

**MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, MAY 4, 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 April 13, 2017
5. Lawndale Ave. Reconstruction
6. S. Eton Rd. – Maple Rd. to Lincoln Ave.
7. Meeting Open to the Public for items not on the Agenda
8. Miscellaneous Communications
9. Next Meeting June 1, 2017
10. Adjournment

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**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, APRIL 13, 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, April 13, 2017.

Vice Chairman Andy Lawson convened the meeting at 5:35 p.m.

1. ROLL CALL

Present: Vice-Chairman Andy Lawson; Board Members Lara Edwards, Daniel Rontal, Johanna Slanga, Michael Surnow; Alternate Member Katie Schaefer

Absent: Chairperson Vionna Adams; Board Member Amy Folberg

Administration: Lauren Chapman, Asst. City Planner
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Scott Grewe, Operations Commander
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

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

2. INTRODUCTIONS

The new alternate, Katie Schaefer, introduced herself and board members welcomed her and introduced themselves.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF MARCH 2, 2017

Motion by Ms. Slanga

Seconded by Ms. Edwards to approve the Minutes of March 2, 2017 as presented.

Motion carried, 6-0.

VOICE VOTE

Yeas: Slanga, Edwards, Lawson, Rontal, Schaefer, Surnow

Nays: None

Absent: Adams, Folberg

5. S. ETON RD. CROSS-SECTION

Ms. Ecker recalled the Ad Hoc Rail District Committee met during 2016. The group was charged with studying parking and zoning issues within the Rail District. Their final report was reviewed by the City Commission at their meeting of January 9, 2017. One recommendation from their report was to accommodate bicycling on S. Eton Rd. in some way. The committee voted to use sharrows and buffers and did not wish to remove parking on either side of the street. However, a parking study has revealed there is clearly no shortage of parking in the area. The Ad Hoc Committee's preferred option was to reconfigure S. