MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, OCTOBER 19, 2017
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 **September 7, 2017**
5. **Public Hearing -** Oakland Ave. & Lawndale Ave. Stop Sign Study
6. **S. Eton Rd. Corridor Multi-Modal Options** – Yosemite Blvd. to 14 Mile Rd.
7. **Multi-Modal Transportation Consulting Services** - Review of RFP Responses Submitted
8. Meeting Open to the Public for items not on the Agenda
9. Miscellaneous Communications
10. Next Meeting - **November 2, 2017**
11. Adjournment

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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, SEPTEMBER 7, 2017
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, September 7, 2017.

Chairperson Vionna Adams convened the meeting at 6:05 p.m.

1. ROLL CALL

Present: Chairperson Vionna Adams; Board Members Lara Edwards, Amy Folberg, Daniel Rontal, Vice-Chairperson Johanna Slanga; Alternate Members Daniel Isaksen, Katie Schafer

Absent: Board Members Andy Lawson, Michael Surnow

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

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

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF AUGUST 3, 2017

Ms. Schafer corrected the spelling of her name.

Motion by Ms. Edwards
Seconded by Ms. Schafer to approve the Minutes of August 3, 2017 as corrected.

Motion carried, 7-0.

VOICE VOTE
Yeas: Edwards, Schafer, Adams. Folberg, Isaksen, Rontal, Slanga
Nays: None
Absent: Lawson, Surnow

5. S. ETON RD. CORRIDOR
Yosemite Blvd. to 14 Mile Rd.

Mr. O'Meara recalled the MMTB has been studying various multi-modal improvements to S. Eton Rd. and recommendations were sent to the City Commission for review. At the August 14, 2017 meeting the Commission did not approve the recommendation regarding the island at the Maple Rd./ S. Eton Rd. intersection. It was noted that changes will be coming in the near future when the Whole Foods Market opens just east of the intersection. In the meantime, the MMTB can study the rest of the corridor, S. Eton Rd. from Lincoln Ave. to 14 Mile Rd.

Ms. Kroll gave an overview of the approach by F&V. They looked at the options from 14 Mile Rd. to Lincoln Ave. and how they might match up with the options that have already been looked at from Lincoln Ave. to Yosemite. They used the National Assoc. of City Transportation Officials ("NACTO") Urban Bikeway Design Guide as a reference. There was only 14 ft. on each side of the road to work with. So the two options they came up with were:

- Leave the parking as it is and add sharrows which is consistent with the Multi-Modal Master Plan recommendation for that section of S. Eton Rd.;
- Provide directional bike lanes and eliminate any on-street parking.

Ms. Edwards did not believe the cross section diagram provided was correct. There is no parking on the east side of S. Eton Rd. from 14 Mile Rd. possibly through Lincoln Ave. Also, nothing is painted and there are huge easements. Residents are parking partly or entirely on the easement. She was not confident with the suggested options. Ms. Ecker verified the 28 ft. road width was correct.

Discussion turned to adding a bike lane and Ms. Kroll stated that a bi-directional bike lane requires 4 ft. + 4 ft. + a 2 ft. buffer. That leaves 18 ft., or two 9 ft. lanes, which would not be feasible with a 28 ft. road width.

Ms. Schafer noted there is a lot of concern with the speed of traffic in this area of town and people are looking for it to slow. She did not think sharrows would do anything to change the way people behave on that street. Dr. Rontal thought the bike lane as it has been set up along S. Eton Rd. is too complex.

Ms. Ecker observed there will be a lot of traffic but it can be slowed down. Parking on both sides narrows the road and slows traffic. Adding in bump-outs at

several of the intersections changes where the curb line is and it protects the parking along the side of the road. Ms. Schafer hoped to envision what would make someone driving on that street feel like they were in someone's neighborhood, rather than driving down a long stretch. Ms. Edwards noted the wide easements aren't helping that feeling. She thought there could be a totally protected bike lane in the easement next to the sidewalk on both sides.

Mr. Isaksen said the vast expanse of asphalt in the intersections has always bothered him. Ms. Schafer thought new crosswalk markings would make people feel they are in a pedestrian friendly area and that they should slow down. Ms. Slanga wanted to ensure the bump-outs will accommodate larger turning vehicles.

Ms. Ecker observed everyone seemed to be in agreement with doing the bump-outs and adding some crosswalks.

Ms. Folberg said that for any kind of coherent bike strategy all along S. Eton Rd. there should be a no parking standard throughout. Input would be needed from the residents as to their wishes in terms of parking.

Ms. Slanga thought a decision should be made whether to ask for a wider street. She wondered if cars would get side-swiped more often if they are crammed into a parking space, or if people would dodge in and out. She felt the board should re-think this because they don't feel comfortable with it. Mr. Isakson said S. Eton is not a typical residential street in Birmingham - it handles a lot of through traffic. Dr. Rontal thought the board may want to ask the City Commission to treat the street like Lincoln and make it a little bit wider.

Ms. Edwards indicated it would be important to have traffic counts along this section of S. Eton Rd. Mr. Labadie noted that S. Eton north and south of Lincoln don't have to be the same.

Ms. Folberg recalled that residents said the bi-directional bike lane that was discussed on S. Eton Rd. north of Lincoln is a road to nowhere. Now when she looks at plans for the section south of Lincoln, the bike lanes are not connected and what the residents said is justified. The two pieces don't fit together. That is why she is not happy with the options presented.

Ms. Ecker summarized the discussion:

- Maybe the street is not wide enough;
- It will cost more money to expand the street a little;
- Staff should think outside the box and come up with a new set of options with a new set of parameters based on today's comments;
- Look at how to connect the bike lanes to Royal Oak and how much space is needed for that;

- Get the traffic counts;
- The board is not ready yet to ask for input from the residents.

Dr. Rontal said when calculating the amount of space needed, a bi-directional bike lane requires 10 ft.; two lanes of traffic require 10 ft. each; parking on one side would be 8 ft. more, for a total of 38 ft. That means adding 5 ft. to each side of the road.

Mr. Labadie voiced the concern that 38 ft. is quite wide. He noted they have traffic counts already. What they don't have is the residents' thoughts. Ms. Ecker noted that staff can look at some options to minimize the road width.

Ms. Slanga asked for some generic drawings of what the options would be.

Chairperson Adams suggested that MMTB members submit their ideas to Mr. O'Meara in order to help F&V come up with options that the board favors.

6. OAKLAND AVE. AND LAWNDALE AVE.
STOP Sign Study

Mr. O'Meara recalled the City is planning to reconstruct the short block of Lawndale Ave. between Oakland Ave. and Woodward Ave. The MMTB endorsed staff recommendations to rebuild Lawndale Ave. narrower than it is presently, at 20 ft. wide. That recommendation was approved by the City Commission. However, it was noted at that time that the handicap ramp placement at the Oakland Ave. intersection was problematic in that the ramp at the southeast corner directed pedestrians out into the middle of the intersection, with no connection on the north side of Oakland Ave. Staff studied the issue further, and made recommendations at the July 10, 2017 City Commission meeting. While the Commission endorsed the changes to the ramps, it was now noted that relocating the Oakland Ave. crosswalk to the east may introduce a safety hazard, since northbound Lawndale Ave. traffic does not currently have to stop at the intersection. Staff then requested F&V to conduct a full scale STOP sign study for the intersection. Traffic counts were taken. Based on the new information, new recommendations relative to the STOP sign placement have been provided by F&V. Also, since this issue was last reviewed by the MMTB, it has been confirmed that MDOT will relocate the northbound Woodward Ave. crosswalk at Oakland Ave. Since this crossing is also a part of the now being implemented Neighborhood Connector Route, a widened shared use sidewalk is being proposed from Woodward Ave. to Lawndale Ave.

Ms. Kroll advised that F&V conducted a STOP sign warrant analysis and the intersection did not meet the volume thresholds for a STOP sign. So then they took a look at what can be done to make it safer. Guidance from the Michigan

Manual Uniform Traffic Control Devices ("MMUTCD") indicated that putting STOP signs on the minor streets at this location would be recommended due to the site distance constraints and pedestrian activity.

Mr. O'Meara summarized that northbound traffic would get a STOP sign that has not existed in the past, but the STOP sign for westbound Oakland Ave. traffic would be removed. Ms. Kroll added the traffic volume westbound is relatively low. The highest volume was northbound on Lawndale right onto east bound Oakland Ave. Providing the STOP sign will require those vehicles to stop, look to the right, and look for pedestrians crossing before turning. They feel this is a much safer option for pedestrian and bike traffic through this area.

With that in mind they looked at a couple of additional options to help promote the multi-modal aspects. Because the volumes were so low, it doesn't warrant a dual right turn lane configuration along the westbound approach of M-1 and Oakland Ave., nor do they recommend a dual right turn lane from a stop control as it is not very safe. This provides an opportunity to narrow down and create a shorter crossing distance. The first option is revised per what the City Commission has already seen. The second two are additional options that are being presented for consideration based on data regarding the traffic volumes. Option 2 was to narrow the street with striping, and Option 3 was to do it with landscaping.

Dr. Rontal noted they are taking away a STOP sign at Lawndale and the people in that Oakland neighborhood will get a freer pass out of their neighborhood to Woodward Ave., but it is being narrowed to one lane out instead of two. Mr. O'Meara explained that Oakland is wide because it used to bethe way to get into Downtown.

Mr. Isaksen said that biking through there he would go west down Oakland Ave. and stay to the left. When cars turn right he would go straight across and merge into the crosswalk. He would not use the sidewalk going west. When he is going east he would probably use the sidewalk.

Ms. Edwards said bikers heading east might benefit from signage that says "Walk bike to sidewalk to cross Woodward." Mr. Isaksen observed his experience is that the current crosswalk that conflicts with the right turn onto Woodward Ave. is less convenient and less safe than this would be.

Ms. Ecker thought the change in the stop signs is a no brainer. Ms. Ecker did not agree with striping off a lane because no one will ever follow that. Shrinking the width of the road and adding green space will be a big plus.

Motion by Dr. Rontal

Seconded by Ms. Folberg to recommend the relocation of the STOP sign for the Oakland Ave. & Lawndale Ave. intersection from its current westbound Oakland Ave. location, to northbound Lawndale Ave. Further, to go with Option 3 in terms of narrowing westbound Oakland Ave. with green space, including the bit of sidewalk and including the signage or notification for shared use sidewalk.

Motion carried, 6-1.

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

7. CROSSWALK MATERIALS STUDY

Ms. Chapman recalled the City Commission has directed the MMTB to recommend the type of material to be used for new crosswalks.

She discussed the various pavement marking materials:

- Paint is grouped into waterborne and alkyd paint. Waterborne paint is better for the environment and it is typically used.
- Thermoplastics fall into the categories of alkyd based, hydrocarbon based, and pre-formed thermoplastics. Hydrocarbon based thermoplastics are not recommended for crosswalks. Alkyd based are used for crosswalks. Pre-formed thermoplastics are tapes. They have been found to have very particular application procedures and to not to hold up well.
- Thermosets come in three types: epoxy, polyester, and polyurea. Epoxy thermosets are used most for continuous applications including centerlines, lane lines and edge lines. Polyurea has been used in multiple areas.

Of the three materials, paint is the cheapest, followed by thermoplastics and then epoxy and polyurea. It was found that other cities use thermoplastics and paints the most. Thermoplastics and polyurea have longer service life than paints, which is good for higher volume roads because they don't need to be closed as often to repair the crosswalks. Paints generally need to be re-applied each year. So, that is what is currently used on most Birmingham roads. Polyurea applications have not held up quite as well as thermoplastics. Also it is more expensive.

So the recommendation is to continue using paint on low volume and local roads, and to go with alkyd based thermoplastics on major roads and around schools if

it is deemed to be necessary. Paints and thermoplastics have a very similar appearance and reflectivity. Cost-wise, thermoplastics come out even if not cheaper than paint because they don't have to be replaced as often.

Grooving expands the life span of all products but it comes at a substantial cost. It is recommended that grooving be installed only when a street is being repaved. The entire crosswalk standards, materials and design would be a gradual transition with road construction. They will use only paint unless the road is being rebuilt and then thermoplastics will be applied on the major streets.

Motion by Dr. Rontal
Seconded by Ms. Slanga to use paint on all non-major street crosswalks. Use paint on all major streets that are not going to be completely re-built; but when those major street crosswalks are being re-paved and re-built they will groove and use thermoplastic. Re-evaluate annually with the thermoplastics that are applied to make sure they are truly living up to their suggested retail life span.

There was no public input on the motion.

Motion carried, 7-0.

VOICE VOTE
Yeas: Rontal, Slanga, Adams, Edwards, Folberg, Isaksen, Schafer
Nays: None
Absent: Lawson, Surnow

8. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA
(no public wished to speak)

9. MISCELLANEOUS COMMUNICATIONS

Mr. O'Meara spoke about correspondence received from Mayor Nickita showing a picture of a sidewalk marking that Royal Oak is using to try and discourage bike riding on their sidewalks Downtown. Board members did not think that people riding bikes on the sidewalk in Downtown Birmingham are a problem. Commander Grewe verified there have not been complaints or accidents with bikes on the sidewalk. If necessary in the future, the marking can be affixed at any time.

Mr. Labadie informed everyone that the new signal at N. Eton and Maple Rd. is not working as it is supposed to yet. There is still some work to do and the painting isn't finished either.

Ms. Slanga thought traffic lights Downtown along Maple Rd. need to be updated because they are dim.

10. NEXT MEETING OCTOBER 5, 2017at 6 p.m.

13. ADJOURNMENT

No further business being evident, the board members adjourned at 7:50 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering, Planning, & Police Depts.

DATE: October 13, 2017

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul T. O'Meara, City Engineer

SUBJECT: Oakland Ave. & Lawndale Ave. Intersection
STOP Sign Relocation Proposal

As you know, the Multi-Modal Transportation Board (MMTB) has been studying the section of Oakland Ave. from Woodward Ave. to Lawndale Ave. due to recent improvements made, as well as improvements planned next year, for the area. As a part of these efforts, F&V was asked to conduct a STOP sign study for the intersection with Lawndale Ave. As noted on the attached report, F&V has recommended that the existing STOP sign for westbound Oakland Ave. be relocated to northbound Lawndale Ave. While northbound Lawndale Ave. is the busiest leg of the intersection, sight distance is lacking for those turning right at this location. Sight distance for westbound Lawndale Ave. vehicles, contrarily, is good, and the need to stop in that direction is diminished, given the low traffic counts in general.

At the meeting of September 7, 2017, the MMTB passed a resolution supporting both the STOP sign relocation, as well as street and sidewalk improvements as depicted in the plan labeled "Option 3," attached. (Other improvements in the area include the relocation of the northbound Woodward Ave. crosswalk (planned by MDOT in the summer of 2018), the installation of a combination sidewalk/bike path on the south side of Oakland Ave., and the narrowing of Oakland Ave. for this block. (The latter two improvements would be completed by the City following the MDOT work.)

Before this recommendation moved further, it is appropriate that the adjacent property owners be notified, and given an opportunity to comment. To that end, a public hearing invitation was mailed to all property owners located on Oakland Ave. from Woodward Ave. to Worth St. (map attached). After hearing input from the adjacent residents, should the Board wish to proceed, a final recommendation to the City Commission has been provided below:

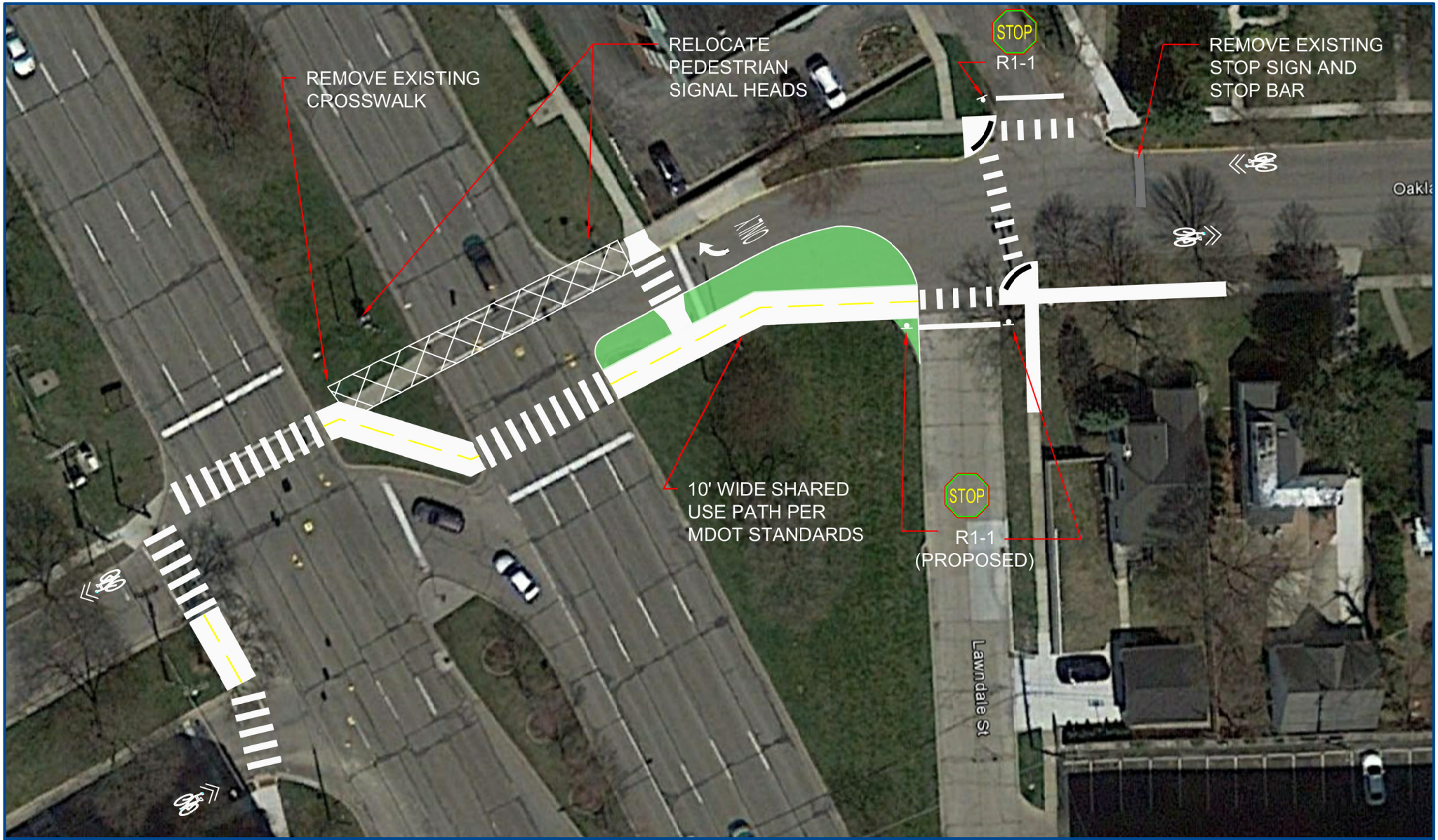
SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends the following improvements to Oakland Ave., from Woodward Ave. to Lawndale Ave., in consideration of the upcoming relocation of the northbound Woodward Ave. crosswalk to be completed by the Michigan Dept. of Transportation in 2018:

1. The relocation of the STOP sign from westbound Oakland Ave. to northbound Lawndale Ave.

2. The narrowing of Oakland Ave. from Woodward Ave. to Lawndale Ave.
3. The installation of a ten foot wide combination sidewalk and bike path on the south side of Oakland Ave. from Woodward Ave. to Lawndale Ave.

Further, it is recommended that the STOP sign be relocated as soon as possible, while the other improvements be scheduled for completion in conjunction with the work proposed by MDOT.



NORTH

PEDESTRIAN & BICYCLE FACILITIES IMPROVEMENTS

LAWNDALE AVE PAVING - OAKLAND BLVD TO WOODWARD AVE

MMTB RECOMMENDED ALTERNATIVE

F&V

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
PUBLIC HEARING **RESCHEDULED**
THURSDAY, OCTOBER 19, 2017 AT 6 PM
ROOM 205, MUNICIPAL BUILDING

Due to a conflict with a holiday, the Multi-Modal Transportation Board meeting of October 5 has been postponed to Thursday October 19. At that meeting, the board will be considering recommending the relocation of a STOP sign on westbound Oakland Ave. at Lawndale Ave. The STOP sign would be moved to northbound Lawndale Ave. Please see the Multi-Modal Transportation Board page at www.bhamgov.org for more information.

CITY OF BIRMINGHAM
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Oakland Ave.


Poppleton Park
Oxford St
Poppleton St
N Worth St
Rivenoak St
Madison St
Oakdale Ave
Rosedale St
Roeper Upper School
Oakland Ave
Ridgedale Ave
Knox St
Woodward Ave
Park St
Hamilton Row
725 E MAPLE RD
Kroger
N Adams Rd
N
0 0.015 0.03 0.06 0.09 0.12
Miles

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering, Planning & Police Depts.

DATE: October 12, 2017

TO: Multi-Modal Transportation Board

FROM: Jana L. Ecker, Planning Director
Scott Grewe, Operations Commander
Paul T. O'Meara, City Engineer

SUBJECT: S. Eton Rd. Corridor – Maple Rd. to 14 Mile Rd.

S. Eton – Maple to Lincoln

At the June 1, 2017 MMTB meeting, the Board held a public hearing and invited property owners along the S. Eton corridor to review proposed street improvements and provide comments. Many residents attended and provided input. After much discussion, the MMTB agreed on certain elements of the plan, but decided to conduct further analysis, particularly with regard to truck traffic and the space required for truck turning movements. The Police Department agreed to conduct a truck survey of local businesses in the Rail District to provide additional information for the next meeting.

At the July 20, 2017 MMTB meeting, the Board reviewed the results of the truck survey, had more discussion and solicited additional public comment before making various recommendations for the S. Eton Rd. corridor from Maple to Lincoln. The MMTB voted to recommend a plan that included the addition of a pedestrian island at Maple, widened sidewalks on S. Eton at Maple, sharrows on S. Eton from Maple south to Villa, the installation of bi-directional bike lanes from Villa to Lincoln, curb bump outs at several intersections, ADA ramps at all crossings, and road narrowing to accommodate wider sidewalks and a landscape area between the curb and sidewalks in certain locations along the corridor to add street trees.

At the August 14, 2017 City Commission meeting, the Commission reviewed the recommended plan for S. Eton from Maple to Lincoln. The City Commission focused on the recommendations at the Maple Rd. intersection in particular, given the impending completion of the Whole Foods Market just east of this intersection. The discussion included a field visit at the site, and a demonstration of the space required for a WB-62 truck to make the turn, both coming from the east and the west. After much discussion, the Commission did not feel ready to make a recommendation. It was noted that changes to the traffic signal timing and traffic patterns (with the grocery store opening) will be coming to the intersection in the near future. It was decided to allow these changes to occur, and then study the area further before finalizing a decision. No action was taken to approve the proposed plan for the S. Eton corridor from Maple to Lincoln.

S. Eton – Lincoln to 14 Mile Road

At the September 7, 2017 MMTB meeting, staff introduced options for the S. Eton Corridor from Lincoln south to 14 Mile Road, and incorporated some options south of Lincoln into a full plan for the entire mile long corridor from Maple to 14 Mile to see how each section related to the others. Two options south of Lincoln were discussed that met the standards contained in the National Assoc. of City Transportation Officials ("NACTO") Urban Bikeway Design Guide and leave the existing road width as is. The first option was as proposed in the MMTP to leave on-street parking as is and add sharrows. The second option discussed was to eliminate on-street parking and provide a bike lane in each direction. In addition, the City of Royal Oak's bike route map was distributed so that the MMTB could evaluate a connection to bike facilities south of 14 Mile Road in Royal Oak.

Board members indicated a desire for additional options to consider. Thus, the MMTB requested staff to come up with additional options for S. Eton from Lincoln to 14 Mile Road that were not limited to keeping the street width at 28' as it currently exists. Board members felt that this section of S. Eton is different as it is residential on both sides, and the paved roadway is very wide. Several suggestions were discussed, including adding bike lanes in the public right-of-way, but behind the curb line of the existing roadway, or widening the road to fit in the infrastructure for bicyclists, pedestrians and motorists. Board members did indicate there was consensus to add bumpouts and crosswalks in as many locations as possible based on the Ad Hoc Rail District Committee's Report. The MMTB also asked for traffic counts and an on-street parking study to provide additional information to assist in the review of options for the S. Eton corridor.

Accordingly, as requested, please find attached a total of 12 different conceptual options prepared by Fleis & Vandenbrink ("F & V") for the MMTB to consider for the S. Eton corridor between Lincoln and 14 Mile Road. Four options include keeping the existing 28' road width, four additional options include keeping the existing 28' road width for cars, but adding paved area in the landscaped portion of the right-of-way to accommodate bicycles, three options include widening the existing 28' road width, and one option includes narrowing the existing road width as well as adding paved area in the landscaped portion of the right-of-way to accommodate bicycles.

Cross sections to illustrate each of the conceptual options have been provided, and a scoring system was applied to evaluate the benefits for bicyclists and pedestrians of each option, resulting in a score for each option. The cost implications of each option were not factored into the scoring, but are noted for comparison purposes to assist in the evaluation of each option. Finally, traffic counts, speed counts, accident data and the results of an on-street parking study have also been provided to assist in a full analysis of corridor options. Please find attached a report from F & V that contains all of this information for your review.

Also attached is a parking survey and speed data collected in the past for S. Eton Rd., Lincoln Ave., and N. Eton Rd. The following summarizes this data:

Parking Survey – Parking currently is legal only on the southbound side of this road segment. Surveys were conducted on several weeknights during a week in September, at 8 PM and 3 AM.

These times were suggested by F&V as times that the highest demand should be encountered in front of residential uses. The 8 PM time was selected as a time when either visitors or residents may wish to park on the street. On a typical residential street, the 3 AM time would be busiest for those residents that routinely park overnight on the street. As a through collector street, residents could be ticketed for parking overnight (2 AM to 6 AM) on this street, although this is not generally an enforcement priority. Should the MMTB prefer an option that encourages the use of on-street parking as a traffic calming measure, they could also recommend that this current ban on overnight parking be removed.

Speed Data – Speed data collected recently by the Police Dept. for four existing street segments can be summarized as follows:

STREET	SEGMENT	DATE	AVERAGE 85TH PERCENTILE SPEED
S. Eton Rd.	Villa to Hazel	Sept., 2016	29
S. Eton Rd.	Melton to Humphrey	Sept., 2016	29
N. Eton Rd.	Buckingham to Dorchester	Oct., 2016	30
W. Lincoln Ave.	Chester to Bates	Nov., 2016	27
E. Lincoln Ave.	Unknown	Sept., 2015	28

While Lincoln Ave. and N. Eton Rd. have been redesigned to accommodate traffic calming or multi-modal improvements, their speeds remain quite similar to those being seen currently on S. Eton Rd., both north and south of Lincoln Ave.

The MMTB should review and discuss each of the options, and consider selecting the preferred option(s) to move forward to a public hearing at the MMTB. Once an option or options have been selected to move forward, a full technical engineering review will be conducted on the selected option(s).

SUGGESTED RECOMMENDATION:

To recommend conceptual Option ____ for S. Eton Road from Lincoln Ave. to 14 Mile Road to proceed to a public hearing at the Multi-Modal Transportation Board on November 2, 2017.

5. S. ETON RD. - MAPLE RD. TO LINCOLN AVE.

The public hearing opened at 6:06 p.m.

Mr. O'Meara recalled that at the May, 2017 meeting, staff presented a new concept for S. Eton Rd. from Yosemite Blvd. to Lincoln Ave., generally proposing a two-way bike lane along the west side of the road, resulting in the removal of parking on this section. The board generally endorsed the plan, but made several suggestions for the block north of Villa Ave. Those changes were incorporated in a revised plan. A public hearing to present these ideas to the community was scheduled for the June 1, 2017 meeting and notices were sent to all owners and tenants within 300 ft. of the S. Eton Rd. corridor.

Mr. O'Meara's presentation covered three sections along S. Eton Rd.:

Maple Rd./S. Eton Rd. Intersection
The proposal was to add a raised island that would allow pedestrians to cross S. Eton Rd. at Maple Rd. with a break in the middle, along with other design features. The main adjustment, based on new information from users, was to change the northwest corner of the island and to move the left turn lane stop bar back where it is today. This allows large vehicles to make the turn from Maple Rd. onto S. Eton Rd.

Mr. Labadie said this scheme makes the intersection more controlled. He thought people would pay more attention and it would be safer for pedestrians.

Yosemite Blvd. to Villa Ave.
In this block there are businesses on both sides of the street. Last month the board came up with several suggestions, including eliminating parking on the southbound side; and narrowing the street so that the sidewalk would be 8 ft. wide on both sides and there would be room for a 4 ft. grass strip with trees on both sides. There would not be space for a bike lane but there would be sharrows. It is important that northbound bikes cross Eton Ave. at Villa Ave., where the sight distance is better.

Villa Ave. to Lincoln Ave.
It is proposed to remove parking on the southbound side and open up the space for a two-way bike corridor with a 1.5 ft. wide buffer area that would be supplemented with some form of raised markers. Bumpouts are suggested at Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave. It is cautioned that every time someone stops to make a left turn everyone else is stopping as well, Discussion considered that two bollards may be needed on the north end of the bike lane to force bikers to stop and get off. The south side is a little less busy.

At this time the chairperson opened up discussion from the public.

Mr. Michael Kopmeyer, 1351 Bennaville, thought the bike lane proposal trivializes bicycle travel. Bikes have a right to be on the road and they should be respected by automobile drivers and not be trivialized.

Mr. Terry Adams, Bob Adams Towing, 2499 Cole; and Mr. Brian Bolyard, Bolyard Lumber, 777 S. Eton, recited some issues that could occur with the proposed design on the corner. If the stop line on northbound Eton Rd. can be kept where it is, it would be a great plus for the corner. A stop bar closer to Maple Rd. would cause more of an issue with tractor-trailers. Mr. Adams indicated the majority of truck traffic will head west off of S. Eton Rd. because of the 13 ft. 2 in. bridge to the east. Mr. Bolyard noted 42 to 48 ft. combined length trailers need to turn off of S. Eton Rd. every day. Mr. Adams commented the overall length that he could tow is 78 ft. Mr. Labadie advised that you don't design for the one extreme situation. This plan will accommodate a WB 40, which means a 45 ft. long trailer tractor, and that encompasses most everything that goes through there today.

Ms. Ecker noted this board's job is to balance not just the automobile traffic, but all of the users. The point of looking at this intersection is to make it more friendly for all modes of travel. She hasn't seen any plans come across for the Rail District that would require large vehicles, other than during construction.

Mr. Andrew Haig, 1814 Banbury, thanked the board for proposing an island that would make it easier for pedestrians. However, he suggested removing the island, pulling the stop line back, and moving the crossing and lights further south, away from the intersection. For the bike lanes, raise the height of the road two or three inches overall, and perhaps add bollards.

Ms. Melanie Mansenior with Downriver Refrigeration, 925 S. Eton Rd. was worried about the amount of trucks going in and out of the S. Eton Rd./Maple Rd. intersection because that is the only ingress and egress for truck traffic through the Rail District. She received clarification that 30 to 40% of currently accessible parking on S. Eton Rd. will be eliminated. Ms. Ecker added a detailed parking study was done last year that indicated there is not a parking problem overall in that area. Ms. Mansenior replied that it will impact her particular location if the parking spots across the street are eliminated. Currently there not enough spots and people park in their lot. More people will do so if the spaces across the street are removed.

Ms. Ecker noted the board has to balance everyone's interests. They have heard repeatedly in the past from residents that that they want those spaces to go away because of concerns with site distance pulling in and out of their driveways along with being blocked in.

Ms. Cindy Cherum, 1622 S. Eton Rd., a member of the Ad Hoc Rail District Review Committee, wanted this group to remember that in this plan there is an entire side of S. Eton Rd. that has not been looked at. Mr. O'Meara responded that the board decided to focus on the section north of Lincoln Ave. first, and then study the area to the south.

Ms. Sherry Markus,1382 Ruffner, expressed her confusion about why they would slow down the traffic so much and spend so much money for that pedestrian area. Presently traffic is backed up all the way to Coolidge in the evening. This plan will slow things down even more.

Mr. Labadie advised the whole intersection and its access points will change. A recent study has concluded that delays on Maple Rd., even with the additional traffic from Whole Foods, should improve. There will be push buttons for pedestrians that will allow Maple Rd. to get more time.

In response to Ms. Markus, Ms. Ecker explained that over the last several years there have been many complaints about issues in this area. Crossings are not safe, traffic goes too fast, no one stops for pedestrians. Further, people have complained about sight distance, pulling in and out, about where trucks are parking, and where employees are parking. Therefore, the City Commission created the Ad Hoc Study Committee. The splitter island affords a safe haven for pedestrians when they are crossing the street.

Ms. Markus thought the bike lane is silly and goes nowhere. She observed that with parking on Cole St. cars cannot get through. It was discussed that everything in the plan has been designed specifically to slow traffic along S. Eton Rd. Dr. Rontal noted the concept of the bike lane to nowhere is a little disingenuous because Birmingham has had a 20-year plan that creates a bike route for people to commute through the City. The plan is being completed in a phased fashion.

Mr. Larry Bertollini, 1301 Webster, asked if a mockup could be created that includes the splitter island. He hoped that trucks pulling out of side streets would have enough slop so there would not be head-on collisions. He would like to see some diagrams showing other areas where there is a bump-out that would prove turning trucks have space to get in and out of where they are going.

Mr. O'Meara responded they won't neglect that.

Mr. Bertollini added his main concern is for bikes wanting to cross where the transition is made. That is scary, and therefore he is not really sold on the concept. He would not object to eliminating the two-way and going back to a lane on the other side.

Mr. Michael Kopmeyer spoke again to say he fully endorses the idea of moving the crosswalk back a bit. He suggested stop signs at Haynes and Villa to give a pause for pedestrians to establish themselves in the intersection.

Mr. Andrew Haig came forward once more to inform the group that Auto Europe vehicles don't have much ground clearance and can't clear a curb at all.

The chairperson wrapped up the public comments part of the evening at this time.

Mr. O'Meara asked Mr. Labadie to comment on the idea of moving the Maple Rd. crosswalk further south. Mr. Labadie said moving the crosswalk has other ramifications about being able to see the pedestrians and a few other things that are not accepted practice.. Visibility of the signals would be substandard as well. The suggested option addresses everything they are trying to accomplish and still stays within accepted practice.

Ms. Slanga was not convinced that in the future people would not optimize their supply chains and go with fewer deliveries and larger trucks. Therefore she advocated cutting back the island

a little more to make it a bit easier for the large trucks to get through. The 50 ft. truck is accommodated by the plan right now but it doesn't accommodate the 62 ft. truck.

Mr. Labadie indicated they can work on that when it goes into design. Mr. Bolyard noted they are all for the design, but it has to get better. Driver capabilities must be factored in. Mr. Surnow's thought was to make the island whatever the bare minimum is to accommodate the trucks, but yet provide a margin of safety to the pedestrians.

Discussion considered why this is the only place trucks can come and go from the Rail District. Mr. O'Meara indicated that Lincoln and S. Eton further south are considered residential streets..

The Chairperson took public comments.

Mr. Adams said this design concerns any delivery truck that is bringing commodities to the businesses in the Rail District and is exiting to go east on Maple Rd. They will make the turn, but either the light pole or the walk or don't walk post is going down. The driver cannot protrude out enough to turn and make the trailer axels stay outboard of the curb.

Mr. Lawson announced there is opposition to the proposed design that would cut commerce off to the Rail District. He didn't see how the board could vote for the splitter island.

Dr. Rontal added the board now has dramatically different information. They thought a 50 ft. trailer would be long enough to accommodate, but they are hearing from the businesses in the District that 50 ft. is probablynot long enough. More information about the number of trucks coming and going into the district is needed. He thinks the board needs some time to review the new data.

Motion by Mr. Lawson
Seconded by Dr. Rontal to recommend that the City Commission approve and budget for the following Multi-Modal improvements to S. Eton Rd. from Maple Rd. to Yosemite Blvd.:

a. Further study of installation of a splitter island at Maple Rd.
b. Relocation of the west side curb and gutter to accommodate an 8 ft. wide sidewalk along the entire block.
c. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd.
d. Installation of sharrows on green painted squares for both directions.

Mr. Lawson attempted to amend his motion but the amendment failed and therefore the board voted on his original motion.

Motion carried, 5-2.

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

Mr. O'Meara clarified that everything from Maple Rd. to Lincoln Ave. must be agreed upon as a package before this is returned to the Commission.

The public hearing closed.

5. S. ETON RD. - MAPLE RD. TO LINCOLN AVE.

Mr. O'Meara recalled that at the June 1, 2017 MMTB meeting, a public hearing was held to review and discuss the various components of multi-modal improvements now being considered for S. Eton Rd. between Maple Rd. and Eton Rd. The Board was ready to approve the majority of the proposal, outside of the pedestrian island at Maple Rd. However, new information that determined the proposal to build an island that could accommodate 40 ft. truck turning radii may be too small caused the Board to hesitate on this feature. The board asked staff to survey all businesses in the Rail District, and return the issue at the following meeting.

The Police Dept. sent out a survey to a total of 99 businesses requesting input, and 17 responses were received. Only one business responded indicating that they have trucks longer than 60 ft., while that one and another indicated that they receive deliveries from trucks longer than 60 ft. A larger number received deliveries from trucks in the 40 to 60 ft. range (7). The sample size was disappointingly small. The three Rail District businesses that appeared at the public hearing last time were invited to come back for this meeting as well.

To assist with this discussion, F&V provided additional truck turning radius drawings generated by a computer program. The drawings include:

1. A picture of all three turning movements when driving a truck with a 50 ft. turning radius;
2. A picture of all three turning movements when driving a truck with a 62 ft. turning radius;
3. A picture of the proposed island now modified to allow for a 50 ft. truck turning radius.

Right turns are not being considered for the trucks leaving the District because most trucks already have to turn left because they cannot fit underneath the existing bridge. Alternatives for trucks heading west and wanting to enter the Rail District were discussed. Mr. Labadie indicated they can turn around and make a right onto S. Eton from the eastbound lane.

The chairperson opened discussion up to public comments at 6:33 p.m.

Mr. Brian Bolyard, Bolyard Lumber, 777 S. Eton, described the movements that large trucks must make. He agreed that the trucks over 50 ft. are already coming east on Maple Rd. and making a right turn onto S. Eton. It was thought even with the island, those trucks should still be able to make the right turn. It was noted that 62 ft. trucks might swing out from the right lane into the adjoining lane in order to turn.

Ms. Sherry Markus, 1382 Ruffner, asked if the timing of the lights was considered. Mr. Labadie replied the signal will be changed dramatically because of Whole Foods. With the new signal there will be more green time on Maple Rd. and pushbuttons for pedestrians. Left turning traffic has to watch out for pedestrians as in most intersections.

Mr. Larry Bertollini, 1275 Webster, expressed concern about whether trucks can make the turn further south where S. Eton turns mid-block. He received clarification from Mr. O'Meara that the sidewalk will be narrowed so that trucks can make the turn. Mr. Bertollini made the point that even if there aren't businesses that have the larger trucks at this point, things might change and the City should allow for them in this industrial district.

Mr. Brian Bolyard suggested an alternate placement for the crosswalk but was informed that a crosswalk cannot be installed there due to sight distance issues. Mr. Brian Bolyard noticed the residents in the area are not present who are having difficulty crossing on the long crosswalk.

Mr. Larry Bertollini commented if they cannot get the 62 ft. trucks to work he is completely against the plan. Ms. Edwards clarified they will take the same route they are already taking (eastbound to southbound), but the new configuration will make them go slower. So there is a way in with 62 ft. trucks and there is a way out going westbound.

Ms. Roxanne Nyer, 1407 S. Eton, was concerned that cars are not stopping for pedestrians on S. Eton Rd. Dr. Rontal told her there will be adjustments south that will help to shorten the pedestrian crossing.

Motion by Dr. Rontal
Seconded by Mr. Lawson to recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

1. **Maple Rd. to Yosemite Blvd.**
    - **a. Relocation of the west side curb of S. Eton Rd. from Maple Rd. to Yosemite Blvd. 3 ft. closer to the center, allowing the installation of an 8 ft. wide sidewalk behind the relocated curb.**
    - **b. Installation of a pedestrian island at the Maple Rd. & S. Eton Rd. intersection to improve safety for pedestrians crossing on the south side of Maple Rd.**
    - **c. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.**
    - **d. Installation of sharrows on green painted squares for both directions.**
2. **Yosemite Blvd. to Villa Ave.**
    - **a. Removal of the existing parking on the west side of the street.**
    - **b. Relocation of the curb and gutter on both sides of the street to accommodate 8 ft. wide sidewalks and 4 ft. wide green spaces with new City trees.**
    - **c. Installation of sharrows on green painted squares for both directions.**
3. **Villa Ave. to Lincoln Ave.**
    - **a. Removal of the existing parking on the west side of the street, replaced with an 8.5 ft. wide bi-directional bike lane and a 1.5 ft. buffer with raised markers.**
    - **b. Sidewalk improvements as needed at Villa Ave. and Lincoln Ave. to facilitate the bidirectional bike lane.**

c. Installation of a 3 ft. wide buffer between the northbound travel lane and 7 ft. parking lane.
d. Curbed bumpouts at marked pedestrian crosswalks on the west side of the street, at the intersections of Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.

Mr. O'Meara talked about the block between Villa and Yosemite. An error was found in the drawing from last month. If they used those measurements they would be down to 12 ft. and 12.5 ft. wide travel lanes on S. Eton Rd. because there is not enough space for anything more than that. He thought that might not be what the board wants because they are trying to promote bicycle traffic through there. Therefore he drew up an Option B which would provide 15 ft. wide lanes which leave just enough room for a vehicle to comfortably pass a bicyclist. Option B would give an 8 ft. wide sidewalk in front of the hair salon and a 6.5 ft. wide sidewalk in front of the banquet hall. A 4 ft. wide green space would remain on both sides. Light industrial traffic can also be accommodated by the wider lanes.

Amended by Dr. Rontal
Seconded by Mr. Lawson that 2 (b) should read:
Relocation of the curb and gutter on both sides of the street to accommodate a 5 ft. wide sidewalk on one side and a 6.5 ft. wide sidewalk on the other side with 4 ft. wide green spaces with new City trees.

Discussion was opened to the public at 7:10 p.m.

Mr. Larry Bertollini announced he would not support a bumpout at Lincoln because there might be too much backup at that intense intersection.

Ms. Sherry Markus completely agreed that traffic would definitely back up with the bumpout. She received clarification about the path that the bike lane would take. Heading towards Villa there would be signs encouraging bikers to dismount and walk their bikes across S. Eton Rd. to the widened sidewalk on the other side in order to cross Maple Rd. at the light.

Amended motion carried, 7-0.

VOICE VOTE
Yeas: Rontal, Lawson, Adams, Edwards, Folberg, Isaksen, Schaefer
Nays: None
Absent: Slanga, Surnow

PHYSICAL INSPECTION OF S. ETON ST. AND MAPLE RD. INTERSECTION

City Manager Valentine noted:

- The widening of the sidewalk is marked by cones. • In the center of the intersection, chalk lines outline both proposed island sizes.
- A 48' truck will be used to demonstrate the turns.

Mayor Nickita explained:

- For the turn to work a truck coming from the west has to clear the island and the wider sidewalk.
- The stop bar has been marked in the proposed spot further away from the intersection.
- Cars on Eton are ignoring the stop bar and moving past it to the edge of Maple.
- When cars ignore the stop bar on Eton, a truck on Maple has to wait for traffic to clear in order to have enough clearance to make the turn. While the truck is waiting for the cars to move, traffic is backing up on Maple and creating congestion.
- The demonstration will highlight the difference between creating a drawing and knowing how people will use the intersection.
- The right turn lane on Eton is wide for truck turns, but it creates an illusion for cars that there are two right turn lanes. The lane should be striped more clearly.

Julie Kroll, Fleis & Vandenbrink, reported:

- The traffic signal will have a right turn arrow for right turns from Eton to Maple.
- The traffic signal will have longer timing on Maple.
- Traffic counts show five trucks a day are making the right turn from Eton to eastbound Maple.

The truck used for the demonstration was being driven by an experienced driver from Bolyard Lumber and measured 72' in total length. The driver made turns through the intersection from all directions at least twice. The truck, whether making a left turn or a right turn from Maple onto Eton, was usually over the centerline on Eton, sometimes hit the curb of the proposed island, and ran over the current stop bar, but was able to miss the proposed stop bar.

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08-227-17 MAPLE RD. & S. ETON RD. INTERSECTION MULTI-MODAL TRANSPORTATION BOARD IMPROVEMENTS

City Engineer O'Meara reported:

- Tonight we met out at the intersection of S. Eton, to discuss the potential approval of an island as well as other improvements to the intersection
- Julie Kroll from Fleis & Vandenbrink is present.
- A professional count was taken of both truck and pedestrian traffic making the turn in and out of Eton. Ten of the largest truck category, the WB-62 category, were counted. That is the size of the truck used tonight at the on-site demonstration.

• The MMTB thought some turning movements could be disqualified based on some of the reports heard during the public meeting, but in practice trucks are turning in and out in all directions possible.
• Staff is now suggesting a mountable island that is entirely concrete in the area that is not typically driven or walked on, which would slow traffic and make pedestrians feel safer traversing through the area.
• The island is not intended to be a refuge. The traffic signals will be set so that pedestrians should be able to walk through the entire intersection without feeling like they have to stop in the middle.

In response to comments from Mayor Nickita, Ms. Kroll stated Fleis & Vandenbrink was tasked with a concept to make the intersection safer as well as more pedestrian friendly, and to determine if trucks can navigate. Before the island can be designed as to materials, type of curb, etc., the Commission has to determine whether or not they want an island, and, if so, what size.

Commissioners were split on the question installing the island, with Commissioner DeWeese in favor of the smaller island to slow traffic and Commission Hoff feeling installing a mountable curb on a pedestrian island is in conflict. She suggested waiting and observing what happens with traffic signal adjustments.

Commissioner Boutros suggested moving the island 5' east.

Mayor Nickita was strongly in favor of an island.

Generally the Commissioners agreed the right turn lane on Eton, which is supposed to be one lane, is being used by cars as two turn lanes, and the final plan needs to discourage cars from using it as two turn lanes while still allowing trucks room to turn.

Commissioner Hoff introduced discussion of waiting on the island but moving forward with widening the sidewalk and installing the ADA ramp as part of the 2017 Concrete Sidewalk Program, although she expressed concern with encouraging people to walk on that side of Eton and cross Eton at the subject crosswalk.

Commissioner Bordman agreed, stating there are too many options regarding the island and she is not comfortable voting on it.

Commissioner DeWeese agreed there was no disadvantage to expanding the sidewalk now, noting it would give pedestrians more space and narrow the road, which causes cars to be more careful.

Mayor Nickita noted it is a matter of scheduling. The Commission either votes to move forward now with a plan that is not fully designed because of an anticipated increase in the number of pedestrians when Whole Foods opens, on hold off until mid-summer 2018. He pointed out Whole Foods is opening in late October, so there will be more pedestrian traffic without any safety installations.

Commissioner Sherman observed pedestrians choose to cross further north at the top of the hill where Eton is narrower and suggested eliminating the subject crosswalk and moving it to where pedestrians are crossing. He noted the experienced truck driver was crossing the yellow line when turning onto Eton. He noted two cars are making right turns next to each other in a lane meant for one car. He said he didn't have an opinion on the island because there are too many variables. Commissioner Sherman said the area being reviewed should be expanded beyond just the intersection.

Mayor Nickita commented:

- This is about creating a safe environment.
- People are going to cross where they want to cross and where it makes sense to cross.
- People do not want to walk more than they need to, and they definitely do not want to cross two streets when they can cross one, even if the one is not very good.
- The subject crosswalk needs to be made safe for pedestrians.
- The amount of time pedestrians are in an unsafe environment needs to be diminished, and the way to do that is to narrow the street edge to edge, add something in the middle which diminishes their exposure, and adding as much crosswalk and signage as needed.
- There are too many unanswered questions to make a decision.
- Safety is priority number one, congestion is another concern, and access for trucks is another concern, in that order.
- The only thing the Commission needs to consider right now is whether to widen the sidewalk on the west side, or take the whole project into next year for further investigation.

Commissioner DeWeese indicated in urban planning and walkability literature, having narrow sidewalks next to busy streets is not conducive to walkability. He felt widening the sidewalk will make it friendlier. He also commented putting yellow on the curbs to make them stand out, particularly from the west to the east and turning, to slow traffic. He saw no downside to extending the sidewalk because it does not seem to make a difference for what the future design will be for the crosswalk.

Mayor Pro Tem Harris supported the extension of the west side sidewalk for the reasons that have been stated. He asked Mayor Nickita which of the four items recommended by staff for the S. Eton Rd. – Maple Rd. to Yosemite Blvd. section he is advocating.

Mayor Nickita explained if the west side curb is widened now it might have to be redone to accommodate the final crosswalk plan.

City Engineer O'Meara remarked it would be helpful to have the whole design at once because if the crosswalk is widened to the new 12' crosswalk standard, the other corner will have to be bigger, and it would be nice to coordinate the crosswalk markings all at once. If they change next year they are going to get scratched up, and they are not going to look as good if they are moved and put back a different way.

Mayor Nickita pointed out the importance of safety. The design of a street changes the way people use it, particularly the actions of the drivers. If the street is narrowed, an island is added, a crosswalk is added with a continental pattern of 12" wide, 2" strips, with 2" gaps, that street would be significantly safer. The question is do we try it one more time and bring it back before the end of the season, or do we take more time to look it over and address it for next year.

Commissioner DeWeese indicated the issue should go back to the MMTB. The Commission should have better options, context, awareness of the whole situation and the trade-offs. Doing the curb on the west side is not going to change anything very much right now. He noted he would make the intersection work for larger trucks, and he fully supported the island, because even if it does not serve much point in terms of pedestrians it will serve a point in slowing down traffic.

Commissioner Hoff was in favor of waiting until next year, as was Commissioner Bordman, because there are currently too many variables.

Mayor Nickita stated:

- Truck access from the westbound to Eton worked well conceptually with the island, and there is enough room for it. I do not anticipate that truck making that left from westbound Maple. I think we should very seriously consider eliminating truck-turning from that. We allow trucks to make that left already, we allow trucks to make that turn under the bridge, we know there are a number of trucks that will not go that way anyway, we recognize that routes are generally from the west, from Adams or Woodward, and so with that being the case that obtuse angle allows the trucks to go, and there is a reasonable amount of room if we have something like this island.
- The gap that allows cars to double up and turn right needs to be addressed.
- We have to recognize the fact that trucks are going to be limited in a day so typically there will not be trucks going there when pedestrians are walking there, so for the most part the design needs to be for the majority of the period when it is used with an accommodation for when trucks are present. The intersection has to work for everyone else all the time.
- Staff and the design team need to give us some clarity on those things, so that when we or the MMTB see it again we can actually review those things more specifically and hopefully get us to where we need to go, so that we are looking at an approval and not designing at the table.

Mayor Pro Tem Harris agreed with everything that has been said, and gave further direction to staff to collect data on multiple days with different lengths and frequency of trucks, the feasibility of having the island, the likelihood of vehicles stopping, and what happens if they do not.

Commissioner Bordman asked that data be collected after Whole Foods opens.

The Commission took no action.

5. S. ETON RD. CORRIDOR
Yosemite Blvd. to 14 Mile Rd.

Mr. O'Meara recalled the MMTB has been studying various multi-modal improvements to S. Eton Rd. and recommendations were sent to the City Commission for review. At the August 14, 2017 meeting the Commission did not approve the recommendation regarding the island at the Maple Rd./ S. Eton Rd. intersection. It was noted that changes will be coming in the near future when the Whole Foods Market opens just east of the intersection. In the meantime, the MMTB can study the rest of the corridor, S. Eton Rd. from Lincoln Ave. to 14 Mile Rd.

Ms. Kroll gave an overview of the approach by F&V. They looked at the options from 14 Mile Rd. to Lincoln Ave. and how they might match up with the options that have already been looked at from Lincoln Ave. to Yosemite. They used the National Assoc. of City Transportation Officials ("NACTO") Urban Bikeway Design Guide as a reference. There was only 14 ft. on each side of the road to work with. So the two options they came up with were:

- Leave the parking as it is and add sharrows which is consistent with the Multi-Modal Master Plan recommendation for that section of S. Eton Rd.;
- Provide directional bike lanes and eliminate any on-street parking.

Ms. Edwards did not believe the cross section diagram provided was correct. There is no parking on the east side of S. Eton Rd. from 14 Mile Rd. possibly through Lincoln Ave. Also, nothing is painted and there are huge easements. Residents are parking partly or entirely on the easement. She was not confident with the suggested options. Ms. Ecker verified the 28 ft. road width was correct.

Discussion turned to adding a bike lane and Ms. Kroll stated that a bi-directional bike lane requires 4 ft. + 4 ft. + a 2 ft. buffer. That leaves 18 ft., or two 9 ft. lanes, which would not be feasible with a 28 ft. road width.

Ms. Schafer noted there is a lot of concern with the speed of traffic in this area of town and people are looking for it to slow. She did not think sharrows would do anything to change the way people behave on that street. Dr. Rontal thought the bike lane as it has been set up along S. Eton Rd. is too complex.

Ms. Ecker observed there will be a lot of traffic but it can be slowed down. Parking on both sides narrows the road and slows traffic. Adding in bump-outs at several of the intersections changes where the curb line is and it protects the parking along the side of the road.

Ms. Schafer hoped to envision what would make someone driving on that street feel like they were in someone's neighborhood, rather than driving down a long stretch.

Ms. Edwards noted the wide easements aren't helping that feeling. She thought there could be a totally protected bike lane in the easement next to the sidewalk on both sides.

Mr. Isaksen said the vast expanse of asphalt in the intersections has always bothered him.

Ms. Schafer thought new crosswalk markings would make people feel they are in a pedestrian friendly area and that they should slow down.

Ms. Slanga wanted to ensure the bump-outs will accommodate larger turning vehicles.

Ms. Ecker observed everyone seemed to be in agreement with doing the bump-outs and adding some crosswalks.

Ms. Folberg said that for any kind of coherent bike strategy all along S. Eton Rd. there should be a no parking standard throughout. Input would be needed from the residents as to their wishes in terms of parking.

Ms. Slanga thought a decision should be made whether to ask for a wider street. She wondered if cars would get side-swiped more often if they are crammed into a parking space, or if people would dodge in and out. She felt the board should re-think this because they don't feel comfortable with it.

Mr. Isakson said S. Eton is not a typical residential street in Birmingham - it handles a lot of through traffic.

Dr. Rontal thought the board may want to ask the City Commission to treat the street like Lincoln and make it a little bit wider.

Ms. Edwards indicated it would be important to have traffic counts along this section of S. Eton Rd.

Mr. Labadie noted that S. Eton north and south of Lincoln don't have to be the same.

Ms. Folberg recalled that residents said the bi-directional bike lane that was discussed on S. Eton Rd. north of Lincoln is a road to nowhere. Now when she looks at plans for the section south of Lincoln, the bike lanes are not connected and what the residents said is justified. The two pieces don't fit together. That is why she is not happy with the options presented.

Ms. Ecker summarized the discussion:

- Maybe the street is not wide enough;
- It will cost more money to expand the street a little;
- Staff should think outside the box and come up with a new set of options with a new set of parameters based on today's comments;
- Look at how to connect the bike lanes to Royal Oak and how much space is needed for that;
- Get the traffic counts;
- The board is not ready yet to ask for input from the residents.

Dr. Rontal said when calculating the amount of space needed, a bi-directional bike lane requires 10 ft.; two lanes of traffic require 10 ft. each; parking on one side would be 8 ft. more, for a total of 38 ft. That means adding 5 ft. to each side of the road.

Mr. Labadie voiced the concern that 38 ft. is quite wide. He noted they have traffic counts already. What they don't have is the residents' thoughts. Ms. Ecker noted that staff can look at some options to minimize the road width.

Ms. Slanga asked for some generic drawings of what the options would be.

Chairperson Adams suggested that MMTB members submit their ideas to Mr. O'Meara in order to help F&V come up with options that the board favors.

5. S. ETON RD. - MAPLE RD. TO LINCOLN AVE.

The public hearing opened at 6:06 p.m.

Mr. O'Meara recalled that at the May, 2017 meeting, staff presented a new concept for S. Eton Rd. from Yosemite Blvd. to Lincoln Ave., generally proposing a two-way bike lane along the west side of the road, resulting in the removal of parking on this section. The board generally endorsed the plan, but made several suggestions for the block north of Villa Ave. Those changes were incorporated in a revised plan. A public hearing to present these ideas to the community was scheduled for the June 1, 2017 meeting and notices were sent to all owners and tenants within 300 ft. of the S. Eton Rd. corridor.

Mr. O'Meara's presentation covered three sections along S. Eton Rd.:

Maple Rd./S. Eton Rd. Intersection
The proposal was to add a raised island that would allow pedestrians to cross S. Eton Rd. at Maple Rd. with a break in the middle, along with other design features. The main adjustment, based on new information from users, was to change the northwest corner of the island and to move the left turn lane stop bar back where it is today. This allows large vehicles to make the turn from Maple Rd. onto S. Eton Rd.

Mr. Labadie said this scheme makes the intersection more controlled. He thought people would pay more attention and it would be safer for pedestrians.

Yosemite Blvd. to Villa Ave.
In this block there are businesses on both sides of the street. Last month the board came up with several suggestions, including eliminating parking on the southbound side; and narrowing the street so that the sidewalk would be 8 ft. wide on both sides and there would be room for a 4 ft. grass strip with trees on both sides. There would not be space for a bike lane but there would be sharrows. It is important that northbound bikes cross Eton Ave. at Villa Ave., where the sight distance is better.

Villa Ave. to Lincoln Ave.
It is proposed to remove parking on the southbound side and open up the space for a two-way bike corridor with a 1.5 ft. wide buffer area that would be supplemented with some form of raised markers. Bumpouts are suggested at Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave. It is cautioned that every time someone stops to make a left turn everyone else is stopping as well, Discussion considered that two bollards may be needed on the north end of the bike lane to force bikers to stop and get off. The south side is a little less busy.

At this time the chairperson opened up discussion from the public.

Mr. Michael Kopmeyer, 1351 Bennaville, thought the bike lane proposal trivializes bicycle travel. Bikes have a right to be on the road and they should be respected by automobile drivers and not be trivialized.

Mr. Terry Adams, Bob Adams Towing, 2499 Cole; and Mr. Brian Bolyard, Bolyard Lumber, 777 S. Eton, recited some issues that could occur with the proposed design on the corner. If the stop line on northbound Eton Rd. can be kept where it is, it would be a great plus for the corner. A stop bar closer to Maple Rd. would cause more of an issue with tractor-trailers. Mr. Adams indicated the majority of truck traffic will head west off of S. Eton Rd. because of the 13 ft. 2 in. bridge to the east. Mr. Bolyard noted 42 to 48 ft. combined length trailers need to turn off of S. Eton Rd. every day. Mr. Adams commented the overall length that he could tow is 78 ft. Mr. Labadie advised that you don't design for the one extreme situation. This plan will accommodate a WB 40, which means a 45 ft. long trailer tractor, and that encompasses most everything that goes through there today.

Ms. Ecker noted this board's job is to balance not just the automobile traffic, but all of the users. The point of looking at this intersection is to make it more friendly for all modes of travel. She hasn't seen any plans come across for the Rail District that would require large vehicles, other than during construction.

Mr. Andrew Haig, 1814 Banbury, thanked the board for proposing an island that would make it easier for pedestrians. However, he suggested removing the island, pulling the stop line back, and moving the crossing and lights further south, away from the intersection. For the bike lanes, raise the height of the road two or three inches overall, and perhaps add bollards.

Ms. Melanie Mansenior with Downriver Refrigeration, 925 S. Eton Rd. was worried about the amount of trucks going in and out of the S. Eton Rd./Maple Rd. intersection because that is the only ingress and egress for truck traffic through the Rail District. She received clarification that 30 to 40% of currently accessible parking on S. Eton Rd. will be eliminated. Ms. Ecker added a detailed parking study was done last year that indicated there is not a parking problem overall in that area. Ms. Mansenior replied that it will impact her particular location if the parking spots across the street are eliminated. Currently there not enough spots and people park in their lot. More people will do so if the spaces across the street are removed.

Ms. Ecker noted the board has to balance everyone's interests. They have heard repeatedly in the past from residents that that they want those spaces to go away because of concerns with site distance pulling in and out of their driveways along with being blocked in.

Ms. Cindy Cherum, 1622 S. Eton Rd., a member of the Ad Hoc Rail District Review Committee, wanted this group to remember that in this plan there is an entire side of S. Eton Rd. that has not been looked at. Mr. O'Meara responded that the board decided to focus on the section north of Lincoln Ave. first, and then study the area to the south.

Ms. Sherry Markus,1382 Ruffner, expressed her confusion about why they would slow down the traffic so much and spend so much money for that pedestrian area. Presently traffic is backed up all the way to Coolidge in the evening. This plan will slow things down even more.

Mr. Labadie advised the whole intersection and its access points will change. A recent study has concluded that delays on Maple Rd., even with the additional traffic from Whole Foods, should improve. There will be push buttons for pedestrians that will allow Maple Rd. to get more time.

In response to Ms. Markus, Ms. Ecker explained that over the last several years there have been many complaints about issues in this area. Crossings are not safe, traffic goes too fast, no one stops for pedestrians. Further, people have complained about sight distance, pulling in and out, about where trucks are parking, and where employees are parking. Therefore, the City Commission created the Ad Hoc Study Committee. The splitter island affords a safe haven for pedestrians when they are crossing the street.

Ms. Markus thought the bike lane is silly and goes nowhere. She observed that with parking on Cole St. cars cannot get through. It was discussed that everything in the plan has been designed specifically to slow traffic along S. Eton Rd. Dr. Rontal noted the concept of the bike lane to nowhere is a little disingenuous because Birmingham has had a 20-year plan that creates a bike route for people to commute through the City. The plan is being completed in a phased fashion.

Mr. Larry Bertollini, 1301 Webster, asked if a mockup could be created that includes the splitter island. He hoped that trucks pulling out of side streets would have enough slop so there would not be head-on collisions. He would like to see some diagrams showing other areas where there is a bump-out that would prove turning trucks have space to get in and out of where they are going.

Mr. O'Meara responded they won't neglect that.

Mr. Bertollini added his main concern is for bikes wanting to cross where the transition is made. That is scary, and therefore he is not really sold on the concept. He would not object to eliminating the two-way and going back to a lane on the other side.

Mr. Michael Kopmeyer spoke again to say he fully endorses the idea of moving the crosswalk back a bit. He suggested stop signs at Haynes and Villa to give a pause for pedestrians to establish themselves in the intersection.

Mr. Andrew Haig came forward once more to inform the group that Auto Europe vehicles don't have much ground clearance and can't clear a curb at all.

The chairperson wrapped up the public comments part of the evening at this time.

Mr. O'Meara asked Mr. Labadie to comment on the idea of moving the Maple Rd. crosswalk further south. Mr. Labadie said moving the crosswalk has other ramifications about being able to see the pedestrians and a few other things that are not accepted practice.. Visibility of the signals would be substandard as well. The suggested option addresses everything they are trying to accomplish and still stays within accepted practice.

Ms. Slanga was not convinced that in the future people would not optimize their supply chains and go with fewer deliveries and larger trucks. Therefore she advocated cutting back the island

a little more to make it a bit easier for the large trucks to get through. The 50 ft. truck is accommodated by the plan right now but it doesn't accommodate the 62 ft. truck.

Mr. Labadie indicated they can work on that when it goes into design. Mr. Bolyard noted they are all for the design, but it has to get better. Driver capabilities must be factored in. Mr. Surnow's thought was to make the island whatever the bare minimum is to accommodate the trucks, but yet provide a margin of safety to the pedestrians.

Discussion considered why this is the only place trucks can come and go from the Rail District. Mr. O'Meara indicated that Lincoln and S. Eton further south are considered residential streets..

The Chairperson took public comments.

Mr. Adams said this design concerns any delivery truck that is bringing commodities to the businesses in the Rail District and is exiting to go east on Maple Rd. They will make the turn, but either the light pole or the walk or don't walk post is going down. The driver cannot protrude out enough to turn and make the trailer axels stay outboard of the curb.

Mr. Lawson announced there is opposition to the proposed design that would cut commerce off to the Rail District. He didn't see how the board could vote for the splitter island.

Dr. Rontal added the board now has dramatically different information. They thought a 50 ft. trailer would be long enough to accommodate, but they are hearing from the businesses in the District that 50 ft. is probablynot long enough. More information about the number of trucks coming and going into the district is needed. He thinks the board needs some time to review the new data.

Motion by Mr. Lawson
Seconded by Dr. Rontal to recommend that the City Commission approve and budget for the following Multi-Modal improvements to S. Eton Rd. from Maple Rd. to Yosemite Blvd.:

a. Further study of installation of a splitter island at Maple Rd.
b. Relocation of the west side curb and gutter to accommodate an 8 ft. wide sidewalk along the entire block.
c. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd.
d. Installation of sharrows on green painted squares for both directions.

Mr. Lawson attempted to amend his motion but the amendment failed and therefore the board voted on his original motion.

Motion carried, 5-2.

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

Mr. O'Meara clarified that everything from Maple Rd. to Lincoln Ave. must be agreed upon as a package before this is returned to the Commission.

The public hearing closed.

5. S. ETON RD. - MAPLE RD. TO LINCOLN AVE.

Mr. O'Meara recalled that at the June 1, 2017 MMTB meeting, a public hearing was held to review and discuss the various components of multi-modal improvements now being considered for S. Eton Rd. between Maple Rd. and Eton Rd. The Board was ready to approve the majority of the proposal, outside of the pedestrian island at Maple Rd. However, new information that determined the proposal to build an island that could accommodate 40 ft. truck turning radii may be too small caused the Board to hesitate on this feature. The board asked staff to survey all businesses in the Rail District, and return the issue at the following meeting.

The Police Dept. sent out a survey to a total of 99 businesses requesting input, and 17 responses were received. Only one business responded indicating that they have trucks longer than 60 ft., while that one and another indicated that they receive deliveries from trucks longer than 60 ft. A larger number received deliveries from trucks in the 40 to 60 ft. range (7). The sample size was disappointingly small. The three Rail District businesses that appeared at the public hearing last time were invited to come back for this meeting as well.

To assist with this discussion, F&V provided additional truck turning radius drawings generated by a computer program. The drawings include:

1. A picture of all three turning movements when driving a truck with a 50 ft. turning radius;
2. A picture of all three turning movements when driving a truck with a 62 ft. turning radius;
3. A picture of the proposed island now modified to allow for a 50 ft. truck turning radius.

Right turns are not being considered for the trucks leaving the District because most trucks already have to turn left because they cannot fit underneath the existing bridge. Alternatives for trucks heading west and wanting to enter the Rail District were discussed. Mr. Labadie indicated they can turn around and make a right onto S. Eton from the eastbound lane.

The chairperson opened discussion up to public comments at 6:33 p.m.

Mr. Brian Bolyard, Bolyard Lumber, 777 S. Eton, described the movements that large trucks must make. He agreed that the trucks over 50 ft. are already coming east on Maple Rd. and making a right turn onto S. Eton. It was thought even with the island, those trucks should still be able to make the right turn. It was noted that 62 ft. trucks might swing out from the right lane into the adjoining lane in order to turn.

Ms. Sherry Markus, 1382 Ruffner, asked if the timing of the lights was considered. Mr. Labadie replied the signal will be changed dramatically because of Whole Foods. With the new signal there will be more green time on Maple Rd. and pushbuttons for pedestrians. Left turning traffic has to watch out for pedestrians as in most intersections.

Mr. Larry Bertollini, 1275 Webster, expressed concern about whether trucks can make the turn further south where S. Eton turns mid-block. He received clarification from Mr. O'Meara that the sidewalk will be narrowed so that trucks can make the turn. Mr. Bertollini made the point that even if there aren't businesses that have the larger trucks at this point, things might change and the City should allow for them in this industrial district.

Mr. Brian Bolyard suggested an alternate placement for the crosswalk but was informed that a crosswalk cannot be installed there due to sight distance issues. Mr. Brian Bolyard noticed the residents in the area are not present who are having difficulty crossing on the long crosswalk.

Mr. Larry Bertollini commented if they cannot get the 62 ft. trucks to work he is completely against the plan. Ms. Edwards clarified they will take the same route they are already taking (eastbound to southbound), but the new configuration will make them go slower. So there is a way in with 62 ft. trucks and there is a way out going westbound.

Ms. Roxanne Nyer, 1407 S. Eton, was concerned that cars are not stopping for pedestrians on S. Eton Rd. Dr. Rontal told her there will be adjustments south that will help to shorten the pedestrian crossing.

Motion by Dr. Rontal
Seconded by Mr. Lawson to recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

1. **Maple Rd. to Yosemite Blvd.**
    - **a. Relocation of the west side curb of S. Eton Rd. from Maple Rd. to Yosemite Blvd. 3 ft. closer to the center, allowing the installation of an 8 ft. wide sidewalk behind the relocated curb.**
    - **b. Installation of a pedestrian island at the Maple Rd. & S. Eton Rd. intersection to improve safety for pedestrians crossing on the south side of Maple Rd.**
    - **c. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.**
    - **d. Installation of sharrows on green painted squares for both directions.**
2. **Yosemite Blvd. to Villa Ave.**
    - **a. Removal of the existing parking on the west side of the street.**
    - **b. Relocation of the curb and gutter on both sides of the street to accommodate 8 ft. wide sidewalks and 4 ft. wide green spaces with new City trees.**
    - **c. Installation of sharrows on green painted squares for both directions.**
3. **Villa Ave. to Lincoln Ave.**
    - **a. Removal of the existing parking on the west side of the street, replaced with an 8.5 ft. wide bi-directional bike lane and a 1.5 ft. buffer with raised markers.**
    - **b. Sidewalk improvements as needed at Villa Ave. and Lincoln Ave. to facilitate the bidirectional bike lane.**

c. Installation of a 3 ft. wide buffer between the northbound travel lane and 7 ft. parking lane.
d. Curbed bumpouts at marked pedestrian crosswalks on the west side of the street, at the intersections of Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.

Mr. O'Meara talked about the block between Villa and Yosemite. An error was found in the drawing from last month. If they used those measurements they would be down to 12 ft. and 12.5 ft. wide travel lanes on S. Eton Rd. because there is not enough space for anything more than that. He thought that might not be what the board wants because they are trying to promote bicycle traffic through there. Therefore he drew up an Option B which would provide 15 ft. wide lanes which leave just enough room for a vehicle to comfortably pass a bicyclist. Option B would give an 8 ft. wide sidewalk in front of the hair salon and a 6.5 ft. wide sidewalk in front of the banquet hall. A 4 ft. wide green space would remain on both sides. Light industrial traffic can also be accommodated by the wider lanes.

Amended by Dr. Rontal
Seconded by Mr. Lawson that 2 (b) should read:
Relocation of the curb and gutter on both sides of the street to accommodate a 5 ft. wide sidewalk on one side and a 6.5 ft. wide sidewalk on the other side with 4 ft. wide green spaces with new City trees.

Discussion was opened to the public at 7:10 p.m.

Mr. Larry Bertollini announced he would not support a bumpout at Lincoln because there might be too much backup at that intense intersection.

Ms. Sherry Markus completely agreed that traffic would definitely back up with the bumpout. She received clarification about the path that the bike lane would take. Heading towards Villa there would be signs encouraging bikers to dismount and walk their bikes across S. Eton Rd. to the widened sidewalk on the other side in order to cross Maple Rd. at the light.

Amended motion carried, 7-0.

VOICE VOTE
Yeas: Rontal, Lawson, Adams, Edwards, Folberg, Isaksen, Schaefer
Nays: None
Absent: Slanga, Surnow

PHYSICAL INSPECTION OF S. ETON ST. AND MAPLE RD. INTERSECTION

City Manager Valentine noted:

- The widening of the sidewalk is marked by cones. • In the center of the intersection, chalk lines outline both proposed island sizes.
- A 48' truck will be used to demonstrate the turns.

Mayor Nickita explained:

- For the turn to work a truck coming from the west has to clear the island and the wider sidewalk.
- The stop bar has been marked in the proposed spot further away from the intersection.
- Cars on Eton are ignoring the stop bar and moving past it to the edge of Maple.
- When cars ignore the stop bar on Eton, a truck on Maple has to wait for traffic to clear in order to have enough clearance to make the turn. While the truck is waiting for the cars to move, traffic is backing up on Maple and creating congestion.
- The demonstration will highlight the difference between creating a drawing and knowing how people will use the intersection.
- The right turn lane on Eton is wide for truck turns, but it creates an illusion for cars that there are two right turn lanes. The lane should be striped more clearly.

Julie Kroll, Fleis & Vandenbrink, reported:

- The traffic signal will have a right turn arrow for right turns from Eton to Maple.
- The traffic signal will have longer timing on Maple.
- Traffic counts show five trucks a day are making the right turn from Eton to eastbound Maple.

The truck used for the demonstration was being driven by an experienced driver from Bolyard Lumber and measured 72' in total length. The driver made turns through the intersection from all directions at least twice. The truck, whether making a left turn or a right turn from Maple onto Eton, was usually over the centerline on Eton, sometimes hit the curb of the proposed island, and ran over the current stop bar, but was able to miss the proposed stop bar.

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08-227-17 MAPLE RD. & S. ETON RD. INTERSECTION MULTI-MODAL TRANSPORTATION BOARD IMPROVEMENTS

City Engineer O'Meara reported:

- Tonight we met out at the intersection of S. Eton, to discuss the potential approval of an island as well as other improvements to the intersection
- Julie Kroll from Fleis & Vandenbrink is present.
- A professional count was taken of both truck and pedestrian traffic making the turn in and out of Eton. Ten of the largest truck category, the WB-62 category, were counted. That is the size of the truck used tonight at the on-site demonstration.

• The MMTB thought some turning movements could be disqualified based on some of the reports heard during the public meeting, but in practice trucks are turning in and out in all directions possible.
• Staff is now suggesting a mountable island that is entirely concrete in the area that is not typically driven or walked on, which would slow traffic and make pedestrians feel safer traversing through the area.
• The island is not intended to be a refuge. The traffic signals will be set so that pedestrians should be able to walk through the entire intersection without feeling like they have to stop in the middle.

In response to comments from Mayor Nickita, Ms. Kroll stated Fleis & Vandenbrink was tasked with a concept to make the intersection safer as well as more pedestrian friendly, and to determine if trucks can navigate. Before the island can be designed as to materials, type of curb, etc., the Commission has to determine whether or not they want an island, and, if so, what size.

Commissioners were split on the question installing the island, with Commissioner DeWeese in favor of the smaller island to slow traffic and Commission Hoff feeling installing a mountable curb on a pedestrian island is in conflict. She suggested waiting and observing what happens with traffic signal adjustments.

Commissioner Boutros suggested moving the island 5' east.

Mayor Nickita was strongly in favor of an island.

Generally the Commissioners agreed the right turn lane on Eton, which is supposed to be one lane, is being used by cars as two turn lanes, and the final plan needs to discourage cars from using it as two turn lanes while still allowing trucks room to turn.

Commissioner Hoff introduced discussion of waiting on the island but moving forward with widening the sidewalk and installing the ADA ramp as part of the 2017 Concrete Sidewalk Program, although she expressed concern with encouraging people to walk on that side of Eton and cross Eton at the subject crosswalk.

Commissioner Bordman agreed, stating there are too many options regarding the island and she is not comfortable voting on it.

Commissioner DeWeese agreed there was no disadvantage to expanding the sidewalk now, noting it would give pedestrians more space and narrow the road, which causes cars to be more careful.

Mayor Nickita noted it is a matter of scheduling. The Commission either votes to move forward now with a plan that is not fully designed because of an anticipated increase in the number of pedestrians when Whole Foods opens, on hold off until mid-summer 2018. He pointed out Whole Foods is opening in late October, so there will be more pedestrian traffic without any safety installations.

Commissioner Sherman observed pedestrians choose to cross further north at the top of the hill where Eton is narrower and suggested eliminating the subject crosswalk and moving it to where pedestrians are crossing. He noted the experienced truck driver was crossing the yellow line when turning onto Eton. He noted two cars are making right turns next to each other in a lane meant for one car. He said he didn't have an opinion on the island because there are too many variables. Commissioner Sherman said the area being reviewed should be expanded beyond just the intersection.

Mayor Nickita commented:

- This is about creating a safe environment.
- People are going to cross where they want to cross and where it makes sense to cross.
- People do not want to walk more than they need to, and they definitely do not want to cross two streets when they can cross one, even if the one is not very good.
- The subject crosswalk needs to be made safe for pedestrians.
- The amount of time pedestrians are in an unsafe environment needs to be diminished, and the way to do that is to narrow the street edge to edge, add something in the middle which diminishes their exposure, and adding as much crosswalk and signage as needed.
- There are too many unanswered questions to make a decision.
- Safety is priority number one, congestion is another concern, and access for trucks is another concern, in that order.
- The only thing the Commission needs to consider right now is whether to widen the sidewalk on the west side, or take the whole project into next year for further investigation.

Commissioner DeWeese indicated in urban planning and walkability literature, having narrow sidewalks next to busy streets is not conducive to walkability. He felt widening the sidewalk will make it friendlier. He also commented putting yellow on the curbs to make them stand out, particularly from the west to the east and turning, to slow traffic. He saw no downside to extending the sidewalk because it does not seem to make a difference for what the future design will be for the crosswalk.

Mayor Pro Tem Harris supported the extension of the west side sidewalk for the reasons that have been stated. He asked Mayor Nickita which of the four items recommended by staff for the S. Eton Rd. – Maple Rd. to Yosemite Blvd. section he is advocating.

Mayor Nickita explained if the west side curb is widened now it might have to be redone to accommodate the final crosswalk plan.

City Engineer O'Meara remarked it would be helpful to have the whole design at once because if the crosswalk is widened to the new 12' crosswalk standard, the other corner will have to be bigger, and it would be nice to coordinate the crosswalk markings all at once. If they change next year they are going to get scratched up, and they are not going to look as good if they are moved and put back a different way.

Mayor Nickita pointed out the importance of safety. The design of a street changes the way people use it, particularly the actions of the drivers. If the street is narrowed, an island is added, a crosswalk is added with a continental pattern of 12" wide, 2" strips, with 2" gaps, that street would be significantly safer. The question is do we try it one more time and bring it back before the end of the season, or do we take more time to look it over and address it for next year.

Commissioner DeWeese indicated the issue should go back to the MMTB. The Commission should have better options, context, awareness of the whole situation and the trade-offs. Doing the curb on the west side is not going to change anything very much right now. He noted he would make the intersection work for larger trucks, and he fully supported the island, because even if it does not serve much point in terms of pedestrians it will serve a point in slowing down traffic.

Commissioner Hoff was in favor of waiting until next year, as was Commissioner Bordman, because there are currently too many variables.

Mayor Nickita stated:

- Truck access from the westbound to Eton worked well conceptually with the island, and there is enough room for it. I do not anticipate that truck making that left from westbound Maple. I think we should very seriously consider eliminating truck-turning from that. We allow trucks to make that left already, we allow trucks to make that turn under the bridge, we know there are a number of trucks that will not go that way anyway, we recognize that routes are generally from the west, from Adams or Woodward, and so with that being the case that obtuse angle allows the trucks to go, and there is a reasonable amount of room if we have something like this island.
- The gap that allows cars to double up and turn right needs to be addressed.
- We have to recognize the fact that trucks are going to be limited in a day so typically there will not be trucks going there when pedestrians are walking there, so for the most part the design needs to be for the majority of the period when it is used with an accommodation for when trucks are present. The intersection has to work for everyone else all the time.
- Staff and the design team need to give us some clarity on those things, so that when we or the MMTB see it again we can actually review those things more specifically and hopefully get us to where we need to go, so that we are looking at an approval and not designing at the table.

Mayor Pro Tem Harris agreed with everything that has been said, and gave further direction to staff to collect data on multiple days with different lengths and frequency of trucks, the feasibility of having the island, the likelihood of vehicles stopping, and what happens if they do not.

Commissioner Bordman asked that data be collected after Whole Foods opens.

The Commission took no action.

5. S. ETON RD. CORRIDOR
Yosemite Blvd. to 14 Mile Rd.

Mr. O'Meara recalled the MMTB has been studying various multi-modal improvements to S. Eton Rd. and recommendations were sent to the City Commission for review. At the August 14, 2017 meeting the Commission did not approve the recommendation regarding the island at the Maple Rd./ S. Eton Rd. intersection. It was noted that changes will be coming in the near future when the Whole Foods Market opens just east of the intersection. In the meantime, the MMTB can study the rest of the corridor, S. Eton Rd. from Lincoln Ave. to 14 Mile Rd.

Ms. Kroll gave an overview of the approach by F&V. They looked at the options from 14 Mile Rd. to Lincoln Ave. and how they might match up with the options that have already been looked at from Lincoln Ave. to Yosemite. They used the National Assoc. of City Transportation Officials ("NACTO") Urban Bikeway Design Guide as a reference. There was only 14 ft. on each side of the road to work with. So the two options they came up with were:

- Leave the parking as it is and add sharrows which is consistent with the Multi-Modal Master Plan recommendation for that section of S. Eton Rd.;
- Provide directional bike lanes and eliminate any on-street parking.

Ms. Edwards did not believe the cross section diagram provided was correct. There is no parking on the east side of S. Eton Rd. from 14 Mile Rd. possibly through Lincoln Ave. Also, nothing is painted and there are huge easements. Residents are parking partly or entirely on the easement. She was not confident with the suggested options. Ms. Ecker verified the 28 ft. road width was correct.

Discussion turned to adding a bike lane and Ms. Kroll stated that a bi-directional bike lane requires 4 ft. + 4 ft. + a 2 ft. buffer. That leaves 18 ft., or two 9 ft. lanes, which would not be feasible with a 28 ft. road width.

Ms. Schafer noted there is a lot of concern with the speed of traffic in this area of town and people are looking for it to slow. She did not think sharrows would do anything to change the way people behave on that street. Dr. Rontal thought the bike lane as it has been set up along S. Eton Rd. is too complex.

Ms. Ecker observed there will be a lot of traffic but it can be slowed down. Parking on both sides narrows the road and slows traffic. Adding in bump-outs at several of the intersections changes where the curb line is and it protects the parking along the side of the road.

Ms. Schafer hoped to envision what would make someone driving on that street feel like they were in someone's neighborhood, rather than driving down a long stretch.

Ms. Edwards noted the wide easements aren't helping that feeling. She thought there could be a totally protected bike lane in the easement next to the sidewalk on both sides.

Mr. Isaksen said the vast expanse of asphalt in the intersections has always bothered him.

Ms. Schafer thought new crosswalk markings would make people feel they are in a pedestrian friendly area and that they should slow down.

Ms. Slanga wanted to ensure the bump-outs will accommodate larger turning vehicles.

Ms. Ecker observed everyone seemed to be in agreement with doing the bump-outs and adding some crosswalks.

Ms. Folberg said that for any kind of coherent bike strategy all along S. Eton Rd. there should be a no parking standard throughout. Input would be needed from the residents as to their wishes in terms of parking.

Ms. Slanga thought a decision should be made whether to ask for a wider street. She wondered if cars would get side-swiped more often if they are crammed into a parking space, or if people would dodge in and out. She felt the board should re-think this because they don't feel comfortable with it.

Mr. Isakson said S. Eton is not a typical residential street in Birmingham - it handles a lot of through traffic.

Dr. Rontal thought the board may want to ask the City Commission to treat the street like Lincoln and make it a little bit wider.

Ms. Edwards indicated it would be important to have traffic counts along this section of S. Eton Rd.

Mr. Labadie noted that S. Eton north and south of Lincoln don't have to be the same.

Ms. Folberg recalled that residents said the bi-directional bike lane that was discussed on S. Eton Rd. north of Lincoln is a road to nowhere. Now when she looks at plans for the section south of Lincoln, the bike lanes are not connected and what the residents said is justified. The two pieces don't fit together. That is why she is not happy with the options presented.

Ms. Ecker summarized the discussion:

- Maybe the street is not wide enough;
- It will cost more money to expand the street a little;
- Staff should think outside the box and come up with a new set of options with a new set of parameters based on today's comments;
- Look at how to connect the bike lanes to Royal Oak and how much space is needed for that;
- Get the traffic counts;
- The board is not ready yet to ask for input from the residents.

Dr. Rontal said when calculating the amount of space needed, a bi-directional bike lane requires 10 ft.; two lanes of traffic require 10 ft. each; parking on one side would be 8 ft. more, for a total of 38 ft. That means adding 5 ft. to each side of the road.

Mr. Labadie voiced the concern that 38 ft. is quite wide. He noted they have traffic counts already. What they don't have is the residents' thoughts. Ms. Ecker noted that staff can look at some options to minimize the road width.

Ms. Slanga asked for some generic drawings of what the options would be.

Chairperson Adams suggested that MMTB members submit their ideas to Mr. O'Meara in order to help F&V come up with options that the board favors.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

MEMO

VIA EMAIL

To:	**Mr. Paul O'Meara, City Engineer, City of Birmingham** **Ms. Jana Ecker, Planning Director, City of Birmingham**
From:	**Michael J. Labadie, PE** **Julie M. Kroll, PE, PTOE** **Fleis & VandenBrink Engineering**
Date:	**October 13, 2017**
Re:	**S. Eton Street Multi-Modal Improvements Evaluation**

Fleis & VandenBrink (F&V) staff is pleased to present this memo to the City of Birmingham and the Multi-Modal Transportation Board (MMTB) for your consideration in developing a complete streets cross-section recommendation on the S. Eton Street corridor between Lincoln Street and 14 Mile Road.

The MMTB previously reviewed options presented in the memo from F&V dated August 31, 2017. At the September 14, 2017 MMTB meeting, additional information regarding traffic volumes, parking occupancy, speed data and additional bike lane options were requested by the MMTB. Pursuant to those requests, this memo presents the findings of the data and analysis performed for consideration by the MMTB.

PARKING OCCUPANCY DATA

The City of Birmingham Police Department performed parking occupancy counts on S. Eton Street between Lincoln Street and 14 Mile Road the week of September 25, 2017. In addition, it should be noted that overnight parking is not permitted on S. Eton Street. The results of the occupancy counts show that on average, no more than five vehicles park on S. Eton Street between Lincoln Street and 14 Mile Road. This is a low number given the density of houses on this section of S. Eton Street.

Parking Occupancy (Parked Vehicles)						
Date	Time	Lincoln to Melton	Melton to Sheffield	Sheffield to Bradford	Bradford to 14 Mile	Total
Monday, September 25, 2017	8 PM	1	2	1	0	4
Tuesday, September 26, 2017	3 AM	0	0	2	0	2
	8 PM	0	2	1	0	3
Wednesday, September 27, 2017	3 AM	0	0	2	0	2
	8 PM	1	1	1	0	3
Thursday, September 28, 2017	3 AM	1	0	4	0	5
	8 PM	0	1	4	0	5
Friday, September 29, 2017	3 AM	0	0	4	0	4
	8 PM	1	1	3	0	5
Saturday, September 30, 2017	3 AM	1	0	2	0	3

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Traffic Volume Data

The City of Birmingham Police Department collected Average Daily Traffic (ADT) volume data for two days in September 2016. The results show that the traffic volumes on S. Eton Street are similar both north and south of Lincoln Street. This data reinforces the conclusions made by the MMTB and the City staff that S. Eton Street is being used as a thoroughfare and not a residential collector.

Traffic Volumes S. Eton Street (vpd)		
Date	North of Lincoln	South of Lincoln
Wednesday, September 21, 2016	11,360	9,993
Thursday, September 22, 2016	11,245	10,328
Average	11,303	10,161

Speed Data

The City of Birmingham Police Department collected speed data for four days in September 2016. The results show that the speeds on S. Eton Street are consistent along the corridor, and are higher than the posted 25 mph speed limit. In order to reduce speeds, corridor traffic calming measures should be considered.

Speed Data S. Eton Street (85th Percentile)			
Date	Speed Limit	North of Lincoln	South of Lincoln
September 20-23, 2016	25 mph	29 mph	29 mph

Crash Data

The City of Birmingham Police Department complied crash data that was attributed to parked vehicles on S. Eton over the last three years. The results of the analysis shows that only two crashes in three years were reported that included vehicles parked on S. Eton Street.

Parked Vehicle Crash Data S. Eton Street			
Date	Crash Type	Location	Damage
Thursday, August 18, 2016	Unknown-Hit/Run	SB S. Eton, South of Melton	Minor-Broken Mirror
Monday, February 27, 2017	Sideswipe-Same	NB S. Eton, South of Sheffield	Minor-Scratched Mirror

Bike Lane Options-Lincoln Street to 14 Mile Road

Included herein are 12 complete-street options for review that include considerations for bikes, pedestrians, parking, and traffic calming improvements on S. Eton Street between Lincoln Street and 14 Mile Road. These incorporate the recommendations from the Multi-Modal Transportation Plan (MMTP), comments from the MMTB and City Staff.

To compare the options a point system was developed based on a methodology used by the North Carolina Department of Transportation (NCDOT) to evaluate pedestrian and bicycle facilities.

The options for S. Eton were put into four categories and were evaluated regarding how the option impacts the following five categories:

- Pedestrians
- Bicycles
- Traffic Calming
- Connectivity
- Cost

A
- Existing Roadway Width Only (28')

B
- Existing Roadway Width (28') & Using Easement

C
- Widen Road

D
- Narrow Road (20') & Using Easement

The results of this analysis are summarized in the following table. Detailed analyses and options are shown on the attached cross-section sheets.

Complete Streets Options-Lincoln Street to 14 Mile Road

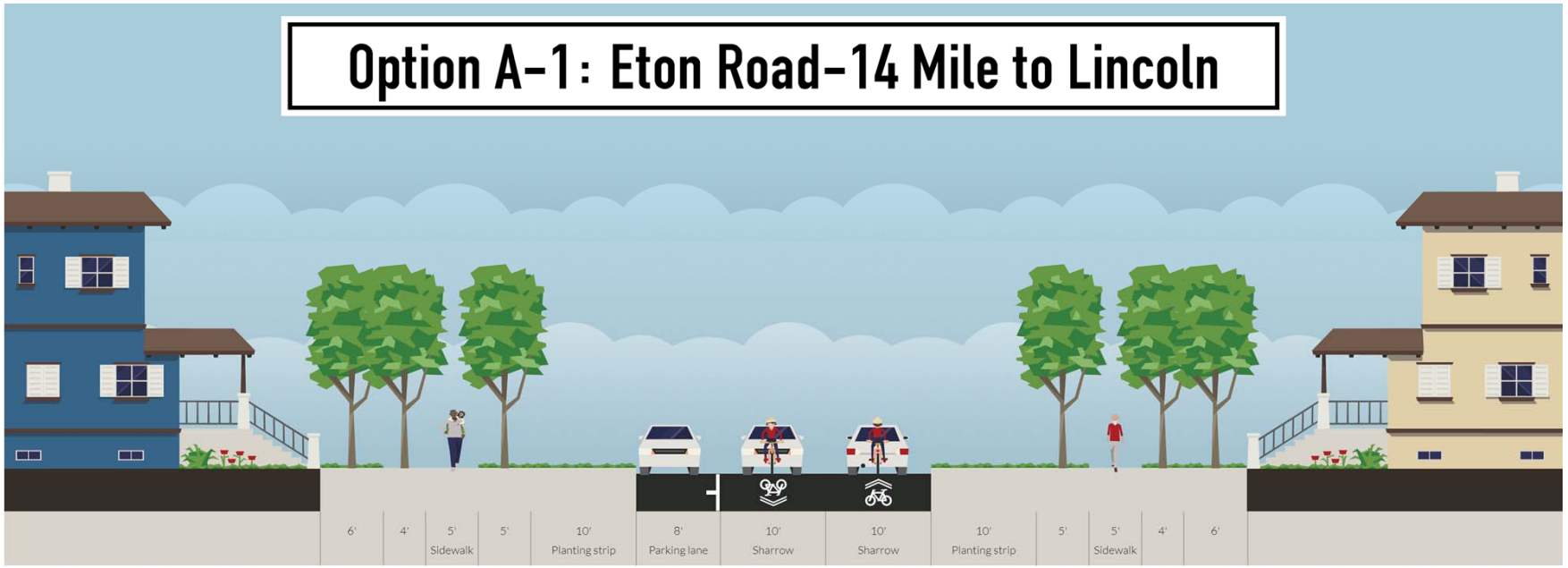
Option	Roadway Geometry	Score (Max 40)	Cost	Grade
A	Existing Width- 28'			
1	Sharrows SB Parking Only Bumpouts West Side No Center line	28	$	B-
2	Sharrows SB Parking Only Bumpouts West Side Add Center line	28.5	$	B-
3	Sharrows NB/SB Parking Bumpouts 14' lane	29.5	$	B-
4	Bike lanes No Parking No Bumpouts	25.5	$	C
B	Existing Width- 28' with Easement Options			
1	Directional Cycle Track NB/SB Parking Bumpouts 14' lane	32.5	$$$	B+
2	Bi-directional Cycle Track SB Parking SB Bumpouts	25.5	$$	C
3	Bi-Directional Cycle Track NB Parking NB Bumpouts	25.5	$$	C
4	Directional Cycle Track SB Parking SB Bumpouts	32	$$$	B+
C	Widen Road			
1	Directional Bike Lanes On street Parking	29	$$$$	B-
2	Bi-directional Bike Lane No Parking	17.5	$$$$	D-
3	Floating Bike Lane	28	$$$$$	B-
D	Narrow Road-20' with Easement Options			
1	Directional Bike Lanes On street Parking	29	$$$$	B

CONCLUSIONS

In summary, there are 12 different complete-street geometric configurations for consideration on S. Eton Street from Lincoln Street to 14 Mile Road. This information is presented to assist the MMTB in developing their recommendation to the City Commission.

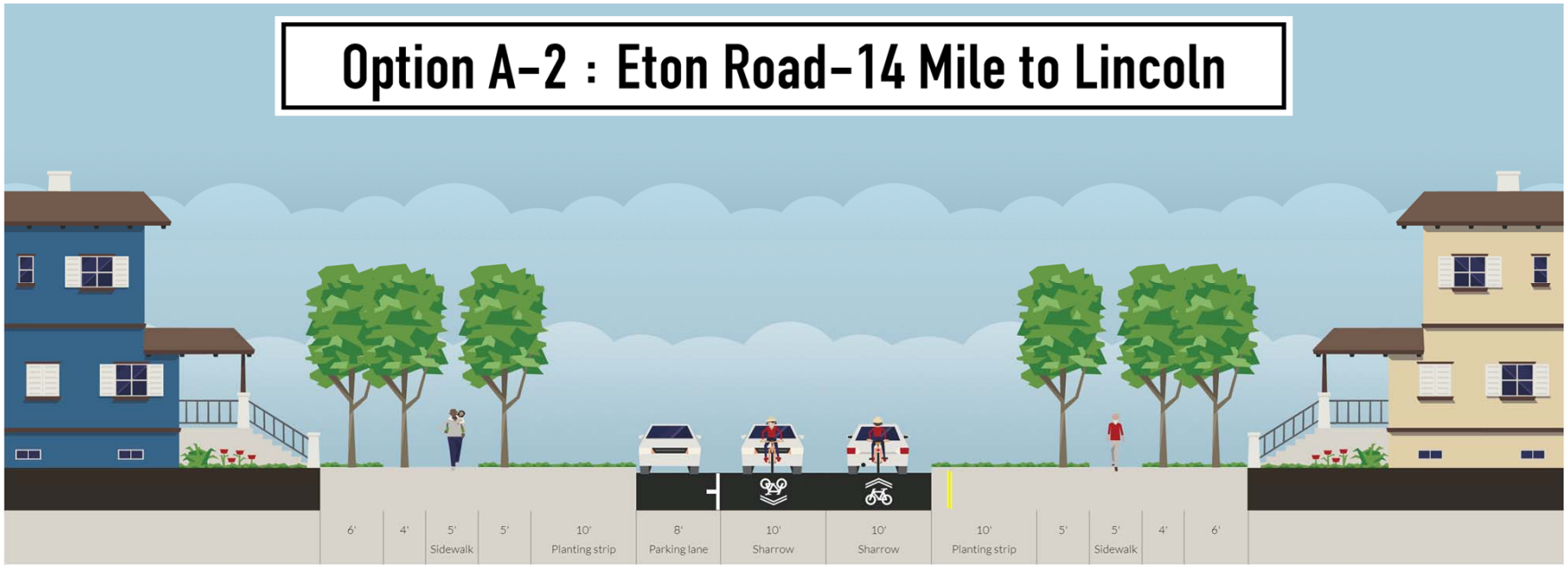
ATTACHMENTS

S. Eton Options Cross-Sections
Scoring Information (NCDOT)



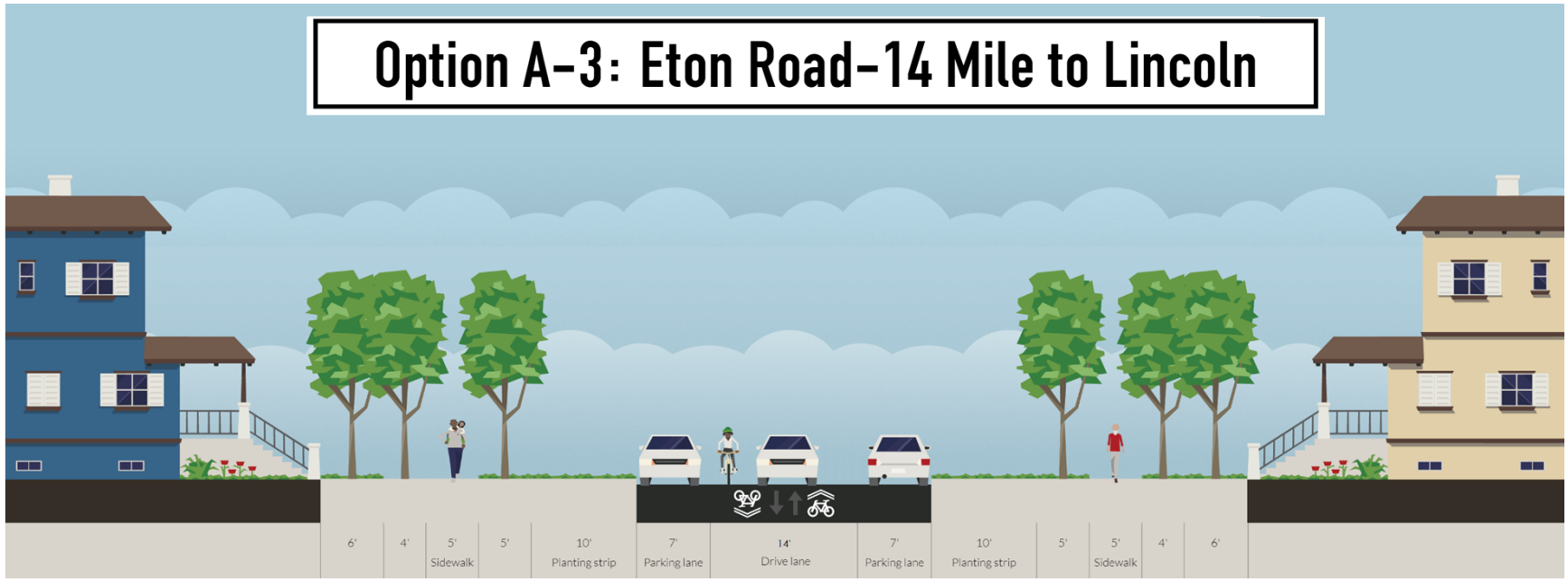
Section 1: 14 Mile to Lincoln		Score
Option A-1		
NB and SB Sharrows (MMTP Recommended)		
Pedestrians	Sidewalks and Bumpouts on west side	8
Bicycles	Sharrows	2.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts	7.5
Connectivity	Consistent with Royal Oak Plans	10
Cost	$	
Total		28
Grade		B-

70%



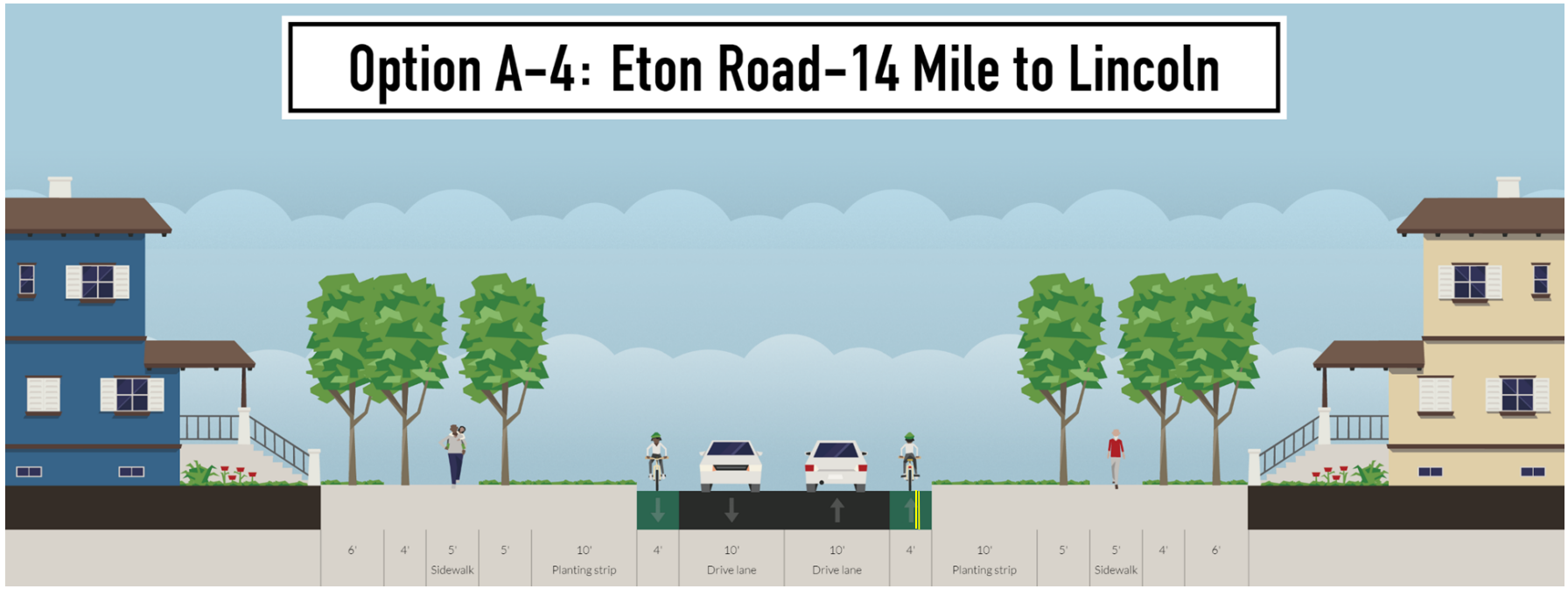
Section 1: 14 Mile to Lincoln		Score
Option A-2		
NB and SB Sharrows (MMTP Recommended)		
Pedestrians	Sidewalks and Bumpouts on west side	8
Bicycles	Sharrows	2.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts, Center line striping	8
Connectivity	Consistent with Royal Oak Plans	10
Cost	$	
Total		28.5
Grade		B-

71%



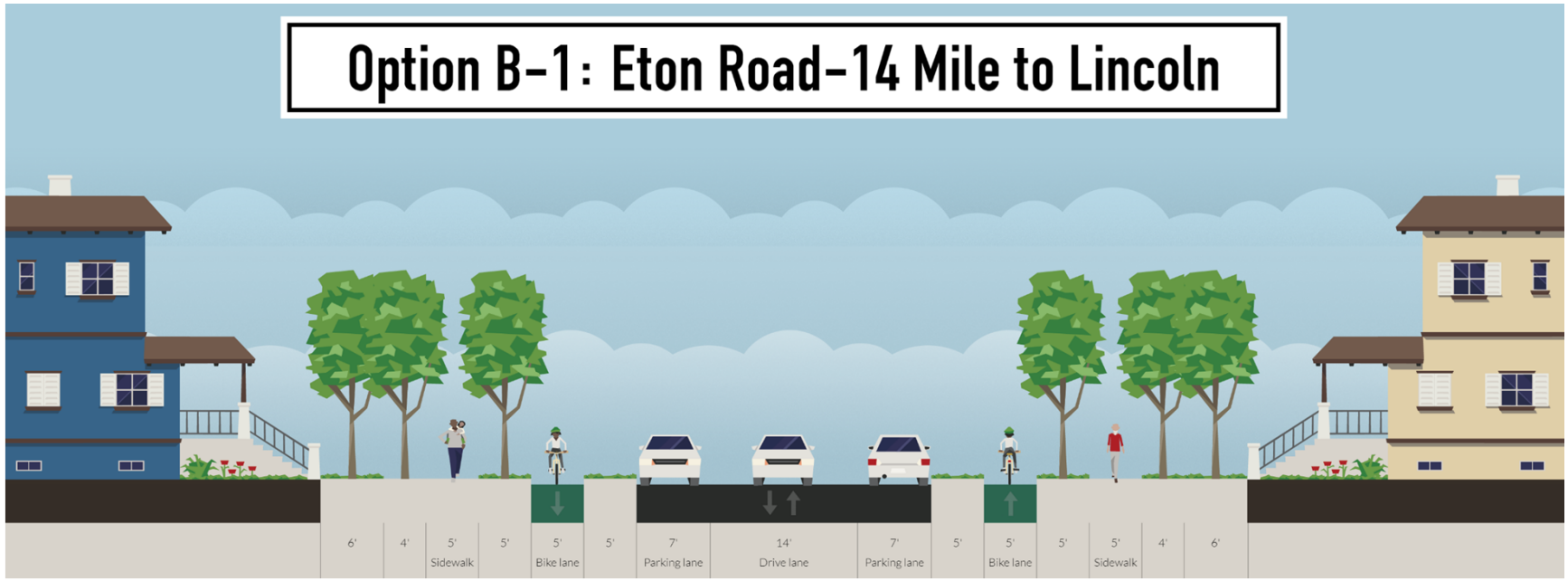
Section 1: 14 Mile to Lincoln		Score
Option A-3		
NB and SB Sharrows-Add Parking East Side		
Pedestrians	Sidewalks and Bumpouts on both east and west sides	9
Bicycles	Sharrows	2.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts	8
Connectivity	Consistent with Royal Oak Plans	10
Cost	$	
Total		29.5
Grade		B-

74%



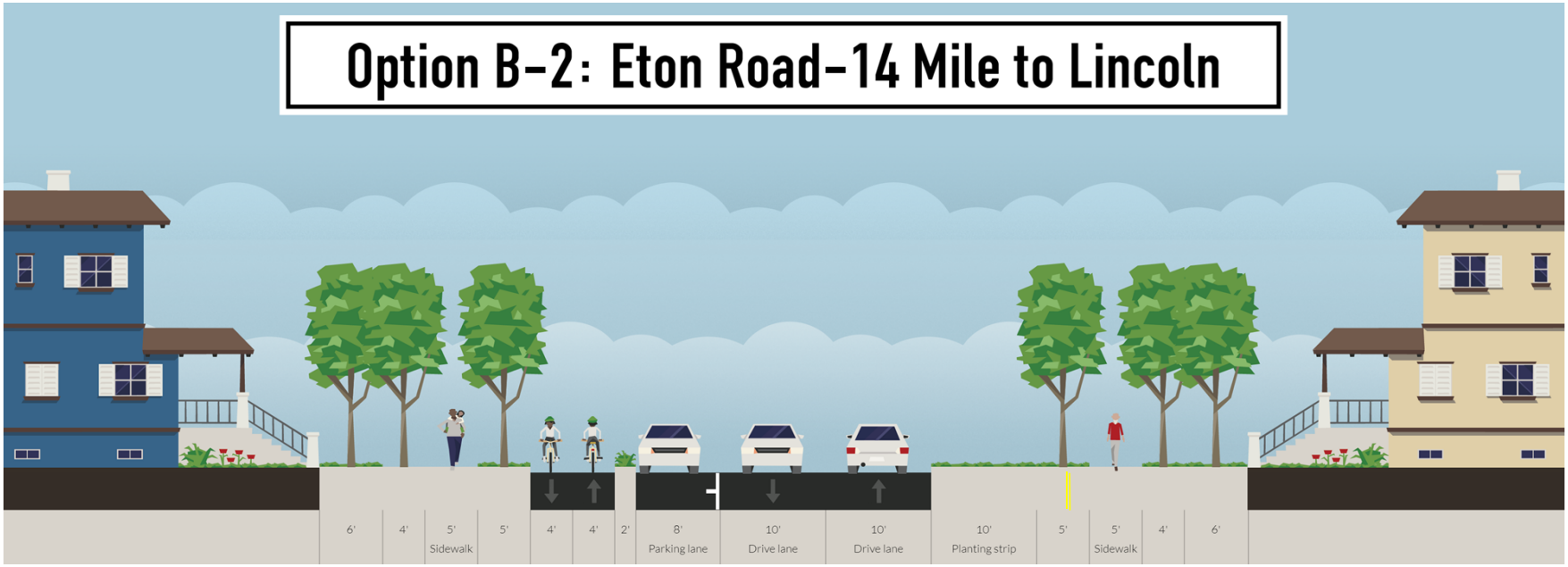
Section 1: 14 Mile to Lincoln		Score
Option A-4		
NB and SB Bike Lanes, No Parking		
Pedestrians	Paved Shoulder-Bike Lane Buffer	7.5
Bicycles	Designated Bike Lanes	5
Traffic Calming	Narrow Lanes, No Parking, Center line striping	5
Connectivity	Compatible with Royal Oak Plans	8
Cost	$	
Total		25.5
Grade		C

64%



Section 1: 14 Mile to Lincoln		Score
Option B-1		
NB and SB Sharrows-Add Parking East Side		
Pedestrians	Sidewalks and Bumpouts on both east and west sides	9
Bicycles	Cycle Track	7.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts	8
Connectivity	Compatible with Royal Oak Plans	8
Cost	$$$	
Total		32.5
Grade		B+

81%



Section 1: 14 Mile to Lincoln		Score
Option B-2		
Bi-Directional Cycle Track in ROW		
Pedestrians	Sidewalk with-Bike Lane Buffer, Bumpouts West Side	8
Bicycles	Cycle Track	7.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts, Center line striping	7.5
Connectivity	*Not* Consistent with Royal Oak Plans	2.5
Cost	$$	
Total		25.5
Grade		C

64%

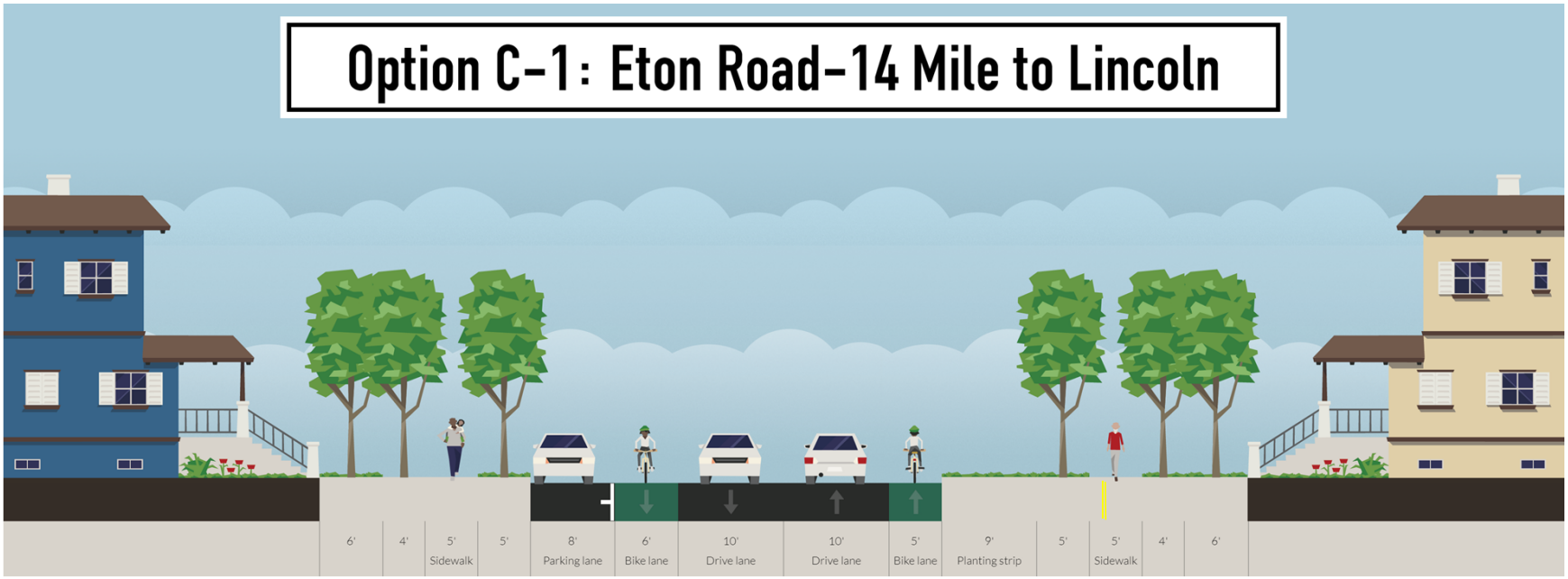
Section 1: 14 Mile to Lincoln		Score
Option B-3		
Bi-Directional Cycle Track in ROW		
Pedestrians	Sidewalk with-Bike Lane Buffer, Bumpouts West Side	8
Bicycles	Cycle Track	7.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts, Center line striping	7.5
Connectivity	*Not* Consistent with Royal Oak Plans	2.5
Cost	$$	
Total		25.5
Grade		C

64%

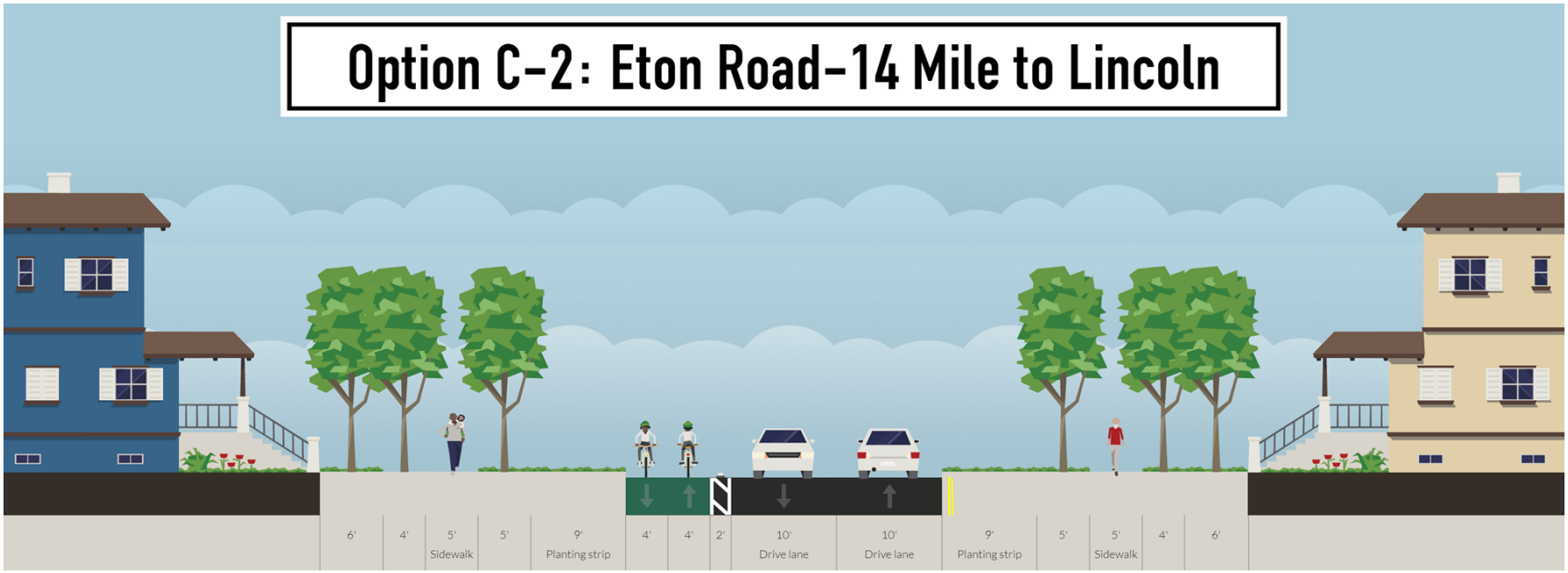
Add Centerline

Section 1: 14 Mile to Lincoln		Score
Option B-4		
Directional Cycle Track in ROW		
Pedestrians	Sidewalk with-Bike Lane Buffer, Bumpouts	9
Bicycles	Cycle Track	7.5
Traffic Calming	Narrow Lanes, On-street Parking, Bumpouts, Center line striping	7.5
Connectivity	Compatible with Royal Oak Plans	8
Cost	$$$	
Total		32
Grade		B+

80%

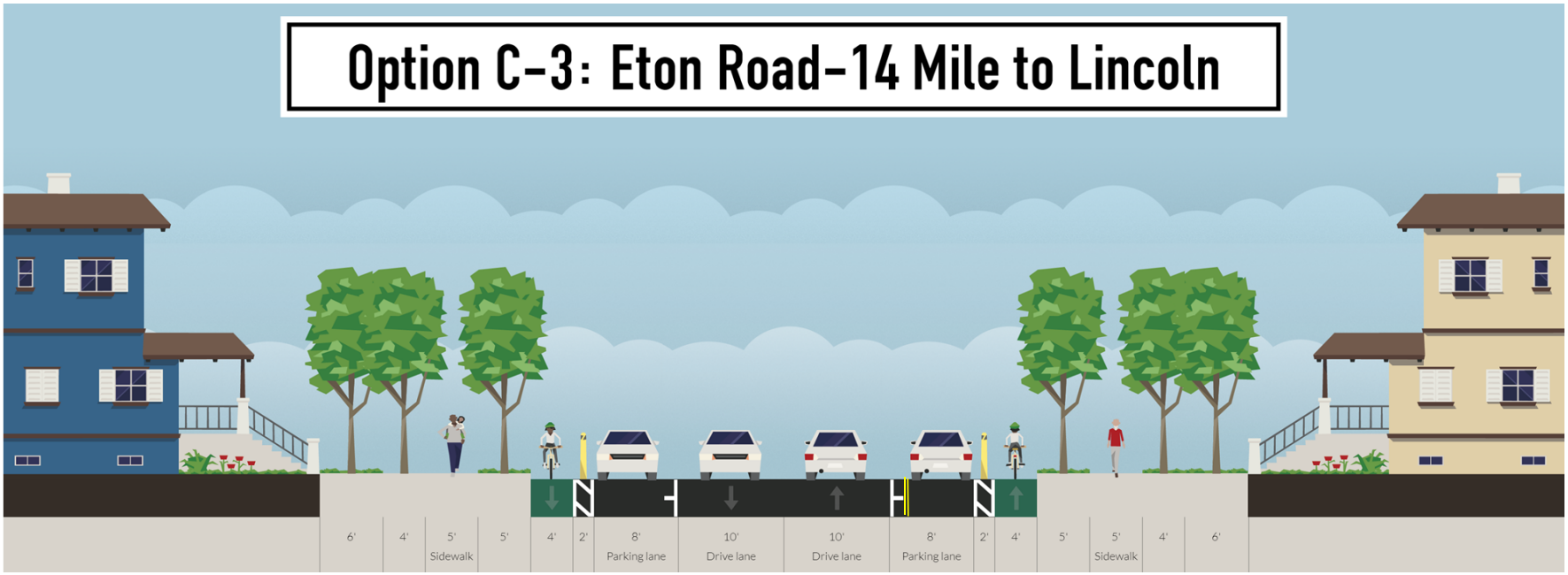


Section 1: 14 Mile to Lincoln		Score	
Option C-1			
Directional Cycle Track in ROW			
Pedestrians	Sidewalk with-Bike Lane Buffer, Bumpouts	9	
Bicycles	Designated Bike Lanes	5	
Traffic Calming	Narrow Lanes, On-street Parking, SB Bumpouts, Center line striping	7	
Connectivity	Compatible with Royal Oak Plans	8	
Cost	$$$$		
Total		29	73%
Grade		B-	



Section 1: 14 Mile to Lincoln		Score
Option C-2		
Bi-Directional Cycle Track in ROW		
Pedestrians	Sidewalk with-Bike Lane Buffer, No Bumpouts	5
Bicycles	Designated Bike Lanes	5
Traffic Calming	Narrow Lanes, No Parking, Center line striping	5
Connectivity	*Not* Consistent with Royal Oak Plans	2.5
Cost	$$$$	
Total		17.5
Grade		D-

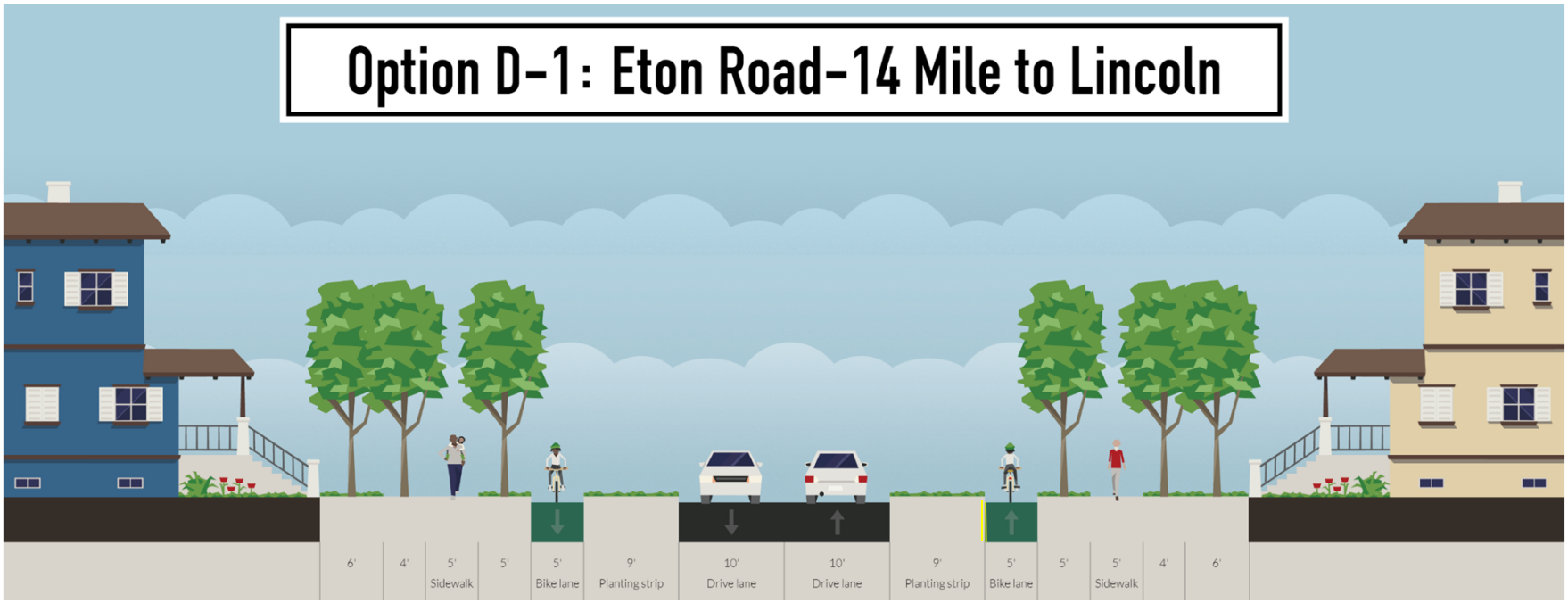
44%



raised buffer raised buffer

Section 1: 14 Mile to Lincoln		Score
Option C-3		
Directional Cycle Track in ROW		
Pedestrians	Sidewalk with-Bike Lane Buffer, No Bumpouts	5
Bicycles	Buffered Bike Lanes	8
Traffic Calming	Narrow Lanes, Parking, Center line striping	7
Connectivity	Compatible with Royal Oak Plans	8
Cost	$$$$$	
Total		28
Grade		B-

70%



Section 1: 14 Mile to Lincoln		Score
Option D-1		
NB and SB Bike Lanes, No Parking		
Pedestrians	Sidewalk with-Bike Lane Buffer	8
Bicycles	Cycle Track	7.5
Traffic Calming	Narrow Lanes, On-street Parking, Center line striping	8
Connectivity	Compatible with Royal Oak Plans	8
Cost	$$$$	
Total		31.5
Grade		B

79%

Bikes		Points
Grade Separate Facility	Bridge/Tunnel; Part of Bike Route (Rail Trail, etc.)	10
Off-Road/Separated Linear Bike Facility	Multi-Use Path, Cycle Track, Site Path	7.5
On-Road Designated Facility	Bike Lane or other Designated On-Road Space	5
On-Road Bike Facility	Sharrows, Paved Shoulder	2.5
Peds		
Grade Separate Facility	Bridge/Tunnel	10
Protected Linear Facility	Sidewalks, multi-use path, side path	7.5
Multi-Site Improvements	Curb Ramps, Ped Signals, Streetscape, Bump-outs, crosswalks	5
Improved Facility	Trail Improvement, Sidewalk Widening, Paved Shoulder, Wayfinding	2.5

Safety Benefit Lookup Table

Proposed Project Type	Facilities Included	Safety Benefit Points	OLD
Grade-Separated Facility or National, State, or Regional Route	Bridge/Tunnel; Part of designated National, State, or Regional Bike Route	**100**	
Off-Road/Separated Linear Bicycle Facility	Multi-use Path; Cycle Track; Side Path; Buffered Bicycle Lane; ~~Bridge/Tunnel~~	**75**	**100**
On-Road; Designated Bicycle Facility	Bicycle Lane or Other Designated On-Road Space	**50**	**75**
On-Road Bicycle Facility	Shared Lane Markings; Paved Shoulder; Route Signage	**25**	**50**
Multi-Site Bicycle Facility	Bicycle Parking; Bicycle Share Stations; Bicycle Signals; Intersection Improvements	**10**	**25**
Grade-Separated Facility	Bridge/Tunnel	**100**	
Protected Linear Pedestrian Facility	Sidewalks; Multi-Use Path; Side Path; ~~Bridge/Tunnel~~	**75**	**100**
Multi-Site Pedestrian Facility	Curb Ramps; Pedestrian Signals; Streetscape/Corridor Improvements; Curb extensions; Crosswalks (includes new facility or improving existing to ADA compl.)	**50**	**75** **50**
Improved Pedestrian Facility	Trail Improvement; Sidewalk Widening; Paved Shoulder; Streetscape/Corridor Improvements; Wayfinding signage	**25**	**25**

Number of parked vehicles on S. Eton

		Lincolin - Melton	Melton - Sheffield	Sheffield - Bradford	Bradford - 14 Mile
Mon	8pm	1	2	1	0
Tue	3am	0	0	2	0
	8pm	0	2	1	0
Wed	3am	0	0	2	0
	8pm	1	1	1	0
Thur	3am	1	0	4	0
	8pm	0	1	4	0
Fri	3am	0	0	4	0
	8pm	1	1	3	0
Sat	3am	1	0	2	0

Week of September 25, 2017

BIRMINGHAM POLICE DEPARTMENT
151 MARTIN ST.
BIRMINGHAM, MI 48009

South Eton
Hazel/Villa

Lane1

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/20/2016	0	14	150	456	1152	1993	835	110	10	2	1	0	0	0	4723
9/21/2016	0	32	153	548	1361	2365	906	124	20	6	1	0	0	0	5516
9/22/2016	0	82	244	678	1116	2117	985	159	11	3	1	0	0	1	5397
9/23/2016	0	0	12	26	43	134	70	16	0	0	0	0	0	0	301
Lane1 Total	0	128	559	1708	3672	6609	2796	409	41	11	3	0	0	1	15937

85 percentile = 30

Lane2

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/20/2016	0	15	389	823	1936	1297	149	5	0	0	1	0	0	0	4615
9/21/2016	0	69	463	988	2410	1732	175	7	0	0	0	0	0	0	5844
9/22/2016	0	70	460	973	2428	1726	184	7	0	0	0	0	0	0	5848
9/23/2016	0	35	38	37	138	213	39	5	0	0	0	0	0	0	505
Lane2 Total	0	189	1350	2821	6912	4968	547	24	0	0	1	0	0	0	16812

85 percentile = 27

Combined

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/20/2016	0	29	539	1279	3088	3290	984	115	10	2	2	0	0	0	9338
9/21/2016	0	101	616	1536	3771	4097	1081	131	20	6	1	0	0	0	11360
9/22/2016	0	152	704	1651	3544	3843	1169	166	11	3	1	0	0	1	11245
9/23/2016	0	35	50	63	181	347	109	21	0	0	0	0	0	0	806
Combined Total	0	317	1909	4529	10584	11577	3343	433	41	11	4	0	0	1	32749

85 percentile = 29

BIRMINGHAM POLICE DEPARTMENT
151 MARTIN ST.
BIRMINGHAM, MI 48009

S. Eton
Melton/Humphrey

Lane1

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/20/2016	0	6	158	292	738	1352	404	29	1	0	0	0	0	0	2980
9/21/2016	0	6	426	1126	1086	1616	339	11	1	0	0	0	0	0	4611
9/22/2016	0	6	466	1214	1087	1536	394	28	1	0	0	0	0	0	4732
9/23/2016	0	0	42	103	110	106	23	0	0	0	0	0	0	0	384
Lane1 Total	0	18	1092	2735	3021	4610	1160	68	3	0	0	0	0	0	12707

85 percentile = 29

Lane2

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/20/2016	0	0	28	183	755	1473	454	38	1	0	0	0	0	0	2932
9/21/2016	0	0	57	367	1675	2513	725	39	5	0	1	0	0	0	5382
9/22/2016	0	2	73	397	1855	2480	724	62	1	0	1	1	0	0	5596
9/23/2016	0	0	3	57	171	182	50	2	0	2	0	0	0	0	467
Lane2 Total	0	2	161	1004	4456	6648	1953	141	7	2	2	1	0	0	14377

85 percentile = 30

Combined

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/20/2016	0	6	186	475	1493	2825	858	67	2	0	0	0	0	0	5912
9/21/2016	0	6	483	1493	2761	4129	1064	50	6	0	1	0	0	0	9993
9/22/2016	0	8	539	1611	2942	4016	1118	90	2	0	1	1	0	0	10328
9/23/2016	0	0	45	160	281	288	73	2	0	2	0	0	0	0	851
Combined Total	0	20	1253	3739	7477	11258	3113	209	10	2	2	1	0	0	27084

85 percentile = 29

BIRMINGHAM POLICE DEPARTMENT
151 MARTIN ST.
BIRMINGHAM, MI 48009

North Eton
Dorchester/Buckingham

Lane1

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
10/4/2016	0	3	9	49	386	1069	447	51	4	1	0	0	0	0	2019
10/5/2016	0	3	17	73	525	1237	506	72	4	2	0	0	0	0	2439
10/6/2016	0	1	22	73	583	1305	507	59	5	0	0	0	0	0	2555
10/7/2016	0	0	0	7	74	215	98	16	2	0	0	0	0	0	412
Lane1 Total	0	7	48	202	1568	3826	1558	198	15	3	0	0	0	0	7425

85 percentile = 31

Lane2

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
10/4/2016	0	7	34	87	556	930	282	22	0	0	0	0	0	0	1918
10/5/2016	0	0	40	115	616	1045	275	14	2	0	0	0	0	0	2107
10/6/2016	0	4	39	99	653	1093	270	20	1	0	0	0	0	0	2179
10/7/2016	0	0	6	11	56	116	26	2	0	0	0	0	0	0	217
Lane2 Total	0	11	119	312	1881	3184	853	58	3	0	0	0	0	0	6421

85 percentile = 29

Combined

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
10/4/2016	0	10	43	136	942	1999	729	73	4	1	0	0	0	0	3937
10/5/2016	0	3	57	188	1141	2282	781	86	6	2	0	0	0	0	4546
10/6/2016	0	5	61	172	1236	2398	777	79	6	0	0	0	0	0	4734
10/7/2016	0	0	6	18	130	331	124	18	2	0	0	0	0	0	629
Combined Total	0	18	167	514	3449	7010	2411	256	18	3	0	0	0	0	13846

85 percentile = 30

BIRMINGHAM POLICE DEPARTMENT
151 MARTIN ST.
BIRMINGHAM, MI 48009

Lincoln
Chester/Bates

Direction 1

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
11/15/2016	0	1	23	449	2301	1412	166	7	0	0	0	0	0	0	4359
11/16/2016	0	9	51	849	3045	1263	103	3	0	0	1	0	0	0	5324
11/17/2016	0	6	30	505	3028	1699	177	7	0	0	0	0	0	0	5452
11/18/2016	0	1	6	32	272	157	22	0	0	0	0	0	0	0	490
Direction 1 Total	0	17	110	1835	8646	4531	468	17	0	0	1	0	0	0	15625

85 percentile = 26

Direction 2

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
11/15/2016	0	2	67	340	1892	1308	116	4	1	0	0	0	0	0	3730
11/16/2016	0	3	74	414	2290	1743	151	4	0	0	1	0	0	0	4680
11/17/2016	0	3	60	460	2395	1638	138	4	3	0	0	0	0	0	4701
11/18/2016	0	0	9	42	236	162	7	0	0	0	0	0	0	0	456
Direction 2 Total	0	8	210	1256	6813	4851	412	12	4	0	1	0	0	0	13567

85 percentile = 27

Combined

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
11/15/2016	0	3	90	789	4193	2720	282	11	1	0	0	0	0	0	8089
11/16/2016	0	12	125	1263	5335	3006	254	7	0	0	2	0	0	0	10004
11/17/2016	0	9	90	965	5423	3337	315	11	3	0	0	0	0	0	10153
11/18/2016	0	1	15	74	508	319	29	0	0	0	0	0	0	0	946
Combined Total	0	25	320	3091	15459	9382	880	29	4	0	2	0	0	0	29192

85 percentile = 27

BIRMINGHAM POLICE DEPARTMENT
151 MARTIN ST.
BIRMINGHAM, MI 48009

East Lincoln

Lane1

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/1/2015	0	4	21	57	217	202	41	6	0	0	0	0	0	0	548
9/2/2015	0	0	18	71	317	253	57	7	3	0	0	0	0	0	726
9/3/2015	0	9	71	84	181	157	43	11	3	0	0	0	0	0	559
9/4/2015	0	0	3	7	25	20	5	1	1	0	0	0	0	0	62
Lane1 Total	0	13	113	219	740	632	146	25	7	0	0	0	0	0	1895

85 percentile = 28

Lane2

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/1/2015	0	3	26	67	272	234	59	11	1	0	0	0	0	0	673
9/2/2015	0	0	28	85	339	294	72	5	0	0	0	0	0	0	823
9/3/2015	0	8	157	88	243	167	32	6	4	0	0	0	0	0	705
9/4/2015	0	1	1	12	16	5	2	0	0	0	0	0	0	0	37
Lane2 Total	0	12	212	252	870	700	165	22	5	0	0	0	0	0	2238

85 percentile = 28

Combined

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
9/1/2015	0	7	47	124	489	436	100	17	1	0	0	0	0	0	1221
9/2/2015	0	0	46	156	656	547	129	12	3	0	0	0	0	0	1549
9/3/2015	0	17	228	172	424	324	75	17	7	0	0	0	0	0	1264
9/4/2015	0	1	4	19	41	25	7	1	1	0	0	0	0	0	99
Combined Total	0	25	325	471	1610	1332	311	47	12	0	0	0	0	0	4133

85 percentile = 28

Authority: 1949 PA 300, Sec.257.622
Compliance: Required MSP UD-10E
Penalty: $100 and/or 90 days (Rev 11/2006)

External # **00685114** Crash ID **685114**

Page **1** of **1**
Incident # **160009534** File Class **54001**

STATE OF MICHIGAN TRAFFIC CRASH REPORT

Incident Disposition: **CLOSED**			
ORI: **MI6325900**	Department Name: **BIRMINGHAM PD**	Reviewer: **FAES (00011)**	

Crash Date	Crash Time	No. of Units	Crash Type	Special Circumstances	Special Checks
08/18/2016	**06:43**	**2**	**10-OTHER/UNKNOWN**	○ None ○ Deer ○ School Bus ◉ Hit and Run ○ Fleeing Police	○ Fatal ○ Non-Traffic Area ○ ORV/Snowmobile

County	Traffic Control	Relation to Roadway	Special Study	Weather	Area
63 - OAKLAND	**NONE OF THESE**	**SHOULDER**	**LOCAL**	**OTHER/UNKNOWN**	**10-NON-FRWY STRAIGHT ROADWAY**

City/Twsp	Construction Zone (if applicable) Type / Lane Closed / Activity	Light	Road Condition	Total Lanes	Speed Limit	Posted
80 - BIRMINGHAM		**OTHER/UNKNOWN**	**OTHER/UNKNOWN**	**2**	**25**	**YES**

LOCATION

Prefix	Road Name	Road Type	Suffix	Divided Roadway
S	**ETON**	**ST**		

Distance	Traffic Way	Access Control
300 FT S	**1-NOT PHYSICALLY DIVIDED**	**1-NO ACCESS CONTROL**

Prefix	Intersecting Road	Road Type	Suffix	Divided Roadway
E	**MELTON**	**RD**		

UNIT / DRIVER

Unit Number	Unit Known	State Driver License Number	Date of Birth (Age)	License Type	Endorsements	Sex	Total Occupants	Hazardous Action
1	**N**			○ Operator ○ Chauffer ○ Moped	○ Cycle ○ Farm ○ Recreation			**14-UNKNOWN**

Unit Type	Driver Information	Injury	Position	Restraint	Hospital
M				**9**	**NONE**

Driver Condition	Interlock	Ejected	Trapped	Airbag Deployed	Ambulance
○ 1 ○ 2 ○ 3 ○ 4 ○ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 99	**NO**	**NO**	**NO**	**NOT EQUIPPED**	**NONE**

Alcohol	Test Results	Drugs	Test Results	Citation Issued
○ Yes ◉ No ○ Refused ○ Not offered Test Type ○ Field ○ PBT ○ Breath ○ Blood ○ Urine		○ Yes ◉ No Test Type ○ Blood ○ Urine		○ Hazardous ○ Other Citation#:

Vehicle Registration	State	Insurance / Policy #	Towed To/By	Special Vehicles	Private Trailer Type	Vehicle Defect
				0		

VIN	Vehicle Description	Make	Model	Color	Year	Vehicle Type

Location of Greatest Damage	First Impact	Extent of Damage	Driveable	Vehicle Direction	Vehicle Use	Action Prior
12	**12**	**0**	**YES**			**36-UNKNOWN**

Sequence of Events (* indicates MOST harmful event)	First	Second	Third	Fourth
	*** 17-MOTOR VEH IN TRANSPORT**			

PASSENGERS

Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance
Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance
Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance
Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance
Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance
Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance

TRUCK / BUS

Carrier Information	Carrier Source	GVWR	ICCMC	USDOT	MPSC

Driver's CDL Type	Endorsements	CDL Exempt	CDL Restrictions
	○ H ○ P ○ T ○ N ○ S ○ X	○ Farm ○ Other	○ 28 ○ 29 ○ 30 ○ 35 ○ 36

Interstate/Intrastate	Vehicle Type	Type & Axle Per Unit (First / Second / Third / Fourth)	Cargo Body Type	Medical Card	Hazardous Material	ID #	Class #
					○ Placard ○ Cargo Spill		

OWNERS

Owner Information	Owner Information

Person Advised of Damaged Traffic Control	Damaged Property	Public
Contact Name: Contact Date: Contact Time:	Owner & Phone	

UNIT / DRIVER

Unit Number: 2 | Unit Known: N | State | Driver License Number | Date of Birth (Age)

License Type: ○ Operator ○ Chauffer ○ Moped | Endorsements: ○ Cycle ○ Farm ○ Recreation | Sex | Total Occupants: 0 | Hazardous Action

Unit Type: M | Driver Information | Injury | Position | Restraint: 9 | Hospital: NONE

Driver Condition: ○ 1 ○ 2 ○ 3 ○ 4 ○ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 99 | Interlock: NO | Ejected | Trapped | Airbag Deployed | Ambulance: NONE

Alcohol: ○ Yes ◉ No ○ Refused ○ Not offered | Test Type ○ Field ○ PBT ○ Breath ○ Blood ○ Urine | Test Results

Drugs: ○ Yes ◉ No | Test Type ○ Blood ○ Urine | Test Results

Citation Issued: ○ Hazardous ○ Other | Citation#:

Vehicle Registration: XXXXXX | State: MI | Insurance / Policy #: XXXXXXX XXXXXXXX | Towed To/By | Special Vehicles: 0 | Private Trailer Type | Vehicle Defect

VIN: XXXXXXXXXXXXXXX | Vehicle Description | Make: CHEVROLET | Model: COBALT | Color: RED | Year: 2009 | Vehicle Type: 01-PASSENGER CAR

Location of Greatest Damage: 7 | First Impact: 7 | Extent of Damage: 1 | Driveable: YES | Vehicle Direction: S | Vehicle Use: 01-PRIVATE | Action Prior: 23-PARKED

Sequence of Events (* indicates MOST harmful event) | First: * 17-MOTOR VEH IN TRANSPORT | Second | Third | Fourth

Owner Information

XXXXXXXX

PASSENGERS

Passenger Information | Date of Birth (Age) | Sex | Position | Restraint | Hospital
Injury | Airbag Deployed | Ejected | Trapped | Ambulance

Passenger Information | Date of Birth (Age) | Sex | Position | Restraint | Hospital
Injury | Airbag Deployed | Ejected | Trapped | Ambulance

Passenger Information | Date of Birth (Age) | Sex | Position | Restraint | Hospital
Injury | Airbag Deployed | Ejected | Trapped | Ambulance

Passenger Information | Date of Birth (Age) | Sex | Position | Restraint | Hospital
Injury | Airbag Deployed | Ejected | Trapped | Ambulance

Passenger Information | Date of Birth (Age) | Sex | Position | Restraint | Hospital
Injury | Airbag Deployed | Ejected | Trapped | Ambulance

Passenger Information | Date of Birth (Age) | Sex | Position | Restraint | Hospital
Injury | Airbag Deployed | Ejected | Trapped | Ambulance

TRUCK / BUS

Carrier Information | Carrier Source | GVWR | ICCMC | USDOT | MPSC

Driver's CDL Type | Endorsements: ○ H ○ P ○ T ○ N ○ S ○ X | CDL Exempt: ○ Farm ○ Other | CDL Restrictions: ○ 28 ○ 29 ○ 30 ○ 35 ○ 36

Interstate/Intrastate | Vehicle Type | Type & Axle Per Unit: First Second Third Fourth | Cargo Body Type | Medical Card | Hazardous Material: ○ Placard ○ Cargo Spill | ID # | Class #

OWNERS

XXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXX
BIRMINGHAM MI 48009

Owner Information

WITNESS

Witness Information

Age:

Witness Information

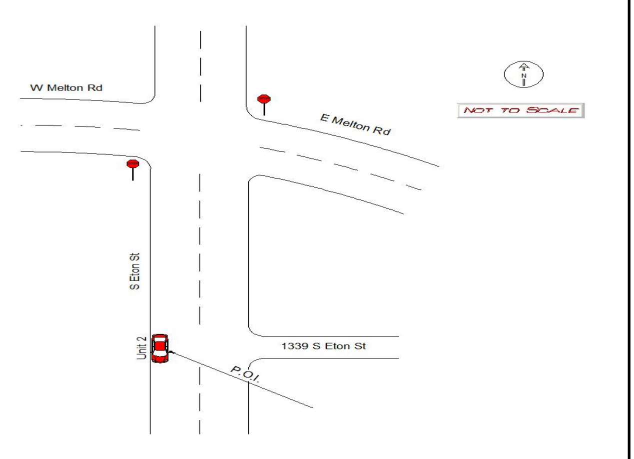
Age:

Investigated at Scene: YES | Reported Date (Time): 08/18/2016 (06:43) | 1st Investigator Name (Badge): BOUCHARD (72) | 2nd Investigator Name (Badge): WHIPPLE (17) | Photos By

Narrative

VEHICLE #2 WAS PARKED ON S EATON ST NEAR E MELTON RD FACING S/B. VEHICLE #2 WAS STRUCK BY VEHICLE #1. VEHICLE #1 IS UNKNOWN WITH NO PLATE INFO. VEHICLE #2'S DAMAGE CONSISTED OF A BROKEN DRIVER SIDE MIRROR.

