### MULTI-MODAL TRANSPORTATION BOARD THURSDAY, NOVEMBER 2, 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 October 19, 2017
- 5. **Public Hearing for S. Eton Rd. Corridor Multi-Modal Options** Lincoln Ave. to 14 Mile Rd.
- 6. **W. Maple Pedestrian Crossing Islands** Review of pedestrian crossing island locations and designs.
- 7. **2018 Paving Projects** Review of 2018 scheduled paving projects for multi-modal components.
- 8. Meeting Open to the Public for items not on the Agenda
- 9. Miscellaneous Communications
- 10. Next Meeting December 7, 2017
- 11. Adjournment

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# CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, OCTOBER 19, 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, October 19, 2017.

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

# 1. ROLL CALL

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

Administration: Mike Albrecht, Police Dept. Lauren Chapman, Asst. Planner Mark Clemence, Police Chief Jana Ecker, Planning Director Austin Fletcher, Asst. City Engineer Paul O'Meara, City Engineer

- Also Present: Julie Kroll and Mike Labadie from Fleis & Vandenbrink ("F&V"),Transportation Engineering Consultants Brad Strader, MKSK Design, Planning & Urban Design Consultant
- 2. **INTRODUCTIONS** (none)
- 3. **REVIEW AGENDA** (no change)

# 4. APPROVAL OF MINUTES, Multi-Modal Transportation Board ("MMTB") MEETING OF SEPTEMBER 7, 2017

Dr. Rontal made the following revision:

Page 6 - Vote should reflect that Vicechairperson Slanga was a nay.

Motion by Dr. Rontal

Seconded by Mr. Isaksen to accept the MMTB Minutes of September 7, 2017 with the one change.

### Motion carried, 7-0.

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

# 5. **PUBLIC HEARING** Oakland Ave. and Lawndale Ave. Stop Sign Study

The public hearing opened at 6:09 p.m.

Mr. O'Meara recalled the 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. 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 Oakland 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." (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 is 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. Mr. O'Meara indicated that he along with other staff members have received only one phone call on this matter and it was in favor of the change.

The Chairperson invited members of the public to speak about the proposed change.

Mr. J.R. Hissano, 568 Oakland, said he likes the idea of the STOP sign. The only issue is that traffic heading westbound currently has a STOP sign and it would be relocated. He suggested that the stop sign be retained and a secondary sign added. If traffic moving westbound doesn't stop there could be potential for an ugly accident.

Ms. Ecker indicated the proposal is the same intent as the Multi-Modal Plan envisioned.

Mr. Labadie, in response to Mr. Hissano's suggestion, said their proposal is what engineering studies say is warranted in the Michigan Manual of Uniform Traffic Control Devices. The traffic counts for the different streets indicate a two-way stop as opposed to a four-way stop. He added that STOP signs don't necessarily control speed; most of the time they make it worse because people try to catch up for the time they lost when they stopped. The proposal improves the site distance. The downside of having two STOP signs is more delays for people and higher speeds.

There was discussion about putting in a hash line for the turn, but it was considered to be somewhat confusing because of all the other proposed pavement markings.

Ms. Folberg did not see a need to remove the existing STOP sign, as it is not creating a problem and it is solving a certain situation by preventing accidents. She suggested to leave that sign and add another one. Mr. Lawson agreed..

Mr. Isaksen observed that STOP signs are an annoyance for bikers and this would remove a stop sign from the neighborhood connector route.

Chief Clemence noted the City has made a concerted effort in the last seven years to follow the Michigan Manual of Uniform Traffic Control Devices. When an engineering study says a stop sign should come out, it is purely a scientific way of doing what is best and what is safest for everyone. The standards of the warrant for STOP signs are the sight distance, accidents, or speeds, all of which don't call for a STOP sign in this case. Again, we are trying to make things uniform and scientifically based. If a problem should arise, we can always go through the process of putting the sign back up. Also, Chief Clemence agreed that studies have proven that adding a STOP sign increases traffic speed if the STOP sign is not warranted. In response to Dr. Rontal, the Chief agreed they can do a crash study in a year after they have relocated the stop sign rather than adding an extra sign.

### Motion by Ms. Folberg

Seconded by Mr. Lawson that the MMTB 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 10 ft. 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 are being scheduled for completion in conjunction with the work proposed by MDOT.

Motion carried, 7-0.

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

The public hearing closed at 6:32 p.m.

# 6. S. ETON RD. CORRIDOR Multi-Modal Options Yosemite Blvd. to 14 Mile Rd.

### S. Eton – Maple Rd. to Lincoln

Mr. O'Meara recalled the MMTB has reviewed this on several occasions and solicited public comment before making various recommendations for the S. Eton Rd. corridor from Maple Rd. to Lincoln.

At the July 20, 2017 meeting the MMTB voted to recommend a plan that included the addition of a pedestrian island at Maple Rd., widened sidewalks on S. Eton at Maple Rd., sharrows on S. Eton Rd. from Maple Rd. south to Villa, the installation of bidirectional bike lanes from Villa to Lincoln Ave., curb bump outs at several intersections, ADA ramps at all crossings, and road narrowing from Yosemite to Villa to accommodate wider sidewalks and a landscape area between the curb and sidewalks to add street trees.

At the August 14, 2017 City Commission meeting, the Commission reviewed the recommended plan for S. Eton from Maple Rd. to Lincoln Ave. The 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. It was noted that changes to the traffic signal timing and traffic patterns (with the Whole Foods store opening) will be coming to the intersection in the near future. Therefore, 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 Rd. to Lincoln.

Mr. O'Meara handed out one e-mail from a resident who lives on the northern section indicating that he would like the board to stay true to the recommendations they made in the past.

# S. Eton - Lincoln to 14 Mile Rd.

Mr. O'Meara noted that at the September 7, 2017 MMTB meeting, staff introduced options for the S. Eton Corridor from Lincoln Ave. south to 14 Mile Rd., and incorporated some options south of Lincoln into a full plan for the entire mile-long corridor from Maple Rd. to 14 Mile Rd. to see how each section related to the others. MMTB members indicated a desire for additional options to consider. Thus, the board requested staff to come up with additional options for S. Eton from Lincoln to 14 Mile Rd. that were not limited to keeping the street width at 28 ft. 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 wide.

Several suggestions were discussed and 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, a total of 12 different conceptual options was prepared by 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 ft. road width; four additional options consist of keeping the existing 28 ft. 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 ft. road width; and one option proposes 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. Also provided 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:

<u>Parking Survey</u> – Parking currently is legal only on the southbound side of this road segment of S. Eton Rd. Surveys were conducted on several weeknights during a week in September, at 8 p.m. and 3 a.m. These times were suggested by F&V as times that the highest demand should be encountered in front of residential uses. As a through collector street, residents could be ticketed for parking overnight (2 a.m. to 6 a.m.), 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.

<u>Speed Data</u> - While Lincoln and N. Eton Rd. have been redesigned to accommodate traffic calming or multi-modal improvements, their speeds are quite similar to those being seen currently on S. Eton Rd., both north and south of Lincoln Ave. Once the MMTB has selected an option or options to move forward, a full technical engineering review will be conducted on the selected option(s).

Ms. Kroll came to the podium. She described the 12 options and explained the scoring system. Cost was not included as part of the scoring, however it was shown in the description.

There are four different roadway width options and underneath each of those options are sub-options:

- Option A Existing Roadway Width Only (28 ft.)
- Option B Existing Roadway Width (28 ft.) and Using Easement Between the Road and the Sidewalk
- Option C Widen Road
- Option D Narrow Road

Mr. Isaksen warned there are places in the scoring system where the numbers may be arbitrary. Ms. Ecker explained this scoring system was selected as it has been used in other cities, and it is one of the few scoring systems that takes into consideration bicyclists as well as pedestrians. The approach was to balance the needs of all users.

Ms. Kroll said the difficulty they had was how to weight the various categories:

- Pedestrians
- Bicycles
- Traffic Calming
- Connectivity
- Cost

Each individual may have a different weighting scale, so they just made them all the same. Now this board can evaluate the priorities and what they would rather see.

Ms. Kroll explained for Dr. Rontal that the only difference between B-2 and B-3 is the side where parking is located. Mr. Labadie pointed out that almost 11,000 vehicles a day travel this road, which is high.

The board members went through the process of eliminating plans where there were aspects they were not comfortable with:

- Options with only a 14 ft. drive lane;
- Options with only sharrows in the road;
- Options where bikers are unprotected;
- Option where bike lanes are not on the same side, which isn't consistent north of Lincoln and more expensive than other options;
- Option that narrows the road and removes all on-street parking.

Less expensive options were preferred. The decision came down to whether there should be moving cars next to the bikes or parked car doors opening onto the bike lane. Consensus was it would be safer for bikes to be next to parked cars and traveling along an 8 ft. wide double lane with a 2 ft. wide buffer from vehicles - Option B-2.

Chief Clemence stated that on Lincoln, the narrowing of the road and the addition of bumpouts resulted in lower speeds and fewer accidents. The traffic volume there is comparable to the S. Eton Rd. corridor.

Mr. Romel Llarena, a resident of the Torry Community Assoc. at 1808 Cole, said Association members found the way the data was collected and some of the findings to be disagreeable. He believes there is a perception gap between the residents that live

off of Eton St. and what the City is using as a basis for their decision making. Another issue he brought up is that on-street parking is absolutely maximized. Customers on the commercial side park in the neighborhoods and block driveways. Lastly, he voiced support of using parked vehicles as a barrier between moving traffic and pedestrians.

Ms. Ecker commented that north of Lincoln there is now residential permit parking only in the neighborhoods. However, it is very different north of Lincoln compared to south of Lincoln, because south of Lincoln it is all residential and there isn't that much parking.

Board members still preferred parked cars next to the bikes as opposed to moving vehicles.

### Motion by Ms. Folberg

Seconded by Mr. Lawson to recommend conceptual Option B-2 for S. Eton Rd. from Lincoln Ave. to 14 Mile Rd. to proceed to a public hearing at the Multi-Modal Transportation Board on November 2, 2017.

Motion carried, 7-0.

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

# 7. MULTI-MODAL TRANSPORTATION CONSULTING SERVICES Review of RFP Responses Submitted

Ms. Ecker advised that on July 24, 2017, the City Commission directed staff to issue an RFP to seek qualified consulting firms, and extended the previous contract with F&V for six months (through January 23, 2018) to allow staff time to go through the RFP process. One of the things the Commission stressed was not to include just traffic engineering, but to also have more of an urban designer/planner perspective on the team as a whole. Accordingly, an RFP was issued to solicit multi-modal transportation consulting services to assist the MMTB, the Planning Board and the City Commission in reviewing all transportation-related projects.

