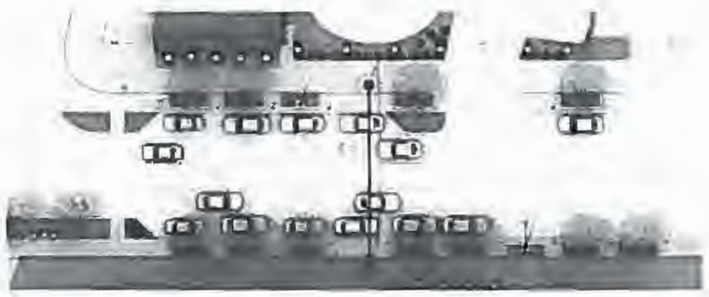
Preliminary Engineering Study

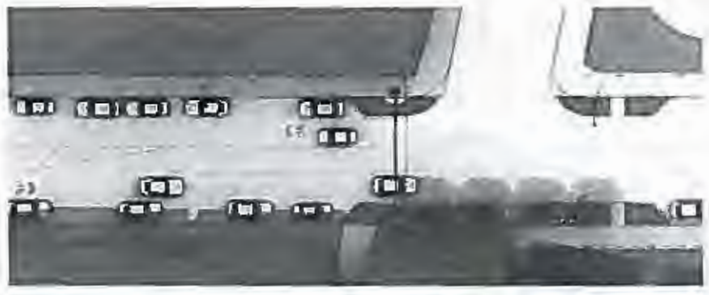
Chapter

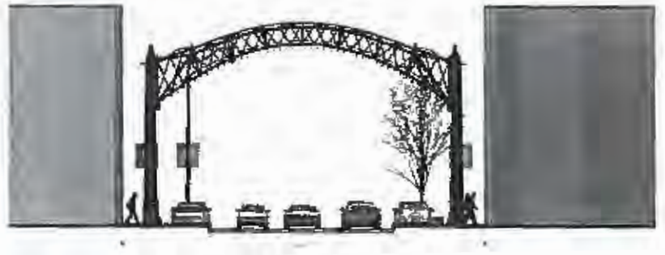
3.4 Sidewalk & Landscape Improvements











Zone 1: Convention Center Dr to Goodale St

1,302' LF

48'-65' Street Width Existing

50'-58' Street Width Proposed

10'-16' (west side), 11'-13' (east side) Sidewalk Width Existing

10'-22' (west side), 12'-14' (east side) Sidewalk Width

Zone 2: Goodale St to Hubbard Ave

1,821' LF

52'-63' Street Width Existing

48' Street Width Proposed

13'-21' (west side), 11'-22' (east side) Sidewalk Width Existing

15-26' (west side), 13'-18' (east side) Sidewalk Width

Zone 3: Hubbard Ave to Fifth Ave

3,668' LF

60'-61' Street Width Existing

48' Street Width Proposed

12'-20' (west side), 5'-11' (east side) Sidewalk Width Existing

18'-26' (west side), 10'-21' (east side) Sidewalk Width

Zone 4: Fifth Ave to Ninth Ave

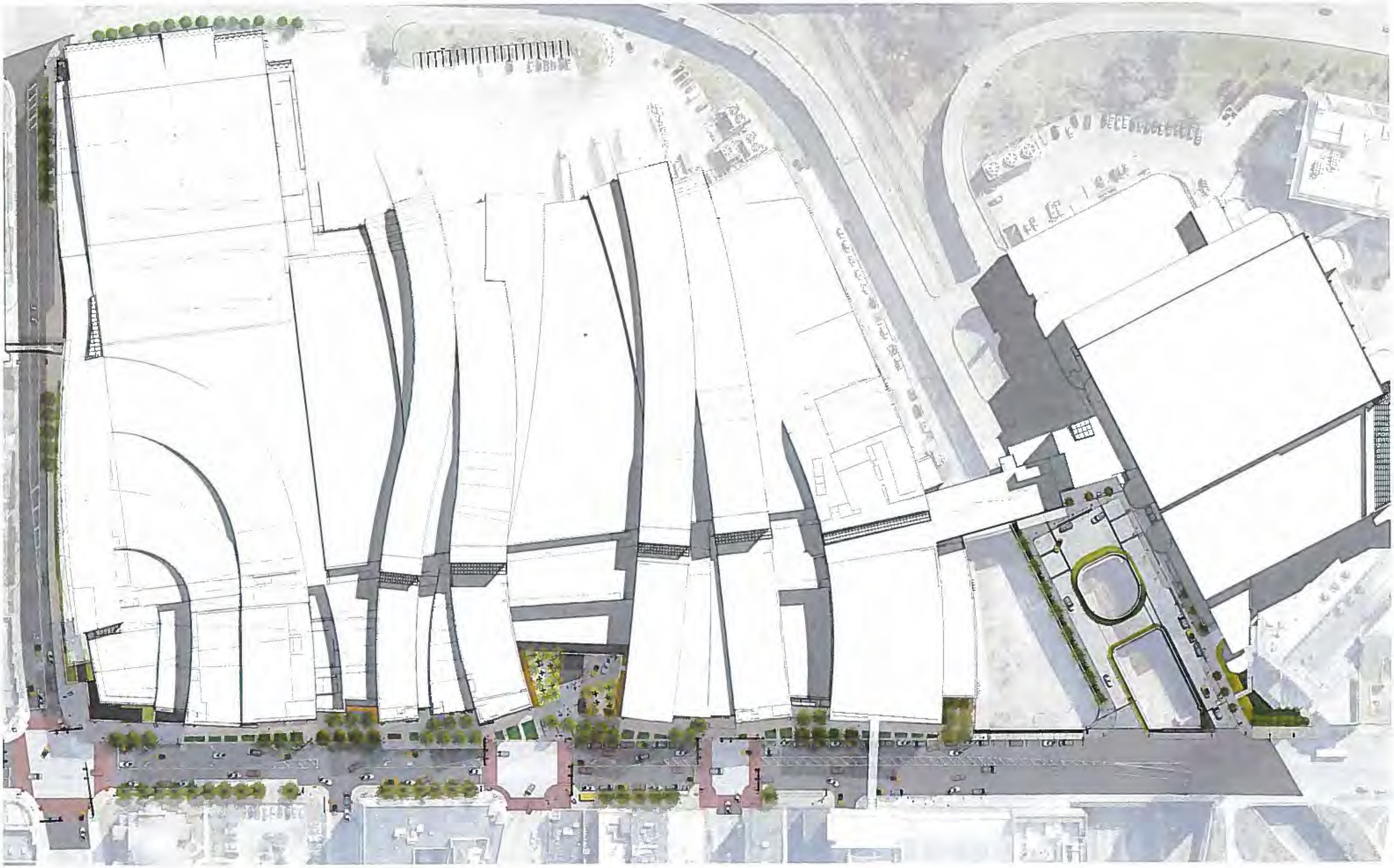
2,317' LF

48' Street Width Existing

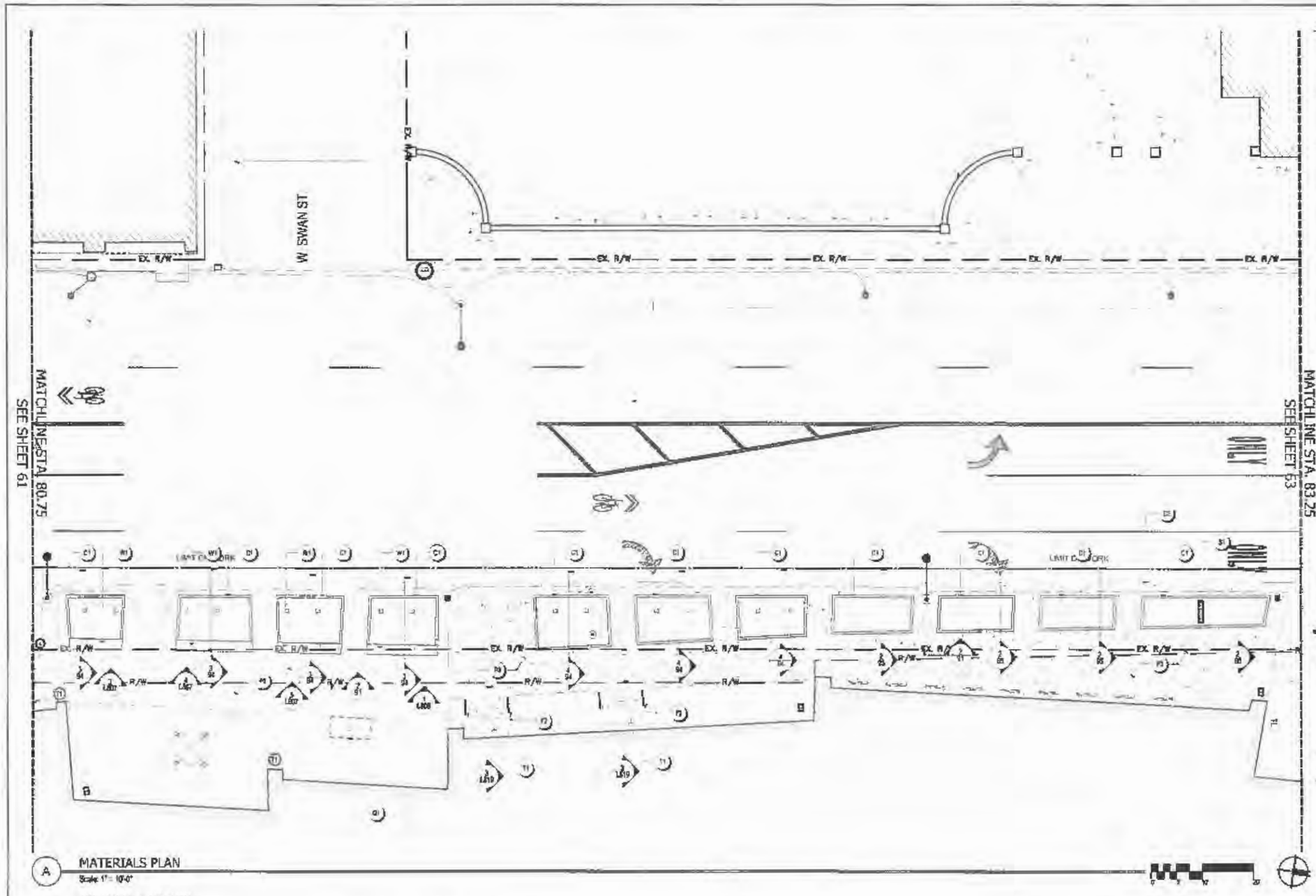
48' Street Width Proposed

8'-9' (west side), 8'-9' (east side) Sidewalk Width Existing

8'-9' (west side), 8'-9' (east side) Sidewalk Width Proposed



GREATER COLUMBUS CONVENTION CENTER HIGH STREET FRONTAGE IMPROVEMENTS, COLUMBUS OHIO



A MATERIALS PLAN
Scale: 1" = 10'-0"

SITE AND MATERIAL NOTES

1. CATENARY LIGHT SUPPORT POLE
2. LIMITS OF WITH CA CONCRETE PAVEMENT (ALL PAVEMENT TO BE IN BUILDING "FADING" BETWEEN THE ARNOLD PLAZA)
3. SEE DRAWING COLUMBUS CONVENTION CENTER INTERIOR RENOVATION AND EXPANSION DRAWINGS FOR ADJACENT PROPOSED SITE IMPROVEMENTS
4. SEE DRAWER PLAN SHEETS FOR ALL WORK WITHIN GOODALE AVENUE AND CONVENTION CENTER DRIVE RIGHTS-OF-WAY
5. SHORT TENT LIMITS SHOWN FOR REFERENCE ONLY TENT BY OWNER
6. PERMANENT TENT ANCHOR IN CONCRETE PAVING SEE DETAIL
7. PERMANENT TENT ANCHOR IN SPECIAL PAVING SEE DETAIL
8. CUT PAVERS FROM FLUSH LOW CURB TO FIT AT END POINTS TO AVOID SLIVERS

MATERIALS AND FURNISHINGS LEGEND

- P2 CONCRETE PAVEMENT TYPE B
- P3 CONCRETE PAVEMENT TYPE C
- P4 UNIT PAVER TYPE A ON BITUMINOUS SETTING BED
- P5 DECOMPOSED GRANITE AGGREGATE PAVEMENT
- C1 GRANITE PLANTER CURB, SEE DETAIL 3 & 4 SHEET 91
- C2 CIP CONCRETE CURB, REFER CIVIL DRAWINGS
- D1 SLOT DRAIN
- D2 9" DIA. AREA DRAIN, SEE DETAIL 2 SHEET L508
- F1 ILLUMINATED SS HANDRAIL (LUMINAIRE TYPE SK), SEE DETAIL 3 SHEET L508
- F2 SS HANDRAIL
- F3 SS GUARDRAIL
- G1 4'X8' TREE PAVER GRATE TYPE A, SEE DETAIL 1 SHEET 86
- S1 WAYFINDING SIGN PYLON
- T1 CONCRETE STEPS
- W1 CONCRETE BENCH
- W2 CONCRETE PLANTER WALL
- LUMINAIRE TYPE SB/SBI - PEDESTRIAN LIGHT COLUMN
- LUMINAIRE TYPE SD - UNGRADE TREE UPLIGHT
- LUMINAIRE TYPE SC - TREE UPLIGHT
- LUMINAIRE TYPE SH/SHI - ENGRADE FACADE UPLIGHT
- LED CATENARY LIGHTING SYSTEM, SEE LIGHTING SCHEDULE
- CITY STANDARD ESPLANADE LUMINAIRE
- METAL EDGING
- WASTE/RECYCLING CONTAINER
- LOCATION FOR FUTURE EXTERIOR ARTS/SCULPTURE TO BE FURNISHED BY OWNER.
- LIMIT OF WORK
- FUTURE RIGHT-OF-WAY TO BE CONVEYED

KEY PLAN

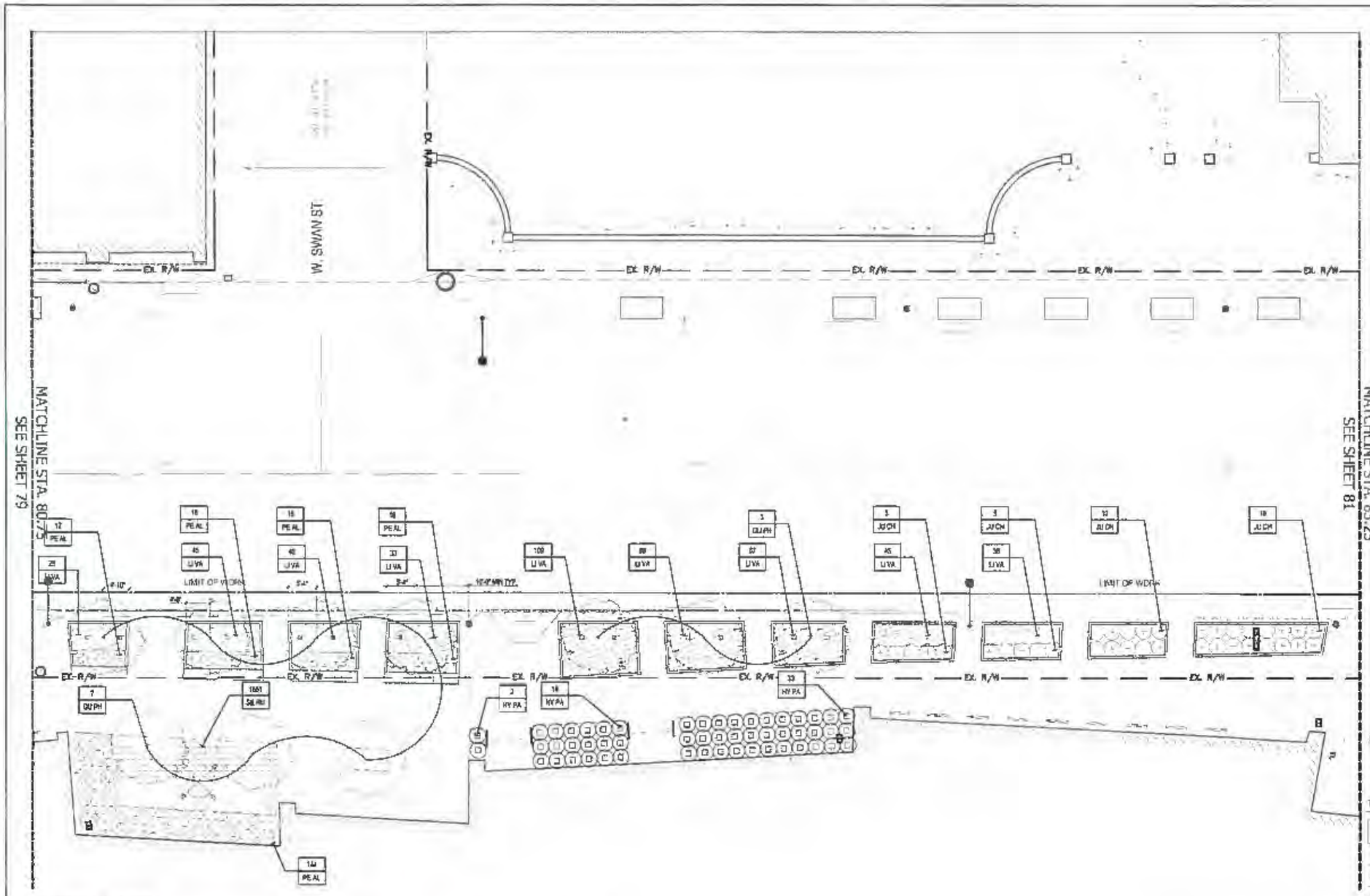
DESIGNED TSR
CHECKED JB

MATERIALS PLAN

N. HIGH STREET FROM A POINT 135' NORTH OF OHIO CENTER WAY TO E. GOODALE STREET

62
102

3282-E



GREATER COLUMBUS CONVENTION CENTER HIGH STREET FRONTAGE IMPROVEMENTS, COLUMBUS OHIO

Multi-Modal Plan Proposal Evaluation Sheet

PROPOSAL SUBMITTED BY: _____

PROPOSAL REVIEWED BY: _____

Instructions: *Upon reviewing each proposal, circle the number of scoring points that you believe each proposal should be given in each of the categories identified below*

CRITERIA	SCORE	PERCENTAGE OF IMPORTANCE
Proposed Work Plan • The consultant provides a clear narrative and graphical representation of their plan for accomplishing the work requested in the RFP. • Consultant clearly demonstrated technical soundness in their approach to the project. • The consultant offers a comprehensive multi-modal approach. • The consultant's timeline and proposal includes opportunity for public input. • The consultant has allocated adequate time for each task, and created a reasonable timeline for project completion. • The consultant provides an acceptable description of how the project will be managed, quality assurance, budget and cost controls, schedule controls, and internal/external coordination. • The proposal provides requested deliverables on page 10 of RFP.	/30	**30%**
Professional Qualifications • The consultant has extensive experience with community transportation planning that integrates various modes of transportation, including: transit, pedestrian, and bicycle. • The consultant has extensive experience with public outreach and has the ability and willingness to involve a diverse group of community members in the process. • The consultant presents a multi-disciplinary team with appropriate skills. This team specifically includes a *planner and urban designer* with multi-modal transportation experience. • Proposed team members possess strong educational backgrounds and relevant experience. • The consultant demonstrates an understanding of current guidelines and best practices. • The consultant has explained the role of any proposed sub-consultants and any proposed sub-consultants' experience.	/30	**30%**
Past involvement with similar projects • Proposed team members possess strong educational backgrounds and relevant experience which is measured by experience on past projects within a cooperative team environment. • The consultant's experience working as a cooperative team with other consultants and public agencies, particularly those of similar size or character to the City of Birmingham.	/30	**30%**
Fee Proposal • The proposed fee is consistent with the amount budgeted for this project. • The proposal is structured as an hourly not to exceed. • The proposal maximizes the City's budget for this project.	/10	**10%**
TOTAL SCORE	**/100**	**100%**

October 5, 2016

MKSK

Jana L. Ecker, Planning Director
Community Development Department
City of Birmingham Municipal Building
151 Martin Street
Birmingham, MI 48012

462 S. Ludlow Alley
Columbus, OH 43215
614.621.2796

RE: Old Woodward Corridor in Downtown Birmingham

Jana,

Thank you so much for the phone call. We are excited to be the team that the selection committee is recommending to the City Commission on Monday night. I appreciate your sharing with us some additional information that might allow us to trim the fee we quoted. First of all, working with the Planning Board instead of a new Steering Committee or the multi-modal task force means we will be working with a group that we already have established a working relationship with, so we can cut back on some of the pre-meeting discussions we had thought might be needed. Second, if city staff can have a briefing session with our team to review all of the previous plans and describe to us what should be retained versus what might be worth a fresh look that will save us time and hours as well. With that in mind, we took another look at our hours by task and are able to trim $3,100.00 from our fee, which brings us down to $69,437.00 including expenses.

We look forward to our continued working relationship with you and the city.

Respectfully submitted,
MKSK

Brad Strader, AICP, PTP, Senior Associate
bstrader@mkskstudios.com

Brian P. Kinzelman, FASLA, AICP, LEED AP, Senior Principal
bkinzelman@mkskstudios.com

MKSK

CITY OF BIRMINGHAM

OLD WOODWARD AND MAPLE CORRIDOR PLAN

OCTOBER 26, 2016

GOALS

To create a better environment for all patrons within Downtown Birmingham

- Pedestrians
- Cyclists
- Transit users
- Vehicles

To maximize the sidewalk design to allow for a more flexible and creative use of public space

To maintain and enhance parking, traffic flow and roadway safety

To create a space conducive of doing business for retailers, restaurants, service providers and employment offices

CRITICAL ISSUES

As discussed with City Staff during the kick-off meeting the following are considered critical issues for Downtown Birmingham.

- Safety of all users
- Parking
- Dated aesthetics and pedestrian amenities
- Limited use of sidewalks due to space constrains
- Lack of public / green space
- Lack of lighting
- Lack of bicycle facilities

EXISTING CONDITIONS

Broad, uncomfortable, unattractive “major” intersection

Flush tree planters allow for de-icing salts to inundate

Limited pedestrian zone & dining

Numerous inaccessible threshold conditions

EXISTING CONDITIONS

Double curbs to be corrected with new street design

Inaccessible meters

Massive intersection spaces

Bus stop shelter standard (?)

EXISTING CONDITIONS

Limited affect of low block screen wall

Mismatched equipment/materials

No positive drainage at inside corners

Effective use of planters

EXISTING CONDITIONS

Drainage swale in walk

Green space opportunity at south end

Limited passage/planting space on Maple

Very limited pedestrian passage dimension

EXISTING CONDITIONS

Effective hanging plants, “dated” light fixtures

Utility of x-outs?