Diagram



PRIVATE PROPERTY / LOCAL CRASH

Authority: 1949 PA 300, Sec 257.622
Compliance: Required MSP UD-10E
Penalty: $100 and/or 90 days (Rev 01/2016)

External # 00757911 | Crash ID 757911

Page 1 of 1
File Class 93001

STATE OF MICHIGAN TRAFFIC CRASH REPORT

Incident # 170002105

ORI MI6325900 | Department Name BIRMINGHAM PD | Reviewer KOCH (00006)

Crash Date	Crash Time	No. of Units	Crash Type	Special Circumstances	Special Checks
02/27/2017	11:49	02	Sideswipe-Same	⊙ None ○ Fleeing Police ○ Hit and Run ○ Unknown ○ School Bus ○ Animal	○ Fatal ○ Non-Traffic Area ○ ORV/Snowmobile

County	Traffic Control	Relation to Roadway	Weather	Area
63 - Oakland		Shoulder	Clear	NON-FRWY Straight roadway

City/Twsp	Contributing Circumstances 1st	2nd	Light	Road Surface Condition	Total Lanes	Speed Limit	Posted
80 - Birmingham	None		Daylight	Dry	2	25	Yes

Work Zone (if applicable) Type | Workers Present | Activity | Location

LOCATION

Prefix	Primary Road Name	Road Type	Suffix	Divided Roadway
	1573 S ETON ST			

Distance / Direction: 50 FT S | Trafficway: 01-Not physically divided

Prefix	Intersecting Road Name	Road Type	Suffix	Divided Roadway
	SHEFFIELD RD			

UNIT / DRIVER

Unit Number	Unit Known	State	Driver License Number	Date of Birth (Age)	License Type	Endorsements	Sex	Total Occupants	Hazardous Action
01	Yes	MI	[redacted]	05/24/1979 (37)	○ Operator ○ Chauffer ○ Moped	○ Cycle ○ Farm ○ Recreation	F	01	Improper lane use

Unit Type	Driver Information	Driver is Owner	Injury	Position	Restraint
M	[redacted] BIRMINGHAM MI 48009-1565 [redacted]	Yes	O	Front-Left	Shoulder and lap belt

Driver Condition at Time of Crash 1st	2nd	Driver Distracted By	Ejected	Trapped	Airbag Deployed
Appeared Normal		Unknown	No	No	Not Deployed

Hospital: NONE | Ambulance: NONE

Alcohol Suspected	Contributing Factor	Alcohol Test Type	Alcohol Test Results	Interlock Device
No	No	○ Breath ○ Blood ○ Urine ○ Field ○ PBT ○ Refused ⊙ Not Offered	○ Pending Test Results:	No

Drug Suspected	Contributing Factor	Drug Test Type	Drug Test Results	Citation Issued
No	No	○ Blood ○ Urine ○ Field ○ Refused ⊙ Not Offered	○ Pending Test Results:	○ Hazardous ○ Other

Vehicle Registration	State	Vehicle Description	Year	Make	Model	Color
[redacted]	MI		2012	VOLKSWAGEN	ROUTAN	BLUE

VIN	Vehicle Type	Special Vehicles	Private Trailer Type	Vehicle Defect
[redacted]	Passenger Car, SUV, Van	Not Applicable		

Insurance Company	Insurance Policy #	Towed By	Towed To
[redacted]	[redacted]		

Location of Greatest Damage	First Impact	Extent of Damage (Power Unit and/or Trailers)	Vehicle Direction	Vehicle Use	Action Prior
03	03	Minor Damage	N	Private	Going Straight Ahead

Sequence of Events (* indicates MOST harmful event)

First	Second	Third	Fourth
* 18-Parked motor vehicle			

PASSENGERS

Passenger Information | Date of Birth (Age) | Sex | Position | Restraint
Injury | Ejected | Trapped | Airbag Deployed
Hospital | Ambulance

Passenger Information | Date of Birth (Age) | Sex | Position | Restraint
Injury | Ejected | Trapped | Airbag Deployed
Hospital | Ambulance

Passenger Information | Date of Birth (Age) | Sex | Position | Restraint
Injury | Ejected | Trapped | Airbag Deployed
Hospital | Ambulance

TRUCK / BUS

Carrier Information | USDOT | MC | MPSC
Driver's CDL Type | Endorsements ○ H ○ P ○ T ○ N ○ S ○ X | CDL Exempt ○ Farm ○ Other
GVWR/GCWR ○ 10,000 lbs. or Less ○ 10,001 - 26,000 lbs. ○ Greater than 26,000 lbs. | Vehicle Configuration | Cargo Body Type | Medical Card | Hazardous Material ○ Placard ○ Cargo Spill | ID # | Class #

OWNERS

Owner Information: [redacted] BIRMINGHAM 48009-1565 [redacted]

Owner Information:

Damaged Property | Public | Owner & Phone

PRIVATE PROPERTY / LOCAL CRASH

UNIT / DRIVER

Unit Number	Unit Known	State	Driver License Number	Date of Birth (Age)	License Type	Endorsements	Sex	Total Occupants	Hazardous Action
02	Yes	MI	[redacted]	11/12/1993 (23)	⊙ Operator ○ Chauffer ○ Moped	○ Cycle ○ Farm ○ Recreation	M	01	None

Unit Type	Driver Information	Driver is Owner	Injury	Position	Restraint
M	[redacted] ATTICA MI 48412 [redacted]	No	O	Front-Left	Shoulder and lap belt

Driver Condition at Time of Crash 1st	2nd	Driver Distracted By	Ejected	Trapped	Airbag Deployed
Appeared Normal		Not Distracted	No	No	Not Deployed

Hospital	Ambulance
NONE	NONE

Alcohol Suspected	Contributing Factor	Alcohol Test Type	Alcohol Test Results	Interlock Device
No	No	○ Breath ○ Blood ○ Urine ○ Field ○ PBT ○ Refused ⊙ Not Offered	○ Pending Test Results:	No

Drug Suspected	Contributing Factor	Drug Test Type	Drug Test Results	Citation Issued
No	No	○ Blood ○ Urine ○ Field ○ Refused ⊙ Not Offered	○ Pending Test Results:	○ Hazardous ○ Other

Vehicle Registration	State	Vehicle Description	Year	Make	Model	Color
[redacted]	MI		2013	FORD	F150	GREEN

VIN	Vehicle Type	Special Vehicles	Private Trailer Type	Vehicle Defect
[redacted]	Pickup truck	Not Applicable		

Insurance	Insurance Policy #	Towed By	Towed To
[redacted]	[redacted]		

Location of Greatest Damage	First Impact	Extent of Damage (Power Unit and/or Trailers)	Vehicle Direction	Vehicle Use	Action Prior
07	07	Minor Damage		Commercial(business)	Parked

Sequence of Events (★ indicates MOST harmful event)

First	Second	Third	Fourth
* 17-Motor veh In transport			

PASSENGERS

Passenger Information	Date of Birth (Age)	Sex	Position	Restraint

Injury	Ejected	Trapped	Airbag Deployed

Hospital / Ambulance

Passenger Information	Date of Birth (Age)	Sex	Position	Restraint

Injury	Ejected	Trapped	Airbag Deployed

Hospital / Ambulance

Passenger Information	Date of Birth (Age)	Sex	Position	Restraint

Injury	Ejected	Trapped	Airbag Deployed

Hospital / Ambulance

TRUCK/BUS

Carrier Information	USDOT	MC	MPSC

Driver's CDL Type — Endorsements: ○H ○P ○T ○N ○S ○X — CDL Exempt: ○ Farm ○ Other

GVWR/GCWR	Vehicle Configuration	Cargo Body Type	Medical Card	Hazardous Material	ID #	Class #
○ 10,000 lbs. or Less ○ 10,001 - 26,000 lbs. ○ Greater than 26,000 lbs.				○ Placard ○ Cargo Spill		

OWNERS

Owner Information	Owner Information
[redacted]	

WITNESS

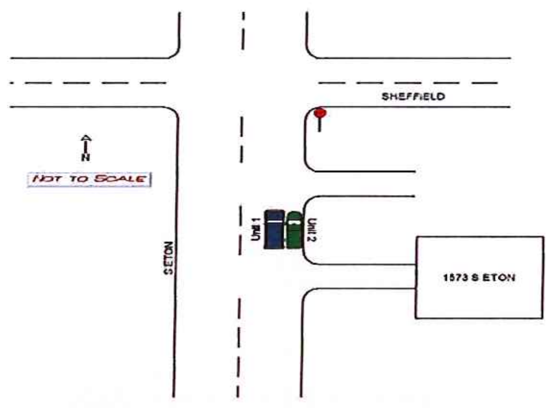
Witness Information	Witness Information
Age:	Age:

Investigated at Scene	Reported Date (Time)	1st Investigator Name (Badge)	2nd Investigator Name (Badge)	Photos
Yes	02/27/2017 (11:49)	BOUCHARD (72)		No

Narrative

VEHICLE 2 JUST PULLED OUT OF THE DRIVEWAY AT 1573 S ETON AND PARKED ON THE SHOULDER. VEHICLE 1 WAS HEADED N/B S ETON APPROACHING SHEFFIELD. VEHICLE 1 CAME TOO CLOSE AND STRUCK VEHICLE 2'S MIRROR. VEHICLE 1 CIRCLED THE BLOCK AND WAS UNABLE TO LOCATE VEHICLE 2 (VEHICLE 2 MOVED INTO THE DRIVEWAY). I OBSERVED BOTH VEHICLE'S, VEHICLE 1 HAD A MINOR SCRATCH ON ITS PASS SIDE MIRROR AND VEHICLE 2 HAD NO APPARENT DAMAGE.

Diagram



Paul O'Meara <pomeara@bhamgov.org>

Eton Discussion

1 message

Joe Valentine <jvalentine@bhamgov.org> Wed, Sep 20, 2017 at 11:42 AM
To: Mark Clemence <Mclemence@bhamgov.org>, Scott Grewe <Sgrewe@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

fyi

Romel Llarena, Torry Community Assoc

Eton Street Bike Path Idea & Traffic Calming

I'm actually feeling a bit nervous posting this, but after reading up on Mitten's the cat getting hit on Eton along with countless number of other posts that fork into discussions about speeding traffic and traffic safety, I thought I would share an idea with the group as I am also a big supporter of getting involved and getting engaged at the civic level. I highly recommend attending at least one planning board meeting per year.

There is an idea floating around that speeding traffic and accidents are part engineering problem, and I believe that. Eton is very much from a design sense a nice drag strip, good line of sight, smooth, and a straight away. I first learned about some of these design concepts after some lite reading on Sweden's approach to traffic safety called Vison Zero, https://www.citylab.com/transportation/2014/11/the-swedish-approach-to-road-safety-the-accident-is-not-the-major-problem/382995/

My street was repaved about 5 years ago and we noted the street was made narrower than before. When I spoke to the city engineers about this observation I was told narrowing the street was a traffic calming technique, and except for a few smashed side view mirrors I did note a slowdown in traffic when there are enough cars in the street to narrow the passage. A traffic engineering technique, not perfect as we still get our speeders when the street is somewhat clear but a partial solution to the problem.

So, Eton street is coming up for a major re-haul, and I'm not here to debate the merits of having bike lanes or no bike lanes. For the purpose of this discussion I am assuming bike lanes are here to stay. After visiting New York City, a city in the midst of adopting Vision Zero, I noticed what I thought was a novel approach. Use parked cars as a physical barrier between moving traffic and pedestrians. Nice for NYC, but practical for Detroit? I'm not so sure. So funny thing, when I got back from NYC I was downtown by Slow's BBQ off Cass, and noticed the City of Detroit is also experimenting with using parked cars as physical barriers. Maybe this idea has merit?

So an idea that I am sharing with the group, as I have no plans of moderating/maintaining/etc. this discussion is the idea of emulating the Vision Zero approach to bike lanes and in turn narrowing Eton Corridor enough to engineer the slowing down of traffic WITH the continued enforcement of traffic and parking laws by the city, as we all know there is no one right answer.

I hope the pictures and article help in not only making up your minds, but nudging all of us in following through with our civic duties to engage in the planning process.

I wish all of my fantastic neighbors a restful night.

+1

The Swedish Approach to Road Safety: 'The Accident Is Not the Major Problem'

Sweden's top traffic safety strategist visits New York to share lessons from the original "Vision Zero."

CITYLAB.COM

New 13h ago · 35 neighborhoods in General

Thank Reply

8 Thanks · 7 Replies

See 5 previous replies

Diane Pitone, Torry Community Assoc · 1h ago New

Andrew how do I find those minutes? Is there a link you can provide? Thank you

Thank

S

Scott Levasseur, Quarton Lake Estates · 27m ago New

This is happening in Detroit already. Checkout Michigan avenue in corktown.

Thank

--

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

MEMO

VIA EMAIL

To:	**Mr. Paul O'Meara, City Engineer, City of Birmingham** **Ms. Jana Ecker, Planning Director, City of Birmingham**
From:	**Rick Stout, LLA, LEED AP BD+C** **Michael J. Labadie, PE** **Julie M. Kroll, PE, PTOE** **Fleis & VandenBrink Engineering**
Date:	**August 31, 2017**
Re:	**S. Eton Street Multi-Modal Improvements Evaluation**

Fleis & VandenBrink (F&V) staff are pleased to present several options for the Multi-Modal Transportation Board (MMTB) consideration for the S. Eton Street corridor. We have included for consideration the geometry as previously recommended by the MMTB in addition to a few additional options as summarized herein and provided on the drawings included with this submittal. These recommendations are based on guidance from the *NACTO Urban Bikeway Design Guid*e, the *NACTO Urban Street Design Guid*e and the recommendations from the City of Birmingham Multi-Modal Transportation Plan, with additional support from the Ad Hoc Rail Committee study.

BACKGROUND

The MMTB previously recommended to the City Commission the bi-directional cycle track, to be located on the east side of S. Eton Street, between Villa Road and Lincoln Street. This recommendation was then sent to the City Commission for review; however, this was tabled at the meeting. The City Planning and Engineering Departments then requested that while the section north of Lincoln was being further considered, the section between 14 Mile and Lincoln should be evaluated by F&V. To provide a cohesive and context sensitive design for the corridor we considered the corridor as a whole, from Maple to 14 Mile and have presented the following options for consideration by the MMTB.

SECTION 1: 14 MILE ROAD TO LINCOLN STREET

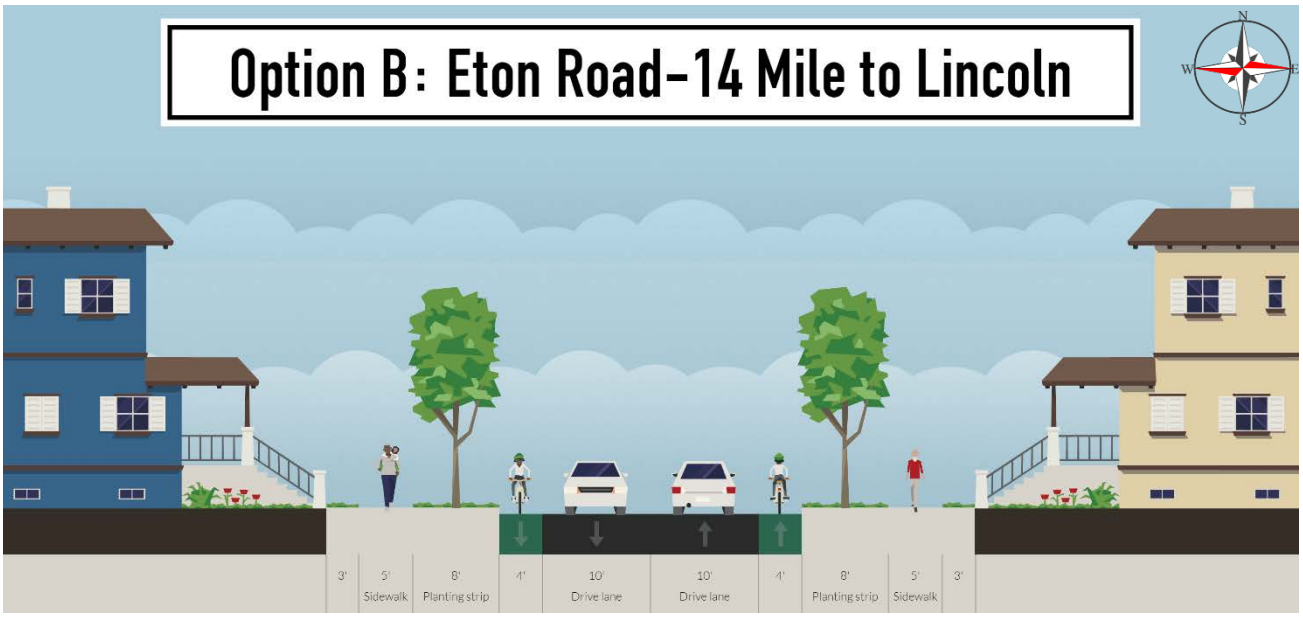
Option A: Sharrows Only (Multi-Modal Transportation Plan Recommendation)

The Multi-Modal Transportation Plan (MMTP) recommendation for this section of S. Eton Street is sharrows from 14 Mile Road to Lincoln Street. This is also consistent with the City of Royal Oak's multi-modal plan, which shows sharrows on Cooper Ave. (Eton Street) south of 14 Mile Road. In addition, this option also allows for bump-outs at the locations on both the east and west sides of S. Eton Street as identified in the Multi-Modal Transportation Plan (MMTP) and in the Ad Hoc Rail Committee study recommendations.

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

Option B: Directional Bike Lanes (Alternative)

This option is provided as an alternative for consideration. This option will provide continuous directional bike lanes through this section. To provide the bike lanes, on-street parking will be prohibited and bumpouts on S. Eton Street will not be feasible.



Summary

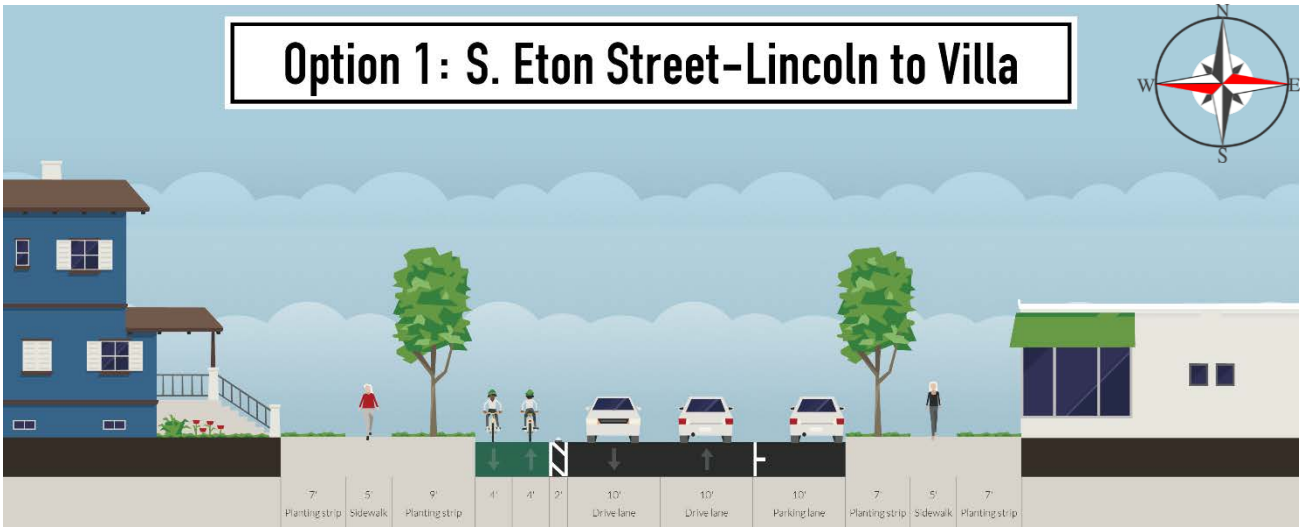
	Section 1: 14 Mile to Lincoln	
	Option A	Option B
Road User	*NB and SB Sharrows (MMTP Recommended)*	*Directional Bike Lanes*
Pedestrians	Bumpouts on both east and west sides	Bike lane as buffer from traveled way
Bicycles	Sharrows	Dedicated directional bike lanes
Vehicles	Bumpouts, visual road narrowing	No Parking, visual road narrowing

SECTION 2: LINCOLN STREET TO VILLA ROAD

Option 1: Cycle Track (MMTB Recommendation)

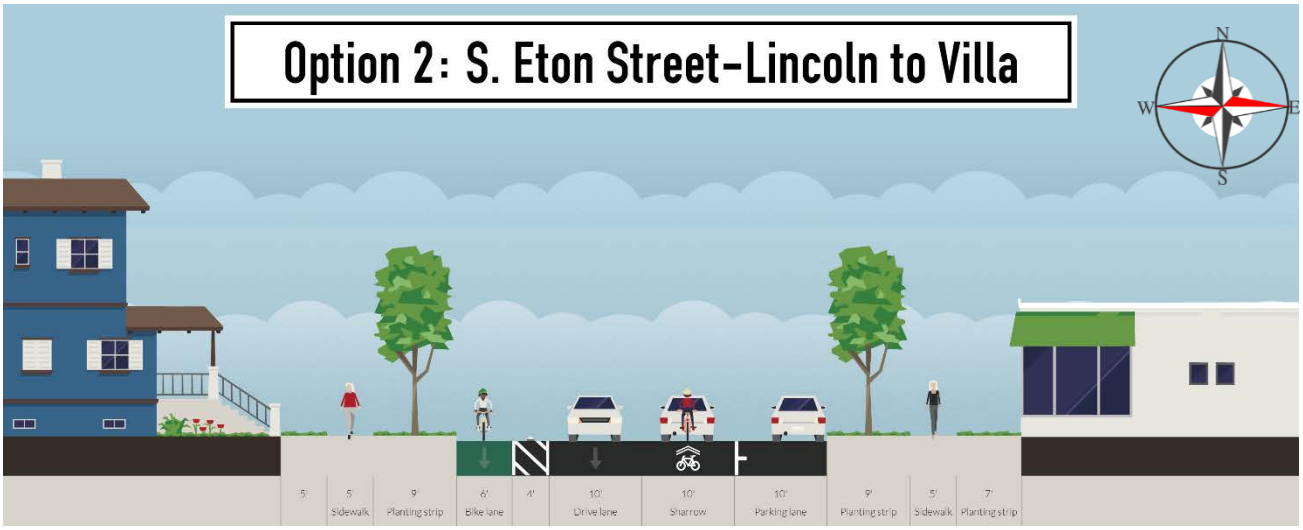
This option was the recommended geometry from the MMTB that was presented to the City Commission. The existing pavement through this area provides 10-ft concrete parking lanes with 10-ft asphalt drive lanes. As a recommended practice, the pavement joint lines should align with the lane widths and pavement markings.

This option also allows for bump-outs at the locations on the east side of S. Eton Street identified in the MMTP and in the Ad Hoc Rail Committee study recommendations.



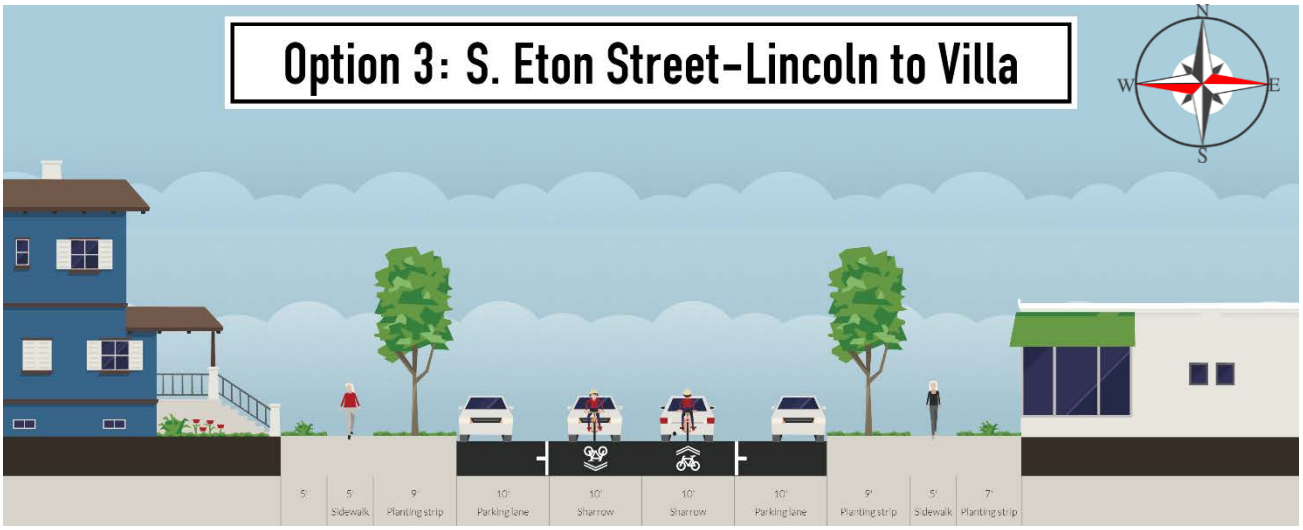
Option 2: Bike Lane and Sharrows (MMTP Recommendation)

This option is shown in the MMTP as the recommended geometry for this section of S. Eton. This maintains the existing 10-ft drive lanes with parking on the east side, with a directional southbound bike lane on the west side. This option also allows for bump-outs at the locations on the east side of S. Eton Street identified in the MMTP and in the Ad Hoc Rail Committee study recommendations.



Option 3: Sharrows Only (Ad Hoc Rail Committee Recommended)

This option was recommended by the Ad Hoc Rail Committee for this section of S. Eton Road for consideration This option will allow the existing on-street parking to remain on both sides of S. Eton Street. In addition, this option also allows for bump-outs at the locations on both the east and west sides of S. Eton Street as identified in the MMTP and in the Ad Hoc Rail Committee study recommendations.



Summary

Road User	Section 2: Lincoln to Villa		
	Option 1	Option 2	Option 3
	Cycle Track West Side (MMTB Recommended)	*SB Bike Lane, NB Sharrow (MMTP Recommended)*	*NB and SB Sharrows (Ad Hoc Rail Committee Recommended)*
Pedestrians	Bumpouts on east side only	Bumpouts on east side only	Bumpouts on both east and west sides
Bicycles	Dedicated and protected bikeway for both NB and SB	Dedicated and protected bikeway for SB Only	Sharrows
Vehicles	No Parking West Side	No Parking West Side	Bumpouts, visual road narrowing

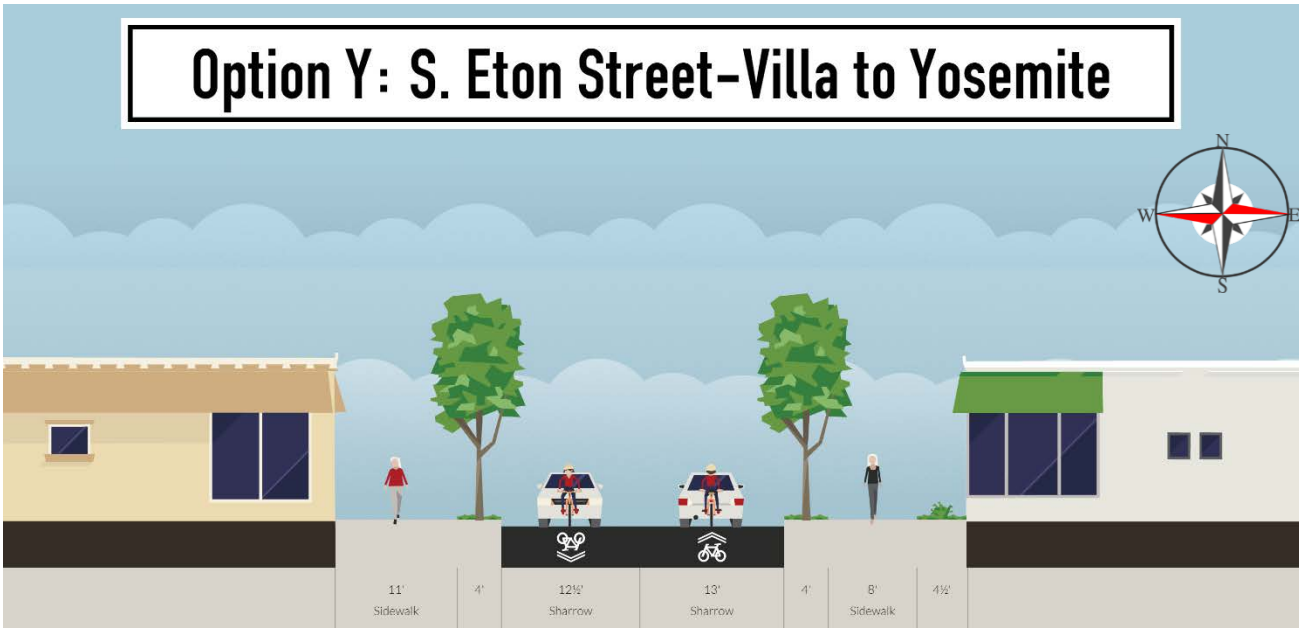
SECTION 3: VILLA ROAD TO YOSEMITE BLVD.

Option X: Sharrows Only-Landscape Buffers

This option includes minor modifications to the existing cross-section and was presented to the City Commission. This short block has sidewalks adjacent to the traveled way on the east side and a parking lane on the west side. The improvements include providing a 4-ft landscaped buffer between the traveled way and the existing sidewalk. This would eliminate parking on the west side of this block. The width is too narrow for continuous bike lanes without pavement improvements. Sharrows would be provided in the roadway for bicycle accommodations.

Option Y: Sharrows Only-Widened Sidewalks (MMTB Recommended)

This option is the recommended improvement from the MMTB and includes both widening the 5-ft sidewalks to 8-ft sidewalks and providing a 4-ft landscaped buffer between the traveled way and the sidewalk. This would eliminate parking on the west side of this block. The width is too narrow for continuous bike lanes without pavement improvements. Sharrows would be provided in the roadway for bicycle accommodations.



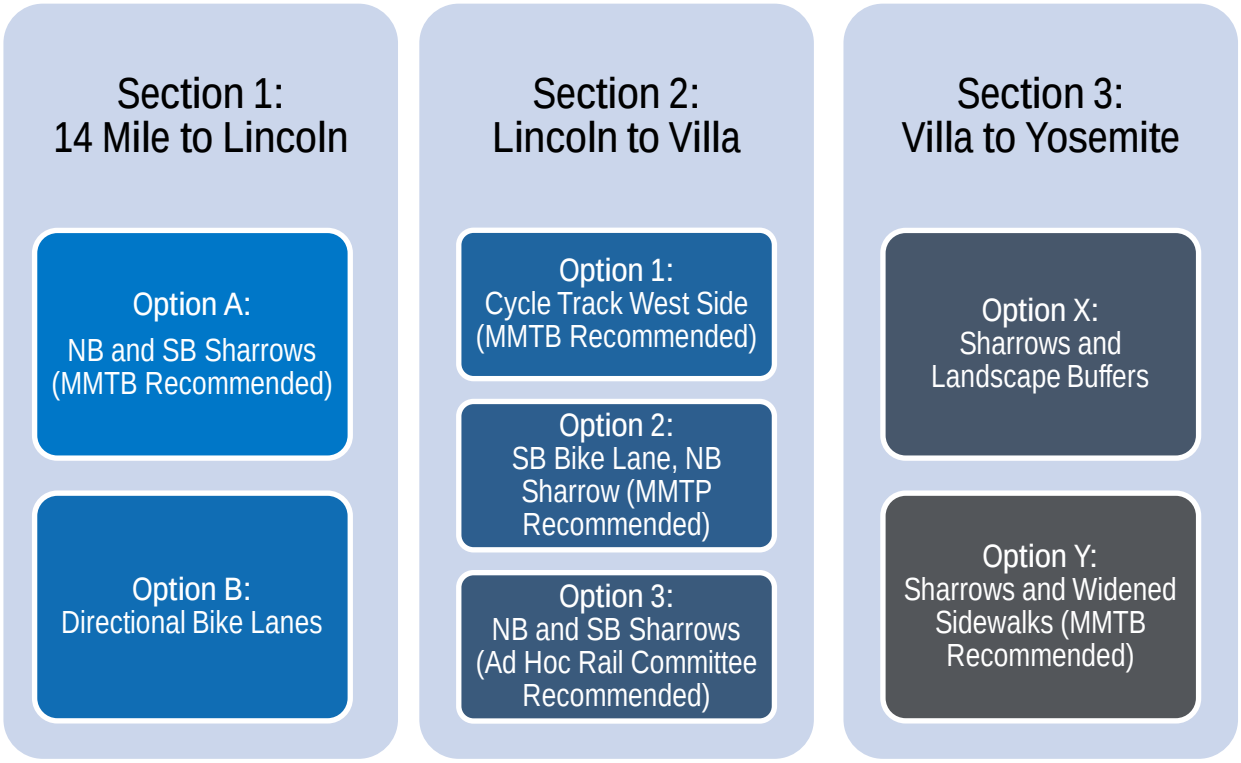
Summary

For Section 3, considering the existing roadway conditions (asphalt and concrete pavement) there is are two recommended options for this section of S. Eton Street. Option X includes maintaining the existing sidewalks and adding landscape buffers to provide wider lane widths for the bicycles and vehicles. Option Y provides widened sidewalks from 5-ft to 8-ft. The alternative would be to maintain existing conditions through this area. The benefits for each road user with this improvement are summarized below.

Road User	Section 3: Villa to Yosemite	
	Option X	Option Y
	Sharrows and Pedestrian Facility Improvements	*Sharrows and Pedestrian Facility Improvements (MMTB Recommended)*
Pedestrians	Add landscape buffers	Widened Sidewalk from 5' to 8', Added landscape buffers
Bicycles	Sharrows	Sharrows
Vehicles	No Parking Visual road narrowing	No Parking Visual road narrowing

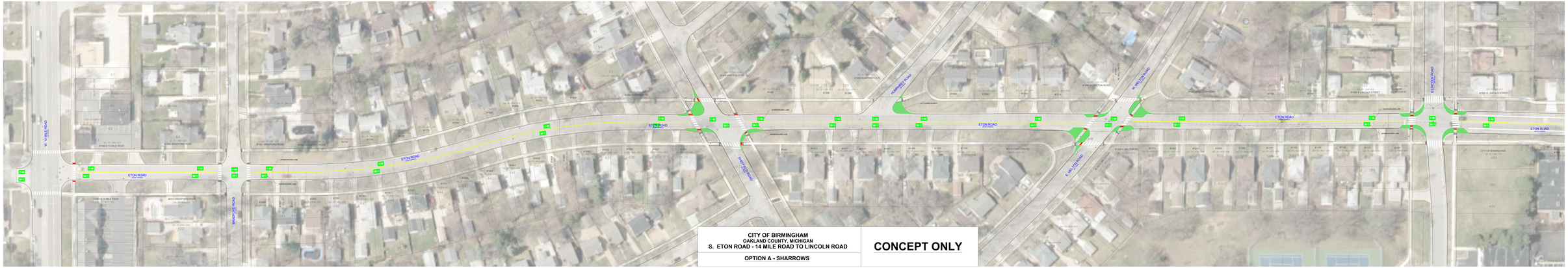
CONCLUSIONS

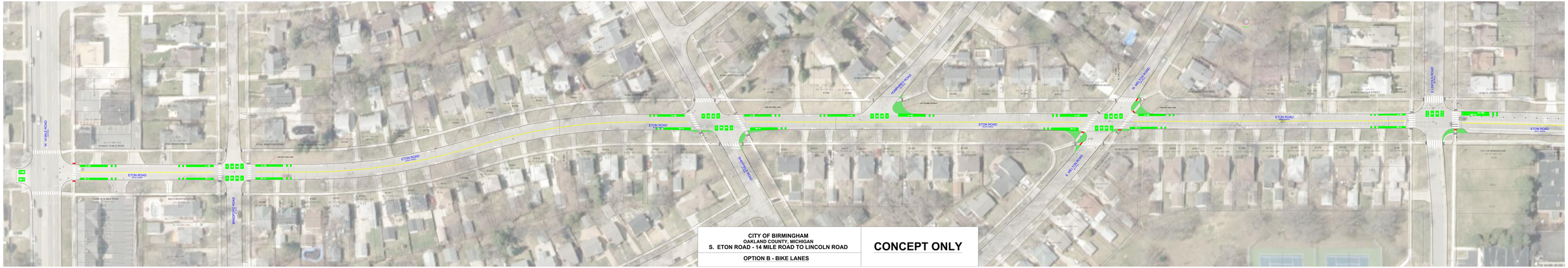
In summary, there are six different roadway configurations for consideration on S. Eton Street. The options for Section 1 (A and B) and Section 2 (1, 2 and 3) and Section 3 (X and Y) can be combined in 12 different ways, each with different benefits for the individual road user. The MMTP recommendation for S. Eton Street is Option A-2-X; the MMTB has recommended Option 1-Y at this point. This additional information is for their use in making a determination regarding Section 1 and the overall design of the S. Eton Street Corridor.



ATTACHMENTS

Section 1: Option A and B
Sections 2 & 3: Options 1, 2 and 3 (X & Y shown in concept)

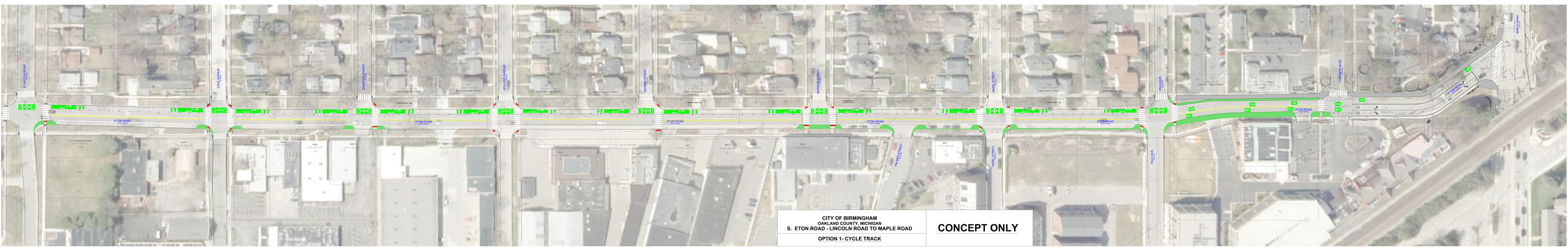

W. 14 MILE ROAD
E. 14 MILE ROAD
ETON ROAD
BRADFORD ROAD
HUNTSMEN ROAD
WAKEFIELD ROAD
N. MAPLEWOOD ROAD
E. MAPLEWOOD ROAD
LINCOLN ROAD
CITY OF BIRMINGHAM
CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
S. ETON ROAD - 14 MILE ROAD TO LINCOLN ROAD
OPTION A - SHARROWS
CONCEPT ONLY



CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
S. ETON ROAD - 14 MILE ROAD TO LINCOLN ROAD

OPTION B - BIKE LANES

CONCEPT ONLY


E LINCOLN ROAD
COLE AVENUE
WORTH STREET
HOLLAND AVENUE
HAYNES STREET
BOWERS STREET
HAZEL STREET
VILLAGE
GREENWOOD BLVD
MAPLE ROAD
ETON ROAD
CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
S. ETON ROAD - LINCOLN ROAD TO MAPLE ROAD
OPTION 1- CYCLE TRACK
CONCEPT ONLY

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
S. ETON ROAD - LINCOLN ROAD TO MAPLE ROAD

OPTION 2 - BIKE LANE AND SHARROWS

CONCEPT ONLY


E LINCOLN ROAD
COLE AVENUE
WEBSTER STREET
HOLLAND AVENUE
HAYNES STREET
BOWERS STREET
HAZEL STREET
VILLA AVE.
YOSEMITE BLVD.
MAPLE ROAD
ETON ROAD
(ROW VARIES)
SHARROWS BIKE LANE
AD HOC RAIL COMMITTEE REC.
PALMER STREET
HAZEL STREET
(PRIVATE)
VILLA AVE.
(PRIVATE)
CITY OF BIRMINGHAM
#1991 E LINCOLN STREET
#1998 COLE STREET
#1999 COLE STREET
#1996 WEBSTER STREET
#1989 WEBSTER STREET
#1992 HOLLAND STREET
#1993 HOLLAND STREET
#1996 HAYNES STREET
#1997 HAYNES STREET
#1998 BOWERS STREET
#1989 BOWERS STREET
#1998 HAZEL STREET
#1999 HAZEL STREET
#1806 VILLA ROAD
#355 COLUMBIA STREET
BENCHMARK
CAUTION!! 4" GAS MAIN
BIRMINGHAM
GARDENS
NORTH

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
S. ETON ROAD - LINCOLN ROAD TO MAPLE ROAD

OPTION 3 - SHARROWS

CONCEPT ONLY

OPTION A - 1

OPTION A - 2

OPTION A - 3

OPTION B - 1

OPTION B - 2

OPTION B - 3

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
OAKLAND COUNTY, MICHIGAN
S. ETON ROAD - MAPLE ROAD TO 14 MILE ROAD
BIKE PATH - LINCOLN INTERSECTION

DESIGN TEAM:
XXX, XXX
CHECK BY:

DRAWING INFORMATION:
823801 Lincoln intersection
090117 rayi

F&V PROJECT NO.
823801

1

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering, Planning & Police Depts.