One response was submitted under the RFP by the deadline. The proposal received was from MKSK, in partnership with F&V. 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.

Mr. Brad Strader from MKSK, along with Mike Labadie and Julie Kroll from F&V were present. Mr. Strader indicated the other key person from MKSK is Joe Nickol who is an urban designer. His rate is \$190/hour. Mr. Strader's rate is \$190/hour also. Matt Lesure is a landscape architect whose rate is \$140/hour. Lauren Cardoni, a transportation planner, has a rate of \$102/hour.

Mr. Surnow asked if it is possible to set a cap on the amount to be expended. Ms. Ecker explained that it is hard to set a cap for this type of service which is ongoing consultation rather than a particular project to be brought to completion.

Mr. Strader stated those are their standard public sector rates that have been used all across the Great Lakes district for every project in Michigan. Their private sector rates are higher.

Mr. Labadie noted that he and Mr. Strader have worked on a lot of projects over the years, so it is a good fit. It was discussed that Mr. Strader has worked with the City many times in the past.

### Motion by Mr. Surnow

Seconded by Mr. Lawson 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.

Motion carried, 7-0.

VOICE VOTE Yeas: Surnow, Lawson, Adams, Folberg, Isaksen, Rontal, Schafer Nays: Absent: Edwards, Slanga

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

# 9. MISCELLANEOUS COMMUNICATIONS

Dr. Rontal reported to the group that there are some old crosswalks at Grant and Bird that just have side stripes and no cross hatching. The side stripes are wearing off. This location is two blocks from an elementary school in aneighborhood of small children. Cars coming off of 14 Mile Rd. or coming towards 14 Mile Rd. heading southbound on Grant do not have a STOP sign at that corner and do not respect the crosswalk because

it doesn't look like a crosswalk. He suggested that this should be looked at to see if it needs to get repainted with the official 24 in. crossbars.

# 10. NEXT MEETING NOVEMBER 2, 2017 at 6 p.m.

# 13. ADJOURNMENT

No further business being evident, the board members adjourned at 7:24 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

City of Z	Birmingham	MEMORANDUM
DATE:	Eng October 26, 2017	ineering, Planning, & Police Depts.
TO:	Multi-Modal Transportation Bo	ard
FROM:	Jana Ecker, Planning Director Scott Grewe, Police Commande Paul T. O'Meara, City Engineer	er
SUBJECT:	Public Hearing S. Eton Corridor – Lincoln to 14	I Mile Road

On October 19, 2017, the Multi-Modal Transportation Board ("MMTB") reviewed and discussed 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 included keeping the existing 28' road width, four additional options included 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 included widening the existing 28' road width, and one option included narrowing the existing road width as well as adding paved area in the landscaped portion of the right-of-way to accommodate bicycles. A scoring system was applied to evaluate the benefits for bicyclists and pedestrians of each option to assist the MMTB in their review. In addition, traffic counts, speed counts, accident data and the results of an on-street parking study were also provided to assist in a full analysis of corridor options. A copy of the report from last month's MMTB meeting is included with all attachments for reference.

After much discussion, the MMTB reached consensus and voted unanimously to recommend conceptual option B2 to move forward to a public hearing on November 2, 2017. Option B2 includes maintaining the existing roadway width at 28' and using a portion of the public right-of-way between the curb and the sidewalk to add a bi-directional bike lane on the west side of S. Eton, buffered from moving traffic by an on-street parking lane. The cross section for option B2 is attached, as is a complete draft of the concept plan showing the proposed improvements from Lincoln south to and including the intersection of S. Eton and 14 Mile Road.

A public hearing invitation was mailed to all property owners located along the S. Eton corridor to allow for review and comment by adjacent owners. 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:

1

The Multi-Modal Transportation Board recommends the following improvements to S. Eton Road from Lincoln to 14 Mile Road:

1. Maintain the existing curb to curb road width of 28';

- 2. Install an 8' wide on-street parking lane on the west side of the street, separated from traffic with a solid line, and recommend 24 hour parking be permitted;
- 3. Shift the center line of S. Eton to the east to create two 10' wide travel lanes for vehicles;
- 4. Install an 8' wide bidirectional bike lane 2' from the back of curb on the west side of S. Eton;
- 5. Maintain a 2' wide landscaped buffer between the on-street parking lane and the bike lane;
- 6. Install curb bumpouts and cross walks at the intersections of S. Eton and Bradford, Sheffield, Humphrey, Melton and Lincoln as noted on the attached plan;
- 7. Install new ADA ramps at all street crossings from Lincoln to 14 Mile Road; and
- 8. Install green marked bicycle crossings on the western leg of the intersections of S. Eton and Bradford, Sheffield, Humphrey, Melton and Lincoln as noted on the attached plan.





# CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD PUBLIC HEARING THURSDAY, NOVEMBER 2, 2017 AT 6 PM ROOM 205, MUNICIPAL BUILDING

The Multi-Modal Transportation Board is studying potential improvements to S. Eton Rd. between Lincoln Ave. and 14 Mile Rd. A proposed cross-section has been developed that would include a two-way bike track on the west side of the right-of-way, pedestrian bumpouts at most intersections, and a marked lane for parking on the west side of the street. The Board would like public input before a final recommendation is made to the City Commission. Please see the Multi-Modal Transportation Board page at <u>www.bhamgov.org</u> for more information and detailed illustration.

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Paul O'Meara <pomeara@bhamgov.org>

# Multi Modal Board meeting today 10/19/2017, resident input

1 message

### Andrew Haig <amhaig@yahoo.com>

Thu, Oct 19, 2017 at 3:19 PM

Reply-To: Andrew Haig <amhaig@yahoo.com>

To: "jecker@bhamgov.org" <jecker@bhamgov.org>, "sgrewe@bhamgov.org" <sgrewe@bhamgov.org>, "pomeara@bhamgov.org" <pomeara@bhamgov.org>, "jvalentine@bhamgov.org" <jvalentine@bhamgov.org>, "mclemence@bhamgov.org" <mclemence@bhamgov.org>

Dear all,

I wanted to provide some resident feedback & input to the Multi Modal Board meeting & discussion, as I am unable to attend tonight.

#### I reviewed the meeting agenda detail posted on the city website: http://www.bhamgov.

org/AGENDA%20COMPLETE%2017.10.pdf to get the latest & greatest level of information. I see there are updates as recent as last week from F&V, so I would like to offer my family support of the option we prefer, of the options listed in the report.

Page 48 of 161 is the start of the latest F&V memo, detailing the latest options, of these options, we would prefer version B4 as detailed on page 50/161, assuming that this is indeed pictorially represented by the cross section shown on page 59/161.

Maybe only 1 modification - parking on the north bound side & not south bound. Reason:

- The parking study undertaken by F&V shows that the majority of residents adhere to the law of no overnight parking.
- Most businesses on S. Eton are located on the East side of the road, which is the northbound drive lane. This leads me to believe that the majority of transient parking will be business related & for optimum safety, it is best to try to avoid any road crossing to get to the majority of 'visiting' locations in the street.

I also support the option because of the 10' each, drive lanes. This will help traffic flow & minimise conflict between opposing vehicles, which I think may occur with other options that have a 14' wide shared NB/SB drive lane. Realistically a modern pick up truck needs 8' width to pass through, so some of the option A versions will actually still have a pick up truck or full size SUV, slightly impinging upon the drive lanes.

The lower cost alternative of B3 is in my mind equally, if not more palatable as it only was downgraded due to Royal Oak compatibility. Which from the plans as I read them is strictly driven by the bike lane crossing at 14 mile. There is no reason why bikes cannot cross the road at the light then wait for traffic to clear & re align with the 2 way bike path if necessary. If this is indeed the only driver for a lower rating, then B3 is the preferable version, as the net cost is shown to be lower for an equally weighted benefit.

Commander Grewe kindly came & spoke to the Torry community this week (thank you again) where he presented some of the data also shown in the minutes packet, the interesting comparison for me was the traffic volume & 85th%ile speed on W. Lincoln after the improvements compared to E. Eton. The takeaway for me was there was only a 2mph net reduction, which is still in excess of the speed limit for all the changes made there that are, realistically, very similar to those being proposed for S. Eton. Unless we can really show a better improvement, in other words a better ROI, then we are still seeing illegally high traffic speeds. I fully understand the limitations that have been imposed and despite coming from a different country where those limitations are different & more severe traffic calming measures are the norm, I still feel that we need to push for more 'bang for the buck' here. The proposed bump outs are needed, the marked crossings are needed etc.

However, my own counterpoint, as I said openly to Commander Grewe is, we have to actually act & evaluate the changes. Analysis paralysis gets us nowhere. So not wanting to hurry & push through just any choice, we need to pretty much stop the analysis & get a consensus, with the affected community(ies) as to the most preferred option & move forward. Of the choices available to me, and the data I have at hand I have given my family (2 registered voters) input to try to aid progress. Progress must also be a (w)holistic approach looking at the Kenning park 5 year plan, Whole Foods

City of Birmingham MI Mail - Multi Modal Board meeting today 10/19/2017, resident input

impact etc. There is a rather sizable part of the community is pretty upset & in uproar, as you are all aware, so how can those of us who want to be part of the solution, continue to help get us to an equitable solution? I would genuinely like to hear your thoughts on how we can "please most of the people, most of the time".

Yours,

Andrew Haig

Engineering Department City of Birmingham 151 Martin Birmingham, MI 48009

> «SIDWELL» «NAME» «ADDRESS» «CITY», «STATE» «ZIP\_CODE»

Engineering Department City of Birmingham 151 Martin Birmingham, MI 48009

> «Next Record» «SIDWELL» «NAME» «ADDRESS» «CITY», «STATE» «ZIP\_CODE»

City of	Birmingham	MEMORANDUM
		Engineering, Planning & Police Depts.
DATE:	October 12, 2017	
TO:	Multi-Modal Transpor	tation Board
FROM:	Jana L. Ecker, Plannin Scott Grewe, Operatic Paul T. O'Meara, City I	g Director ons Commander 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 bidirectional 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

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:

<u>Parking Survey</u> – 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.

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

STREET	SEGMENT	DATE	AVERAGE 85 <sup>TH</sup>
			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.

# Multi-Modal Transportation Board Minutes June 1, 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 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.

# Multi-Modal Transportation Board Minutes July 20, 2017

# 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

### City Commission Minutes August 14, 2017

### 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.

# 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.

### DRAFT Multi-Modal Transportation Minutes September 7, 2017

# 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.
# Multi-Modal Transportation Board Minutes June 1, 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 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.

# Multi-Modal Transportation Board Minutes July 20, 2017

# 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

# City Commission Minutes August 14, 2017

### 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.

# 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.

# DRAFT Multi-Modal Transportation Minutes September 7, 2017

# 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.



# Мемо

VIA EMAIL

То:	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, Sontamber 26, 2017	3 AM	0	0	2	0	2
Tuesuay, September 20, 2017	8 PM	0	2	1	0	3
Wednesday September 27, 2017	3 AM	0	0	2	0	2
wednesday, September 27, 2017	8 PM	1	1	1	0	3
Thursday, Santambar 29, 2017	3 AM	1	0	4	0	5
mulsuay, September 26, 2017	8 PM	0	1	4	0	5
Friday, Sontombor 20, 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

#### **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

Existing Roadway Width Only (28')

В
• Existing Roadway Width (28') & Using Easement
С
• 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.



Option	Roadway Geometry	Score (Max 40)	Cost	Grade
А	Ex	isting 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	\$	С
В	Existing Width- 28' with Easem	nent 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	\$\$	С
3	Bi-Directional Cycle Track NB Parking NB Bumpouts	25.5	\$\$	С
4	Directional Cycle Track SB Parking SB Bumpouts	32	\$\$\$	B+
С		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	\$\$\$\$	В

# Complete Streets Options-Lincoln Street to 14 Mile Road

## 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.

#### **A**TTACHMENTS

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



Section 1: 14 Mile to Lincoln 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			
Grade			



	Section 1: 14 Mile to Lincoln	
	Option A-2	Score
	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		
	Grade	B-



	Section 1: 14 Mile to Lincoln		
	Option A-3	Score	
	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	74%
	Grade	B-	



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



	Section 1: 14 Mile to Lincoln		
	Option B-1	Score	
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	81%
	Grade	B+	



	Section 1: 14 Mile to Lincoln							
	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								



	Section 1: 14 Mile to Lincoln							
	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								



	Section 1: 14 Mile to Lincoln							
	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+						

Add Centerline



	Section 1: 14 Mile to Lincoln		
	Option C-1	Score	
	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-	



	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	44%						
	Grade	D-							



	Section 1: 14 Mile to Lincoln		
	Score		
	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	70%
	Grade	B-	



	Section 1: 14 Mile to Lincoln	
	Option D-1	Score
	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	\$\$\$\$	
	31.5	
	Grade	В

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; <del>Bridge/Tunnel</del>	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
	Curb Ramps; Pedestrian Signals; Streetscape/Corridor		75
Multi-Site Pedestrian Facility	(includes new facility or improving existing to ADA compl.)	50	50
Improved Pedestrian Facility	Trail Improvement; Sidewalk Widening; Paved Shoulder; Streetscape/Corridor Improvements; Wayfinding signage	25	25

		Lincolin - Melton	Melton - Sheffield	Sheffield - Bradford	Bradford - 14 Mile	
Mon	8pm	1	2	1	0	
Tuo	3am	0	0	2	0	
Tue	8pm	0	2	1	0	
) M / a d	3am	0	0	2	0	
vved	8pm	1	1	1	0	
Thur	3am	1	0	4	0	
Inur	8pm	0	1	4	0	
Гi	3am	0	0	4	0	
	8pm	1	1	3	0	
Sat	3am	1	0	2	0	

# Number of parked vehicles on S. Eton

Week of September 25, 2017

Date\Speed (MPH) 9/20/2016 9/21/2016 9/22/2016 9/23/2016 Lane1 Total

Date\Speed (MPH) 9/20/2016 9/21/2016 9/22/2016 9/23/2016 Lane2 Total

Date\Speed <u>(MPH)</u> 9/20/2016 9/21/2016 9/22/2016 9/23/2016

Combined

Total

0

317

1909

														Lane1
1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
0	14	150	456	1152	1993	835	110	10	2	1	0	0	0	4723
0	32	153	548	1361	2365	906	124	20	6	1	0	0	0	5516
0	82	244	678	1116	2117	985	159	11	3	1	0	0	1	5397
0	0	12	26	43	134	70	16	0	0	0	0	0	0	301
0	128	559	1708	3672	6609	2796	409	41	11	3	0	0	1	15937
												8	35 percer	ntile = 30
		,			,									Lane2
1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
0	15	389	823	1936	1297	149	5	0	0	1	0	0	0	4615
0	69	463	988	2410	1732	175	7	0	0	0	0	0	0	5844
0	70	460	973	2428	1726	184	7	0	0	0	0	0	0	5848
0	35	38	37	138	213	39	5	0	0	0	0	0	0	505
0	189	1350	2821	6912	4968	547	24	0	0	1	0	0	0	16812
													35 percer	tile = 27
													С	ombined
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
		-		-				-						
0	29	539	1279	3088	3290	984	115	10	2	2	0	0	0	9338
0	101	616	1536	3771	4097	1081	131	20	6	1	0	0	0	11360
0	152	704	1651	3544	3843	1169	166	11	3	1	0	0	1	11245
0	35	50	63	181	347	109	21	0	0	0	0	0	0	806

433

11577

3343

10584

4529

11

41

4

0

0

85 percentile = 29

1

32749

# South Eton Hazel/Villa

															Lane
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 perce	ntile = 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
						I		1				I	, I	85 perce	ntile = 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
															Lane1
Date\Speed	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
(MPH)															
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
													8	35 percer	ntile = 31

85 percentile

																Lane2
Date\Spe	ed	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
(MF	PH)															
10/4/20	16	0	7	34	87	556	930	282	22	0	0	0	0	0	0	1918
10/5/20	16	0	0	40	115	616	1045	275	14	2	0	0	0	0	0	2107
10/6/20	16	0	4	39	99	653	1093	270	20	1	0	0	0	0	0	2179
10/7/20	16	0	0	6	11	56	116	26	2	0	0	0	0	0	0	217
Lane2 To	otal	0	11	119	312	1881	3184	853	58	3	0	0	0	0	0	6421

85 percentile = 29

														С	ombined
Date\Speed	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
(MPH)															
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	0	18	167	514	3449	7010	2411	256	18	3	0	0	0	0	13846
Total															

85 percentile = 30

#### Lincoln Chester/Bates

#### Direction 1

Date\Speed	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
(MPH)															
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	0	17	110	1835	8646	4531	468	17	0	0	1	0	0	0	15625
Total															

#### 85 percentile = 26

														Di	rection 2
Date\Speed	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
(MPH)															
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	0	8	210	1256	6813	4851	412	12	4	0	1	0	0	0	13567
Total															

# 85 percentile = 27

#### Combined

Date\Speed	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
(MPH)															
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	0	25	320	3091	15459	9382	880	29	4	0	2	0	0	0	29192
Total															

85 percentile = 27

\_\_\_\_

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															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
													ł	35 percer	ntile = 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
													8	35 percer	ntile = 28 ombined
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	0	25	325	471	1610	1332	311	47	12	0	0	0	0	0	4133
Total															

85 percentile = 28

# East Lincoln

4	Authority: 1949 PA 300, Sec.25 Compliance: Required M	57.622 SP UD-10E Roy 11/2006)			E 00	xternal # 685114		C	rash ID 6851	14		]	Page 1 Incident	of 1 # <b>16000</b>	9534 File Clas	s <b>54001</b>
		MICH	IGAN		FFIC	CRA	SH	RE	EPO	ORT			Incident CLO	Disposition SED	n	
ſ	DRI: MI6325900			Department BIRMIN	Name	)							Reviewe	er <b>S (0001</b> '	1)	
C	Crash Date 08/18/2016	Crash Time 06:43	No. of Units 2	Crash Type 10-OTHER/	JNKNOWN	Special Cire O Schoo	cumstar I Bus	ices O i O i	None Hit and F	Q I Run O I	Deer Fleeing Police	Special C O Fata	Checks al ON	Non-Traffic	Area 🔿 🤇	ORV/Snowmobile
Ċ	County 63 - OAKLAND	Traffic Contr NONE O	of THESE	Relation to Roa SHOULDER	adway	Spe L(	cial Stu DCAL	dy	Wea O	ather THER/UN	IKNOWN	Area 10-NC	N-FRW	/Y STR	AIGHT RO	ADWAY
C	City/Twsp 80 - BIRMINGHAM	Construction	n Zone (if applic Type	able)	Lane Closed	d Activi	ity	Light OTH	IER/UN	NKNOWN	Road Conditio OTHER/UN	n KNOWN	Total Lan <b>2</b>	nes S	peed Limit 25	Posted YES
2	Prefix	Road Name ETON				Road T ST	Гуре				Suffi	x		Divide	ed Roadway	
- ⊥ <	Distance 300 FT S				Traffi 1-N	c Way IOT PHYS	ICAL		/IDEC	)		Acc 1-	ess Contro	o CESS C	ONTROL	
	Prefix E	Intersecting Road				Road T RD	Гуре				Suffi	ĸ		Divide	ed Roadway	
	Unit Number Unit Known 1 N	State Driver Lic	cense Number		Date of Bi	rth (Age)	Li	Cense Ty O Oper O Chau O Mope	/pe ator ffer d	Endorser O Cycle O Farm O Recru	ments Se eation	ex Tota	Occupant	s Hazardo 14-U	ous Action	
۵ ا	Unit Type Driver Inform	ation					Injury	Po	sition	Restraint 9	Hospital NONE					
	Driver Condition	5 0 6 0 7 0 8	309099		Interlock NO	Ejected NO	Trappe NO	ed Air	bag Dep <b>OT EQ</b>	bloyed UIPPED	Ambulance NONE					
	Alcohol Yes ONo Test Type O Field	O Refused O N O PBT O B	ot offered reath O Bloo	od O Urine	Test Res	sults	Drugs O Y Tes	es st Type	<ul> <li>No</li> <li>Blood</li> </ul>	d O Urine	Test Re	sults	Citatio O H Citatio	n Issued lazardous n#:	O Othe	r
	Vehicle Registration Sta	te Insurance /	Policy #			Т	owed T	o/By				:	Special Vel 0	hicles Priv	rate Trailer Type	e Vehicle Defect
-	VIN	Vehicle Descrip	tion	Make		Model				Color		Yea	ar '	Vehicle Typ	pe	
I	Location of Greatest Damage 12	First Impact 12	Extent of Damage	Driveat	ole V	ehicle Directio	n Ve	hicle Use	9			Ac	ction Prior 86-UNK	NOWN		
I	Sequence of Events * (* indicates MOST harmful	First 17-MOTOR event)	VEH IN TR	RANSPORT	Second					Third			F	ourth		
Ī	Passenger Information				Date	e of Birth (Age	)	Sex	Position	Restraint	Hospital					
					Inju	ry Airbag D	eployed	E	jected	Trapped	Ambulance					
	Passenger Information				Date	e of Birth (Age	)	Sex	Position	Restraint	Hospital					
					Inju	ry Airbag D	eployed	E	jected	Trapped	Ambulance					
	0 Passenger Information				Date	e of Birth (Age	)	Sex	Position	Restraint	Hospital					
	5 2				Inju	ry Airbag D	eployed	E	jected	Trapped	Ambulance					
L C C	Passenger Information				Date	e of Birth (Age	)	Sex	Position	Restraint	Hospital					
<					Inju	ry Airbag D	eployed	I E	jected	Trapped	Ambulance					
	Passenger Information				Date	e of Birth (Age	)	Sex	Position	Restraint	Hospital					
					Inju	ry Airbag D	eployed	i E	jected	Trapped	Ambulance					
	Passenger Information				Date	e of Birth (Age	)	Sex	Position	Restraint	Hospital					
					Inju	ry Airbag D	eployed		ected	Irapped	Ambulance					
0 	Carrier Information							Carrier S	ource	GVWR	ICC	MC	USDC	T	MPSC	
								Driver's (	CDL Typ	e Endo OH ON	OP OT OS OX	CDL Exe O Farm O Othe	mpt ו יר	CDL Rest	C 29 C 30	O 35 O 36
- - -	Interstate/Intrastate Vel	nicle Type	Type & Axle First	e Per Unit Second	Third	Fourth		С	argo Bo	dy Type	Medical Card	н	azardous M O Placard	Vaterial Cargo	D #	Class #
00	Owner Information							Owner Ir	formatio	on	•					
DIA/AIF																
ſ	Person Advised of Damaged T	raffic Control					Dar	naged P	roperty							Public
	Contact Name: Contact Date: Contact Time:						Ow	ner & Ph	one							

	Unit Number 2	Unit Kno N	wn Sta	ate Driver Lio	cense Number		Date o	of Birth (	Age)	Lice	nse Type Operator Chauffer Moped	Endors Cyc Far Rec	ements cle m creation	Sex	Total Occu 0	ipants I	Hazardous Ac	tion	
ЕR	Unit Type M	Driver Int	formation	ſ			•			Injury	Position	Restraint 9	Hospital NONE	•					
S   S	Driver Conditi 0 1 0 2	on 0304	050	60708	3 0 9 0 99		Interl NC	lock E	Ejected	Trapped	Airbag D	eployed	Ambulance NONE						
D L	Alcohol O Yes Test Type	<ul><li>No</li><li>Field</li></ul>	O F O F	Refused ON PBT OB	ot offered reath O Blood	O Urine	Test	Results		Drugs O Yes Test	⊙ No Гуре О Blo	od O Urir	Test	Results	Ci	itation Is O Haza itation#:	ssued ardous	O Other	
N I T	Vehicle Regis	tration	State MI	Insurance /	Policy #	XXX			Madal	owed To/E	Зу	Color			Specia 0	al Vehicle	es Private Tr	ailer Type	/ehicle Defect
	Location of	<pre>xxxx</pre>	XXXX Firs	t Impact	tion Extent of	CHEVRO	LET	Vehic	COE le Directior	BALT	le Use	RED			2009 Action P	Prior	1-PASSEI	NGER C	AR
	Greatest Dam Sequence of	lage 7	7	First	Damage <sup>1</sup>	YES	Seco	S		01-	PRIVAT	E Third			23-P/	Four	Th		
	Events (* indicates N	MOST har	* <b>17-Ⅳ</b> mful e₩	Keper Informati		XXXX		Date of	Birth (Ago)		Docitio	n Postraint	Hospital						
	rassenger mi	ornation						Iniurv	Airbag D	eploved	Eiected	Trapped	Ambulance						
	Passenger Inf	ormation					_	Date of	Birth (Age)	s	ex Positio	n Restraint	Hospital						
							ŀ	Injury	Airbag D	eployed	Ejected	Trapped	Ambulance						
R S	Passenger Inf	ormation					_	Date of	Birth (Age)	S	ex Positio	n Restraint	Hospital						
4 G E							ł	Injury	Airbag D	eployed	Ejected	Trapped	Ambulance						
SSE	Passenger Inf	ormation						Date of	Birth (Age)	S	ex Positio	n Restraint	Hospital						
ΡA								Injury	Airbag D	eployed	Ejected	Trapped	Ambulance						
	Passenger Inf	ormation						Date of	Airbag D	S	Eiected	n Restraint	Hospital						
	Passenger Inf	ormation						Date of	Birth (Age)	s	ex Positio	n Restraint	Hospital						
							┝	Injury	Airbag D	eployed	Ejected	Trapped	Ambulance						
S	Carrier Inform	ation								Ca	rrier Source	GVWR	1	CCMC	U	ISDOT		MPSC	
(/BU										Dri	ver's CDL T	ype End	orsements	CD	L Exempt	CI	DL Restriction	IS	
UCK	Interstate/Intra	astate	Vehicle	Туре	Type & Axle P	er Unit	Third		Fourth		Cargo E	Body Type	Medical Ca	ard	Other	ous Mat	0 28 0 29 terial	0 30 0 ID #	35 0 36 Class #
ΓR					Filst	Second			Fourth	Ov	vner Informa	tion			O Plac	card C	Cargo Spill		
<b>OWNER</b>	XXXXX XXXXX BIRMING	XXXXX XXXXX SHAM I	XXXX XXXX VII 480	XXXX XXX 09															
ESS	Witness Inforr	mation								Wi	tness Inform	ation							
WITN							Age	e:									ļ	Age:	
Inv at	<sup>scene</sup> YES	Reporte 08/1	ed Date <b>8/201</b>	<sup>(Time)</sup> 6 (06:43)	1st Investigator N BOUCHAR	ame (Badge) <b>D (72)</b>				2nd Inv WHI	estigator Na	me (Badge) <b>7)</b>			Photo	os By			
	rrative TEHICLE # JB. VEHIC JNKNOWN DF A BRO	2 WAS CLE #2 N WITH KEN D	PAR WAS NO F RIVEF	KED ON STRUCK LATE INI SIDE MI	S EATON ST BY VEHICL FO. VEHICLI RROR.	Γ NEAR E M E #1. VEHI E #2'S DAM	IELTC CLE # AGE	DN RD 1 IS CONS	) FACIN	IG	 	vietton Rd		R.O.	1339 S E0	Melton R.	a / / /	(* 1 1 NOT 70 8	)

uthority: 1949 ompliance: Re enalty: \$100 a	PA 300, Sec.2 equired I nd/or 90 days	457.622 MSP UD- (R	10E ev 01/201/	õ)				Exte	mal# 75791	1			Crash ID 757911	1				Page 1 File Cla	of 1 ss 93001			
TAT	E OF	M	CH	IGA	NT	RA	FF	IC	CR	AS	SH	RI	=PO	RT			ī	ncident	#	_		
RI MI632	25900				1	epartmeni	t Name		•••								Ţ	Reviewe		~		
ash Date		Crash	Time I	No. of Uni	ts Cras	h Type	NGH/	AM PD	Specia O N	l Circu	umstan	ices O	It and Run	0	School Bus		Special Ch	ROCI lecks	H (0000	6)		
2/2//201/	22	11:4	9 affic Contro	02 ol	Sid	eswipe-	Same	Relation	O FI to Road	eeing way	Police	ŏ	Unknown Weather	õ	Animal	A	ea	01	Non-Trathe	Area C	) ORV/S	NOWT
y/Twsp	na	Co	ntributing	Circumsta	inces		Vera	Shou	lder	_		Light	Clear		Road Surfa	ace Cond	ION-FR	NYS	traight Total Lan	roadwa	y I Limit   F	osle
0 - Birmir	ngham	N	one				200					Day	light		Dry				2	25		Yes
хк zone (ir ap Туре	picable)		Worker	rs Present	t	A	ctivity						Location									
Prefix		Primary I 1573 :	Road Nam	e V ST					Ro	ad Tyj	pe			-	S	uffac			Divideo	l Roadway		-
Distance 50 FT	/ Direction S							Trafficw 01-N	ay ot phy	sica	ally c	livide	d					-				
Prefix		Intersecti SHEF	ng Road N FIELD	lame RD					Roa	əd Typ	be				S	uffix	-		Divided	Roadway		
Jnit Number	Unit Known	State I	Driver Lice	nse Numb	ver		Da	le of Birth	(Age)	7)	Lio	ense Ty Opera	pe E lor	Endorsen O Cycle	ents	Sex	Total Occ	upants	Hazardou	s Action	n <b>a</b> aalaa	_
	Déves lefere	- Mil			3		ľ	5/24/18	919 (31	-15	8	) Chauf ) Mopeo	ler I	O Farm O Recre	ation	r	01		Impro	per lane	use	
M M	2	arann			2					D	Yes	Owner 6	O	Fron	t-Left			Res Sh	traint oulder a	nd lap be	əlt	
river Condition	BIRMING	HAM I	MI 4800	9-1565	<u>;</u> ,	Page 1	-	1	104	er Di	tracte	dBy			le	iacted	Transed	Airb	a Declara	4		
1st Appe	ared Norm	al		21	nđ				Ur	nkno	wn	,			1	Vo	No	No	t Deploy	ed		
ospital NONE											Ar	nbulano	•									
cohol Suspe No	cted Contrib	uting Fac O	tor Alcoh	ol Test Ty Breath	D Blood	O Urine	, 		Al	cohol O Per	Test R nding	esults	Test Resu	its:		Interlock No	Device					
ug Suspecie	d Contrib	uting Fac	tor Drug	Test Type Blood	O Urine	() Ken	sed @	Not Offe	Dr	ug Te	st Res Idina	ults	Test Resu	ts:		Citation	issued andous					
hirda Registr	ation	State	O f	field (	O Refused Yea	O Not C	Offered N	lake						Model		O Oth	er		Color			
N	<u> </u>	MI I	Vehicle Ty	pe	20	12	Sp	OLKS	WAGE	IN			Private 1	ROUT	AN pa		Veh	icle Def	BLU	E		
surance Com	pany ac	)	Passeng	ger Car, Jin	SUV, Va	n nlicv#	N	ot App	olicabl	e	To	wed By		WO-99 978			Taved	In				_
	IF.	irst Imoa	H Exteol	4	De (Power	loit and/o	Trak	re) IVab	icla Diroc	tion	Vohis	alka					1					
reatest Dama	<sup>ge</sup> 03 0	)3 First	Min	or Dan	nage	ontando	- Hais	N	cie Direc	2001	Priv	/ate					Goin	g Stra	aight Al	nead		
ents indicates MC	* • OST harmful e	18-Par vent)	ked mo	otor vel	hicle		260	ona					Third					Four	հ			
ssenger Infor	mation	4						Date of	Birth (Ag	e)	Se	x Po	ition				Res	traint				
								Injury	Ejecte	d T	rappe	d Airba	ig Deployed									
spital											Ami	bulance										_
ssenger Infor	mation							Date of E	Birth (Age	e)	Se	x Pos	tion				Res	traint	-		_	
								Injury	Eiecter	а Іт	rapped	Airba	a Decloved									_
oital		- 11									Amt	vilance	• • •									_
sencer Inforr	nation					-		Data of P	the (Acc	1	100	10.0	100				10					
									iner (vige	, 	0.0	105			_		Rest	ann				
								injury	Ejected		abbeq	Airba	g Deployed		0							
pital											Amb	ulance										
rier Informatio	งก										USD	от			M	C		MPS/	c			
											Drive	r's CDL	Type E	ndorsem	ents POT	CDL E	xempt	1				-
VR/GCWR						ľ	/ehicle	Configura	ation			Cargo	Body Type	ON O	s O X adical Card	0.00	her Hazardou	s Mater	ial	ID#	Clas	s#
10,000 lbs. c	r Less O 10	,001 - 26	,000 lbs.	O Greate	er lhan 26,	000 lbs.											O Placa	nd 0 (	Cargo Spill			
er Information	n 		Ē								Owne	er Inform	ation							1000		
1	40000	1565		-		17																
RMINGH	AM 40009	-1000								- 11 H												