Lack of bike racks, “trip hazard” planters

BEST PRACTICES

Use of above ground planters to allow for more flexible streetscaping

Narrow medians to add greenery and calm traffic

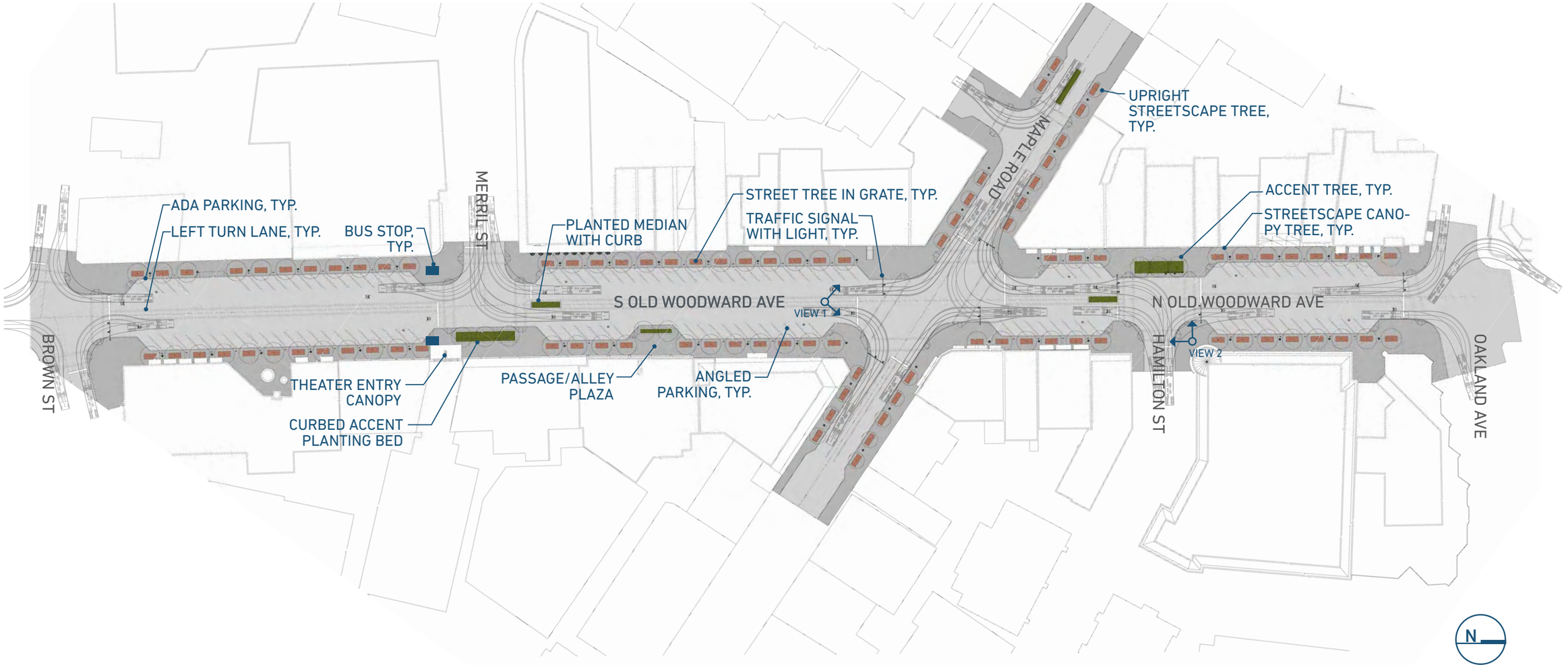
BEST PRACTICES

Color/Material differentiated intersections, turn lanes, or parking lanes

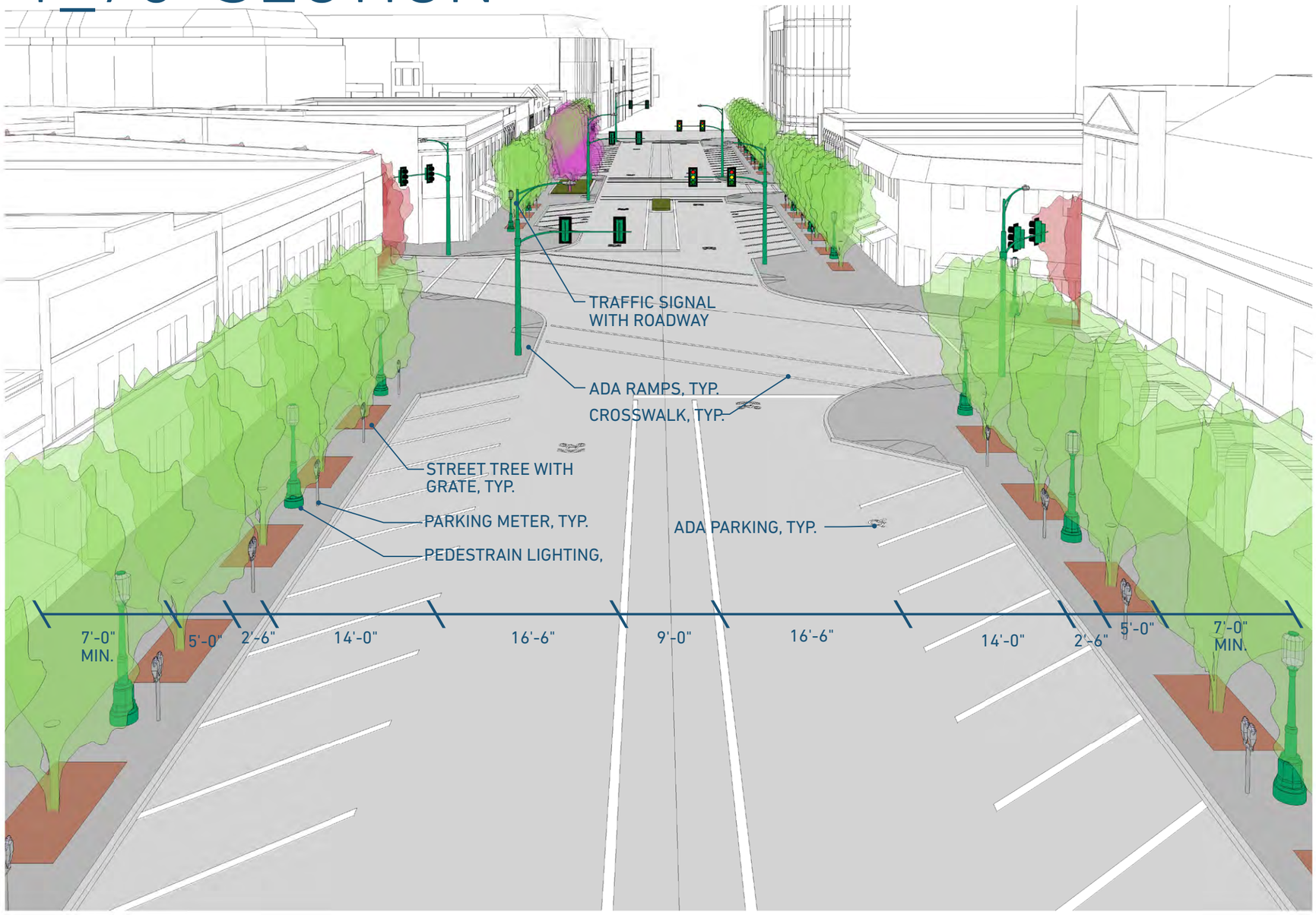
Signature lighting, large planters, public art

ROADWAY
DESIGN STRATEGIES

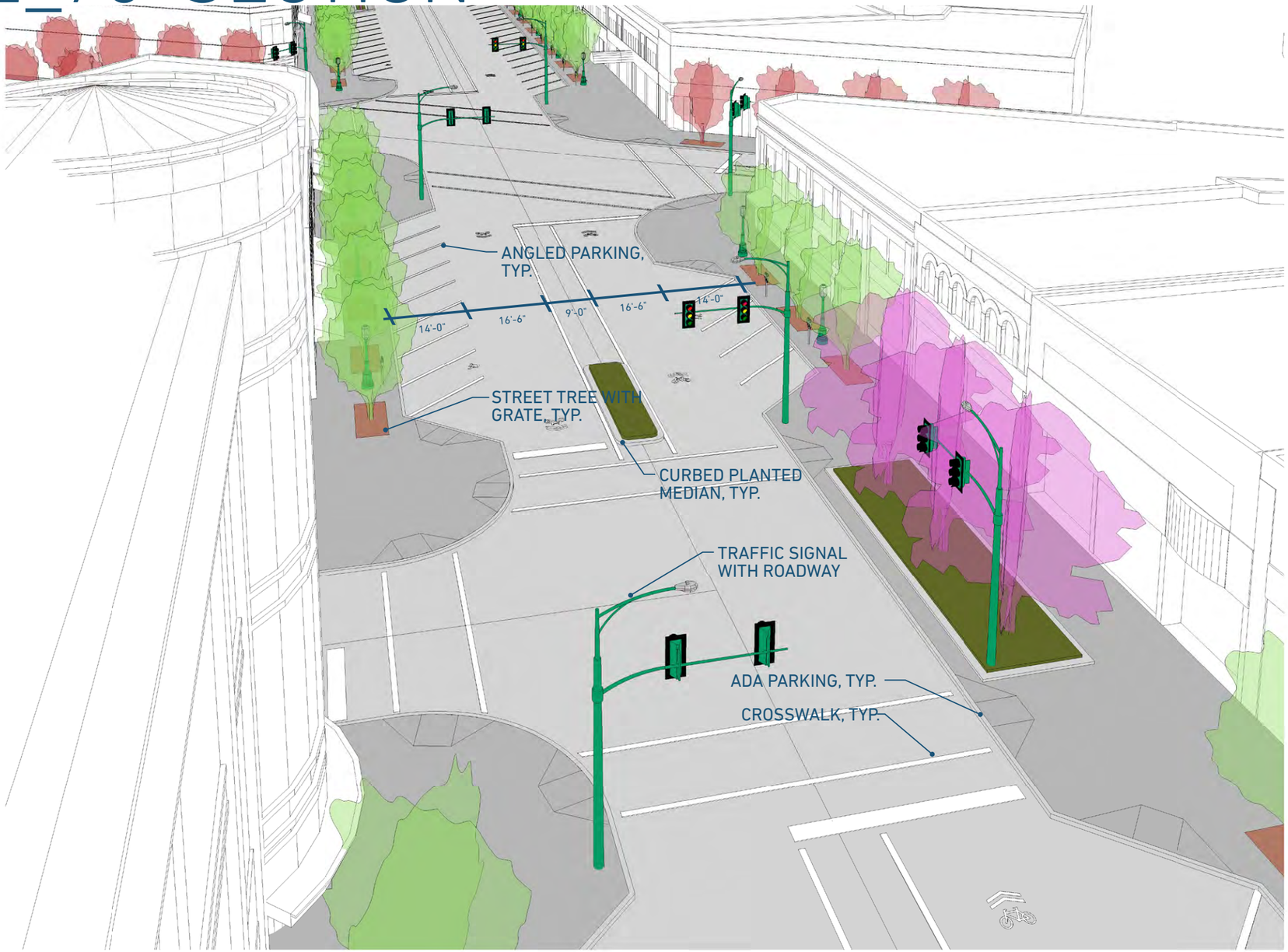
A - PLAN_70' SECTION



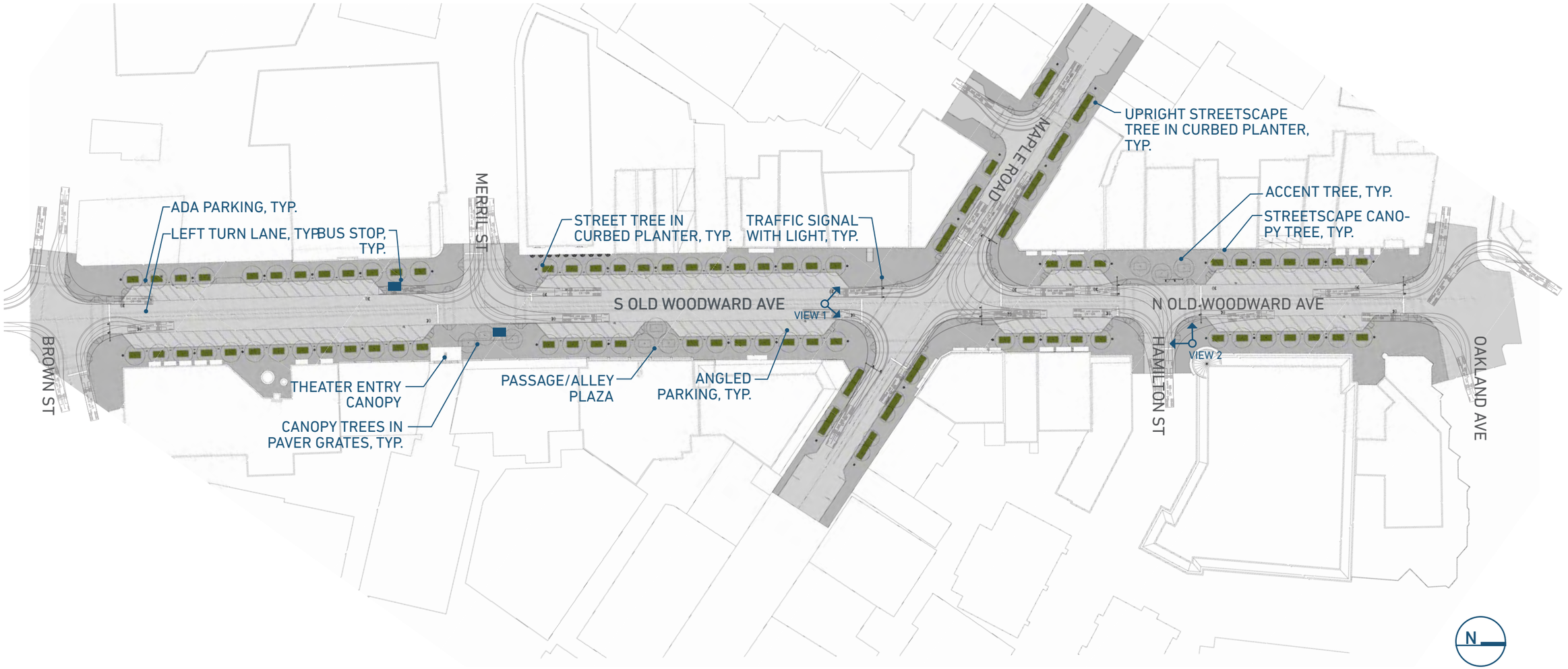
A - VIEW 1_70' SECTION



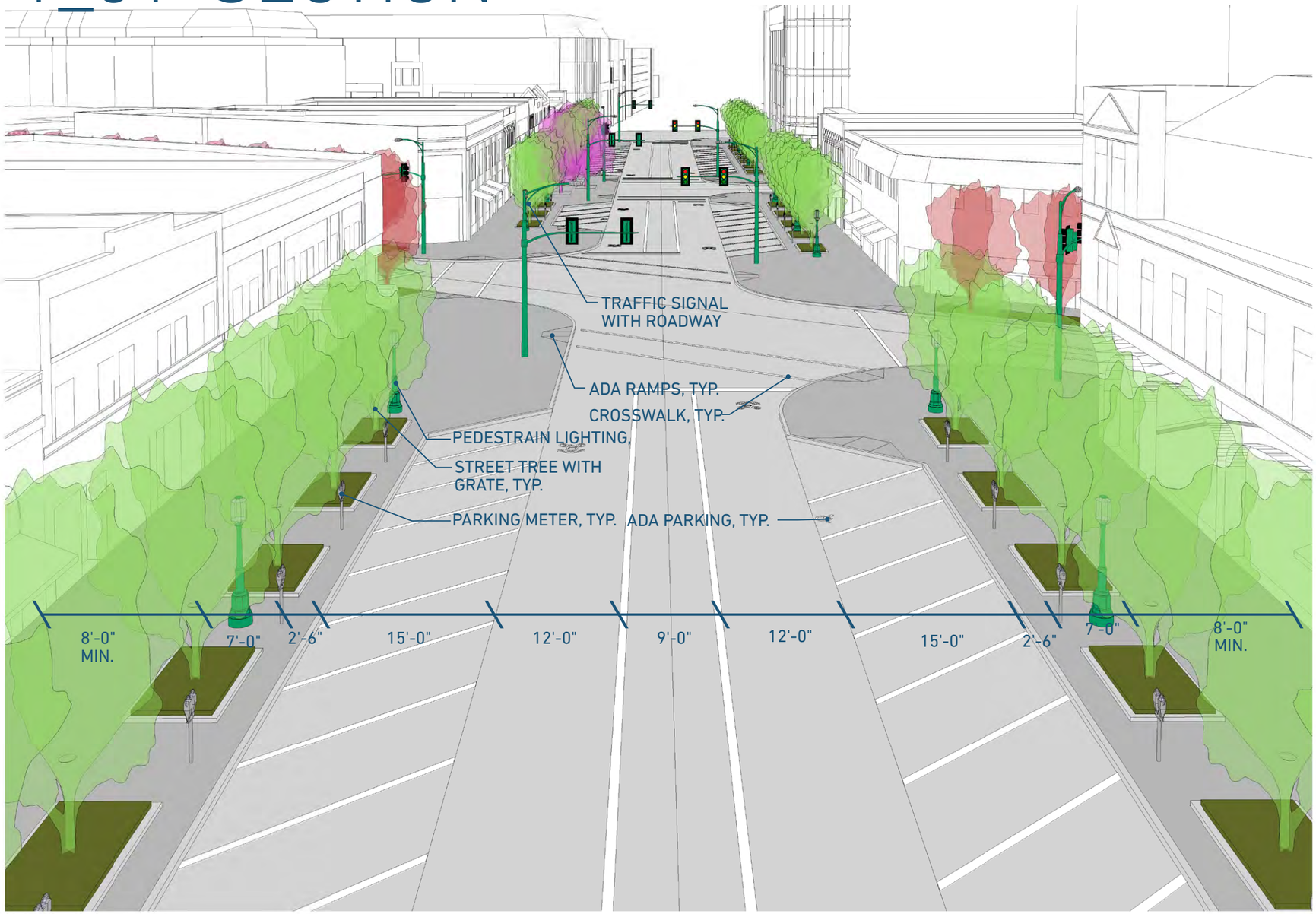
A - VIEW 2_70' SECTION



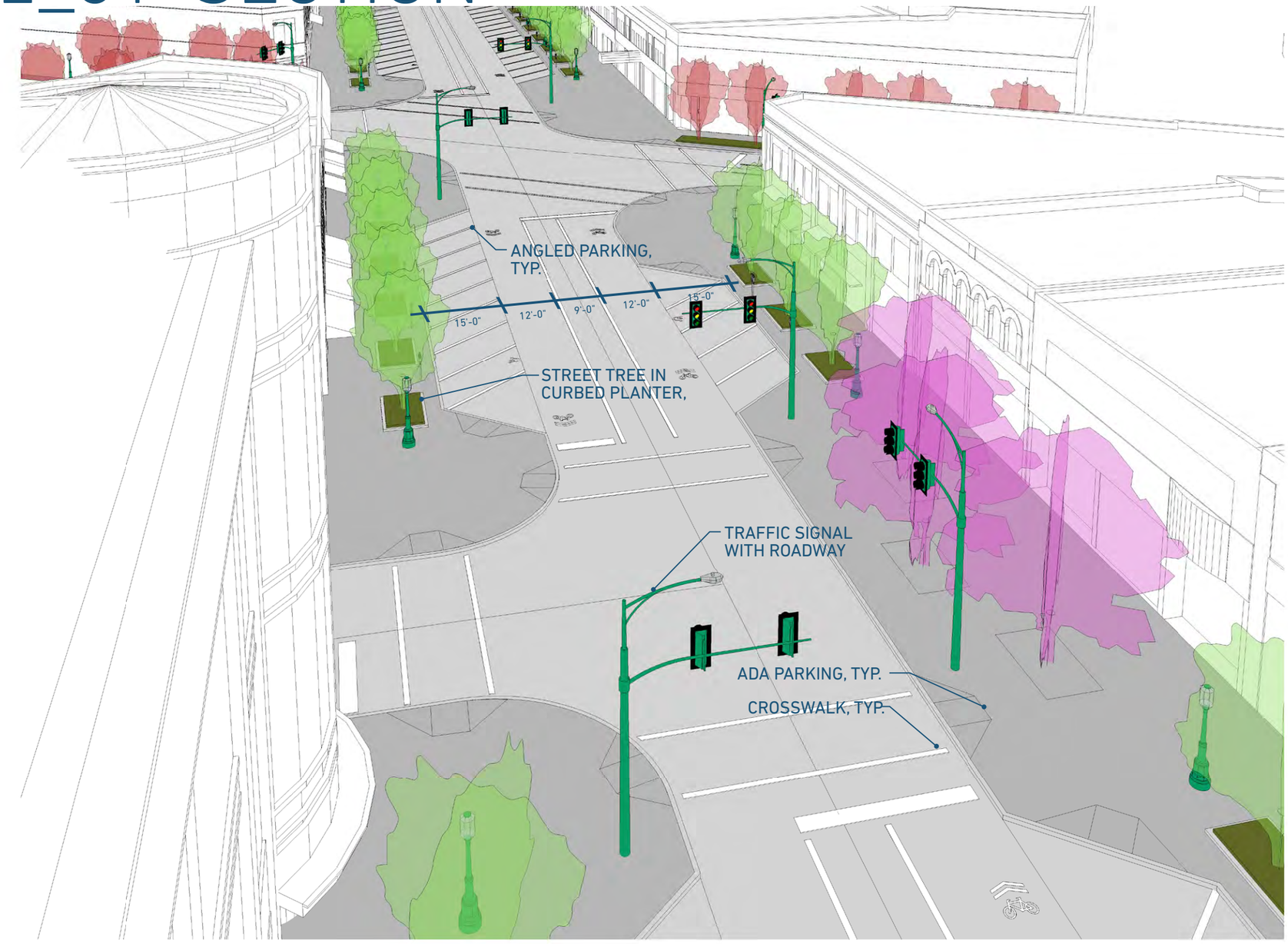
B - PLAN_61' SECTION



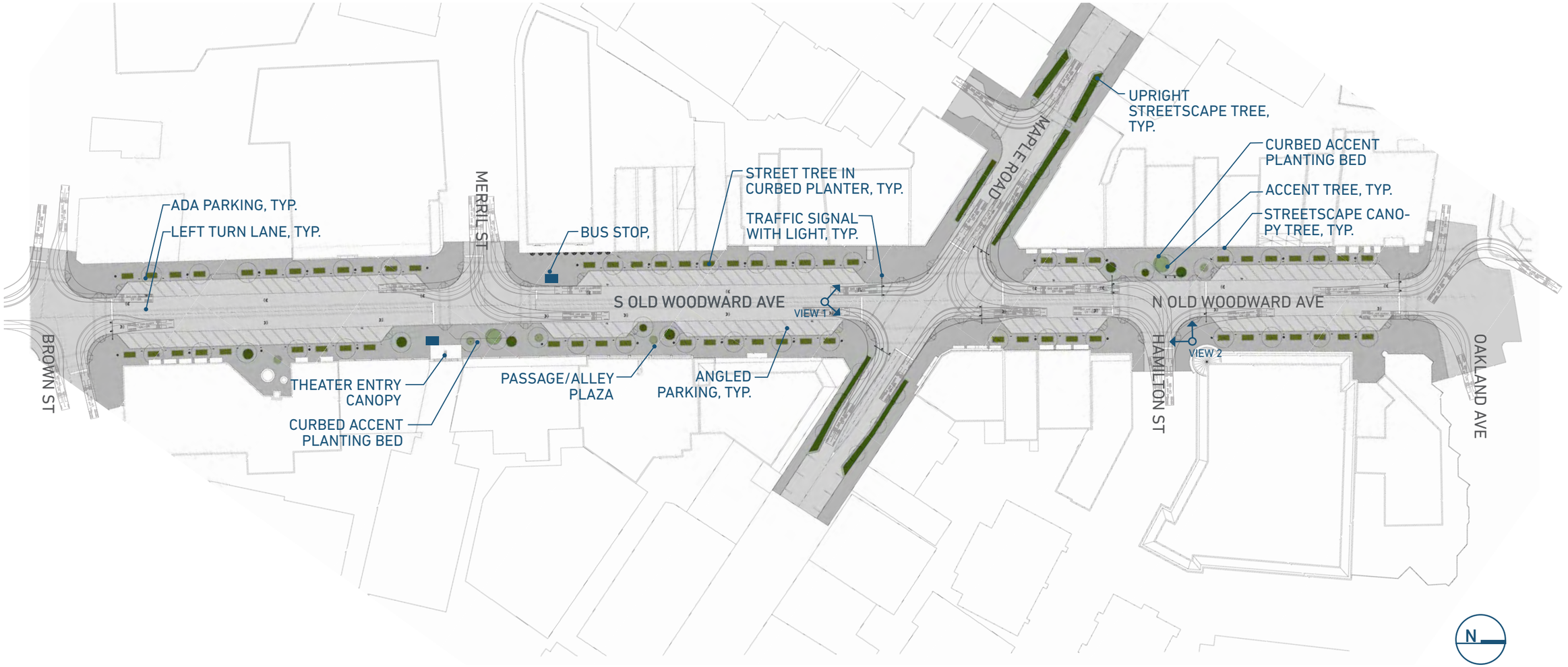
B - VIEW 1_61' SECTION



B - VIEW 2_61' SECTION



C - PLAN_65' SECTION



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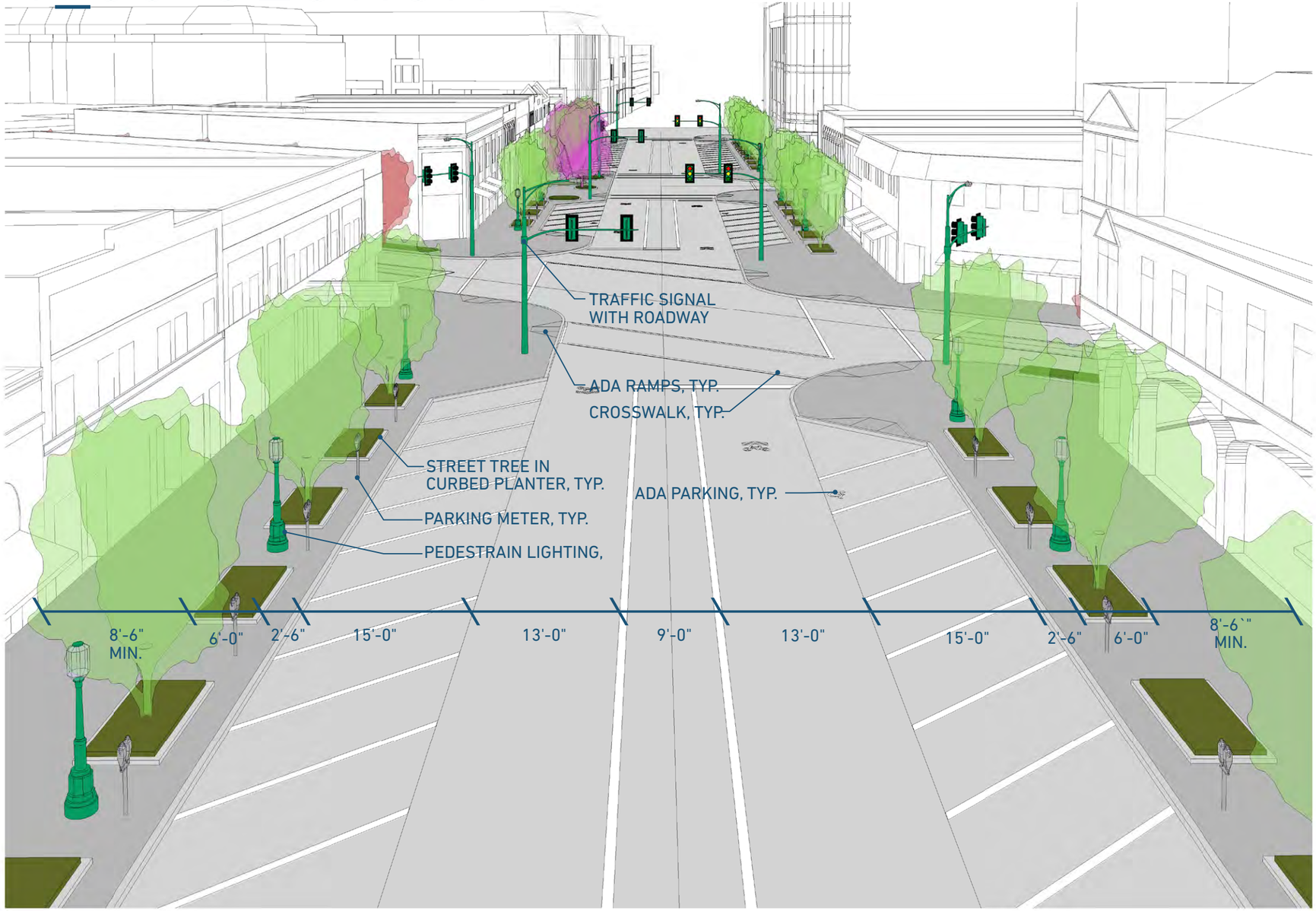
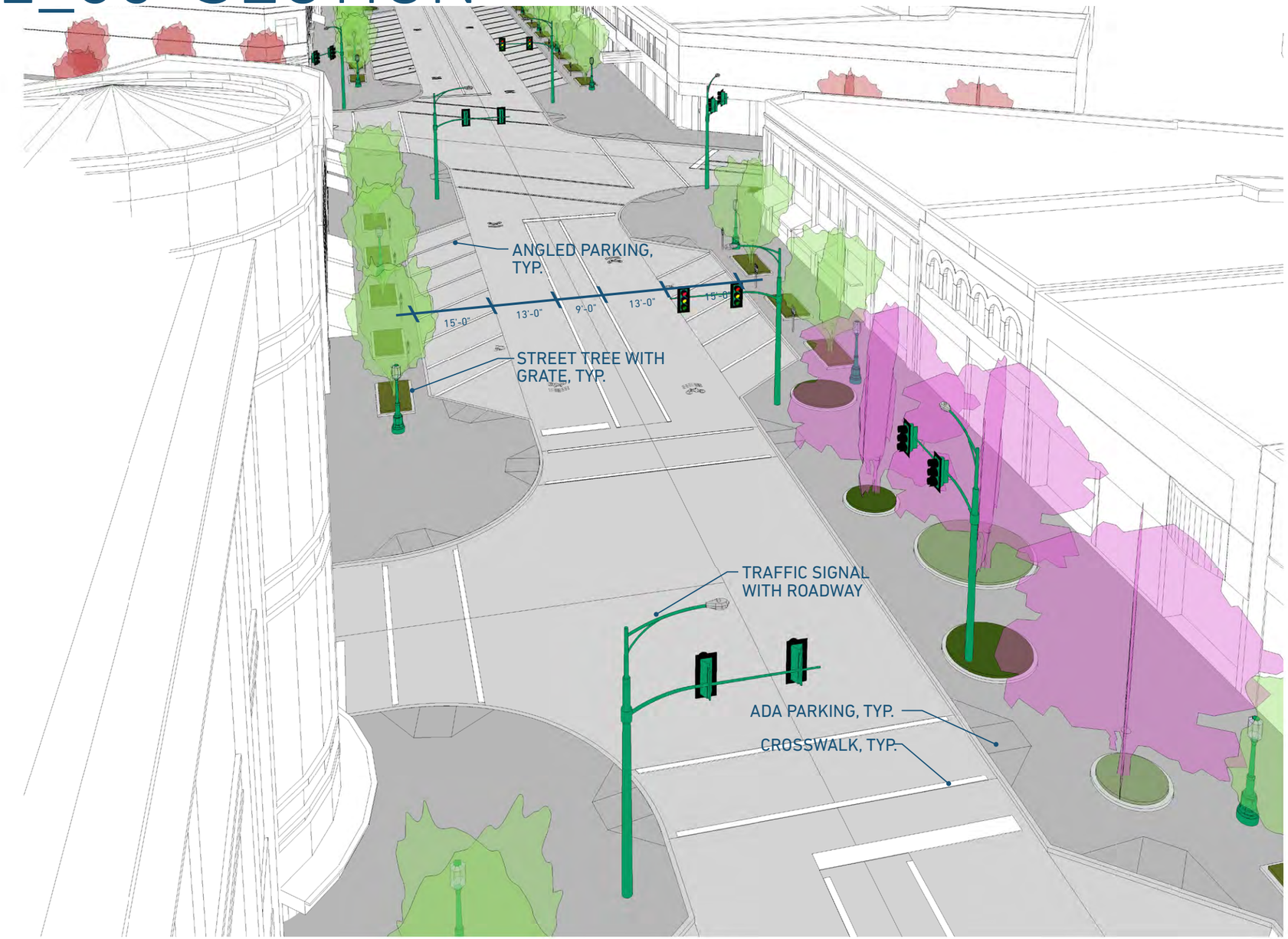
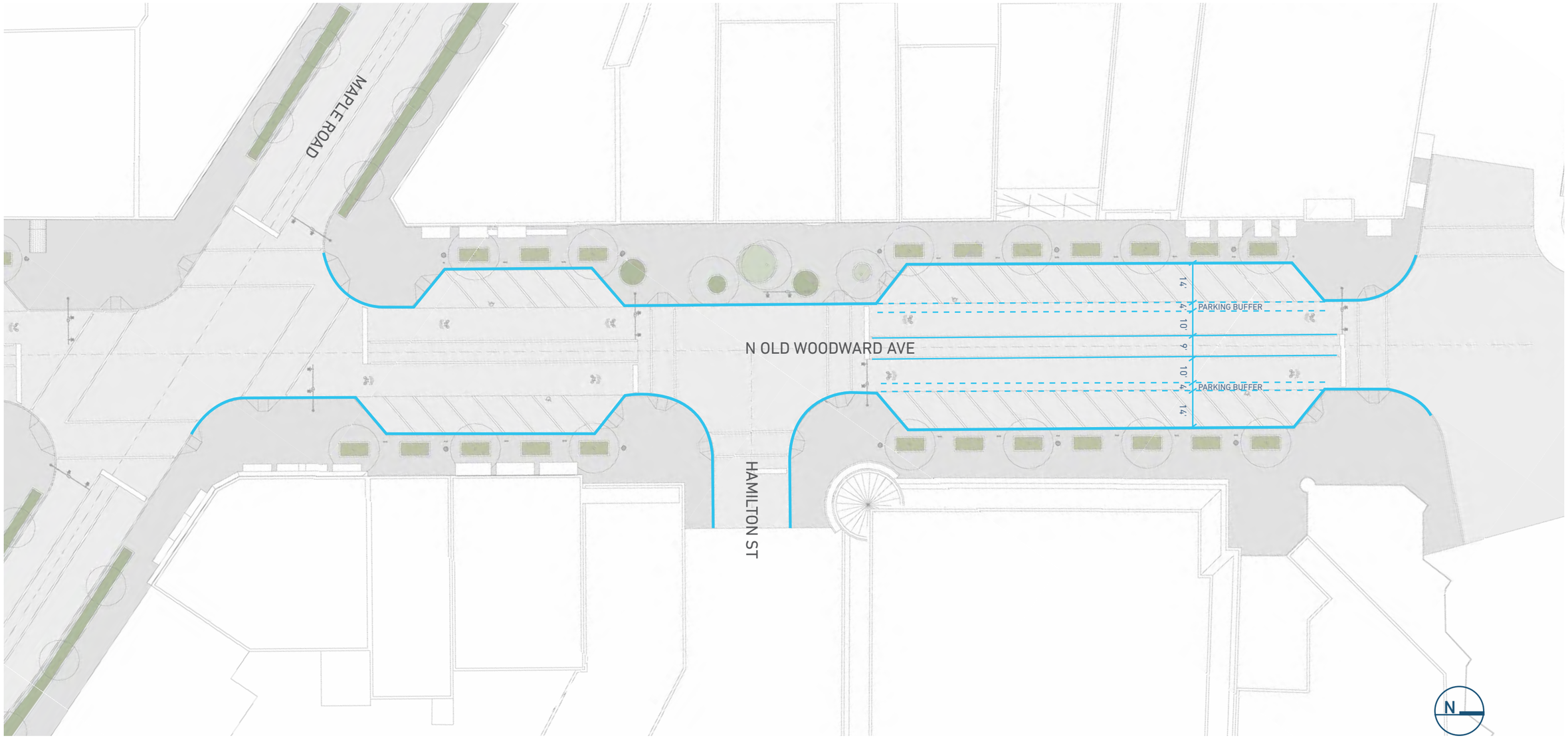


C - VIEW 2_65' SECTION



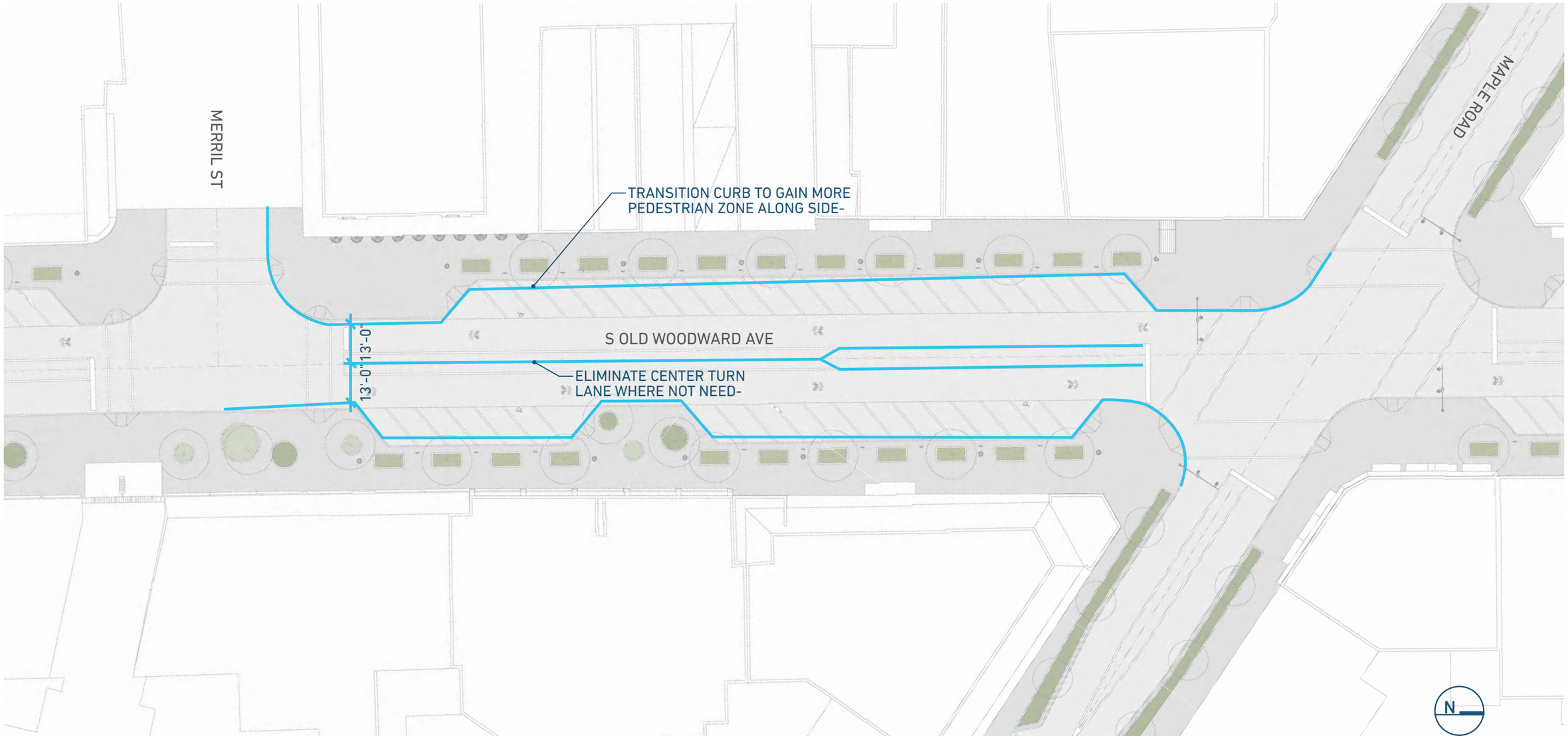
C - ALT 1


MAPLE ROAD
N OLD WOODWARD AVE
HAMILTON ST
14'
4'
10'
9'
10'
4'
14'
PARKING BUFFER
PARKING BUFFER
N

C - ALT 2


MERRIL ST
MAPLE ROAD
S OLD WOODWARD AVE
N OLD WOODWARD AVE
BROWN ST
HAMILTON ST
OAKLAND AVE
N

C - ALT 3


MERRIL ST
MAPLE ROAD
TRANSITION CURB TO GAIN MORE PEDESTRIAN ZONE ALONG SIDE-
S OLD WOODWARD AVE
13'-0"
13'-0"
ELIMINATE CENTER TURN LANE WHERE NOT NEED-
N

A - BUS STOP

LEGEND

1. Bus loading zone ~12' x 50'

2. Bus stop

3. Bus loading zone blocks crosswalk

4. Long distance from bus stop to loading on bus

5. Blocks traffic at Merril and S Old Woodward intersection

6. Blocks 2 parking spaces

B - BUS STOP

LEGEND

1. Bus loading zone ~12' x 50'

2. Bus stop

3. Pulls through intersection as to not block Merril and Old Woodward traffic

4. Located in intersection; does not block crosswalks or parking, but could cause issues with traffic from

C- BUS STOP

LEGEND

1. Bus loading zone ~12' x 50'

2. Bus stop

3. Stops before intersection; does not block traffic or parking spots

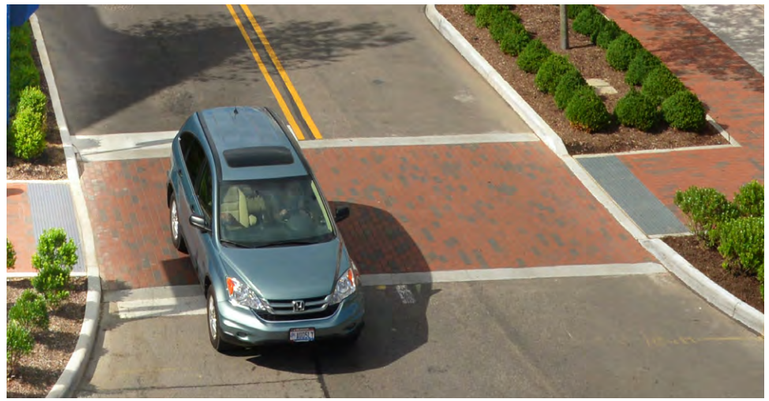
4. Two on-street parking spots lost

5. Creates clear and open access to theater

MATERIALS

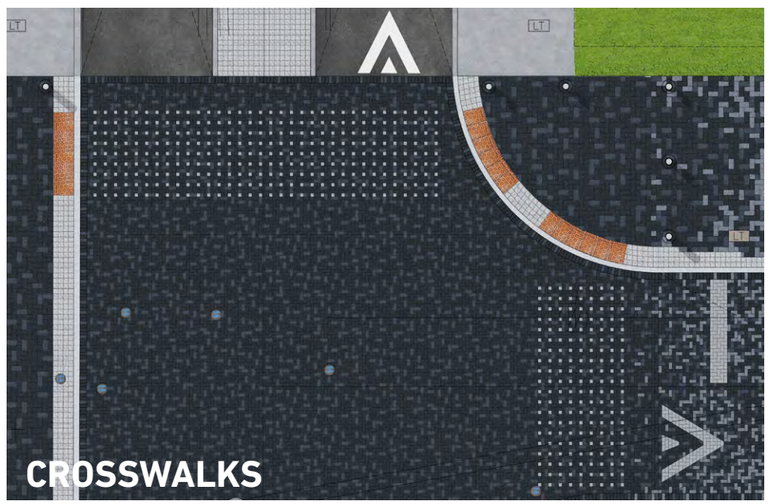
DESIGN STRATEGIES

ROADS

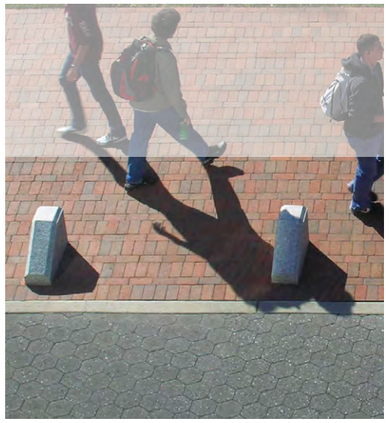


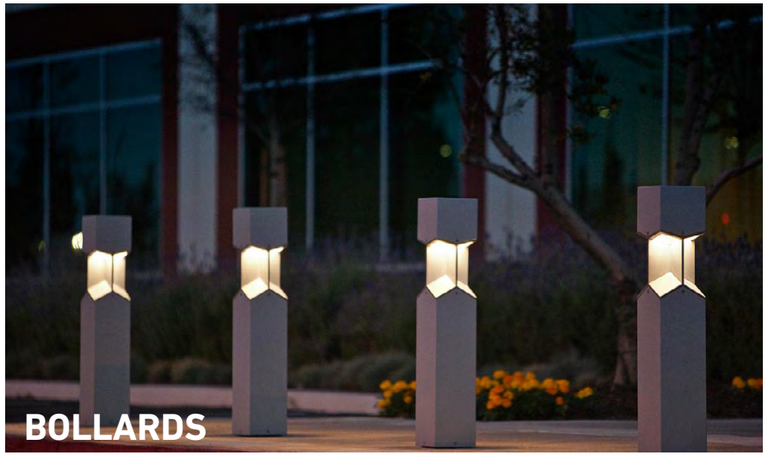

CURBS

ROADWAY

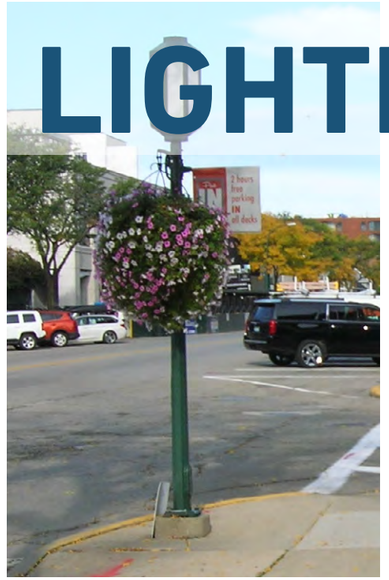

CROSSWALKS

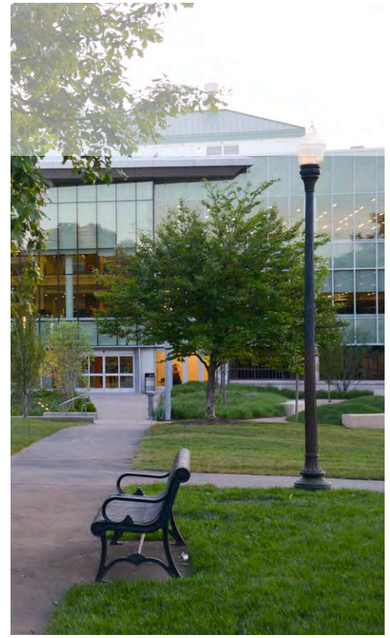
SIDEWALKS

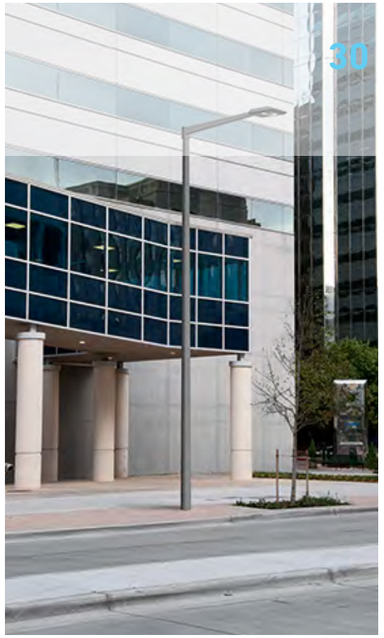




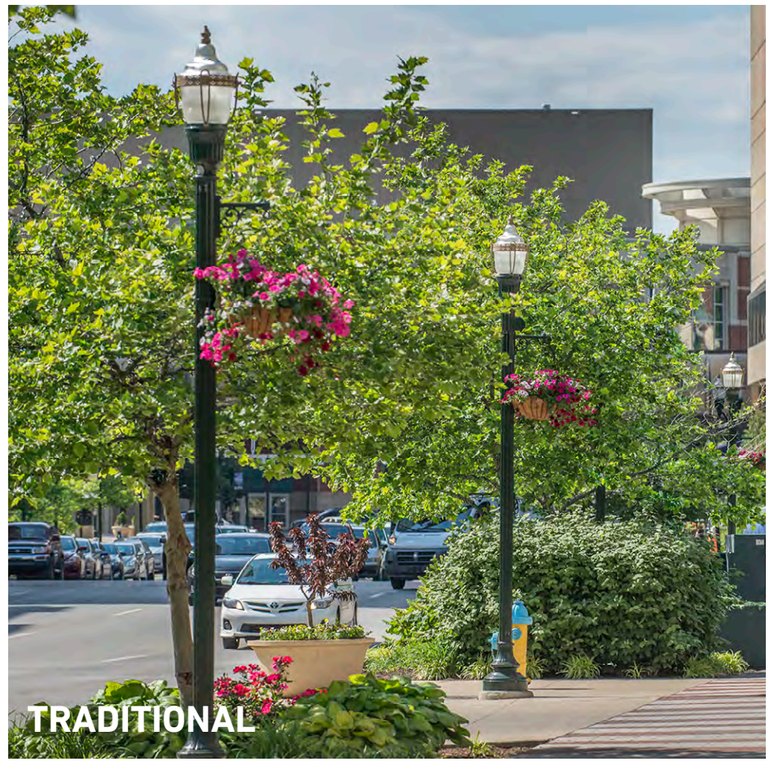
LIGHTING





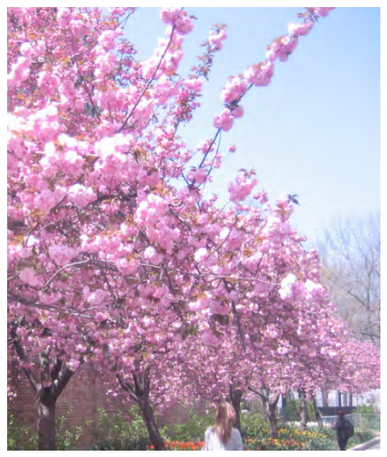