DATE: October 11, 2017

TO: Multi-Modal Transportation Board

FROM: Jana L. Ecker, Planning Director
Scott Grewe, Operations Commander
Paul T. O'Meara, City Engineer

SUBJECT: Multi-Modal Transportation Consulting Services
Request for Proposals – Consultant Responses

In 2014, the City issued a Request for Proposals (RFP) seeking traffic engineering services, supplemented with knowledge and understanding of designing and advising for multi-modal transportation concepts, particularly in an urban setting. In September 2014, the firm of Fleis and Vandenbrink was selected as the City's traffic consultant, and has acted as a multi-modal transportation consultant to the Multi-Modal Transportation Board ("MMTB") and the City Commission. However, this contract expired.

On July 24, 2017, the City Commission directed staff to issue an RFP to seek qualified consulting firms, and extended the previous contract with Fleis and Vandenbrink for six months (through January 23, 2018) to allow staff time to go through the RFP process. Accordingly, an RFP was issued to solicit multi-modal transportation consulting services to assist the MMTB and the City Commission in reviewing all transportation-related projects. A copy of the RFP that was issued is attached. Responses were due under the RFP by 4:00 p.m. on October 6, 2017.

One response was submitted under the RFP by the deadline. The proposal received was from MKSK, in partnership with Fleis & Vandenbrink. A copy of the complete proposal is attached for your review. The MKSK team proposes a team of urban designers, urban planners, multi-modal transportation specialists, landscape architects and transportation professionals to provide a comprehensive review of all transportation related projects in the City of Birmingham. The MKSK team proposes a 90 day period of startup activities, including training and education for the MMTB, an audit of the Multi-Modal Transportation Plan, an assessment of the MMTB's current process and protocol, and the preparation of an annual work plan for the MMTB along with suggestions for improvements. The MKSK proposal also includes an hourly fee schedule for each of the professionals that are available to assist the City of Birmingham.

SUGGESTED RESOLUTION:

To recommend that the City Commission enter into an agreement with the MKSK team to provide professional multi-modal transportation consulting services to the City of Birmingham for a three year term.

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION CONSULTING SERVICES

Detroit	4219 Woodward Avenue, Suite 305, Detroit, Michigan 48201 | 313.652.1101
Columbus	462 South Ludlow Alley, Columbus, Ohio 43215 | 614.621.2796
Covington	27 West 7th Street, Covington, Kentucky 41011 | 859.957.0957
Greenville	504 Rhett Street, Suite 204, Greenville, South Carolina 29601 | 614.563.3921
Indianapolis	200 South Meridian Avenue, Suite 450, Indianapolis, Indiana 46204 | 317.423.9600
Lexington	163 East Main Street, Lexington, Kentucky 40507 | 859.280.3222
West Lafayette	220 South Street, Suite 201, West Lafayette, Indiana 47906 | 765.250.9209

MKSK

OCTOBER 6, 2017

MKSK

CITY OF BIRMINGHAM
P.O. BOX 3001
BIRMINGHAM, MI 48012
ATTN: PAUL O'MEARA, JANA ECKER, & SCOTT GREWE

4219 WOODWARD AVE, SUITE 305
DETROIT, MI 48201
313.652.1101

RE: PROPOSAL FOR MULTI-MODAL TRANSPORTATION CONSULTING SERVICES

Dear Selection Team,

In response to your request for proposal, we are pleased to submit our team's qualifications to provide urban design, multi-modal planning, and transportation and traffic engineering services for the City of Birmingham. MKSK has teamed with Fleis & VandenBrink (F&V) to provide a comprehensive team of experts in these fields. Our combined firms have extensive experience to meet the city's needs. We have forged a working relationship, as demonstrated by the projects in this submittal, with the officials, staff and citizenry in Birmingham through years of creative solutions.

I, Brad Strader, will serve as the Team Leader and primary point of contact with the City. In that role, I will attend the monthly Multi-Modal Transportation Board meetings. As a resident of Beverly Hills, I am accessible and very familiar with Birmingham. You may not be as familiar with my innovative transportation work around Michigan and the U.S. so we have included that in this submittal. Additionally, I joined MKSK last year which adds tremendous urban design experts to my transportation planning repertoire.

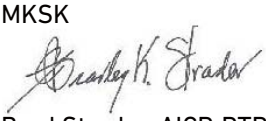
Joe Nickol of MKSK, our lead urban designer, will play a pivotal role in helping keep the city at the forefront of integrating placemaking with design in the right-of-way. Joe brings national expertise in urban design and has directed design and implementation for dozens of projects ranging from targeted pop-up efforts to strategic investment plans to billion-dollar urban revitalization projects in North America and abroad.

Michael Labadie, PE, Engineering Team Leader, will oversee all transportation and traffic engineering for projects. Mike brings his vast experience with the City of Birmingham, which dates back to 1986 when we started working in the capacity of traffic engineering consultant. Michael has been the traffic engineering consultant for with the City of Birmingham since 1986. Over the course of 30 years, Mike has worked on hundreds of projects throughout the City and it's this history, knowledge and passion for the City of Birmingham that he brings to each project. His role will insure the engineering standards for design and safety are applied on all projects. Mike is available to attend meetings as necessary where engineering assistance may be required.

Thank you for considering MKSK and F&V for this opportunity. Please let me know if you have any additional questions regarding our qualifications, project profiles or other materials.

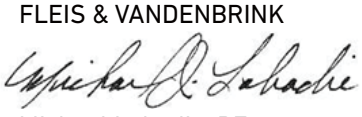
Respectfully submitted,

MKSK



Brad Strader, AICP, PTP, Senior Associate
bstrader@mkskstudios.com
248.867.8942

FLEIS & VANDENBRINK



Michael Labadie, PE
Group Manager

MKSK

TABLE OF CONTENTS

Office Locations:

Detroit: 313.652.1101

4219 Woodward Avenue, Suite 305, Detroit, MI 48201

Columbus: 614.621.2796

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Covington: 859.957.0957

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Louisville: 502.694.1416

607 W. Main Street, Suite 400, Louisville, KY 40202

West Lafayette: 317.280.9600

220 South Street, Suite 201, West Lafayette, IN 47906

MKSKSTUDIOS.COM

1. DESCRIPTION OF THE TEAM AND TEAM LEADER

SCIOTO MILE CIVIC CENTER DRIVE, COLUMBUS, OH_MKSK

INTRODUCTION

MKSK brings Urban Designers, Planners, Multimodal Transportation Specialists, and Landscape Architects together to offer creative planning, design, economic and sustainable solutions through our studios in Ohio, Kentucky, Michigan, South Carolina and Indiana. The MKSK team offers a staff of 90 including 9 AICP Certified and PTP Transportation Planners, 39 Licensed Landscape Architects, 14 LEED accredited professionals, and environmental graphic design/signage and wayfinding specialists.

Our team brings both private practice expertise, as well as a wide range of public planning experience to projects both large and small.

MKSK is a leader in capturing the full value of streets for all users and uses, not just the automobile. Multimodal design that treats streets as true public places is central to our street design philosophy. In addition to moving people, streets can drive economic development and investment. When travel speeds slow down, streets not only become dramatically safer, they realize higher rental rates, better sales per square foot, and experience less vacancy. We look at design alternatives that improve safety for all users, that strike the right balance to meet the sometimes competing interests.

At MKSK, our urban designers, planners, and landscape architects have the unique ability to work together to bring multidisciplinary expertise, high-quality design, and achievable, real-world solutions to all of its planning efforts. This, combined with the firm's focus on high-quality graphic presentations, enhances the ability of the planning studio to effectively communicate and gain consensus on plan concepts, ideas and strategies. Our firms' capability in 3D graphics and renderings further support communication the 'vision'. The end results are thoughtful, meaningful and implementable plans that spur action and provide a framework for transformational change.

1. DESCRIPTION OF THE TEAM AND TEAM LEADER

MAPLE ROAD - ROAD DIET, BIRMINGHAM, MI_F&V

Fleis & VandenBrink (F&V) was established in 1993 by two friends and civil engineers – Larry Fleis and Steve Vanden Brink. The firm currently boasts a staff of 200 professionals who carry on the tradition Larry and Steve started of hiring good people, doing good work and having good client relationships.

More than 250 cities, villages, counties and townships have contracted with F&V for roads, bridges, wastewater treatment plants and beautification projects. With municipal services being the cornerstone of the firm, close working relationships and constant communication are essential at all levels with their client communities.

F&V staff have provided the City of Birmingham with as-needed traffic and transportation engineering consulting services since 1986. As a community of approximately 20,000 residents and nearly 300 retailers, Birmingham has focused on providing a walkable community and F&V has provided consulting services for various projects throughout the City to help them realize their vision for the City. F&V has participated in public meetings and provided recommendations to the City based on the results of these analyses, in order to maintain acceptable traffic operations for City residents, businesses, and visitors.

The MKSK/Fleis & VandenBrink team bring the following strengths and experience to the City of Birmingham, the Multi-Modal Transportation Board (MMTB), and the Plan Commission:

Innovators in linking transportation. MKSK is known for creative multi-modal design solutions that support placemaking and downtown vitality. Our team leader, Brad Strader, has been involved in some of Michigan's "firsts" in transportation – first cycle track, first protected bikeway, first roundabouts, first mid-block pedestrian crossings on an M-route, first use of the MKD model and others. Brad led the training for the Michigan Complete Streets Coalition which propelled Michigan to status as the #1 state for Complete Street communities. He is also the transportation advisor to the MEDC's downtown redevelopment task force.

1. DESCRIPTION OF THE TEAM AND TEAM LEADER

For the past 30 years, Mike Labadie has assisted the City by providing as-needed traffic and transportation engineering consulting services. Most recently, he has provided engineering support for several projects including overseeing the Maple Road 4- to 3-lane conversion and many other projects throughout the Rail District Parking, S. Eton Bike Lanes and Maple Road Mid-Block crossing alternatives.

Transportation success in Michigan's top cities. Brad Strader and MKSK have been involved in transformative multi-modal transportation changes in Ann Arbor, Grand Rapids, Midland, and Traverse City. We are currently finishing up plans to redesign major streets in Lansing and Kalamazoo; and MKSK was just selected as the Prime to lead a nationally renowned transportation team for the City of Detroit Downtown Mobility Plan.

Multi-Disciplinary Approach. Our team includes leaders in the fields of urban design, multi-modal transportation planning, street design, and traffic engineering. Brad Strader (transportation planner) and Joe Nickol (urban design specialist) both speak nationally on integrating transportation design with placemaking.

Mike Labadie (traffic engineer) leads a team of the most dedicated and experienced group of traffic and transportation engineering professionals in SE Michigan. F&V have worked on projects in every type of community in SE Michigan; including urban, suburban, rural and everywhere in between. This experience in other communities allows them to bring new and innovative ideas to help the City of Birmingham develop into the vibrant community it is today and into the future.

Link to Multi-Modal Design Leaders. Transportation design is rapidly evolving. While our local team is well versed in new design principles, we also have deep connections to the nation's thought leaders. MKSK is currently working with some of the nation's top experts in multi-modal design, so if a particular design topic or concept is identified, we can bring in additional resources. For example, for the City of Grand Rapids, we engaged Smart Mobility from Vermont to use new types of multi-modal modeling.

City Advocates with MDOT and others. MKSK has been involved in some of the most innovative transportation projects in Michigan – highly walkable festival streets, protected bikeways, urban roundabouts, and street designs that put pedestrians first. Most of MKSK's transportation work is for cities, not MDOT. MKSK has been tapped to serve as advocates in discussions with MDOT by most of the major cities in Michigan – Detroit, Ann Arbor, Lansing, Kalamazoo, Midland, Grand Rapids and many more.

Experience in Birmingham. We believe past success working for Birmingham is an important asset. Brad Strader has worked with the City of Birmingham on 10 projects which have helped shape the city, notably the Downtown Plan & Code and a number of smaller area studies. He was also involved in the recent MKSK led redesign of Woodward and Maple Road. Mike Labadie has advised the city on traffic engineering since 1986. This knowledge and history with the City is an invaluable resource that is unmatched by any other traffic engineer.

Experience with transportation boards and commissions. Mike Labadie has worked with the City's MMTB since its inception. Brad Strader brings some new insight for the board from his experience working with many boards and commissions, including being selected by the city of Ann Arbor earlier this year to provide monthly training and start-up assistance to its new Transportation Commission.

1. DESCRIPTION OF THE TEAM AND TEAM LEADER

BRAD STRADER, AICP, PTP, MKSK SENIOR ASSOCIATE, PROJECT TEAM LEADER is recognized by many groups as the state's top innovator in transportation system planning. Brad is also a co-author or editor of national ITE best practice guidebooks on "Planning Urban Street Systems" and the recent edition of the Multi-Modal Trip Generation handbook. He has been tapped as an instructor by the American Planning Association, Institute of Transportation Engineers, MDOT, WisDOT, Transportation Research Board, the Alliance for Innovation, Michigan Economic Development Corporation, Michigan Municipal League, and many others at events around the nation and Canada. Brad has also worked with dozens of boards and commissions including the City of Ann Arbor's new Transportation Commission.

Brad will serve as the Team Leader to the City of Birmingham and serve as the primary point of contact. He will attend the monthly meetings of the MMTB.

JOE NICKOL, AICP, LEED AP, MKSK SENIOR ASSOCIATE, URBAN DESIGNER is an urban design, architecture, and real estate development advisor focused on regenerating cities, towns and neighborhoods. Joe has directed design and implementation for dozens of projects ranging from targeted popup efforts to billion-dollar urban revitalization projects in North America and abroad. He collaborates with multi-disciplinary teams of developers, economists, ecologists, engineers, artists, architects and planners to successfully complete initiatives for public and private clients. His work and observations have been highlighted in Planning Magazine, Better! Cities and Towns, Planetizen, Sustainable Cities Collective, on PBS, at the American Planning Association National Conferences, and at the Congress for New Urbanism.

Joe will be the lead urban designer on the team and provide urban design input early in the design process for transportation projects. He will also help identify potential project priorities where a design change in the public right-of-way could help with placemaking efforts or could complement a new development. Joe will attend occasional MMTB or City Commission meetings, to discuss design options or recommendations. Joe is also available to assist city staff in the review of development proposals for urban design excellence.

LAUREN CARDONI, LEED GA, MKSK URBAN/TRANSPORTATION PLANNER has a history of working on projects of various scales with multi-disciplinary teams to develop solutions unique to each place. She draws from a background in urban design, transportation planning, and landscape architecture to translate conceptual ideas and technical data into compelling and relatable materials. Prior to joining MKSK, Lauren worked in transportation planning on a national level, gaining experience working with communities of all sizes and contexts and helping them to create more sustainable transportation systems. Lauren is a member of the Association of Pedestrian and Bicycle Professionals and is actively involved in Open Streets Columbus.

MICHAEL LABADIE, PE, F&V GROUP MANAGER, ENGINEERING TEAM LEADER is a licensed engineer with nearly 40 years of experience in the field of Transportation Engineering. Mike has served as Transportation Engineering Manager responsible for all traffic engineering and transportation planning work, including planning, design, and implementation of traffic operation improvements for communities and private developments. He has served as the Rural District Transportation Engineer for the Road Commission for Oakland County and Adjunct Faculty in the Construction Engineering Department at Lawrence Technological University. Michael has completed a variety of transportation and parking engineering projects in and for numerous Michigan communities, including the City of Birmingham where he has served as the City's traffic consultant for over 30 years. Mike will be the team leader for all engineering services and will attend the MMTB

monthly meetings, Planning Commission meetings and City Commission meetings, as necessary to address engineering questions.

JULIE KROLL, PE, PTOE, F&V TRAFFIC ENGINEERING PROJECT MANAGER is a professional engineer and professional traffic operations engineer that has been involved in a wide variety traffic and transportation engineering projects for over 17 years, including all aspects transportation planning, operations and design. She has provided the traffic and mobility analyses on hundreds of different Federal, State and local projects. As a Project Manager she is responsible for all aspects of the project scoping, analysis, design and delivery. Julie has a broad range of experience that is essential in evaluating each project and she is able to effectively and concisely communicate this information. Working as part of the F&V traffic engineering consultant team for the City of Birmingham for the past two years, she has provided engineering support performing numerous engineering analyses and designs for the Multi-Modal board to consider and recommend for implementation as part of the on-going effort by the City to implement the Multi-Modal Transportation Master Plan.

BRANDON HAYES, PE, P.ENG., F&V TRAFFIC ENGINEER has over eight years of progressive traffic engineering experience. His expertise lies in the analysis of multi-modal traffic systems and in the designing and planning of traffic, transportation, and parking projects. He has extensive international experience, having lived and worked for most of his career in downtown Toronto. He brings this urban design and multi-modal operations sensibility to every project. His primary focus is in the operations and analysis for project in both private sector and for municipal clients. Brandon has expertise in state-of-the-art analysis programs such as Synchro/ SimTraffic 10, HCS7, ARCADY, VISSIM 9, and VISTRO 5.

STEVEN RUSSO, PE, F&V TRAFFIC ENGINEER has six years of experience in conducting traffic engineering and transportation planning studies ranging from traffic operations and safety studies using simulation modeling to preparing conceptual plan drawings. He is also responsible for conducting crash analyses, pedestrian studies, signal warrant studies, road diet studies, signal optimization studies, parking facility studies, sight-distance evaluations, site plan reviews, intersection and roadway improvement strategies to meet traffic demands for all roadway users. He is an expert in the MMUTCD, Michigan Electronic Traffic Control Device Guidelines as well as standards from FHWA, AASHTO, NACTCO, ITE, and other state and local agencies. He has extensive experience using traffic simulation software including Synchro/SimTraffic 10, HCS7, VISTRO 5, Rodel, and AutoCAD

JENNIFER CHEHAB, PE, F&V PROJECT MANAGER, MUNICIPAL ENGINEERING PROJECT MANAGER has over 20 years of municipal experience, specifically in the design and management of municipal utility infrastructure and road projects. She also has experience in the preparation of engineering plans and specification for pathway and non-motorized trail projects. Having worked directly with over 20 municipal clients, including the Cities of Warren, Clawson and Troy, and Chesterfield, Rose and Brandon Townships. She is experienced making presentations to the public, including municipal council and board meetings and public informational meetings.

JUSTIN ROSE, EIT, F&V PROJECT ENGINEER has over 10 years of experience in civil and municipal engineering. He has experience designing and constructing traffic signals, pedestrian signals, bike paths, as well as water main, storm sewer and roadway projects. He was part of the design team for one of the first countywide wireless broadband communication signal systems, eventually connecting over 200 HD CCTV cameras, 700 traffic signals and countless other devices to traffic operations center. He is very familiar with Congestion Mitigation and Air Quality and Highway Safety Improvement Program funding and projects as well traffic signals.

Please see following this section, resumes of our identified team members and their relevant experience in urban design, multi-modal planning, and transportation and traffic engineering.

BRAD STRADER, AICP, PTP

Senior Associate, Role: Project Team Leader

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, and development regulations. His experience with transportation and corridor planning, complete streets, land use and parking strategies reaches to communities throughout Michigan, Ohio, Indiana and other states. Brad has been involved in dozens of downtown and district plans, as the project manager or for expertise on transportation, parking, codes and implementation. He is a frequent lecturer on planning and transportation and placemaking topics at state, regional, and national conferences and training webinars and has presented several national seminars on innovative linkages between land use & transportation for ITE and AICP.

PROJECT EXPERIENCE

Old Woodward Avenue/Maple Street Corridor Plan
Birmingham, Michigan

Shaping the Avenue
Lansing, Michigan

Downtown Streetscape/Circulation Plan
Midland, Michigan

Auburn Road Corridor Plan
Rochester Hills, Michigan

Auburn Avenue Corridor Plan
Cincinnati, Ohio

Downtown Transportation Plan
Findlay, Ohio

South State Street Design Alternatives
Ann Arbor, Michigan

Southeast RTA Michigan Avenue TOD Corridor Analysis
Detroit to Ann Arbor and Metro Airport, Michigan

Experience Prior to MKSK:
Downtown Plan and Code, Triangle District Plan and Form- Based Code, Downtown and Triangle District Parking Structure Analysis and Parking Evaluations, South Woodward Gateway Plan, Woodward Avenue Complete Streets and Rapid Transit Plan
Birmingham, Michigan

M-1 Woodward Avenue TOD Plan and Code
Oakland County, Michigan

EDUCATION

Michigan State University,
B.S., with Honors, in Urban Planning, 1983

REGISTRATION

Fellow, Institute of Transportation Engineers (FITE)
ITE Professional Transportation Planner (PTP)
American Institute of Certified Planners

PROFESSIONAL AFFILIATIONS AND TRAINING INSTRUCTOR

American Institute of Certified Planners; Transportation Research Board (TRB) Access Management Committee and Travel Demand Management Committee; ITE Transportation Planning Council Executive Committee Past Chair; ITE Complete Streets Council; MDOT M2D2 Advisory Committee and Task Force Instructor; MDOT Access Management Instructor; WisDOT Access Management Training Program; MI Complete Streets Coalition Training Program; MEDC Redevelopment Ready Community Program Instructor; Advisor to the City of Ann Arbor Transportation Commission

JOSEPH NICKOL, AICP, LEED AP

Senior Associate, Role: Urban Designer/Planner

MKSK

JOE IS AN URBAN DESIGN, ARCHITECTURE, AND REAL ESTATE DEVELOPMENT ADVISOR FOCUSED ON REGENERATING OUR CITIES, TOWNS, AND NEIGHBORHOODS

Joe has directed design and implementation for dozens of projects ranging from targeted popup efforts to billion-dollar urban revitalization projects in North America and abroad. He collaborates with multi-disciplinary teams of developers, economists, ecologists, engineers, artists, architects, and planners to successfully complete initiatives for public and private clients. His work and observations have been highlighted in Planning Magazine, Better! Cities and Towns, Planetizen, Sustainable Cities Collective, on PBS, at the American Planning Association National Conferences, and at the Congress for New Urbanism.

EDUCATION

Bachelor of Architecture, University of Notre Dame, 2005

Rome Studies Program, 2002-2003

South Bend Downtown Design Studio, 2004

CERTIFICATION

American Institute of Certified Planners

LEED Accredited Professional

PROFESSIONAL AFFILIATIONS

American Planning Association

CEOs for Cities

Congress for New Urbanism

Placemaking Leadership Council

Urban Land Institute

PROJECT EXPERIENCE

Highland Park Downtown Strategic Plan

Highland Park, Michigan

RiverWest/Michigan Street Corridor Strategic Plan

Indianapolis, Indiana

Auburn Avenue Corridor Plan

Cincinnati, Ohio

Downtown Riverfront Strategic Development Plan

Troy, Ohio

Walnut Hills Reinvestment Strategy

Cincinnati, Ohio

Montgomery Gateway

Montgomery, Ohio

Experience Prior to MKSK:

Detroit East Riverfront

Detroit, Michigan

Virginia Beach Strategic Growth Area TOD Plans

Virginia Beach, Virginia

Oakley Yard

Cincinnati, Ohio

Johns Creek Town Center

Johns Creek Georgia

Downtown Norfolk Arts & Design District

Norfolk, Virginia

LAUREN CARDONI

Urban Planner / Transportation Planner

MKSK

LAUREN COMBINES EXPERIENCE IN ADVOCACY AND OUTREACH WITH A PASSION FOR TRANSFORMING STREETS INTO GREAT PLACES TO HELP COMMUNITIES BUILD CONSENSUS AROUND THEIR TRANSPORTATION FUTURES.

Lauren has a history of working on projects of various scales, managing multi-disciplinary teams to develop solutions unique to each place. She draws from a background in urban design, transportation planning, and landscape architecture to translate conceptual ideas and technical data into compelling and relatable materials. Prior to joining MKSK Lauren worked in transportation planning on a national level, gaining experience working with communities of all different sizes and contexts and helping them to create more sustainable transportation systems.

EDUCATION

Georgia Institute of Technology,
Master of City and Regional Planning, 2013
University of Georgia,
Bachelor of Landscape Architecture, 2011

CERTIFICATION

LEED Green Associate

PROFESSIONAL AFFILIATIONS

Association of Pedestrian and Bicycle Professionals

BOARDS, COMMISSIONS & PROFESSIONAL ACTIVITIES

Open Streets Columbus

PROJECT EXPERIENCE

Shaping the Avenue
Lansing, Michigan
I-94/M-43 Planning and Environmental Linkages Study
Kalamazoo, Michigan
Experience Prior to MKSK:
Connect Columbus Multimodal Thoroughfare Plan
Columbus, Ohio
South First Street Complete Street Study
Miami, Florida
Cleveland Public Square Transportation Study,
Ontario Street Redesign
Cleveland, Ohio
Rock Creek East II Livability Study
Washington, D.C.
Detroit I-94 Local Mobility Enhancement Study
Detroit, Michigan
Williams Drive Corridor Transportation Study
Georgetown, Texas
West Falls Church Transportation Study
Falls Church, Virginia
Latham Street Bicycle Boulevard Design
Mountain View, California
Madison in Motion Sustainable Transportation Master Plan
Madison, Wisconsin

Experience Summary

Michael has nearly 40 years of experience in the field of Transportation Engineering. Michael has directed many traffic and transportation engineering projects, including intersection operations studies, corridor studies, citywide traffic studies, signal system studies, roadway design projects, development impact studies, environmental impact statements, and traffic safety projects.

Michael has served as Transportation Engineering Manager responsible for all traffic engineering and transportation planning work, including planning, design, and implementation of traffic operation improvements for communities and private developments. Michael has provided professional transportation engineering services for projects such as the Comerica Park and Ford Field master plans, redesign of the Detroit Renaissance Center, conceptual plans for the city casinos, and traffic management for the Michigan International Speedway.

Additionally, he served as Rural District Transportation Engineer for the Road Commission for Oakland County and Adjunct Faculty in the Construction Engineering Department at Lawrence Technological University. Michael has completed a variety of transportation and parking engineering projects in and for numerous Michigan communities, including the City of Detroit, City of Birmingham and Bloomfield Township.

Major Areas of Expertise

- Complex Intersection Capacity and Operations
- Corridor & Downtown Street Planning
- Public Approval Processes
- Large Event Traffic Management
- Shared Parking Studies
- Traffic Impact Studies
- Transportation & Community Connections
- Transportation Engineering & Planning

Project Experience

Birmingham

Michael has been the traffic engineering consultant for with the City of Birmingham since 1986. Over the course of 30 years, Michael has worked on hundreds of projects throughout the City. He is responsible for providing the City with as-needed traffic and transportation engineering consulting services. Responsibilities include collaboration with City Engineering, Planning, and Police staff, direction and review of traffic analyses, communication and presentation of study results and recommendations, and coordination with the Road Commission for Oakland County and MDOT. Project examples include city-wide traffic operations evaluation, corridor traffic signal optimizations, traffic control studies, lane reduction studies, parking evaluations, evaluating pedestrian accommodations, traffic signal warrant analysis, and development impact studies.

Most recently with F&V he has provided engineering support for numerous projects. Several traffic analyses were completed for an area of the City including Old Woodward Avenue, Woodward Avenue, and Maple Road which included traffic signal optimization, roadway reconstruction, and evaluation of proposed development impacts. Participated in public meetings and provided recommendations to the City based on the results of these analyses, in order to maintain acceptable traffic operations for City residents, businesses, and visitors.

MICHAEL LABADIE, PE

TRAFFIC ENGINEERING
GROUP MANAGER

Education

MS Civil Engineering
Wayne State University, 1978

BS Civil Engineering
Wayne State University, 1975

Registrations

Professional Engineer
- Michigan (No. 26598)
- Indiana (No. 11600237)

Certifications / Trainings

- National Highway Institute FHWA Road Safety Audits

Professional Affiliations

- Institute of Transportation Engineers

Experience Summary

Julie has been involved in a wide variety traffic and transportation engineering projects for over 17 years, including all aspects transportation planning, operations and design. She has provided the traffic and mobility analyses on hundreds of different Federal, State and local projects. As a Project Manager she is responsible for all aspects of the project scoping, analysis, design and delivery. Julie has a broad range of experience that is essential in evaluating each project and she is able to effectively and concisely communicate this information.

Major Areas of Expertise

- Congestion Management Studies
- Intersection Design
- Maintaining Traffic Plans/Provisions,
- Transportation Management Plan
- Parking Studies
- Pedestrian Studies
- Travel Time Studies
- Traffic Calming
- Traffic Impact Studies
- Traffic Signal Warrant Analysis
- Transportation Planning
- Safety Studies
- School Studies
- Sign Design/Schematic
- Site Circulation Studies
- Wayfinding Studies

Project Experience

As the traffic engineering consultant for the City of Birmingham, F&V has provided engineering support performing numerous engineering analyses and designs for the Multi-Modal board to consider and recommend for implementation as part of the on-going effort by the City to implement the Multi-Modal Transportation Plan. A few of the highlights that have been performed over the last two years are summarized below.

Birmingham: Maple Road, 4 to 3 Lane Conversion Before/After Study
Project Manager responsible for before and after study to evaluate the four lane road operations and the three lane roadway operations during the trial periods. This trail was done to determine if the implementation of three-lane cross section would enhance operations for all transportation users including drivers, pedestrians, and bicyclists. Study analyses included modeling of the study network, crash analysis, and calculation of intersection delays, Levels of Service (LOS), and vehicle queues. The results of the study showed a decrease in speeds, improved conditions for pedestrians, reduction in crashes and negligible increases in travel time. The study results were presented to the Multi-Modal Board and the City commission who recommended to maintain the three-lane section. The project was successful and constructed as recommended in summer 2016.

Birmingham: Rail District Parking Study
Project Manager responsible for the evaluation of the existing peak period parking demand within the Rail District and an evaluation of pedestrian improvements at intersections identified by the Ad Hoc Rail District Commission for review. The Ad Hoc Rail District Commission members were tasked with developing a plan to address the current and future parking demands within the district that align with both the planning goals and multi-modal opportunities for the Rail District. This study was performed to assist in the development of this plan and achieving their goals. Recommendations included areas to provide shared parking and pedestrian crossing enhancements at several intersections along the corridor.

Birmingham: S. Eton Bike Lanes
Project Manager responsible for the evaluation of the bike lane alternatives on the S. Eton Street corridor between Maple Road and 14 Mile Road. The study included several options for the Multi-Board consideration. The options were all developed in accordance with on guidance from the *NACTO Urban Bikeway Design Guid*e, the *NACTO Urban Street Design Guid*e and the recommendations from the City of Birmingham Multi-Modal Transportation Plan, with additional support from the Ad Hoc Rail Committee study.

Birmingham: Design Reviews/Engineering Studies/Plan & Study Review

- Neighborhood Connector Route Plan/Signing
- Lincoln and Pierce Bumpout Evaluation
- Lincoln and Ann Signing and Striping Evaluation
- Maple Road Mid Block Crossing Evaluation
- Southfield and Maple HSIP Application
- Saxon Roundabout Operational Analysis and Design
- Lincoln and Southfield Signal Evaluation
- Chesterfield and Quarton Traffic Analysis
- North Old Woodward Corridor
- Oak Street Traffic Engineering Analysis
- South Eton Street Engineering Review
- Brookside Terrance Engineering Review
- 277 Pierce Engineering Review
- 2010 Cole Engineering Review
- Boutique Hotel Engineering Review

JULIE KROLL, PE, PTOE
TRAFFIC ENGINEERING
PROJECT MANAGER

Education

BS Civil/Trans. Engineering
Michigan Technological University, 2000

Registrations

Professional Engineer

- Michigan (No. 57356)
- Texas (No.95754)
- Tennessee (No. 111803)
- Indiana (No. 11500467)

Professional Traffic Operations Engineer

- PTOE (No. 3675)

Certifications/Training

- 2014 / National Highway Institute-Road Safety Audits/Assessments (FHWA-NHI-380069)

Professional Affiliations

- Institute of Transportation Engineers, Member
- WTS International, Member

Experience Summary

Brandon has eight years of civil engineering experience, with responsibilities including traffic data analysis, preparation of traffic engineering proposals/technical memorandums/traffic operations studies/transportation assessment reports, collision analyses, and operational analysis of intersections and corridors.

Major Areas of Expertise

- Traffic Impact Studies/Transportation Impact Assessments
- Traffic Operations and Capacity Analyses
- Collision Analyses and Safety Reviews
- Transportation Demand Management Initiatives

Project Experience

Southfield Road & Maple Road HSIP Application, Birmingham Michigan
Project Engineer responsible for evaluating vehicle safety-focused improvement options for the intersection of Southfield Road and Maple Road in Birmingham, Michigan. The project analysis resulted in recommendation of an intersection reconfiguration to provide a T-intersection with the elimination of channelization causing intersection angle crashes. The crash and injury data was obtained from the Traffic Improvement Association (TIA) Traffic Crash Analysis Tool (TCAT) and all crash data were verified by reviewing UD-10 crash reports.

Woodbridge Park TIS, City of Vaughan, Ontario, Canada
TIS for a proposed mixed-use residential and commercial development in the City of Vaughan, ON. One of the purposes of the study was to review Transportation Demand Management (TDM) initiatives, including transit, pedestrian, and cycling facilities, and traffic calming measures. Public transit routes, pedestrian and cycling facility linkages, and traffic calming features were identified and additional measures were proposed, including cycle parking and New Resident Information Packages advising owners/tenants of ongoing area-wide TDM measures.

1771 Markham Road Condo Development, City of Toronto, Ontario, Canada
TIS for a proposed condominium development at 1771 Markham Road in the City of Toronto, ON. One of the purposes of the study was to review TDM initiatives. The study reviewed the locations of existing transit stops and considered locations best-suited to convenient access for future residential occupants and commercial/retail patrons. A functional pedestrian walkway network was also recommended to maintain connectivity with the City's *Sidewalk Inventory*. Area-wide cycling facilities and connectivity were reviewed and traffic calming measures were recommended, including narrowed pavement widths and orthogonal internal driveways.

Paradise Homes TIS, City of Burlington, Ontario, Canada
TIS for a proposed mixed-use residential and commercial development in the City of Burlington, ON. TDM initiatives included the recommendation of new public transit facilities and bus routes, the recommendation of a multi-use pathway adjacent to an east-west arterial roadway, and the recommendation of new bicycle lanes to complete a contiguous section of area-wide cycling facilities

Morningside Traffic Impact Study, Ann Arbor, Michigan
Project Engineer responsible for conducting a Traffic Impact Study (TIS) for the proposed 1140 Broadway Lower Town development. The proposed development includes 616 residential units (545 apartments/71 condominiums) and 4,900 square feet of retail space. The proposed development includes many multi-modal aspects included 661 bike parking spaces and walking to numerous bus-stops and the train station. The study identified the pedestrian, bicycle, and vehicle trip related impacts of the proposed development on the adjacent road network, including six signalized intersections within the SCOOT network and the proposed roundabout at Maiden Lane & Fuller Road.

BRANDON HAYES, PE, P.ENG.
TRAFFIC ENGINEERING
PROJECT ENGINEER

Education

B.A.Sc – Honours Civil Engineering, University of Windsor, 2009

Registrations

Professional Engineer

- Ontario, Canada (No. 100151466)
- Michigan (No.64453)

Experience Summary

Steven Russo is a traffic engineer with six years of experience in conducting traffic engineering and transportation planning studies ranging from traffic operations and safety studies using simulation modeling to preparing conceptual plan drawings. He is also responsible for conducting crash analyses, pedestrian studies, signal warrant studies, road diet studies, signal optimization studies, and traffic impact studies using MDOT standards such as the MMUTCD and Electronic Traffic Control Device Guidelines as well as standards from FHWA, AASHTO, ITE, and other state and local agencies. He has extensive experience using traffic simulation software including Synchro and SimTraffic, Rodel, Vissim, Vistro, Highway Capacity Software, and AutoCAD. Steve's other experience includes parking facility studies, design and layouts, sight-distance evaluations, site plan reviews and intersection and roadway improvement strategies to meet traffic demands for all roadway users.

Major Areas of Expertise

- Road Diets
- Complete Streets
- Complex Intersection Capacity and Operations
- Micro Simulation Analyses
- Queuing Analyses
- Signal Optimizations
- Signal Warrant Analysis
- Shared Parking Studies
- Synchro, SimTraffic, Rodel,
- Traffic Data Collection
- Traffic Impact Studies

Project Experience

Steven is a valuable asset as a transportation engineer and has performed numerous Traffic Studies. A few of his recent projects are shown below.

Oakland & Lawndale Pedestrian Facilities Improvements, Birmingham, MI
Traffic Engineer responsible for developing conceptual drawings of pedestrian facilities improvements at the intersection of Oakland Avenue & Lawndale Street in Birmingham. Improvements included the addition and relocation of crosswalks, a new shared use pathway, and traffic control modifications to provide safe, convenient, and comfortable travel for all roadway users.

Maple Road Signal Optimization Study, Birmingham, MI
Traffic Engineer responsible for the creation and evaluation of traffic signal operations along Maple Road between Cranbrook Road and Eton Street in Birmingham. Tasks included field visits to evaluate current operations at traffic signals and collect field data, review of existing timing plans and time/space diagrams, review of turning movement counts, updating pedestrian and clearance intervals, creation of Synchro models for all signals, and recommending timing improvements.

Corridor Study for Old Woodward and Maple Road, Birmingham, MI
Traffic Engineer for a study of Old Woodward Avenue between Willits Street and Woodward Avenue and Maple Road between Bates Street and Peabody Street. The study included evaluation of options for the roadway including non-motorized facilities.

Chesterfield & Quarton Traffic Analysis – Birmingham
Project Engineer for a traffic analysis for the proposed construction of a center lane for left turns on Quarton Road at Chesterfield Avenue in Birmingham, Michigan. The study included data collection, modeling of the adjacent road network, analysis of traffic operations, safety and crash analysis, and identification of traffic impacts of the proposed turn lanes. The study results were reviewed, approved, and implemented by the City of Birmingham.