				P	RIV	/ A 1	ſΕ	PRO	ΡE	R	ΤY	/ L	00	AL	CR	AS	H	
Contraction of the local division of the loc	Unit Number 02	Unit Kno Yes	wn State MI	Driver Lio	ense Num	ber		Date of Birth 11/12/19	(Age) 93 (23)		Conse O Op O Cha O Mo	Type erator ouffer bed	Endors O Cy O Fa O Re	sements cle rm creation	Sex M	Total Occu 01	ipants	Hazardous Action
Con Charles	Unit Type M	Driver In	formation	112						Drive N	er is Owr <b>{O</b>	er Injury O	Pos	tion ont-Left			Res S	<sub>traint</sub> houlder and lap belt
001000	Driver Conditi 1st App	ion at Time eared N	e of Crash ormal		:	2nd			Drive Not	r Distra	acted By				Ejected No	Trapped No	Airb No	ag Deployed ot Deployed
A E R	Hospital NONE							5			Ambula NO	nce IE						
ŭ	Alcohol Suspe No	ected Co	No	clor Alco	hol Test T Breath Field	O Blood	O Urine	ad le Not Offe	Alco O	hol Te Pendi	st Result ng	s Test F	Results:		Interloci No	k Device		
0 / 1	Drug Suspect	ed Co	ntributing Fac	clor Drug	Test Typ Blood	O Urine	d O Nel OF	fored	Drug	Pendir	Results ng	Test F	Results:		O Ha	Issued zardous		
	Vehicle Regist	tration	State MI	Vehicle Descrip	a bion	Yea 2	013	Make FORD					Mode F15	i 0	0.04			Color GREEN
				Vehicle T Picku	<sup>ype</sup> p truck	r		Special Vehi Not App	<sub>cles</sub> licable			Priv	ale Trailei	Тура		Vehic	de De	fect
K	Insuranna -				1	nsurance F	Policy #				Towed	Зу				Towed	То	
State of the local division of the local div	Location of Greatest Dama	<sup>age</sup> 07	First Impa 07	ct Exter Mi	nt of Dama nor Dai	age (Power mage	r Unit and/or	Trailers) Vehi	cle Direction	on Ve	ehicle Us Comm	ercial(t	ousines	is)		Action Pri Parke	ior Id	
State of the	Sequence of Events ( * indicates M	IOST harn	Firs * 17-Mc Iful event)	totor ve	h in tra	nsport		Second				3	Third				Fou	rth
I	Passenger Info	ormation						Date of I	Birth (Age)		Sex	Position				Rest	lraint	
								Injury	Ejected	Tra	pped A	irbag Depl	oyed					
s	Hospital								1	1	Ambular	ce						
Ш	Passenger Info	ormation						Date of E	Birth (Age)	j	Sex	Position				Rest	raint	
U U U								Injury	Ejected	Trap	oped A	rbag Depk	oyed					
ASS	lospital									ľ	Ambulan	Ce						
£ ₽	Passenger Info	rmation						Date of B	irth (Age)		Sex I	ostion				Rest	aint	
								Injury	Ejected	Trap	ped A	bag Depk	iyed				5	
	lospital									ľ	Ambulan	xe						
0 O	arrier Informat	tion				8				Ľ	JSDOT				MC		MP	sc
5 K / E										ſ	Driver's C	OL Type	OH ON	OP OT OS OX	OF OC	Exempt arm Nher		
n G	O 10,000 lbs.	or Less	O 10,001 - 2	6,000 lbs.	O Grea	iter than 26	6,000 lbs.	ehicle Configura	ation		C	urga Body	Туре	Medical Ca	d	Hazardou: O Placar	s Mate d O	erial ID # Class # Cargo Spil
SS c			-	2	Vez		1			C	Wher Inf	ormation	1	<u>.</u>				
OWNE					-													
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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.







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



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



Scott Levasseur, Quarton Lake Estates · 27m ago New This is happening in Detroit already. Checkout Michigan avenue in corktown.





		VIA EMAIL
То:	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.



# **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.



Mr. Paul O'Meara & Ms. Jana Ecker | City of Birmingham September 1, 2017 | Page 4 of 6



#### **Summary**

	Section 2: Lincoln to Villa			
	Option 1	Option 2	Option 3	
	Cuelo Track West Side (MMTR Decommended)	SP Bike Lane NP Sharrow (MMTD Decommanded)	NB and SB Sharrows	
Road User	Cycle Track West Side (WINTB Recontinended)	SB BIKE LATIE, IND STIATIOW (IVIIVITP RECONTINENCEU)	(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.

	Section 3: Villa to Yosemite			
	Option X	Option Y		
	Sharrows and Dedestrian Facility Improvements	Sharrows and Pedestrian Facility Improvements		
Road User	Shanows and Pedestnan 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)











![](_page_89_Picture_5.jpeg)

![](_page_90_Figure_0.jpeg)

![](_page_91_Figure_0.jpeg)

![](_page_92_Figure_0.jpeg)

![](_page_92_Figure_1.jpeg)

![](_page_92_Figure_2.jpeg)

![](_page_92_Figure_3.jpeg)

![](_page_92_Figure_4.jpeg)

![](_page_92_Figure_5.jpeg)

![](_page_92_Figure_6.jpeg)

City of	Birmingham	MEMORANDUM
		Engineering Dept./Planning Dept./Police Dept.
DATE:	October 26, 2017	7
TO:	Multi-Modal Trar	sportation Board
FROM:	Jana Ecker, Planı Scott Grewe, Pol Paul O'Meara, Cit	ning Director ice Commander ty Engineer
SUBJECT:	W. Maple Rd. Peo	destrian Islands

As many of you know, the W. Maple Rd. corridor was studied extensively by the Multi-Modal Transportation Board (MMTB) in preparation for the resurfacing of this road from Cranbrook Rd. to Southfield Rd. in 2016. Now that the paving has been completed, and a continuous left turn lane has been installed, the City now has the opportunity to consider the installation of pedestrian refuge islands along this corridor, as referenced in the Multi-Modal Transportation Master Plan.

Attached are several sheets where Multi-Modal improvements were recommended for the W. Maple Rd. corridor in the master plan. These can be summarized as follows:

- 1. Modifying W. Maple Rd. from a 4 lane road to 3 lanes, and installing 5.5 ft. wide bike lanes on both sides of the road.
- 2. Installation of improved crosswalk facilities with pedestrian islands and other improvements at four key locations:
  - Chesterfield Ave.
  - Between Suffield Ave. and Pilgrim Ave.
  - Between Lakepark Ave. and Linden Rd.
  - Baldwin Ave.

During the proposal to change Maple Rd. to 3 lanes, there was significant opposition to a road diet, on the premise that it would remove needed capacity for vehicles, resulting in poor levels of service for the corridor. Part of the opposition being expressed was relative to the perceived safety issues that would result from the installation of bike lanes on this corridor. In the end, the MMTB, as well as the City Commission, decided to recommend the 3 lane road only, as support for the bike lane concept on Maple Rd. was limited.

Since the road construction has been completed, staff has studied the potential for crosswalk islands. Detailed plans were prepared for the potential islands at the following locations:

- 1. Chesterfield Ave.
- 2. Lakepark Ave.
- 3. East of Hawthorne Rd. (just east of the recommended Baldwin Ave. location)

These three island locations have received the most attention to date because they are either located at a traffic signal, which improves safety for pedestrians, or in the case of the one east of Hawthorne Rd., represent an important link in the City's River Rouge Trail system.

Staff recommended that the location between Suffield Ave. and Pilgrim Ave. not be prioritized at this time, given the potential of constructing islands at existing traffic signals in both directions within a quarter mile, and given that this section of W. Maple Rd. has limited activity and immediate destinations. More detail of each of the priority locations' design is provided below, from west to east:

# Chesterfield Ave.:

As shown on the attached plan, the three-way signalized intersection of Chesterfield Ave. at first appeared to present an excellent opportunity for the installation of a protected pedestrian island. The island was designed with the existing crosswalk location being moved easterly about ten feet from its present location in order to accommodate truck turns from Chesterfield Ave. on to eastbound Maple Rd. The drawback of this location is the adjacency of the City's Chesterfield Ave. Fire Station. The reconstruction of the fire station is now well along toward final completion. The improved fire station has been designed to accommodate one of the department's larger engines. Further, the new station's front driveway entrance on to Maple Rd. is being built further west, closer to the intersection, than it was previously. Truck turning requirements were studied for right turns from the new driveway to Maple Rd. Conflicts were found to exist. After review with the Fire Dept., it was decided that installation of a pedestrian island at this location could cause potential conflicts with emergency vehicles, thereby increasing response time for Fire Dept. personnel. The construction of an island is not recommended at this location as a result.