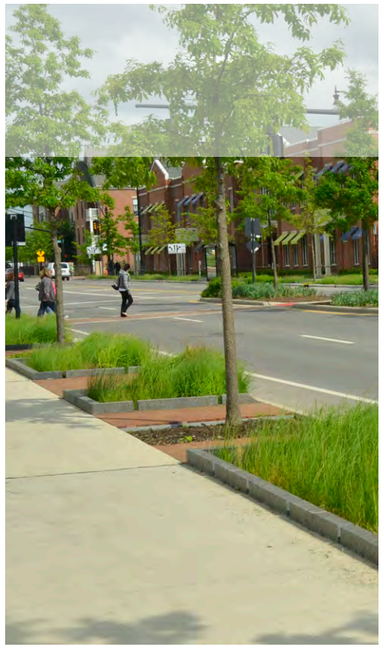

EXISTING

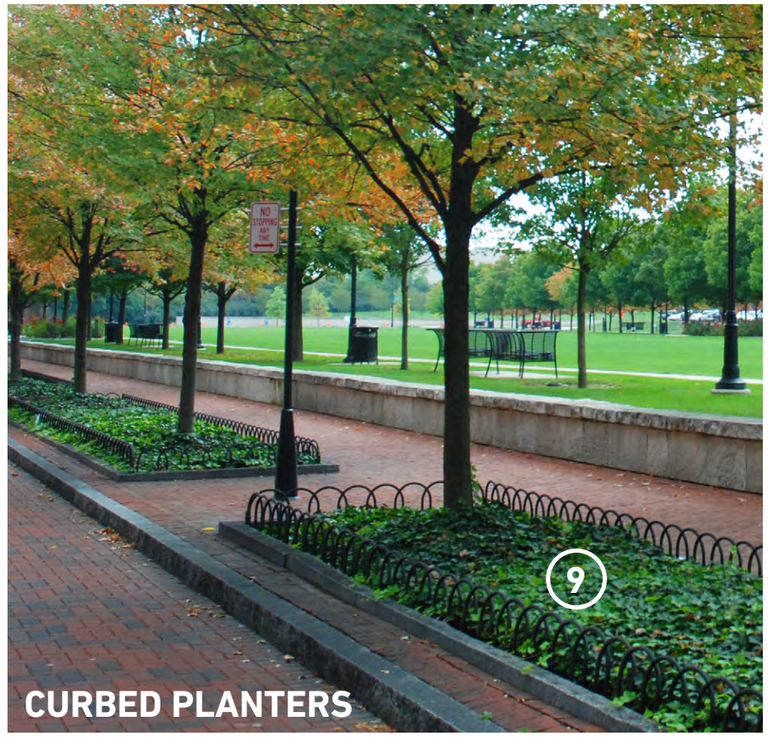

TRADITIONAL

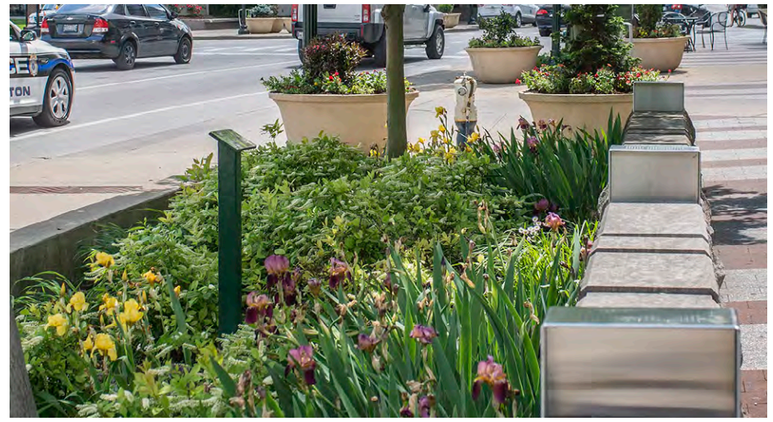

CONTEMPORARY

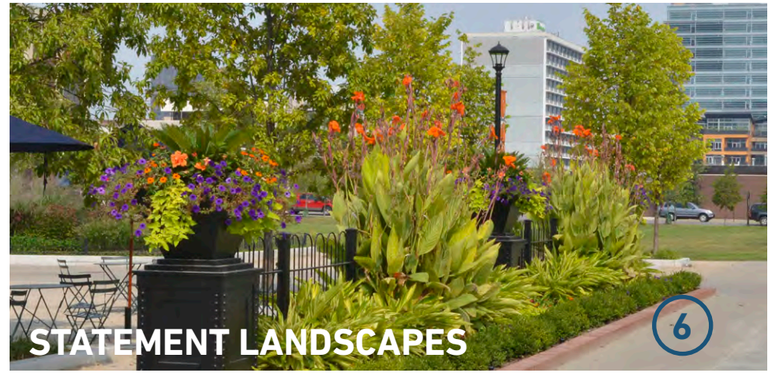
LANDSCAPE





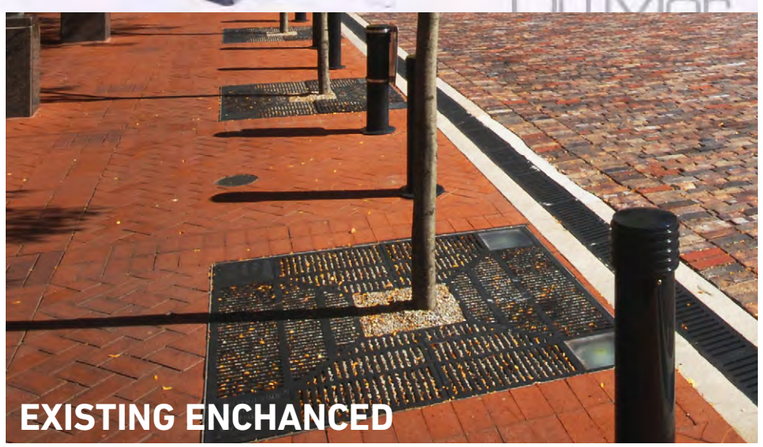




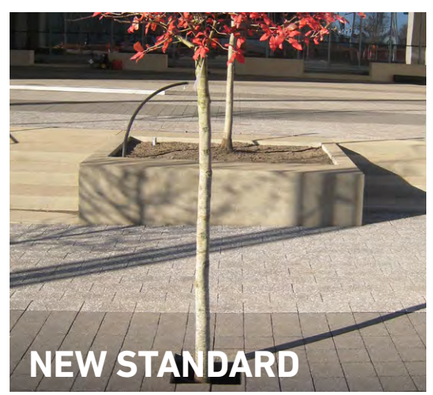


FURNITURE

EXISTING



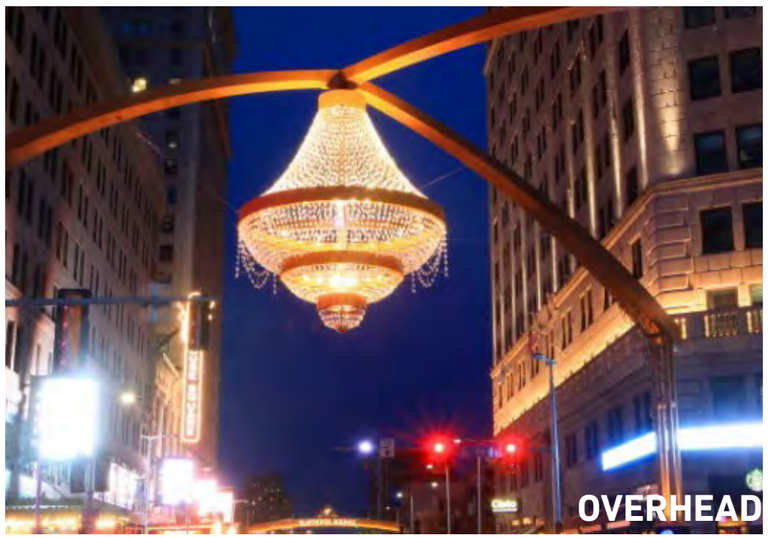
EXISTING ENCHANCED



NEW STANDARD

ART

GROUND PLANE

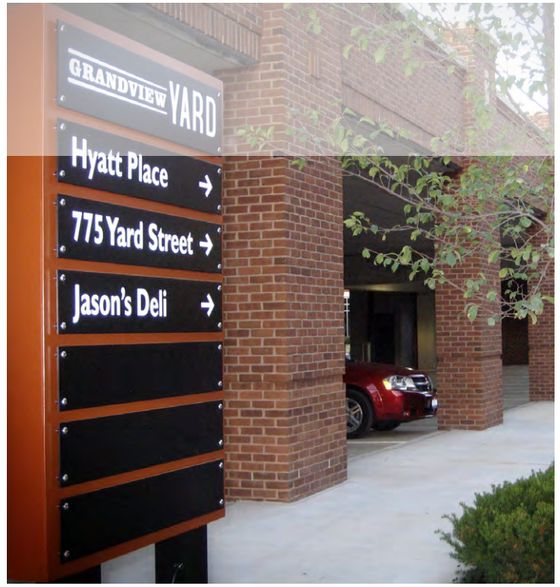


OVERHEAD

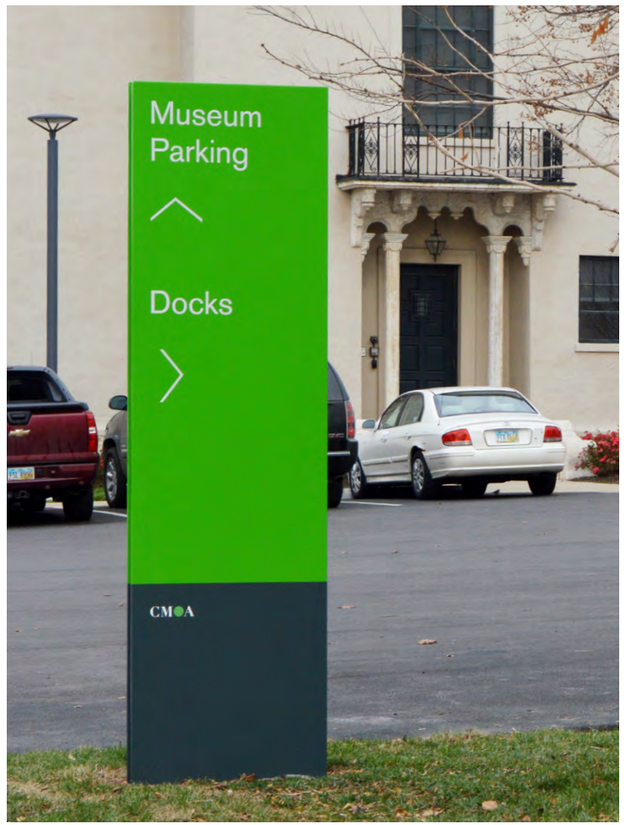
PYLONS

SIGNAGE


700 WEST
PUBLIC PARKING

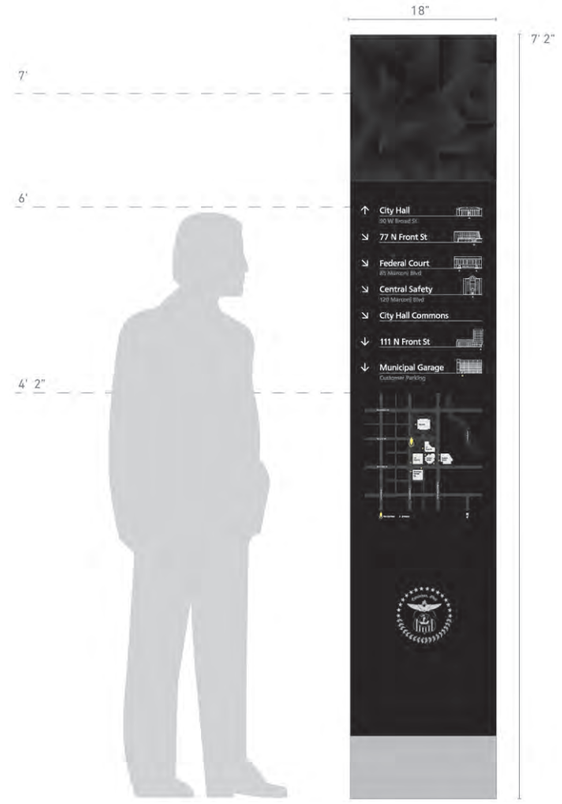

GRANDVIEW YARD
Hyatt Place
775 Yard Street
Jason's Deli


GRANDVIEW YARD

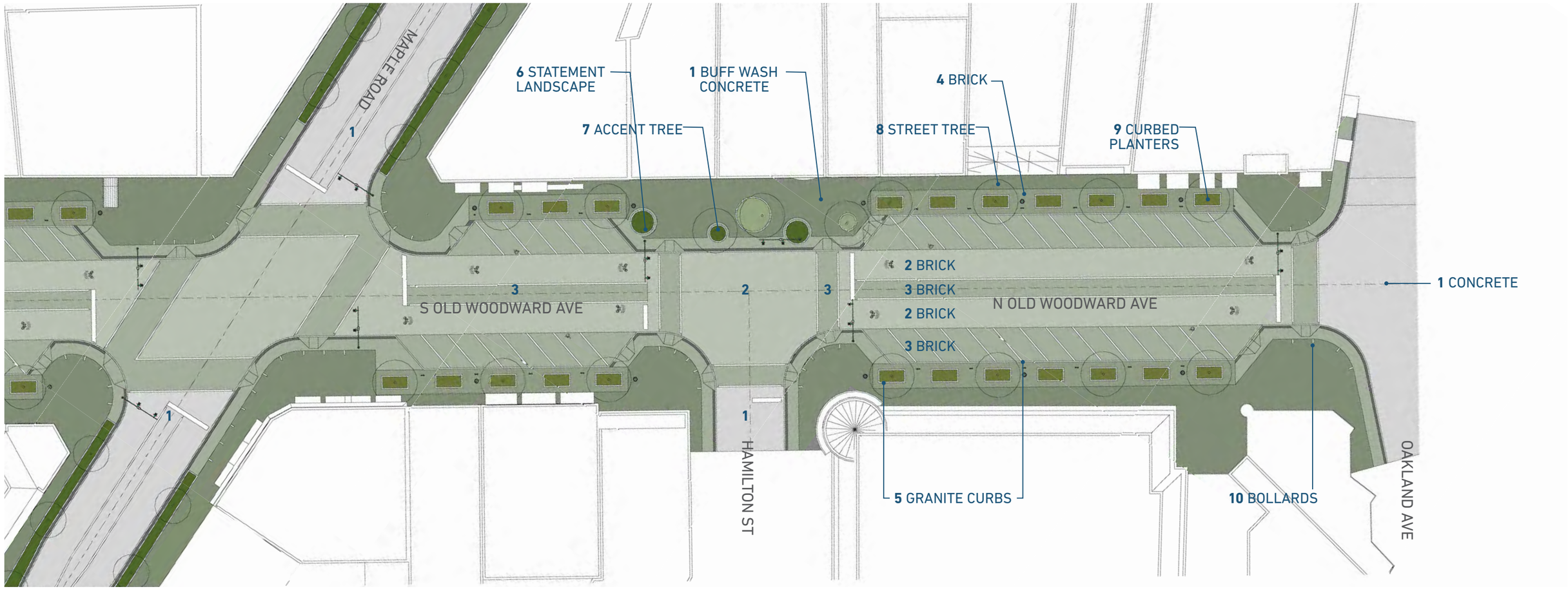

Museum
Parking
Docks
CMOA


North Gate

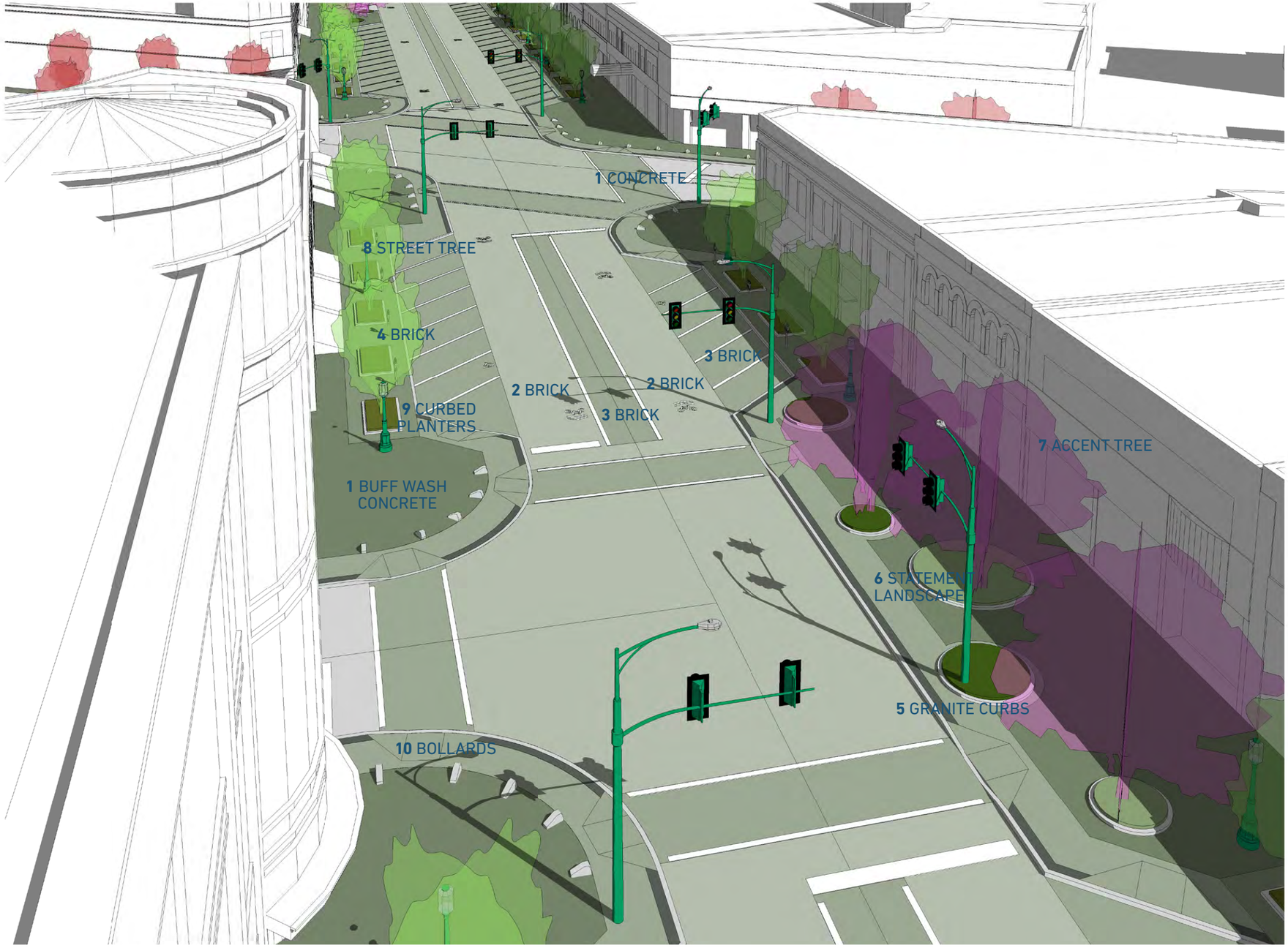

Tickets
North Gate
East Gate


18"
7' 2"
7'
6'
4' 2"
City Hall
77 N Front St
Federal Court
Central Safety
City Hall Commons
111 N Front St
Municipal Garage

PREFERRED MATERIALS



65' SECTION


1 CONCRETE
8 STREET TREE
4 BRICK
3 BRICK
2 BRICK
2 BRICK
9 CURBED PLANTERS
3 BRICK
7 ACCENT TREE
1 BUFF WASH CONCRETE
6 STATEMENT LANDSCAPE
5 GRANITE CURBS
10 BOLLARDS

THANK YOU

QUESTIONS? COMMENTS?