- Maple Road Diet – Birmingham
- Seaholm High School Traffic Operations Evaluation – Birmingham
- Quarton School Traffic Operations Evaluation – Birmingham
- Lincoln & Southfield Signal Optimization Study – Birmingham

STEVEN RUSSO, PE
TRAFFIC ENGINEERING
PROJECT ENGINEER

Education

BS Civil Engineering
Michigan State University, 2009

Registrations

Professional Engineer
- Michigan (No. 64398)

Certifications/Training

- AASHTO Highway Safety Manual Workshop
- MDOT Geometric Design Course
- AutoCAD Civil 3D Fundamentals

Experience Summary

Jennifer has over 20 years of municipal experience, specifically in the design and management of municipal utility infrastructure and road projects. She also has experience in the preparation of engineering plans and specification for pathway and non-motorized trail projects

Having worked directly with over 20 municipal clients, including the Cities of Warren, Clawson, and Troy, and Chesterfield, Rose, and Brandon Townships. Jennifer has experience making presentations to the public, including municipal council and board meetings and public informational meetings.

Project Experience

Trails and Pathways – Troy
Project Engineer responsible for preliminary engineering and route selection of 11 miles of pathway throughout the City of Troy. The project consists of on-street bike lanes, sharrows, and bike paths connecting various City of Troy parks, recreational facilities, and municipal facilities to neighborhoods and ultimately to Big Beaver and the Clinton River Trail. Assisting the City with public informational meetings, pursuing TAP Grant Funding and design for this three-phase project.

Conner Creek Greenway – Warren Extension – Warren, Detroit
Project Engineer responsible for design and construction administration of the Conner Creek Greenway project in the Cities of Warren and Detroit. This 2.4 mile project involved creating dedicated bike lanes on Van Dyke from Stephens to Outer Drive and shared bike lanes along Outer Drive from Van Dyke to the Conner Creek Trail. This project also included ADA upgrades to the sidewalks along the route, as well as stamped decorative concrete pedestrian crossings at the 8 Mile Road and Van Dyke intersection. This project was funded with Transportation Alternatives Program grant funds and was a collaborative effort between the Cities of Warren and Detroit, the 8 Mile Boulevard Association and the Detroit Eastside Community Collaborative.

City Park Pedestrian Path – Clawson
Project Engineer responsible for design and construction administration for the construction of a 10 foot wide asphalt path through the 37-acre Clawson City Park. This path connects many park amenities, including baseball fields, football field, concession building, tennis courts, skate park, parking, restroom facilities, picnic shelter, and tot lot. In addition to path construction, the project involved improved drainage of adjacent areas, as well as expansion of the hardscape picnic area around the concession building.

14 Mile Road and Main Street Enhancement Project – Clawson
Project Engineer responsible for assisting the City of Clawson with receiving $760,000 in Transportation Enhancement (now TAP) grant funds toward a $1.2 million project. The project included streetscape enhancements throughout the downtown such as decorative street lighting, brick pavers, bump outs for additional on-street parking, bike racks, and new street trees. As an indirect result, several business owners updated their street-facing storefronts, since people are now using the front doors more frequently.

Local Street Reconstruction Projects – Clawson
Project Manager responsible for assisting the City with successfully passing an infrastructure improvement bond which resulted in reconstruction of 7.5 miles of major and local roads., including the following streets:

14 Mile Road Pedestrian Crossings – Clawson
Assisted the City of Clawson DDA with obtaining Transportation Alternatives Program funding for three mid-block pedestrian refuge islands along 14 Mile Road between Washington and Bellevue. Project Engineer for design of Pedestrian Hybrid Beacon and two Rectangular Rapid Flashing Beacons at the proposed mid-block crossing locations

JENNIFER CHEHAB, PE
MUNICIPAL ENGINEERING
PROJECT MANAGER

Education

Bachelor of Science: Civil Engineering
University of Detroit

Registrations

Professional Engineer
- Michigan (No. 43220)

Professional Affiliations

- American Public Works Association (APWA)
- South Oakland County Municipal Engineers (SOCME)

Experience Summary

Justin has over 10 years of experience in civil and municipal engineering. He has experience designing and constructing traffic signals, pedestrian signals, bike paths, as well as water main, storm sewer and roadway projects. Justin has interacted with both residents and politicians face-to-face to discuss issues concerning projects and programs affecting their community during projects, such as running citywide programs like sidewalk or pavement repairs.

Justin was part of the design team for one of the first countywide wireless broadband communication signal systems, eventually connecting over 200 HD CCTV cameras, 700 traffic signals and countless other devices to traffic operations center.

He is very familiar with Congestion Mitigation and Air Quality (CMAQ) and Highway Safety Improvement Program (HSIP) funding and projects as well as seawalls and traffic signals.

Major Areas of Expertise

- Civil and municipal engineering design
- Asset management and capital improvement planning
- Construction management and administration
- Funding acquisition
- Ground-level traffic signal engineering

Project Experience

Lapeer Road and Allen Road Roundabout – St Clair County
Project Engineer responsible for the design of a proposed roundabout at the intersection of Lapeer Road and Allen Road, replacing the existing standard two-lane intersection. Project work included final grading and storm sewer layout and design.

Neighborhood Connector Bike Routes – Birmingham
Project Engineer responsible for the final field design and layout of nearly 100 bike route signs and sharrows for a new bike route throughout the City of Birmingham, connecting Lincoln, Larchlea/Chesterfield, Oak and Eton, including going through the downtown.

Elza Street Water Main and Pavement Replacement – Warren
Project Engineer responsible for the design, preparation of contract documents, bidding and construction management for the reconstruction of 300' of water main, 1,200' of city street and numerous storm utility improvements in the City of Warren, including ADA ramp and sidewalks.

14 Mile Road Pedestrian Crossings – Clawson
Project Engineer responsible for the design of a Pedestrian Hybrid Beacon (HAWK Signal) and two Rectangular Rapid Flashing Beacons along 14 Mile Road at three proposed mid-block pedestrian crossing locations.

Trails and Pathways – Troy
Project Engineer responsible for the preliminary engineering and route selection of 11 miles of pathway throughout the City of Troy. The project consisted of on-street bike lanes, sharrows, and bike paths connecting various neighborhoods and parks. Upwards of ten proposed paths were developed.

Lakeland Trails Safety Improvements – Stockbridge
Project Engineer responsible for the design of four ADA compliant trail crossings using MDOT Safety Funds. The project included the conversion of four trail crossings from gravel/dirt "goat paths" to fully ADA compliant crossings.

JUSTIN ROSE, EIT
MUNICIPAL ENGINEERING
PROJECT ENGINEER

Education

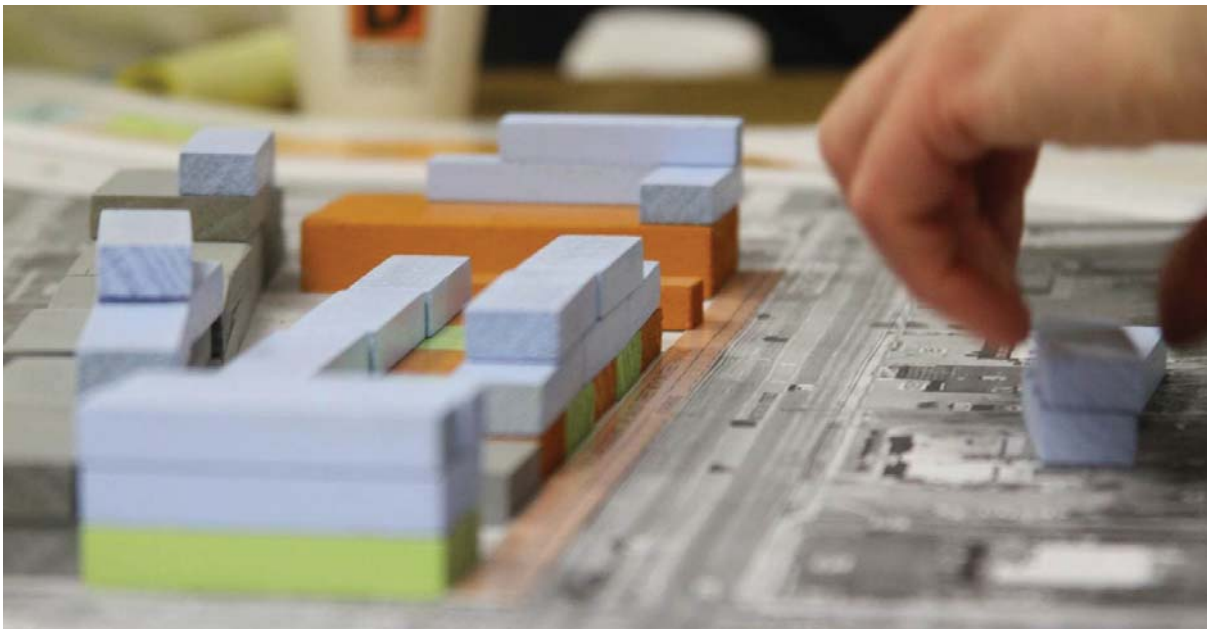
Bachelor of Science: Civil Engineering, Wayne State University

Certifications/Training

- PACP, MACP and LACP certified: U-813-18746
- MicroStation and AutoCAD
- Synchro and SimTraffic
- GIS and PYTHON
- Confined Space certified
- Two-year CISCO Networking training

MICHIGAN STREET CORRIDOR PLAN

Grand Rapids, Michigan



INNOVATIVE WAYS OF LINKING TRANSPORTATION WITH DEVELOPMENT

Brad Strader led a large team to create a land use and multi-modal transportation plan for the Grand Rapids "Medical Mile" around the Michigan Street corridor on the edge of downtown. This area includes a wide range of uses, including a regional hospital, Michigan State and Grand Valley State University campuses, small business districts and a variety of unique neighborhoods. Through an elaborate community engagement process including focus groups, web-based publicity, walk/bike tours, public forums and a "Quality of Life" board game, different land use and transportation alternatives were identified and vetted.

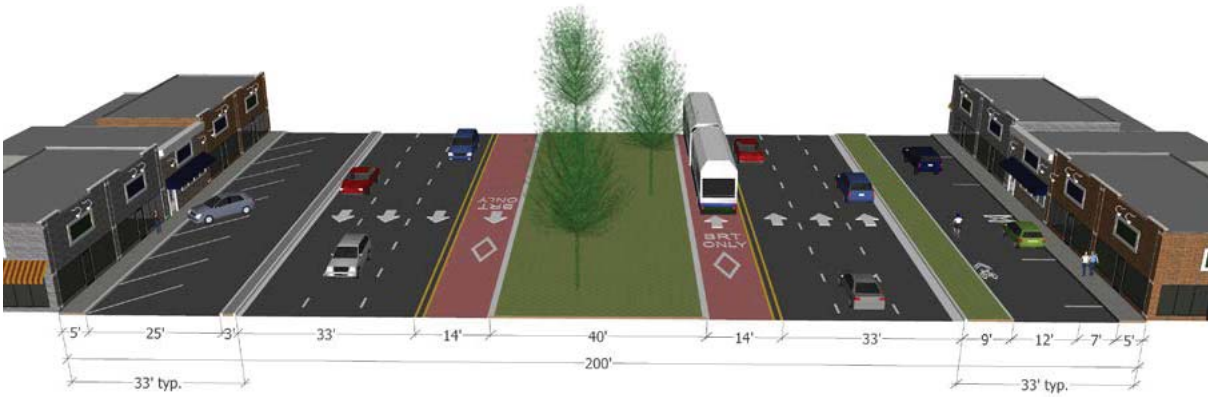
Using Guiding Principles and HUD performance measures, a preferred land use scenario was identified. Then a variety of transportation improvement packages were modeled at the subarea and intersection level. Traditional modeling was supplemented with the EPA's Mixed-use Development (MXD) program for mode splits. The Plan provides a series of recommendations for land use, new housing types, bike facilities, numerous pedestrian improvements, travel demand management strategies, long and short range transit options, TOD and POD urban design standards, a green infrastructure plan and a range of street network improvements.

Personal Experience of Brad Strader

CLIENT	City of Grand Rapids
CONTACT	Jay D. Steffen, LLA, Assistant Planning Dir.
PHONE	616.456.4308
YEAR	2013

M-1 WOODWARD AVENUE TOD PLAN AND CODE

Oakland County, Michigan



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 around 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

OLD WOODWARD AVENUE/MAPLE DRIVE CORRIDOR PLAN

Birmingham, Michigan

COMPREHENSIVE CORRIDOR DESIGN GUIDELINES COMPLEMENT RECENT PLANNING & DEVELOPMENT

Old Woodward Avenue and Maple Road are the intersection of "Main and Main Streets" in this vibrant downtown north of Detroit. Set for its first reconstruction in 30 years, city leaders hired MKSK to identify a design concept that would best balance a variety of transportation and economic goals advocated by various groups and the public. Business leaders emphasized the need to retain the amount of convenient on-street parking and a thoughtfully designed streetscape. Planners sought wider sidewalks with more frequent pedestrian crossings and additional space for outdoor cafés. Others advocated better routing for bikes and use of long lasting green infrastructure elements. City engineers stressed the need for smooth traffic operations, radii for larger commercial vehicles and cost considerations. Some wanted to retain the traditional streetscape features while others felt it was time for a fresh design.

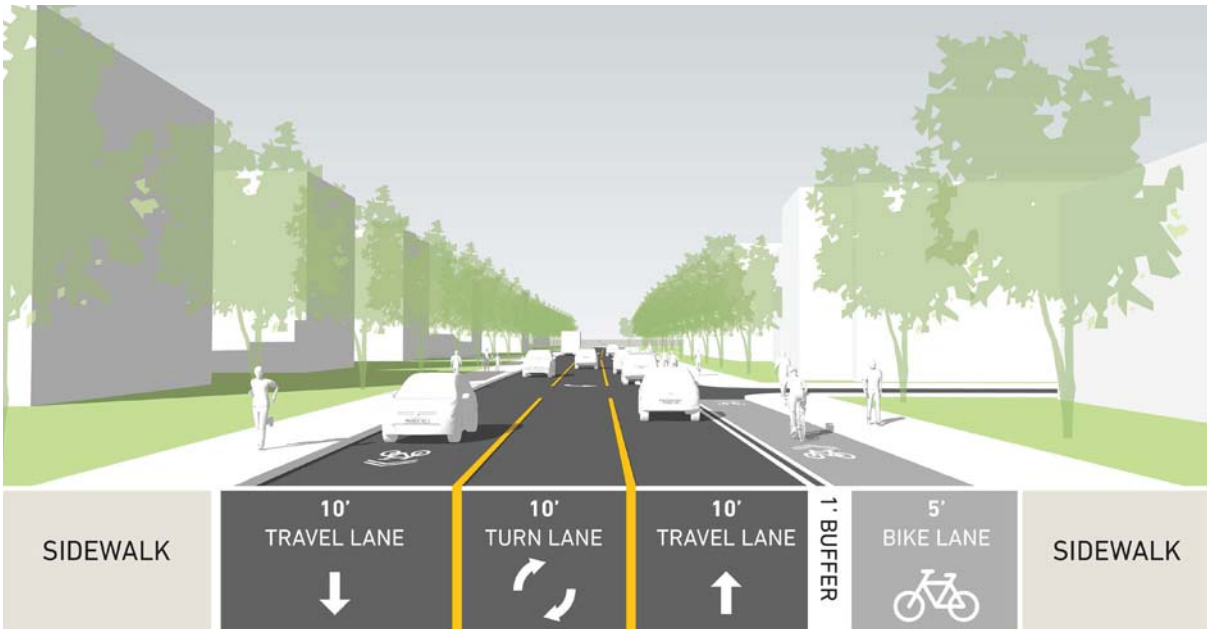
Due to the timing of funding, a final design concept was required within just a few months in early winter 2016. Through exploration of a range of alternatives, MKSK crafted a design that strikes a balance between those somewhat competing goals. Not only were the sidewalks widened, but a more linear landscape design increased the walkable sidewalk width by up to 25%. A new palette of trees, curbs, streetlights, and distinct pavement materials will provide a lasting design.

Endorsed by all the various parties, the project is expected to begin construction in 2018.

CLIENT	City of Birmingham
CONTACT	Jana Ecker, Planning Director
PHONE	248.538.1800
YEAR	2016 Plan

AUBURN AVENUE CORRIDOR PLAN

Cincinnati, Ohio



COMPLETE STREET STRATEGY TO SUPPORT EXISTING USES AND FUTURE DEVELOPMENT PATTERNS

The Auburn Avenue corridor study assesses how Auburn Avenue can better serve the local neighborhood and safely transport emergency vehicles into and out of the hospital. The corridor connects the redeveloping Over-The-Rhine neighborhood with the University of Cincinnati campus. With the recent Christ Hospital expansion and plans for additional expansion, the MKSK team was tasked with assisting in the future visioning of the corridor to better serve the community and local businesses. The study looked at development patterns, future development sites, and how they can better interact with the right-of-way.

Working with Hospital representatives, City staff, local residents, businesses and community groups the team envisioned the roadway as a community 'spine'—a place for people to interact, socialize and engage with the community. The plan calls for rightsizing the lane widths, adding bike lanes, widening sidewalks and maintaining a left turn lane to assist with emergency vehicle operations.

CLIENT	City of Cincinnati
CONTACT	Carol Gibbs. Mt. Auburn Comm. Dev. Corp.
EMAIL	CSBGibbs@aol.com
YEAR	2016

MIDLAND DOWNTOWN MULTIMODAL PLAN

Midland, Michigan

STREETSCAPE ENHANCEMENTS IMPROVE CONNECTIVITY BETWEEN DOWNTOWN AND THE RIVERFRONT

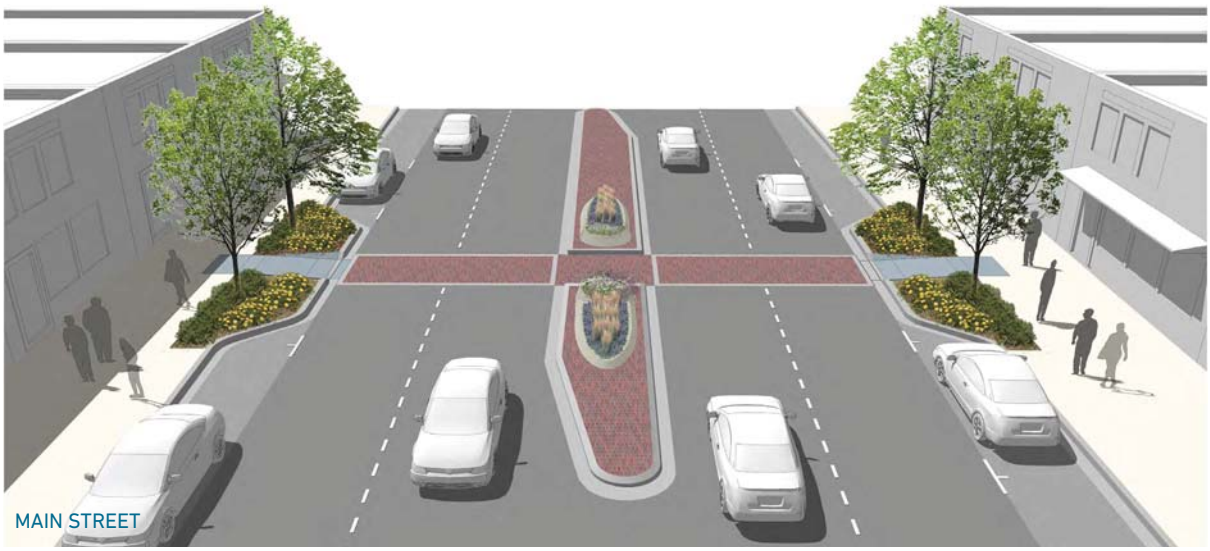
MKSK was part of the team to develop a new downtown streetscape plan and circulation plan. Downtown Midland serves as an entertainment and employment hub for the greater Midland Area. The streetscape plan includes many best practices including curbless festival blocks, removal of traffic lights, social 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, pop-up sessions, and community surveys.

CLIENT	City of Midland
CONTACT	Selina Crosby Tisdale, Dir. of Community Affairs
PHONE	989.837.3304
YEAR	2016

FINDLAY DOWNTOWN STREET AND STREETSCAPE DESIGN

Findlay, Ohio



MAIN STREET

IMPROVEMENTS TO A THRIVING DOWNTOWN STREETSCAPE

MKSK led the community engagement, transportation, parking, urban design and streetscape process to transform downtown Findlay. Alternative concepts were explored through traffic modeling and community input. In addition to well attended public open houses, a series of events were held with stakeholders including the downtown organization, "young professionals" focus group, economic development advocates, and the downtown's largest employer, Marathon Petroleum. As part of Marathon's commitment to invest in an expanded downtown campus, they helped fund a redesign of the downtown transportation system. This included a redesign of Main Street with mid-block pedestrian crossings, a new streetscape, bikeways and revisions to parking. MKSK staff then assisted the city and economic development group in obtaining a series of grants from the Ohio Department of Transportation and other sources.

MKSK just completed the landscape enhancements as part of the Engineer led team for the Main Street corridor. The implementation of the streetscape will bring seating and landscape improvements to intersections as well as planted medians and gateway elements to the downtown district.

CLIENT	City of Findlay
CONTACT	Tim Mayle, Findlay-Hancock Econ. Dev.
PHONE	419.422.3313 x115
YEAR	Ongoing

HIGHLAND PARK DOWNTOWN STRATEGIC PLAN

Highland Park, Michigan

REDISCOVERING DEMAND FOR A HISTORIC URBAN CORE THROUGH ACTIVATION & TARGETED INVESTMENTS

Highland Park is a historic community whose boundaries are wholly encompassed by the city of Detroit. An old industrial city once home to the prestigious Ford Motor Company Model T Plant before the company's relocation to the suburbs, Highland Park has been impacted by the nation's manufacturing decline and recession.

As Highland Park emerges from State management, adjusts to the structure in the region's economy, and rebuilds its municipal services, it is focused on demonstrating to its residents and the region that it can be again a community of choice to invest, live, work, play, and learn. The Highland Park, Michigan, Tax Increment Financing Authority (TIFA) engaged MKSK to develop a strategic investment plan that would guide development activities in the city's TIF district over the next 5-10 years.

The plan takes a detailed look at early opportunity, low risk/high reward projects that bring the community together and prove the development market. Initiatives include tactical infrastructure including bike lanes and programs such as a popup outdoor movie theater and civic square for music, dancing, public art, food and beverage. These early uses become the anchors and amenities for future development. Future development initiatives include installing a critical piece of the regional greenway, mixed income housing, new cultural and retail experiences, and entrepreneurship support for culinary startups. The plan also provides operational guidance to TIFA that will assist them in identifying and recruiting development partners while focusing on equity and inclusion for its residents and businesses.

CLIENT	City of Highland Park
CONTACT	Yvette Robinson, CED Director
PHONE	313.525.0050
YEAR	2017

HIGHLAND PARK DOWNTOWN STRATEGIC PLAN

Highland Park, Michigan

MKSK

TWO YEARS

FUTURE BUILD-OUT

CLIENT	City of Highland Park
CONTACT	Yvette Robinson, CED Director
PHONE	313.525.0050
YEAR	2017

RIVERWEST GREAT PLACES INVESTMENT STRATEGY

Indianapolis, Indiana

FOCUSING ON GROWTH AND DEMAND OF ECONOMIC DEVELOPMENT AND INVESTMENT FOR SIX NEIGHBORHOODS

As Indianapolis prepares to celebrate its bicentennial in 2020, LISC and its partners are focusing catalytic development and investment efforts over the next five years in six city neighborhoods. MKSK was engaged as the lead of a multi-disciplinary team to build the targeted investment strategy for one of the six neighborhoods, RiverWest, along the White River just west of IUPUI's downtown Indianapolis campus. The strategy will be built upon understanding current market forces, building demand for a full spectrum of new residential supply through public space activation and focused development recruitment, key infrastructure projects directed toward building streets for people and forming partnerships to drive programming, economic development and ongoing investment. Specific initiatives include brownfield remediation, reconnecting neighborhoods to one another and to the White River through complete streets, experience-based retail, an entrepreneurship center led by IUPUI and infill residential development.

Outcomes:

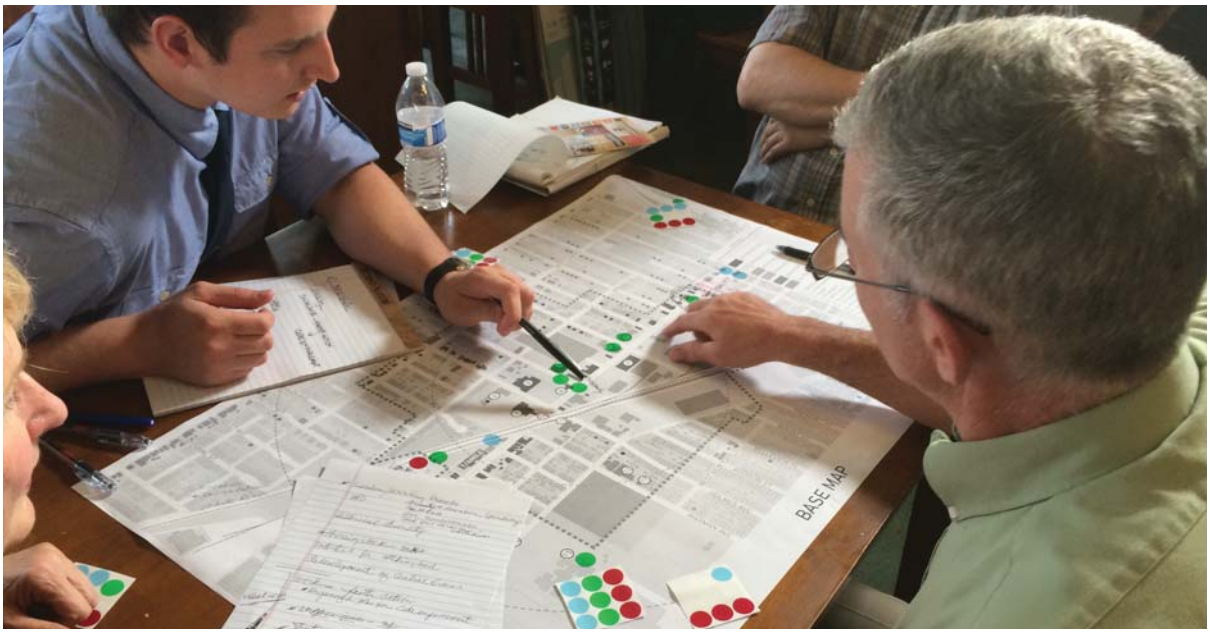
- 2016 Indiana American Society of Landscape Architects (ASLA) Design Award for Planning
- Development of art park in 2016
- New single family starts in 2016
- Entrepreneurship Center launched in 2016

CLIENT	IUPUI Near West Collaborative
CONTACT	Martha Henn, Great Places 2020 Convener
PHONE	317.278.2344
YEAR	2016

RIVERWEST GREAT PLACES INVESTMENT STRATEGY

Indianapolis, Indiana

MKSK

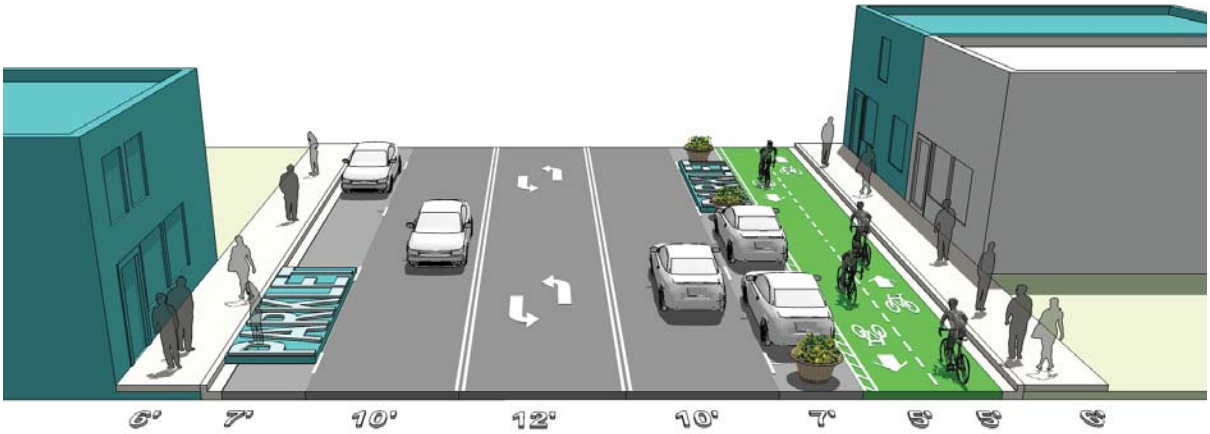


CLIENT	IUPUI Near West Collaborative
CONTACT	Martha Henn, Great Places 2020 Convener
PHONE	317.278.2344
YEAR	2016

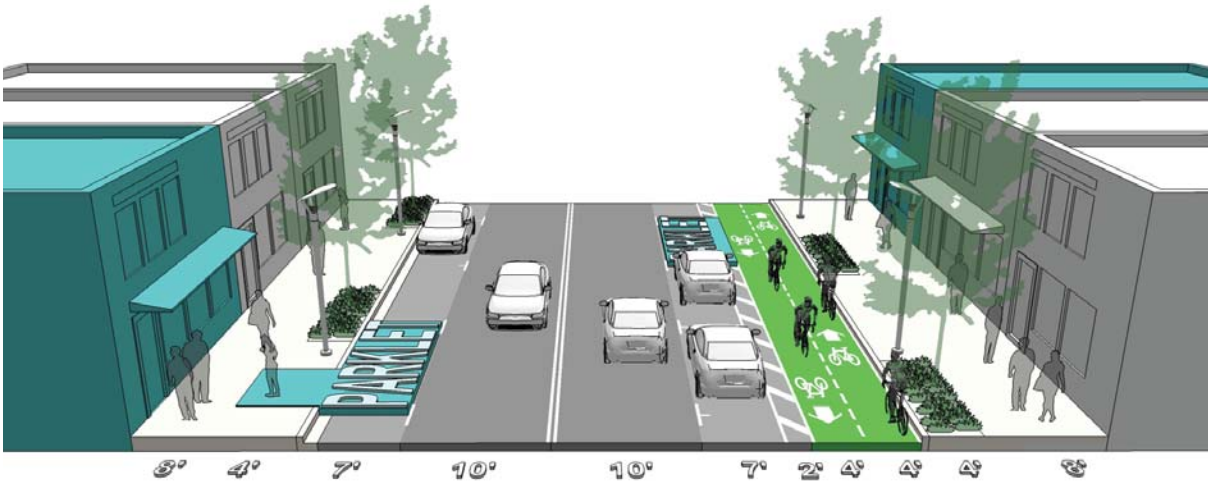
RIVERWEST GREAT PLACES INVESTMENT STRATEGY

Indianapolis, Indiana

MKSK



ARTERIAL STREET
MICHIGAN
SHORT-TERM



ARTERIAL STREET
MICHIGAN
LONG-TERM

CLIENT	IUPUI Near West Collaborative
CONTACT	Martha Henn, Great Places 2020 Convener
PHONE	317.278.2344
YEAR	2016

RIVERWEST GREAT PLACES INVESTMENT STRATEGY

Indianapolis, Indiana

MKSK

POP-UP COMMUNITY FESTIVAL

TACTICAL URBANISM - TEMPORARY BIKE LANES

CLIENT	IUPUI Near West Collaborative
CONTACT	Martha Henn, Great Places 2020 Convener
PHONE	317.278.2344
YEAR	2016

PROJECT HIGHLIGHTS
Road Diet
Geometric Improvements

EXPERTISE PROVIDED
Traffic Engineering
Traffic Impact Study

PROJECT INFORMATION
Date Completed: 2015

CONTACT
Paul O'Meara,
City Engineer
P: 248.530.1836

MAPLE ROAD TRAFFIC IMPACT STUDY

CITY OF BIRMINGHAM

F&V evaluated the existing four-lane cross section and lane usage on Maple Road between Cranbrook Road and Southfield Road in Birmingham, Michigan to determine if a "Road Diet" from a four-lane cross section to a three-lane cross section would enhance operations for all transportation users including drivers, pedestrians, and bicyclists. The study included analysis of traffic operations for this road segment and the intersections along Maple Road to determine the feasibility of the proposed modifications.

Study analyses included modeling of the study network, crash analysis, and calculation of intersection delays, Levels of Service (LOS), and vehicle queues. Study analyses indicated that with capacity and geometric improvements at the intersection of Maple Road and Southfield Road the four-lane to three-lane conversion was feasible. The recommendations of the study were reviewed by the City of Birmingham and the City implemented a trial for the three lane conversion conducted from October 2015-March 2016 before accepting the recommendations.

EXPERTISE PROVIDED
Traffic Engineering

PROJECT INFORMATION
Date Completed: 2016 - 2017
Study Fee: $7,500

CONTACT
Paul O'Meara
City Engineer
P: 248.530.1836

NORTH OLD WOODWARD CORRIDOR IMPROVEMENTS

CITY OF BIRMINGHAM, MI

This project consists of reconstructing approximately 1,400 feet of Old Woodward Avenue in downtown Birmingham between Willits Street and Brown Street. The intent of this project is to reconstruct the road surface, and upgrade the roadway design to current standards including signals and ADA ramps, provide left turn lanes along Old Woodward Avenue, and construct landscape medians and bulb outs to improve traffic channelization and pedestrian facilities along the corridor.

F&V worked closely with City staff to develop a conceptual plan for the corridor in order to reduce congestion, improve safety, and accommodate vehicles and non-motorized transportation modes. Work included data collection, modeling of the study corridor to evaluate traffic delays and intersection Levels of Service (LOS), evaluation of potential parking revisions along the corridor, recommendations for future roadway geometries, and optimization of corridor traffic signal timings to improve traffic progression between signalized intersections. The concept plan developed is currently being considered by the City.

PROJECT HIGHLIGHTS
Manual Traffic Counts
Minimize Traffic Conflicts

EXPERTISE PROVIDED
Transportation Engineering
Traffic Operations

PROJECT INFORMATION
Date Completed: 2015

CONTACT
Stephen King
P: 248.203.3983

SEAHOLM HIGH SCHOOL TRAFFIC OPERATIONS

CITY OF BIRMINGHAM, MI

F&V completed an evaluation of school traffic operations for Seaholm High School in the City of Birmingham, Michigan. The study included analysis of current traffic patterns and problems, assessment of methods for handling traffic and parking to improve traffic and pedestrian safety, evaluation to provide adequate parking areas for all functions, and to minimize conflicts between different types of traffic.

The site was reviewed, along with traffic count information, employee, student and bus counts, and other appropriate information, to determine how to safely and efficiently provide for traffic movement within the campus. Proposed designs for roadways and parking areas to accommodate these needs were then designed.

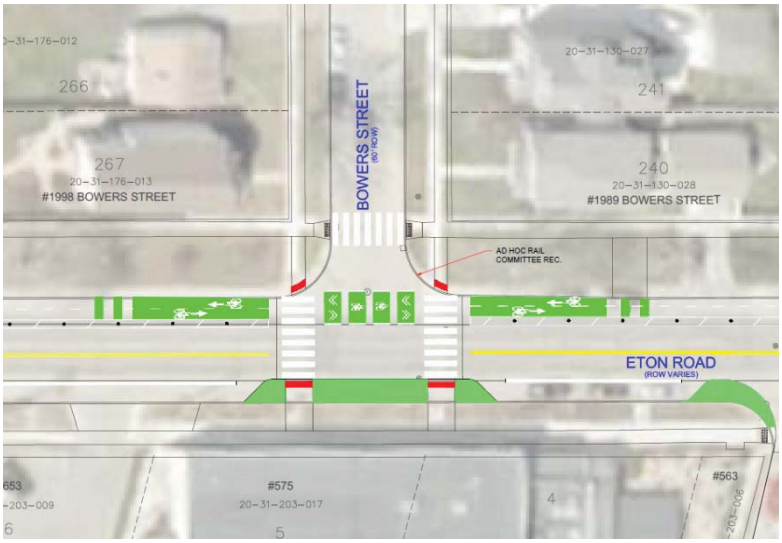
The study included manual traffic counts taken during the arrival and the dismissal times for the school, discussions with the school officials regarding concerns and problem areas, and surveillance of all parking lots and driveway operations to evaluate existing operations. The recommendations of the study are currently being considered by the Birmingham School District.

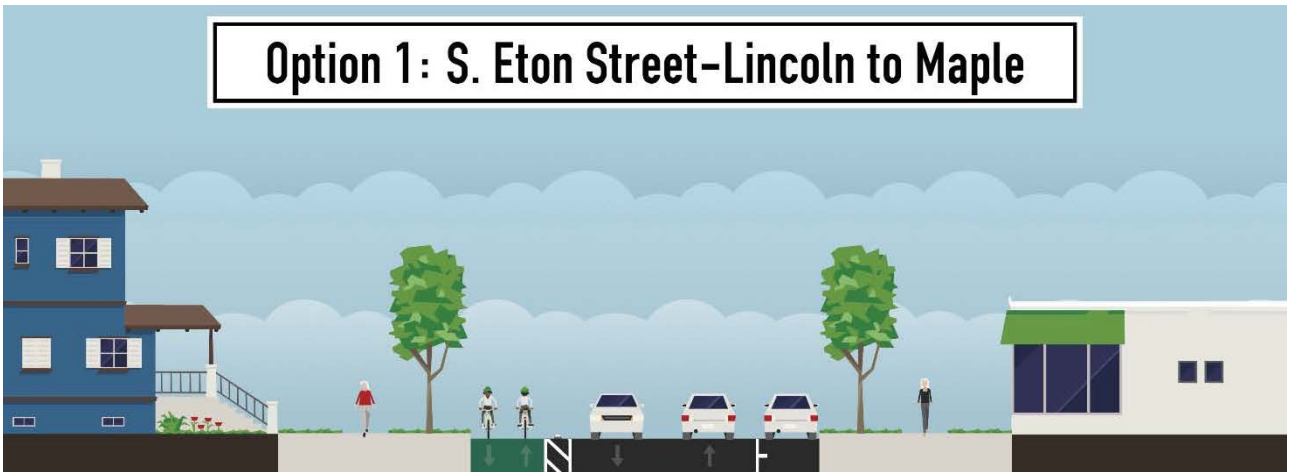
PROJECT HIGHLIGHTS
Multi-Modal Transportation Plan

EXPERTISE PROVIDED
Traffic Engineering
Traffic Impact Study

PROJECT INFORMATION
Date Completed: 2015

CONTACT
Paul O'Meara,
City Engineer
P: 248.530.1836





SOUTH ETON BIKE LANES

CITY OF BIRMINGHAM

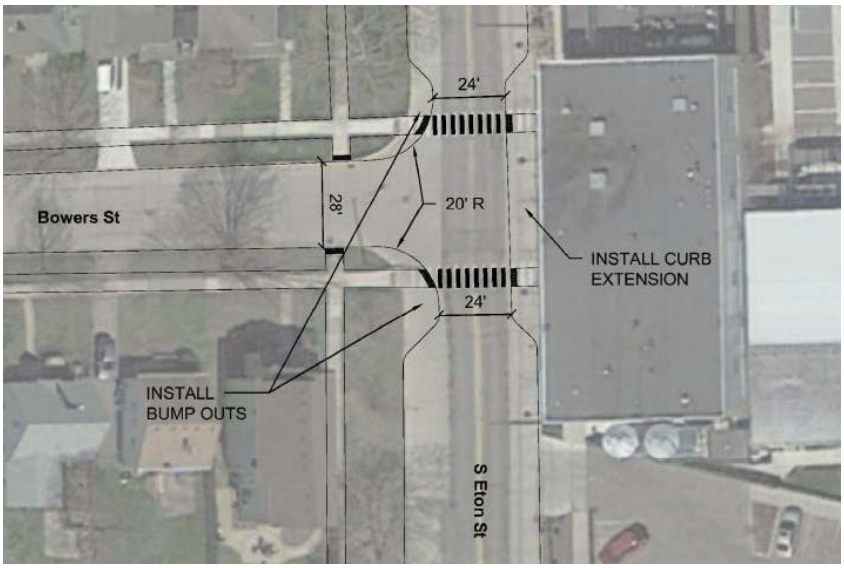
F&V provided an evaluation of the bike lane alternatives on the S. Eton Street corridor between Maple Road and 14 Mile Road. The study included several options for the Multi-Board consideration. The options were all developed in accordance with on guidance from the NACTO Urban Bikeway Design Guide, the NACTO Urban Street Design Guide and the recommendations from the City of Birmingham Multi-Modal Transportation Plan, with additional support from the Ad Hoc Rail Committee study.

PROJECT HIGHLIGHTS

EXPERTISE PROVIDED
Traffic Engineering
Traffic Impact Study

PROJECT INFORMATION
Date Completed: 2015

CONTACT
Jana Ecker,
Planning Director
P: 248.530.18 41



RAIL DISTRICT PARKING STUDY
CITY OF BIRMINGHAM

F&V provided the evaluation of the existing peak period parking demand within the Rail District and an evaluation of pedestrian improvements at intersections identified by the Ad Hoc Rail District Commission for review. The Ad Hoc Rail District Commission members were tasked with developing a plan to address the current and future parking demands within the district that align with both the planning goals and multi-modal opportunities for the Rail District.

This study was performed to assist in the development of this plan and achieving their goals. Recommendations included areas to provide shared parking and pedestrian crossing enhancements at several intersections along the corridor.

PROJECT HIGHLIGHTS
Road Diet
Geometric Improvements

EXPERTISE PROVIDED
Traffic Engineering
Traffic Impact Study

PROJECT INFORMATION
Date Completed: 2016

CONTACT
Mark Adas
City Engineer
P: 810.766.7346

FENTON ROAD REHABILITATION

CITY OF FLINT, MI

This MDOT LAP project included 4 to 3 lane Road Diet. F&V performed a crash analysis and safety review for Fenton Road from I-69 bridge to Hemphill Road. This section of Fenton Road was under consideration for a four-to-three lane conversion as part of the 3R project and as part of the review process a crash analysis was performed.

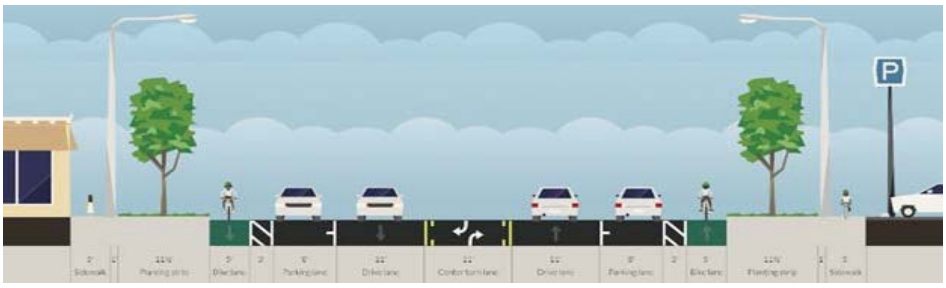
The results of the study showed that a road diet is recommended and it will help to reduce the number of crashes and crash severity.

PROJECT HIGHLIGHTS
Road Diet
Geometric Improvements

EXPERTISE PROVIDED
Traffic Engineering
Traffic Impact Study

PROJECT INFORMATION
Date Completed: 2017
Cost: $15,000

CONTACT
Joey Richvalsky
P: 810.743.1500



SAGINAW STREET ROAD DIET IMPROVEMENTS
CITY OF BURTON, MI

This project was performed for the City of Burton DDA who is looking to revitalize their downtown, generally between Hemphill Road and Maple Street. The current roadway geometry includes a five-lane roadway, with speed limits that vary between 35 mph and 45 mph.

Prior to the construction of I-475, Saginaw Street was a highly traveled roadway and required the five-lane roadway capacity. However, since this roadway is no longer being used as it was originally designed, the DDA is looking to alternative geometrics and Complete Street designs that will provide mobility for all road users. F&V provided an evaluation of the key intersections along the corridor and determined that a three-lane section would provide adequate capacity and operations, in addition to providing bike lanes and on-street parking.

PROJECT HIGHLIGHTS
Road Diet
Geometric Improvements

EXPERTISE PROVIDED
Traffic Engineering
Traffic Impact Study

PROJECT INFORMATION
Date Completed: 2014

CONTACT
David Campbell,
Township Planner
P: 248.960.7050

MARTIN PARKWAY STUDY

COMMERCE TOWNSHIP, MI

In Commerce Township, F&V performed a study at an undeveloped property that had a large trip making potential and associated traffic impacts on the roadway network. The Township wanted to quantify these impacts and develop a roadway network plan that will adequately accommodate the increased traffic potential.

The study included a review of the development plan for the area, which included the planned uses and associated densities and preliminary site access locations, a traffic analysis of the study area intersections, forecasting of the number of AM and PM peak hour trips that would be generated by the planned development area, assignment of the trips that would be generated by the development to the adjacent road network based on existing traffic patterns, calculation of future (with the proposed development) vehicle delays, LOS, and vehicle queues at the study intersections and the identification of improvements for the study road network that would be required to accommodate the site-generated traffic volumes.

3. OTHER CLIENTS

MKSK and F&V understand the City's desire to have the City of Birmingham as a consultant's first priority.

Below is MKSK's income from work with MDOT, the Road Commission for Oakland County, and Private Development in Oakland County for the past three years. This work is less than 0.05% of the annual income firm-wide.

Agency	Avg. % of Income Earned Over Past Three Fiscal Years
MDOT	0.02%
Road Commission for Oakland County	0.0%
Developers or Private Firms involved in private projects within Oakland County	0.00004%

Fleis & VandenBrink

With a staff of 200 individuals and nine offices, F&V are fully prepared to meet the needs of the City. F&V's East Michigan Co-Group Manager Mike Labadie has already been providing services to the City and is extremely familiar with the infrastructure and staff members.

F&V work with MDOT for the past three years averages between 3-4% of the annual income company-wide (nine office locations). F&V have no income from the Road Commission for Oakland County itself for that time period. F&V average income for the past three years for private development projects within Oakland County is 1-2%.

Neither MKSK or F&V have any relationships with developers that are currently active in the development of private properties within the City of Birmingham.

4. CONSULTANT APPROACH

Our approach is to energize the Multi-Modal Transportation Board in a 90-day start-up program. During this period, we will work with city staff, the City Commission and the Board to refine Board protocols. Then we will continue to provide training and leadership so Birmingham is recognized as a leader in urban design.

90 Day Start-Up Activities

1. We will work with city staff to prepare and distribute a topical survey to the Multi-Modal Transportation Board members to inquire about their general knowledge and level of interest in various ascpects of transportation. We have found this to be an effective way to provide training and guidance to commissions.

2. Introduction best practice summit with the Multi-Modal Transportation Board. Brad and Joe will provide a 45-minute training program to highlight some of the current best practices in multi-modal design. This would include protected bikeways, mini-roundabouts, mid-block pedestrian crossings, curbless "festival streets", curbside management, and policies to incentivize employers to more assertively support mode shifts, to planning for a future that may include autonomous vehicles.

3. The summit and our team's audit of the Multi-Modal Transportation Master Plan will help identify project priorities and any refinements to the Plan based on new data, new opportunities and emerging design practices.

4. Assess Current Board Processes and Protocol. After a few years, it is time to evaluate the Board's role and how it can most effectively provide input to City Staff, Planning Board, and the City Commission. MKSK recently guided the City of Ann Arbor's Transportation Commission through this process. We would begin with a meeting with city staff for discussion on how the Board can be most helpful in the project identification and design phase. Then we suggest a discussion on the City Commission's expectations at a joint meeting or at a regular City Commission study session. Following those events, we will work with city staff to prepare an annual Work Plan for the Board along with possible changes to its meeting format and procedures. This may include a more formal process for Board members to provide information as liaisons to other groups.

On-Going Procedures

We look to take a more active, leadership role with the Multi-Modal Transportation Board. We may set up a monthly coordination call with the Engineering and Planning departments staff and City administration as applicable, to discuss agenda topics. Organized field trips to project sites in the city or even top projects in the region are one method we have used to get Boards to be more aware and involved. When agendas are light, if of interest to the Board and City staff, we could conduct a meeting that could include some level of mini-training program on applicable topics or interesting case studies. We could also bring in outside speakers from advocacy groups, transportation agencies and experts in particular topics of interest.

We are also big advocates of Complete Streets, but recognize that available right-of-way may require decisions to favor a particular mode on certain streets - some may be more pedestrian focused, others may be designed to prioritize bicyclists. Our team's philosophy is to look at the transportation system as a layered

network. This means a transportation system that provides safe and convenient travel for pedestrians, bicyclists, transit users, automobiles, deliveries and parking.

We also believe the City needs to view the entire right-of-way as public space. Design in the right-of way should not only move people but also must contribute to placemaking and complement the character of that part of the city. And finally, application of those concepts need to be rooted in sound engineering practice.

Fleis & VandenBrink will provide engineering reviews of traffic impact studies and site plans submitted to the City. We will also assist as-needed with providing engineering analyses, including evaluations of safety and operations for projects proposed by the City and presented for consideration by the Multi-Modal Board for consideration. F&V's role will be to take the urban design and transportation planning efforts to the next level with engineering analysis and design features to ensure what is shown in concept can be feasibly designed and constructed.

Development Review Assistance

Our team reviews projects for transportation impacts and urban design excellence for dozens of communities in Michigan but also several other states. We recommend early involvement with developers to help shape their design while still in the concept stage. Our comments will include review of the pedestrian and bicycle accommodations, transit oriented design where applicable, site access, circulation, loading, and parking.

For traffic impact studies, we will direct the developer's professionals to use the newest data and reference manuals. This would include the 10th Edition ITE Trip Generation Manual which includes not only vehicle trip, but also person trips to evaluate how all modes of transportation will impact new developments. We will also consider transportation demand management and internal trip reduction factors as part of each project. We will summarize the anticipated consequences of new developments, and potential ways to improve the transportation results, for the Multi-Modal Transportation Board and other bodies. We are also available as a resource for city staff in discussions with applicants or concerned residents.

PROFESSIONAL FEES

MKSK

STANDARD HOURLY RATES / ADDITIONAL SERVICES 2017

If the Scope of Work or if the Consultant's service is substantially revised, the amount of total compensation shall be equitably be adjusted. Fees for requested additional services shall be computed at our standard hourly rates below or outlined under a separate proposal. Rates may be adjusted annually.

Senior Principal	$190	Urban Planner I	$119
Principal	$190	Urban Planner II	$102
Senior Transportation Associate	$190	Urban Planner III	$92
Senior Associate	$155	Urban Planner IV	$65
Associate	$140	Graphic Designer I	$115
Landscape Architect I	$119	Graphic Designer II	$100
Landscape Architect II	$108	Graphic Designer III	$92
Landscape Architect III	$102	Graphic Designer IV	$65
Landscape Architect IV	$65	Administration	$65

DIRECT PROJECT EXPENSES 2017 Direct project expenses will be billed in addition to the fee for basic services and include actual out-of-pocket expenditures made in the interest of the Project. All direct project expenses will be invoiced at 1.2 times the actual amount. Direct project expenses include, but are not limited to mileage, film and processing, courier and overnight delivery services, travel, hotel, car rental, etc. and may be adjusted annually. All International air travel, if required, will be by business class. Requested documents to be printed in-house will be invoiced at the following rates: (excluding those for office use)

B/W Copy 8.5" x 11" – Bond	$0.15
B/W Copy 11" x 17" – Bond	$0.30
B/W Copy 18" x 24" – Bond	$1.00
B/W Copy 24" x 36" – Bond	$2.00
B/W Copy 30" x 42" – Bond	$3.00
B/W Copy 36" x 48" – Bond	$4.00
Color Copy 8.5" x 11"	$1.00
Color Copy 11" x 17"	$2.00
Color Plot 18" x 24"	$15.00
Color Plot 24" x 36"	$25.00
Color Plot 30" x 42"	$35.00
Color Plot 36" x 48"	$45.00
Color Pres. Plot 18" x 24"	$25.00
Color Pres. Plot 24" x 36"	$5.00
Color Pres. Plot 30" x 42"	$70.00
Color Pres. Plot 36" x 48"	$85.00

RATE SHEET

As projects are identified and selected for funding, we propose to provide appropriate project scopes and budgets using the following rates:

Classification	Rate
Sr. Project Manager, Sr. Planner, Principal-In-Charge	$162 - $197
Project Manager, Sr. Engineer, Sr. Architect, Sr. Geologist	$130 - $162
Project Engineer, Professional Surveyor, Sr. Landscape Architect, Architect	$115 - $141
Engineer, Engineer EIT, Geologist, Landscape Architect, Sr. Technician	$86 - $114
Survey Crew Chief, Sr. CAD Technician	$86 - $114
Technician, CAD Technician, Survey Technician	$69 - $100
Project Assistant, Field Assistant	$58 - $86

Rates are typically adjusted annually in April.

Classification	Rate
Survey & Construction Observation Equipment	
Survey Total Station	$30 per day
Leica Global Positioning System (GPS)	$300 per day
Robotic Survey System	$175 per day
Troxler (Nuclear Density)	$60 per day
Concrete Testing	$35 per day
Vehicles	
Trucks (light duty)	$15 per day + $0.54 per mile
Construction Observation / Survey	$20 per day + $0.54 per mile
Trucks (4x4) Construction Observation / Survey	$25 per day + $0.62 per mile
Autos & Vans	$10 per day + $0.54 per mile

We will be happy to provide you with budgets on individual tasks as they arise to assist you with your planning processes. We will utilize a mix of younger and more experienced staff to provide you with the lowest effective billing rate to efficiently and professionally accomplish your projects.

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION CONSULTANT CONTRACT

THIS AGREEMENT, made and entered into this ___ day of _____, 2017, by and between the CITY OF BIRMINGHAM, a Michigan Municipal Corporation located at 151 Martin Street, Birmingham, Michigan, hereinafter referred to as the CITY, and _____, located at _____, hereinafter referred to as the CONSULTANT.

W I T N E S S E T H:

WHEREAS, the CITY would like to engage the professional services of the CONSULTANT to perform engineering services, including inspections and surveying, and,

WHEREAS, the CONSULTANT is willing to render such services desired by the CITY for the considerations hereinafter expressed.

NOW, THEREFORE, for and in consideration of the mutual undertakings of the parties hereto, all as hereinafter set forth, it is agreed by and between the parties as follows:

1. The CONSULTANT shall perform engineering services for the CITY, including, but not limited to, investigations, studies and preliminary engineering, design engineering, construction engineering and field layout, perform inspection services and surveys, update CITY'S record keeping as directed, obtain detailed "as built" information in the field and properly transfer this information to the CITY'S electronic mapping/GIS system.

Prior to the final acceptance of a project, the design engineer shall submit as-built plans, in both digital and hardcopy format, to the CITY. As-built plans shall be submitted for all projects involving sanitary sewer, storm sewer, and water main installation or modification. As-builts shall adhere to the CITY of Birmingham CAD/GIS submittal standards found under separate cover.

The CONSULTANT will provide said services only when requested to do so by the City Engineer.

2. The CONSULTANT shall perform all work under the direction of the City Engineer or a designated representative.

3. The CITY agrees to pay the CONSULTANT for services rendered on the basis of an hourly fee as set forth in Exhibit A which is attached hereto and made a part hereof. The hourly fee may be reviewed and adjusted annually by mutual consent of both parties in writing. The CONSULTANT shall submit billings on a regular basis, but no more than once a month.

4. This Agreement shall commence on April 1, 2010, and shall terminate on March 31, 2015. However, notwithstanding the term of the agreement, the City shall have the right to terminate this Agreement on ten (10) days written notice. In the event of termination, the Contractor shall receive compensation for services to the date the termination takes effect and the

City shall be entitled to retain and use the results to the date the termination takes effect and the City shall be entitled to retain and use the results of all information, documents and recommendations prepared by the Contractor through such date.

5. If the CONSULTANT fails to perform its obligations hereunder, the CITY may take any and all remedial actions permitted by law.

6. The CONSULTANT shall hire personnel of good character and fitness to perform the duties under this Agreement.

7. The CONSULTANT agrees that neither it nor its subcontractors 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.

8. 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 Court, the 48th District Court or by arbitration. If both parties elect to have the dispute resolved by arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act 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.

9. 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 their behalf 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 the CITY, its elected and appointed officials, employees, volunteers or others working on their behalf, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arise out of the acts, errors or omissions of the CONSULTANT including its employees and agents, in the performance of 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.

The CITY agrees that the contractors shall be solely responsible for job site safety and all contractors shall be required in the CITY'S contract with such contractors to indemnify the CONSULTANT for any liability incurred by the CONSULTANT as a result of the contractor's negligent acts or omissions. However, such indemnification shall not extend to liability resulting from the negligence of the CONSULTANT.

10. The CONSULTANT shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required by this paragraph. All certificates of insurance shall be with insurance carriers licensed and admitted to do business in the State of Michigan. All coverages shall be with insurance carriers acceptable to the City of Birmingham. 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 Contractors 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 Insurance: 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: The Commercial General Liability and Motor Vehicle Liability, 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, all boards, commissions and/or authorities and board members. This coverage shall be primary and any other insurance maintained by the additional insureds shall be considered to be excess and non-contributing with this insurance required from CONSULTANT under this Section.

E. Professional Liability Insurance: If Professional Liability Insurance is available, Professional Liability Insurance with limits of not less than $2,000,000 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, Professional 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.

G. Proof of Insurance Coverage: CONSULTANT shall provide the CITY at the time the Agreement is returned for execution, Certificates of Insurance and/or policies, acceptable to the City, 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;

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 at least (10) days prior to the expiration date.

11. 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.

12. The CONSULTANT and the CITY agree that the CONSULTANT is acting as an independent contractor 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 considered 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.

13. The CONSULTANT agrees that it will apply for and secure all permits and approvals as may be required from the CITY in accordance with the provisions of applicable laws and ordinances of the CITY, State of Michigan or federal agencies.

14. This Agreement shall be binding upon and apply and inure to the benefit of the parties hereto and their respective successors or assigns. The covenants, conditions, and the agreements herein contained are hereby declared binding on the CITY and CONSULTANT. It is further agreed that there shall be no change, modification, or alteration hereof, except in writing, signed by both of the parties hereto. Neither party shall assign any of the rights under this Agreement without prior approval, in writing, of the other. Any attempt at assignment without prior written consent shall be void and of no effect.

15. The CITY shall be the owner of all the drawings, specifications or other documents prepared by the CONSULTANT. Any modifications made to the drawings by the CITY shall be clearly marked as such on the modified document. <u>The CITY may not use these documents for any purpose other than pursuant to the activities provided for in this Agreement.</u>

16. Notices shall be given to:

a. City of Birmingham
151 Martin Street
P.O. Box 3001
Birmingham, MI 48012-3001
Attention: Ms. Nancy Weiss

With copies to:

Timothy J. Currier, City Attorney
Beier Howlett, P.C.
3001 W. Big Beaver Road, Ste. #200
Troy, MI 48084

b. _____

_____

17. 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.

18. 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.

19. 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.

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 parties hereto have executed this Agreement on the day and year first above written.

CITY OF BIRMINGHAM

_____
Mark Nickita, Mayor

_____
Cherilyn Mynsberge, Clerk

_____

By: _____
Its:

APPROVAL (Sec 2-289 City Code)

_____	_____
Paul T. O'Meara, City Engineer as to Substance	Joseph A. Valentine, City Manager as to Substance
_____	_____
Mark Gerber, Director of Finance as to Financial Obligation	Timothy J. Currier, City Attorney as to Form

City of Birmingham
A Walkable Community

Jana Ecker <jecker@bhamgov.org>

Fwd: Multi-Modal Transportation Consulting Services RFP

1 message

Jana Ecker <jecker@bhamgov.org> Tue, Oct 3, 2017 at 4:07 PM
To: Joe Valentine <Jvalentine@bhamgov.org>

FYI

---------- Forwarded message ----------
From: **Norm Cox** <norm@greenwaycollab.com>
Date: Mon, Oct 2, 2017 at 4:31 PM
Subject: Multi-Modal Transportation Consulting Services RFP
To: Paul O'Meara <Pomeara@bhamgov.org>, Jana Ecker <jecker@bhamgov.org>, sgrewe@bhamgov.org

Hi Jana, Paul and Scott,

We were excited to see the RFP for the Multi-Modal Transportation Consulting Services and had planned to submit a proposal for you consideration. I am sorry to report that we could not find an engineering firm to pursue the project with us. We understand why you are looking for an unbiased engineer but the restrictions seemed too burdensome to the folks we spoke with.

We would love to work with the City again and help out with Multi-Modal Transportation Board. If there is some way that we can be of assistance please let us know.

Thanks,

- Norm

Norman Cox, PLA, ASLA
The **Greenway** Collaborative and WalkBike.Info
102 Nickels Arcade, Ann Arbor, MI 48104
734-668-8848, ext. 1
Named Michigan ASLA's Outstanding Firm of the Year, September 2017

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Jana L. Ecker

Planning Director
City of Birmingham
248-530-1841

Bloor bike lanes inspiring more ‘normal’ people to cycle

Every time the city adds new bike lanes, the cycling network grows, and travelling by bicycle becomes a safe, convenient option for more people.

Cyclist using the bike lanes on Bloor St. W. just east of Bathurst St. in August, 2016. "The Bloor bike lanes are not for cyclists — they’re for people who ride bikes," writes Matt Pinder. "Normal people, wearing normal clothes, who have chosen to travel by bike." (VINCE TALOTTA / TORONTO STAR) | ORDER THIS PHOTO

By **MATT PINDER**
Mon., Sept. 25, 2017

I am a cyclist. Cycling is a central part of my core identity. To my friends and family, I’m the “bike guy.” I love riding for work, fun, sport, and I’ll do it just about anywhere, regardless of the conditions. Furthermore, I advocate for cycling improvements in my community, and it was advocates like myself who pushed for decades to achieve what is now the Bloor bike lanes pilot project.

Despite early findings that the project has majority approval from local residents, has boosted perceived safety for everyone, and has led to a double-digit increase in cycling volumes, the Bloor bike lanes have become a polarizing debate of drivers versus cyclists. Impatient and rude cyclists! Traffic headaches for drivers! These two timeless characters are once again pitted against each other, each of them unyielding and equally loathing of the other.

But I’m sorry to say that while these characters make for great storytelling and news-grabbing headlines, they simply don’t portray the general population.

Every day, Toronto’s nearly 3 million residents make decisions on how they will travel. Some choose to drive, while others take transit, like TTC, GO Transit, and UP Express. For short trips, many people choose to walk. Increasingly though, people are now choosing to travel by bike. What we’ve learned from Bloor and other recent cycling projects is that when you make improvements that make travelling by bicycle safer, more people choose to ride bikes.

Which brings me to my point: the Bloor bike lanes are not for cyclists — they’re for people who ride bikes. Normal people, wearing normal clothes, who have chosen to travel by bike. Most don’t identify as “cyclists,” they won’t yell at you for cutting them off, they don’t blatantly run red lights, and you definitely won’t catch them sporting Lycra. Every morning, they simply get dressed for work, hop on their bikes, and enjoy the convenience of cycling.

In what some are calling the #SummerOfTheBike, Toronto has seen record rates of cycling. As of August, the Toronto Bike Share had already surpassed last year’s ridership. In vast stretches of the city, more and more people are riding bikes. Where is this growth coming from? More annoying “cyclists?” Nope — Toronto’s cycling growth is coming from more normal people choosing to ride bikes.

Every time the city adds new bike lanes, the cycling network grows, and travelling by bicycle becomes a safe, convenient option for more people. Within just a few months of the Bloor bike lanes launching last year, cycling rates had risen 36 per cent, with a significant per cent of that growth coming from new people riding bikes.

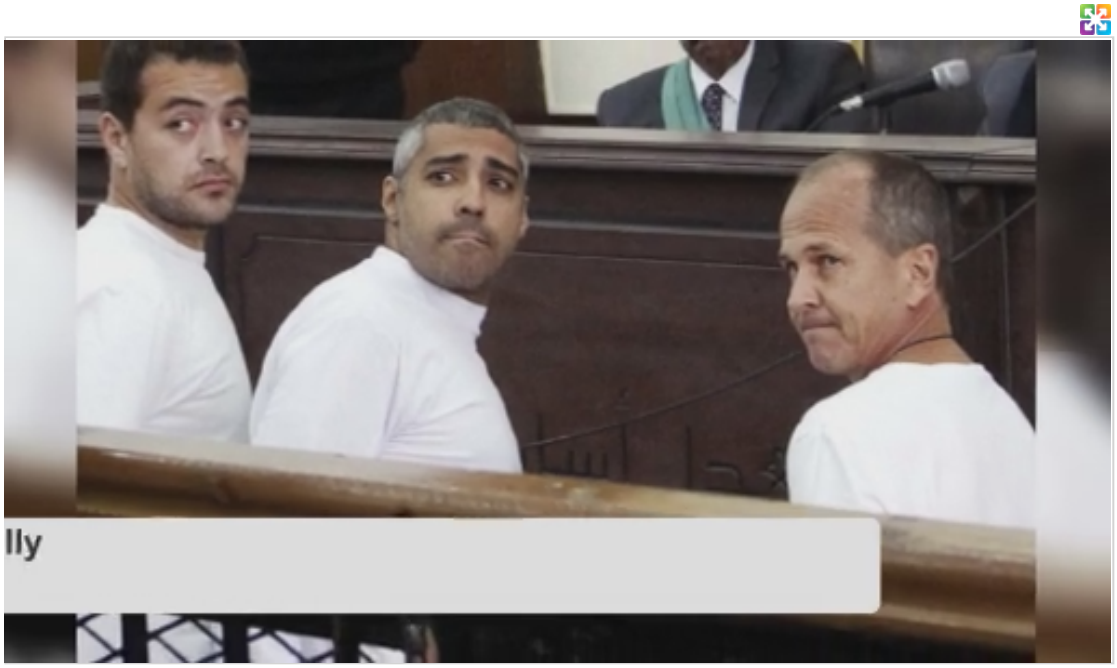
But these new bike riders are timid, and just as quickly as they appeared, a reversal of safe infrastructure will almost surely guarantee their disappearance. Unlike stereotypical “cyclists,” these people aren’t comfortable cycling in any condition.

If you’ve ever biked with someone who’s new to cycling (or tried it for the first time yourself), you know this. Things that an experienced cyclist knows to look out for, like a right-turning car or an opening door, can be downright terrifying for someone new to cycling. A single bad experience can shatter someone’s confidence and they may never ride again out of fear for their safety.

This is why we desperately need the Bloor bike lanes and more projects like it. This fall, city council will vote on whether or not to make the Bloor bike lanes permanent, and it promises to be a heated and controversial debate.

As a cyclist, I don’t advocate for cycling because I want more bike lanes for myself. I advocate for cycling because I see cycling as part of the solution to our region’s transportation, health, and environmental problems. I’ve found inspiration from places such as Amsterdam, which was car-dominated just like Toronto not too long ago. Mostly, I find inspiration every day on my ride to work as I experience the growing number of normal people in Toronto who choose to ride bikes.

Matt Pinder is co-captain of Cycle Toronto’s Ward 20 advocacy group.



The New York Times | https://nyti.ms/2xaSJX8

EUROPE | UTRECHT JOURNAL

If You Build It, the Dutch Will Pedal

By CHRISTOPHER F. SCHUETZE SEPT. 6, 2017

UTRECHT, the Netherlands — When city officials unveiled the first section of the world's largest bike parking garage in Utrecht, a small city in the center of the Netherlands, late last month, the feeling of accomplishment was short-lived.

While many of the 6,000 new, state-of-the-art bike parking spots filled quickly, city engineers focused on the work ahead: creating thousands more such spots and hundreds more miles of bike paths to ensure that even more Utrecht residents can comfortably commute by bike.

"We found that if you build it, people will use it," said Lot van Hooijdonk, a vice mayor, about her city's seemingly insatiable public demand for bike infrastructure.

Utrecht, with 330,000 residents, is the Netherlands' fourth-largest and fastest-growing city. It is also one of the most bike-friendly places in one of the world's most bike-friendly countries.

The city recently surpassed Amsterdam in a widely respected ranking of bike-friendly cities and is now second only to Copenhagen, which is more than twice its size.

"What the Danes and the Dutch do now is what people in most cities in the world did for decades," said Mikael Colville-Andersen, an urban design expert and chief

executive of Copenhagenize Design Company, which releases the biennial index of bike-friendly cities.

Elsewhere in the Netherlands, more than a quarter of all trips are made by bicycle, and the federal government has been building up the country's bike infrastructure over the last decade, despite cuts in other sectors.

The yearly investment of roughly 500 million euros, or about $600 million, pays for itself, proponents say, by reducing health, social and other costs.

The increased infrastructure has led to an increase in people using their bikes daily and contributes to the reduction of road accidents for cars and bikes.

While promoting biking used to be an issue for more progressive political parties, recent successes have made it one of broad agreement in mainstream politics.

"All politicians now take cycling seriously," said Mark Wagenbuur, a well-known blogger and bike activist.

In a country where there are more bikes than people — 22.5 million vs. 18 million — daily usage has grown 11 percent in the last decade, mostly because of the introduction of electric bikes, which lengthens the time many older people can use two-wheel transportation.

Deadly bike accidents have decreased 21 percent over the last two decades, according to state figures. Much of that is attributed to less competition with motor vehicles — the more people ride, the safer it gets.

More important for the nation's bottom line, the country's preference for the bicycle could save its economy $23 billion each year, according to a recent study done at Utrecht University and published in the American Journal of Public Health. The study suggested that the Netherlands' vigorous cycling habits prevented 6,500 premature deaths each year.

"Biking saves medical costs since biking contributes to people's overall physical activity levels, and getting sufficient physical activity prevents against many

noncommunicable diseases, including obesity, Type 2 diabetes, coronary heart disease and some types of cancers," Dr. Carlijn Kamphuis, the study's lead author, wrote in an email exchange.

Frans Jan van Rossem, Utrecht's head of bicycle programming, put it another way. "Our revenue is healthy people, less traffic and beautiful living," he said.

On Mr. van Rossem's watch, the city has expanded its bike network and made innovations that have brought the average number of daily bike trips to 125,000. The city estimates these are worth $300 million in socioeconomic benefits that include health care savings, reduced air pollution and increased productivity.

"It didn't fall from the cold blue sky," said Ms. van Hooijdonk, the vice mayor, whose yearly city budget includes an average $55 million for bike infrastructure projects and improvements.

Not everyone, though, thinks the battle is won. Milieudefensie, a crowd-funded group of environmentalists, took the federal government to court last month over air quality, which it says is far below that called for by the European Union.

Utrecht, like many other European cities, spent several postwar decades trying to make automobile use easier.

The effort included building a four-lane highway over centuries-old canals, making space for parked cars on its narrow cobblestone streets, and planning for a highway that was to cross the medieval city's cathedral square.

Decades later, the concept of progress looks quite different.

At Dafne Schippers, a new elementary school named for the Dutch sprinter, the green roof serves as an access ramp to a bicycle and pedestrian bridge that stretches 360 feet across the Amsterdam Rhine canal, a major water thoroughfare. Yet children playing recently during recess hardly seemed to notice the steady stream of cyclists.

A 15-minute ride from City Hall (which, like all other new buildings, has its own biking garage — this one for 1,650 bikes), a small start-up, Springlabs, is trying to

perfect a device that tells bikers how hard to pedal to catch the next green light.

“Cities want to innovate,” said Jan-Paul de Beer, the company’s director. “They want to do new stuff to make the cycling experience even better.”

His traffic control system, Flo, is being tested in Utrecht, in Eindhoven and soon in Antwerp, Belgium.

Finding bike parking in Utrecht’s medieval downtown can be made easier by a smartphone app or a glance at the large digital street signs that show those garages with empty bike parking spots.

“These old cities weren’t made for cars,” Mr. Wagenbuur said.

Utrecht’s cycling network includes nearly 250 miles of dedicated bike lanes. Large signs alert car drivers that they are merely guests on these roads and should limit their speed to less than 20 miles per hour.

Besides its sheer size, the Utrecht Central station biking garage boasts several innovations. Cyclists can check in and find their spot while riding their bikes. Sensors on the racks give real-time information, making finding a free spot during rush hour much easier.

The project’s cost, $48 million, was paid not just by the municipality, but also by the region and the national train service, which recognizes that increasing the availability of bike parking leads to an increase in riders.

“Cycling is like a piece of magic: It only has advantages,” said Ms. van Hooijdonk, who like the majority of Utrecht’s residents commutes to work by bike.

A version of this article appears in print on September 7, 2017, on Page A8 of the New York edition with the headline: A Dutch City Can’t Keep Up With Bikers’ Demands.

City of Birmingham
A Walkable Community

Jana Ecker <jecker@bhamgov.org>

Fwd: New Streetscape at Olean, NY

1 message

Joe Valentine <jvalentine@bhamgov.org> Fri, Sep 29, 2017 at 9:34 AM
To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com>
Cc: Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Scott Grewe <Sgrewe@bhamgov.org>

fyi
---------- Forwarded message ----------
From: **Mark Nickita** <mnickita@bhamgov.org>
Date: Fri, Sep 29, 2017 at 8:16 AM
Subject: New Streetscape at Olean, NY
To: Joe Valentine <jvalentine@bhamgov.org>

Hello

I spent part of yesterday here in this western NY city, meeting with The Mayor and Development director and studying their rebuilt streetscape on their central street. They personally walked the entire downtown streetscape with us going over all of their issues and successes. They added a number of roundabouts, bump-outs and swales as part of the redesign. And, there were a number of mid-block crosswalks added as well. Additionally, that added a landscaped median, which includes many areas with rolling/mountable curbs to accommodate large trucks and emergency vehicles.

Since the recent reconstruction, they have seen a notable increase in downtown retail leases (nearly two dozen) and businesses moving Into the downtown core. New renovations and housing units are being added as well - Another walkable, urban place being reborn.

Mark


Times Square
Almond's
SINGER
UPTOWN FLORIST


NEW YORK STATE
DEPARTMENT


NEW YORK STATE


ASK DESIGN JEWELER


EXCHANGE NATIONAL BANK


201


NORTH
16
15
MPH


Union Tea Cafe
a cut above


Union Tea Cafe
a cut above

Mark Nickita, FAIA, CNU, APA
Mayor
City of Birmingham, MI

Like me on Facebook
Mark Nickita

Twitter
@MarkNickita

--
Joseph A. Valentine
City Manager