## Lakepark Ave.:

Given that a traffic signal operates here, a marked crosswalk on the east leg of the intersection already exists. The attached plan indicates that a raised pedestrian island can be installed at the current marked crosswalk location, and still allow room for left turning trucks out of Lakepark Ave. (as shown on the attached plan). The suggested location for a pedestrian island appears to work well, and is recommended at this time.

# East of Hawthorne Ave.:

The Master Plan recommends the installation of a pedestrian island and improved crosswalk at Baldwin Ave. However, further study of this location indicated that installation on the east leg of the Baldwin Ave. intersection (thereby not disrupting left turning movements on the Baldwin Ave.) is problematic. Sight distance for vehicles traveling Maple Rd., given the curvature of the road, and hill in this area, is such that it is not a good location to encourage pedestrian crossings. Further study of the area revealed similar concerns at the other intersection in the area (Hawthorne Rd.). However, just west of the existing Rouge River bridge, a location with suitable sight distance from both directions does exist. Further, the location would line up with the existing Rouge River trail as it extends north toward Quarton Lake. The drawback of this location is that it would conflict with an existing residential driveway for the home located at 123 Hawthorne Rd. If the driveway for this house was not relocated, safety for left turns into

the driveway would be compromised, as the left turn lane would not be available for this movement. A modified plan was presented to the homeowner, as attached, and they have indicated their support for the changes. Moving the driveway to the west would allow for sufficient space for a sidewalk connection to the existing Maple Rd. sidewalk (which then leads to the continuation of the Rouge River trail to the south, and it allows for left turning movements into the driveway.

The Master Plan recommended the installation of a Rectangular Rapid Flashing Beacon (RRFB) at this location, as depicted on "page 52" of the plan, attached. The RRFB would be actuated by a pushbutton installed at the crossing, and is an effective means of alerting motorists to the fact that a pedestrian is crossing the road at this location. The pedestrian island, along with the RRFB, is recommended at this location.

# <u>Summary</u>

Now that the Chesterfield Ave. location is not being considered, staff requests input from the MMTB as to whether the suggested location between Suffield Ave. and Pilgrim Ave. should be explored further at this time. A photo of the block is attached. It depicts that there are no apparent obstacles at this location, however, there is little activity as well. If installed, it would be located about 980 ft. to the west of the new Lakepark Ave. island, or less than 0.2 mile. Feedback from the Board is requested as to whether this location should be more fully explored at this time.

After review of these locations by the Board, if there is agreement on the preferred locations and direction, a public hearing would be appropriate. All property owners along the W. Maple Rd. corridor from Cranbrook Rd. to Southfield Rd. would be notified to solicit input, before a final recommendation is forwarded to the City Commission. A suggested recommendation for this action follows. If there is a need for further study before a public hearing is scheduled, direction for staff is requested at this time.

## SUGGESTED RECOMMENDATION:

To recommend the installation of pedestrian islands on the W. Maple Rd. corridor at the following locations \_\_\_\_\_\_, further, to conduct a public hearing to solicit input for this proposal at the regular meeting of the Multi-Modal Transportation Board, scheduled for Thursday, December 7, at 6 PM.

City of B	Sirmingham	MEMORANDUM
		Engineering Dept./Planning Dept./Police Dept.
DATE:	October 26, 201	7
TO:	Multi-Modal Trar	nsportation Board
FROM:	Jana Ecker, Plan Scott Grewe, Pol Paul O'Meara, Ci	ning Director lice Commander ty Engineer
SUBJECT:	W. Maple Rd. Pe	destrian Islands

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Attached are several sheets where Multi-Modal improvements were recommended for the W. Maple Rd. corridor in the master plan. These can be summarized as follows:

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  - Lakepark Ave.
  - Baldwin Ave.

During the proposal to change Maple Rd. to 3 lanes, there was significant opposition to the idea, on the premise that it would remove needed capacity for vehicles, resulting in poor levels of service for the corridor. Part of the opposition being expressed was relative to the perceived safety issues that would result from the installation of bike lanes on this corridor. In the end, the MMTB, as well as the City Commission, decided to recommend the 3 lane road only, as support for the bike lane concept on Maple Rd. was not well supported.

Since the road construction has been completed, staff has studied the potential for crosswalk islands. Detailed plans were prepared for the potential islands at the following locations:

- 1. Chesterfield Ave.
- 2. Lakepark Ave.
- 3. East of Hawthorne Rd.

These three island locations have received the most attention to date because they are either located at a traffic signal, which improves safety for pedestrians, or in the case of the one east of Hawthorne Rd., represent an important link in the City's River Rouge Trail system. The location between Suffield Ave. and Pilgrim Ave. was not prioritized, given the potential of constructing islands at existing traffic signals in both directions within a quarter mile. More detail of each location's design is provided below, from west to east:

## Chesterfield Ave.:

As shown on the attached plan, the three-way signalized intersection of Chesterfield Ave. at first appeared to present an excellent opportunity for the installation of a protected pedestrian island. The island was designed with the existing crosswalk location being moved easterly about ten feet from its present location in order to accommodate truck turns from Chesterfield Ave. on to eastbound Maple Rd. The drawback of this location is the adjacency of the City's Chesterfield Ave. Fire Station. The reconstruction of the fire station is now well along toward final completion. The improved fire station has been designed to accommodate one of the department's larger engines. Further, the new station's front driveway entrance on to Maple Rd. is being built further west, closer to the intersection, than it was previously. Truck turning requirements were studied for right turns from the new driveway to Maple Rd. Conflicts were found to exist. After review with the Fire Dept., it was decided that installation of a pedestrian island at this location could cause potential conflicts with emergency vehicles, thereby increasing response time for Fire Dept. personnel. The construction of an island is not recommended at this location as a result.

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## East of Hawthorne Ave.:

The Master Plan recommends the installation of a pedestrian island and improved crosswalk at Baldwin Ave. However, further study of this location indicated that installation on the east leg of the Baldwin Ave. intersection (thereby not disrupting left turning movements on the Baldwin Ave.) is problematic. Sight distance for vehicles traveling Maple Rd., given the curvature and hill in this area, is such that it is not a good location to encourage pedestrian crossings. Further study of the area revealed similar concerns at the other intersection in the area (Hawthorne Rd.). However, just west of the existing Rouge River bridge, a location with suitable sight distance from both directions does exist. Further, the location would line up with the existing Rouge River trail as it extends north toward Quarton Lake. The drawback of this location is that it would conflict with an existing residential driveway for the home located at 123 Hawthorne Rd. If the driveway for this house was not relocated, safety for left turns into the driveway would be compromised, as the left turn lane would not be available for this movement. A modified plan was presented to the homeowner, as attached, and they have indicated their

support for the changes. Moving the driveway to the west would allow for sufficient space for a sidewalk connection to the existing Maple Rd. sidewalk (which then leads to the continuation of the Rouge River trail to the south, and it allows for left turning movements into the driveway.

The Master Plan recommended the installation of a Rectangular Rapid Flashing Beacon (RRFB) at this location, as depicted on "page 52" of the plan, attached. The RRFB would be actuated by a pushbutton installed at the crossing, and is an effective means of alerting motorists to the fact that a pedestrian is crossing the road at this location. The RRFB is recommended as an important element to this installation.

Review of this crossing as proposed is recommended by the MMTB at this time.

#### Summary

Now that the Chesterfield Ave. location is not being considered, staff requests input from the MMTB if the suggested location between Suffield Ave. and Pilgrim Ave. should be explored further at this time. A photo of the block is attached. It depicts that there are no apparent obstacles at this location. If installed, it would be located about 980 ft. to the west of the new Lakepark Ave. island, or less than 0.2 mile. Feedback from the Board is requested as to whether this location should be more fully explored at this time.

After review of these locations by the Board, if there is agreement on the preferred locations and direction, a public hearing would be appropriate. All property owners along the W. Maple Rd. corridor from Cranbrook Rd. to Southfield Rd. would be notified to solicit input, before a final recommendation is forwarded to the City Commission. A suggested recommendation for this action follows. If there is a need for further study before a public hearing is scheduled, direction for staff is requested at this time.

## SUGGESTED RECOMMENDATION:

To recommend the installation of pedestrian islands on the W. Maple Rd. corridor at the following locations \_\_\_\_\_\_, further, to conduct a public hearing to solicit input for this proposal at the regular meeting of the Multi-Modal Transportation Board, scheduled for Thursday, December 7, at 6 PM.

![](_page_99_Figure_1.jpeg)

## Legend

- Proposed Crossing Improvement
- Proposed Off-road Trail
- Proposed Neighborhood Connector Route
- Proposed Bike Lane
  - Proposed Buffered Bike Lane
  - Proposed Shared-lane Marking

Due to the scale of this map some facilities were not included. Please refer to the following maps for more details.

# Web Survey Results:

- About 72% of respondents would walk to work and/or do errands if there was a system of sidewalks, pathways, crosswalks, bike lanes, etc.
- Around 84% of respondents feel that a complete network for bicycle facilities such as bike lanes, signed routes and trails are very important or somewhat important to making future bicycling trips actually happen

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# city of birmingham multimodal transportation plan 液 - 部 甲 - 即工 - 中 PHYSICAL ENVIRONMENT RECOMMENDATIONS

# **3.3 ROAD CROSSING IMPROVEMENTS**

# DESCRIPTION

Road crossing improvements are needed in areas where there is demand to cross by pedestrians and/or bicyclists. These areas occur where a bike route crosses a collector or arterial road, a major bus stop or bus shelter is present, there is a long distance between crosswalks, or there is a high demand based on land use and population density.

![](_page_100_Picture_4.jpeg)

There are many different types of countermeasures that can be used to improve the safety and visibility of pedestrians at crosswalks. Traffic speeds, traffic volume, number of lanes and location of the crossing in context to the surrounding land use will dictate what type of crossing improvement is appropriate for a specific location. In some instances the improvements are as simple as adding high visibility crosswalk markings and in others signalization may be needed.

For the most up-to-date guidelines please refer to all Chapters of the *MUTCD* and Chapter 3 & 4 of AASHTO's *Guide for the Planning, Design and Operation of Pedestrian Facilities*.

# RECOMMENDATIONS

The exact solution for every crossing has not been determined; rather, the location and recommended countermeasure has been identified. Please note that these are initial recommendations and that each crossing needs to be studied further prior to implementation. Please refer to the Network Implementation Plan for specific recommendations on near-term crossing improvements.

At signalized intersections it is recommended that leading pedestrian signals and signal countdowns be implemented.

Please refer to Fig. 3.3A, 3.3B and 3.3C for maps of the proposed crossing improvements.

Web Survey Results:

• Around 61% of respondents feel that mid-block crosswalks are very important or somewhat important to making future walking and bicycling trips actually happen

![](_page_101_Figure_1.jpeg)

![](_page_102_Figure_1.jpeg)

# **CONCURRENT STUDIES**

Numerous concurrent studies were underway on the Woodward Avenue Corridor during the creation of this plan. Due to this occurrence, implementation recommendations for this corridor were not provided. Details on the Woodward Avenue Corridor can be found under the Specific Area Concept Plans.

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# city of birmingham multimodal transportation plan 液 - 部 用 中 NETWORK IMPLEMENTATION PLAN

# 4.2 PHASE 1

# **PHASE 1: OVERVIEW**

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

FIGURE 4.2A. PHASE 1 W Big Beaver Rd 2d Phase 1 Map Phase 1 Woodward Corridor 8 Ŧ Chesterfe Woodward Ave Adams Derby Rd Coolidge Oak Ave -Moodward Rd Eton z E Maple Rd W Maple Rd (III W Brown Pa Bower Southfield F 2 Rd Eton S Cranbrook E Lincoln St 0 W Lincoln St Woodsward ŝ Pierce PLO W 14 Mile Rd W 14 Mile Rd Saxon Dr 2

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

# PHASE 1: INCIDENTAL PROJECTS

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

![](_page_104_Figure_3.jpeg)

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

# W MAPLE ROAD

![](_page_104_Figure_6.jpeg)

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

![](_page_105_Picture_1.jpeg)

# N ETON ROAD

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

![](_page_105_Figure_4.jpeg)

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

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

![](_page_106_Picture_5.jpeg)

![](_page_106_Picture_6.jpeg)

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

## **OAK AVENUE**

107

Add shared lane markings to the following corridors:

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

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

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

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



## PHASE 1: PROPOSED COLORED SHARED LANE MARKING

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



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



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

## PHASE 1: PROPOSED ROAD CROSSING IMPROVEMENTS

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



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

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

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

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

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

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

PHASE 1 ROAD CROSSING IMPROVEMENTS:				
Road	From	То	Quantity	Unit
Crossing Islands (Bollards, lan	dscaping, concrete curl	os, striping):		
W Maple Rd	at Chesterfield Ave		1	EACH
W Lincoln St	at Stanley Blvd		1	EACH
W Lincoln St	at Floyd St		1	EACH
Crossing Islands with Double I	Posted Rectangular Rap	oid Flash Beacon with Advar	ce Warnin	g Signs
W Maple Rd	Between Suffield Dr a	nd Pilgram Ave	1	EACH
W Maple Rd	Between Lake Park Dr	and Linden Rd	1	EACH
W Maple Rd	at Baldwin Rd		1	EACH
Curb Extensions (Sidewalks, la	indscaping, concrete cu	urbs, sidewalk)		
Oak Ave	at Suffield Ave		2	EACH
Oak Ave	at Puritan Ave		2	EACH
Oak Ave	at Lake Park Dr		2	EACH
N Eton Rd	at Derby Rd		4	EACH
N Eton Rd	at Windemere Rd		1	EACH
N Eton Rd	at Yorkshire Rd		2	EACH
W Lincoln St	at Maryland Blvd		4	EACH
W Lincoln St	Pierce St		4	EACH
E Lincoln St	at Grant St		3	EACH
E Lincoln St	at Bates		4	EACH
E Lincoln St	at Ann St		4	EACH
N Old Woodward Ave	at Willits St		2	EACH
N Old Woodward Ave	at Hamilton Row		4	EACH
N Old Woodward Ave	at E Maple Rd		4	EACH
S Old Woodward Ave	at W Merrill St		4	EACH
S Old Woodward Ave	at E Brown St/Forest A	ve	4	EACH
S Old Woodward Ave	at Danes Street		2	EACH
S Old Woodward Ave	at Hazel St/Frank St		2	EACH
S Old Woodward Ave	at Bowers St		3	EACH
S Old Woodward Ave	at Haynes St		3	EACH
S Old Woodward Ave	between George St an	id Landon St	2	EACH



APPROXIMATELY 4.5 MILES OF NEW MULTI-MODAL FACILITIES ARE PROPOSED IN PHASE 1:

- 2 MILES OF BIKE LANES
- 2.3 MILES OF SHARED LANE MARKINGS
- 0.1 MILES OF COLORED SHARED LANE MARKINGS
- 0.1 MILES OF SIDEWALK (NOT SHOWN ON MAP)
- 31 ROAD CROSSING IMPROVEMENTS
- 2 TREE EXTENSIONS
- 44 BICYCLE PARKING HOOPS (NOT SHOWN ON MAP)
- 5 BUS SHELTERS (NOT SHOWN ON MAP)



SCALE	DATE	DRAWN	JOB NO.	SHEET
1"=10'	09-19-17	G.O.	I380-01	1 of 1

SCALE	DATE	DRAWN	JOB NO.	SF

-PROPOSED STOP BAR

-PROPOSED CROSS-WALK

# CHESTERFIELD EPT Z R X ళ $\checkmark$ Δ W. MAPLE Ш $\checkmark$ Δ















Image capture: Oct 2016 © 2017 Google United States

City of	Birmingham	MEMORANDUM
DATE:	October 27, 2017	Engineering Dept.
то:	Advisory Parking Committee	
FROM:	Paul T. O'Meara, City Engineer	
SUBJECT:	2018 Paving Projects	

The Engineering Dept. plans to issue plans for bids on two paving contracts during the 2018 construction season:

- 1. Old Woodward Ave. Paving Project
- 2. 2018 Local Street Paving Project

The first project was designed last year, and reviewed previously by the Multi-Modal Transportation Board. The design has not changed with respect to Multi-Modal criteria, so no further review is needed. The second project involves the complete reconstruction of the following streets:

Bennaville Ave. – Edgewood Ave. to Grant St. Ruffner Ave. – Grant St. to Woodward Ave. Chapin Ave. – Grant St. to Woodward Ave.

The specified blocks are highlighted in teal on the attached map of 2018 projects.

The following is a detail of what is proposed.

## Bennaville Ave.

1

The existing pavement on this block was installed at 32 ft. wide, in 1948. The road width is wider than the current 27 ft. standard width the City installs on unimproved streets today. This street has a wider right-of-way (60 ft.), which allows for the wider pavement while still maintaining a relatively wide lawn section between the sidewalks and curbs. There are no suggested changes to this street in the Multi-Modal Master Plan.

Typically, when streets are being reconstructed due to age, the City would replace the pavement to match the current condition. A new concrete pavement with curbs is proposed. There are no existing tree conflicts with the existing pavement width.

The options for this pavement include the following:

1. Replace the street at 32 ft. wide. Doing so would maintain the current good conditions for bicycles, but would provide no improvements for pedestrians. This is not a designated bike route in the master plan.

2. Replace the street at a reduced width of 27 ft. wide. Doing so would allow for parking to remain legal on both sides of the street. Available street width would be reduced for bicycles, but would improve conditions for pedestrians by reducing the length of the crosswalks at each end of the block.

No input has been solicited from residents on the block. Maneuvering in and out of driveways will become more difficult if the road is narrowed, particularly at times when parked cars are prevalent. If the Board prefers recommending a narrower pavement, it is suggested that a public hearing be held to obtain input from the residents.

## Ruffner Ave.

The existing pavement was installed at 29 ft. for the residential section (west of the Woodward Ave. alley) in 1947. Since the right-of-way is small at 50 ft., several mature street trees are currently growing very close or even on top of the curb and gutter. Attempting to rebuild the street at the current width would be impossible unless the mature trees are removed. Since many similar streets function with a width of 27 ft., it is recommended that the new street be installed at 27 ft. The one foot of space will create the ability to construct the street around the large, mature trees. This minor change will result in little impact to the adjacent residents or users of the street.

The existing pavement between the alley and Woodward Ave., the commercial section, is currently 32 ft. Like several of the streets in this area, the section off of Woodward Ave. was paved wider to support the adjacent commercial uses. For example, the adjacent Savon-Drugs store needed the parking spaces on Ruffner Ave. as part of its official count for site plan approval. There are no trees in conflict with this width, therefore, a 32 ft. wide street to match the existing is recommended. In order to improve conditions for pedestrians at the Woodward Ave. crosswalk, it is recommended that 2.5 ft. bumpouts be installed at the approach to Woodward Ave., thereby reducing the width back to the minimum width for residential streets. Since this is adjacent to Woodward Ave., this design feature would be subject to approval by the Michigan Dept. of Transportation.

## Chapin Ave.

The existing pavement from Grant St. to Cummings St. was installed at 26 ft. in 1946. This width is narrower (by 12") than what is recommended today. There are no existing tree conflicts, therefore, we recommend that the new pavement match the existing, at 26 ft. wide.

East of Cummings Ave., which is both residential and commercial, the existing pavement was installed at 29 ft. Conflicts with mature trees on the residential section would make it impossible to replace the street at this width, unless these trees are removed. No such conflicts exist in the short commercial section between the alley and Woodward Ave. It is recommended that the new street be constructed at 27 ft. wide (matching the City standard) in order to maintain the mature trees, widening to 29 ft. at the commercial section. Since 29 ft. is only 2 ft. wider than the minimum, no bumpouts are recommended at the Woodward Ave. approach.

Two suggested motions are provided below for your consideration:

## For Bennaville Ave.:

## SUGGESTED RECOMMENDATION A:

To recommend to the City Commission that Bennaville Ave. between Edgewood Ave. and Grant St. be reconstructed with a 32 ft. wide concrete pavement back of curb to back of curb (matching the existing width), and installing ADA compliant handicap ramps at each intersection.

Or –

## SUGGESTED RESOLUTION A:

To endorse the installation of a 27 ft. wide pavement back of curb to back of curb on Bennaville Ave. between Edgewood Ave. and Grant St., and to schedule a public hearing at the regularly scheduled meeting of the Multi-Modal Transportation Board for December 7, 2017, at 6 PM.

## For Ruffner Ave. and Chapin Ave.:

To recommend to the City Commission that the following streets be constructed with ADA compliant handicap ramps at each intersection, further, to install concrete pavement at the following widths:

- 1. Ruffner Ave., Grant St. to alley west of Woodward Ave. 27 ft. back of curb to back of curb.
- Ruffner Ave., alley west of Woodward Ave. to Woodward Ave. 32 ft. back of curb to back of curb, matching the existing width, and installing 2.5 ft. bumpouts at the approach to Woodward Ave. to reduce the length of the pedestrian width at this location, subject to approval by the Michigan Dept. of Transportation.
- 3. Chapin Ave., Grant St. to Cummings St. 26 ft. back of curb to back of curb, matching existing conditions.
- 4. Chapin Ave., Cummings St. to alley west of Woodward Ave. 27 ft. back of curb to back of curb.
- 5. Chapin Ave., alley west of Woodward Ave. to Woodward Ave. 29 ft. back of curb to back of curb, matching existing conditions.

## Birmingham Engineering Department Projects, 2018





## Town in Iceland Paints 3D Zebra Crosswalk To Slow Down Speeding Cars

1 day ago by Stella

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In the small fishing town of Ísafjörður, Iceland, an exciting development in road safety has just popped up – almost literally. A new pedestrian crossing has been painted that appears to be 3D by way of a cleverly-detailed optical illusion.



Image credits: Gústi Productions

Town in Iceland Paints 3D Zebra Crosswalk To Slow Down Speeding Cars | Bored Panda



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Image credits: Vegamálun GÍH



Image credits: Linda Björk Pétursdóttir



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Vegamálun GÍH



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# Opinion: Let's make sidewalk cycling a thing of the past

A historical and evidence-based perspective, however, suggests that sidewalk riding is a sideshow to bigger issues of safety for all road users.



CONTRIBUTOR

Published on: October 13, 2017 | Last Updated: October 13, 2017 8:47 AM EDT



## By Christopher Waters

This summer, a Windsor city councillor sparked controversy over his suggestion that bikes belong on sidewalks. The issue is not new to Canada, nor indeed to our community. A historical and evidence-based perspective, however, suggests that sidewalk riding is a sideshow to bigger issues of safety for all road users.

While there had been sporadic uses of bicycles in Canada before the 1890s, the last decade of the nineteenth century saw a massive rise in cycling's popularity. Safety bikes, resembling simple bikes of today, replaced highwheelers and cycling rapidly went from being a club sport for young men to a popular activity for all. Southwestern Ontario – particularly Windsor, London and Woodstock — was a prominent cycling area during this the golden age of cycling for both work, leisure and, in the case of Windsor, even cross-border cycling.

Like today, however, roads in the 1890s were contested spaces where different modes of transportation clashed, as well as shared the road. While the right of cyclists to share the road with other users had been won in the courts, there were occasional complaints from pedestrians, other cyclists and riders and drivers of horses about "furious cycling" or "scorching" (cycling too fast but with an implication of recklessness), sidewalk riding and the spooking of horses. Cyclists complained about horse or wagon drivers refusing to give way, passing too close and sometimes deliberately running cyclists off the road. Lawmakers, police and courts responded relatively robustly to govern all of these various interactions and complaints, but let's focus here on sidewalk riding.

Windsor was one of the first cities in the country to ban cycling on sidewalks. Bylaw No. 279, passed in 1876, explicitly excluded "velocipedes" from sidewalks, along with many other vehicles capable of being propelled by people, such as hand wagons, wheelbarrows, handcarts and sleds. Other cities followed suit and in 1892 Cycling magazine reported that "the towns are few and far between where it has been found unnecessary to make bylaws" prohibiting bicyclists from riding on sidewalks. The bylaws appear to have been enforced rigorously in Windsor. For example, on June 2, 1897 cross-border cyclist J. H. Kave of Toledo was charged with riding a bicycle on a sidewalk and released with a caution. Later that same week, Walter Stover, John Foster, John McDutosh, and S.S. Simonds, all of Windsor, were charged with sidewalk riding. With fines of 85 cents each, they did not get off so easily as the visitor from Toledo. In short, as cyclists properly took their place on the road, and were given the rights of other road users to pass and repass on public highways, it was decided that they did not belong on sidewalks.

Windsorites in the 1890s were unhappy with sidewalk riding, especially in the core, because it was dangerous and inconvenient for pedestrians.

Nothing has changed on that score. What has changed is that we now also know that sidewalk riding is also dangerous for cyclists, at intersections, but also at driveways and when switching from sidewalks to roads between intersections. So is greater enforcement of sidewalk riding bylaws and other examples of scofflaw cycling the answer? It would help, especially if tied to public education. Enforcing dangerous motorist behavior towards cyclists — think of the frequent breaches of the one-metre passing rule for example — would help, too. But enforcement in this city and others has been inconsistent and, ultimately, is an important but relatively small piece of the puzzle.

The main reason that some adults ride on sidewalks is because they perceive that the sidewalks are safer than roads. Some see law-breaking acts such as sidewalk cycling or riding in the wrong direction as part of a repertoire of skills cyclists need to survive. I do not share these views, but perceptions influence behaviour. The way forward is to make people feel safer on the roads. This will happen through better infrastructure including physically separated lanes where needed — and public education. When cycling infrastructure develops in ways that are meaningful to commuter as well as leisure cyclists, people will use it: build it and they will come. The greatest indicator and driver of cycling safety is the number of cyclists on the road. One of the reasons for this is that in a critical mass of cyclists, courteous cycling becomes a norm. As one observer of cycling in Portland put it, cyclists there tend to "stop at lights, yield at stop signs, stop to wave pedestrians across the street. It's not all 100 per cent legal, but it's an emerging vernacular which seems to work for everyone." Similarly, motorists look out for cyclists and patterns of eye-contact and safe interactions develop.

It is important to acknowledge that investments have been made, and are continuing to be made, in Windsor's cycling infrastructure. But progress has been slow, inconsistent and at times unresponsive to the lived realities of cyclists, including families with children and other vulnerable road users. In June, city council, decided to fast-track an Active Transportation Master Plan. This is an excellent opportunity to firmly imprint a complete streets approach into our urban DNA. This is not anti-car. It is about recognizing that sometimes people will use their cars but that they want options – to cycle, walk or to take public transportation, sometimes in the same trip, in safety. There are implications in all of this for the environment, health, poverty reduction and the livable city that successful Open Streets events

Opinion: Let's make sidewalk cycling a thing of the past | Windsor Star

have given us a taste for. Let's all of us — politicians, planners, engineers and road citizens — take this opportunity as a community to make sidewalk riding a thing of the past, for the right reasons.

*Christopher Waters is a professor at the University of Windsor's faculty of law, and a longtime active transportation advocate.* 

## **TRENDING STORIES**



0

# Community Living's director retires

After 32 years as Community Living Essex County's...

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## Travis Trudeau · University of Victoria

I ride to work and back every day 8km each direction plus errands. I ride in the bike lane if it's there. If there is no designated bike lane I'd try to find the safest way as I can see it. Sometimes it's a road if it's wide enough, sometimes it's a sidewalk. Riding on the road nearly every day I have reckless or distracted driver that pass me at high speed so close that I feel the mirror nearly touching my elbow. Don't tell me it's safe. I'd rather pay a fine but stay alive. Riding on a sidewalk I realize that drivers are not expecting me to move that fast and act accordingly. In the absent of infrastructure, sidewalk riding ban would not only endanger my life but would be useless as I would not obey anyway unless bikes would be banned as a transportation altogether.

Like · Reply · 7 · Oct 13, 2017 12:41pm



#### Cathy Beaune

Well said.. if you don't feel safe on the roads , you shouldn't be forced to use them. Windsor drivers are crazy and we have too much traffic . I'd take my chances on the sidewalk also. Safety trumps all.

Like · Reply · 2 · Oct 13, 2017 12:56pm



## Rick Woods · University of Windsor

The writer here uses a lot of useless research (VERY INTERESTING THOUGH)but not a lot of common sense,and he contradicts himself when he talks how successful Open Streets was ...WITH NO CARS!

We need more seperated bike lanes ; everytime we plan a road or do reconstruction on a roadway we should try to incorporate bike lanes.

Like · Reply · 2 · Oct 14, 2017 8:43am · Edited



**Clinton Hammond** · Office And Resource Close Out Manager at Parkway Infrastructure Constructors

"The way forward is to make people feel safer on the roads. This will happen through better infrastructure — including physically separated lanes where needed — and public education."

When advocacy groups tell cyclists, the roads are unsafe, they hinder the process massively. The roads are not unsafe. I and hundreds, probably thousands of other cyclists use the roads for our commutes, for exercise, for fun, every single day.

Like · Reply · Oct 13, 2017 7:09am

## Bob Doe

Ahh this debate again. Some roads are very unsafe like Walker going by Chrysler. In some spots its very unsafe or the potholes to large to get me on there so in spots I ride on the sidewalk but I am very courteous to the people that are walking.

Opinion: Let's make sidewalk cycling a thing of the past | Windsor Star

Like · Reply · 3 · Oct 13, 2017 11:51am



## Tony Woloszyn · W.F. Herman Secondary School

The bike lanes, I feel, in some places are too narrow and exposes a biker to serious, if not fatal injuries due to vehicle impacts. Windsor is still in the elementary stages of a city geared for bike riders. To me, sidewalk bike useage is never excluded on my bike trips because it all boils down to safety first.

Like · Reply · 1 · Oct 14, 2017 6:05pm · Edited



## **Meaghan Phillips**

I agree! Most of the time I am forced to "ride the curb" because drivers apparently dont see the large, long, white line that says "hey this isnt your lane" I bike with my 4.5yr old in a trailer or on his own bike and like hell if I am even in a bike lane or on the road. Sidewalk all the way with him. With out him I use bike lanes or side walk if there isnt a designated bike lane with a line. Sharrows are pathetic and no one listens

Like · Reply · 6 hrs



## Kent Cowan · University of Windsor

People here in Kingsville pretty much ignore the bike paths and choose to ride on the sidewalk or the road. On Cull, for example, there's a sidewalk on one side, a bike path on the other, guess where everyone rides their bikes? Used to be a fan of bike paths but they sure don't work here.

Like · Reply · Oct 16, 2017 5:43am

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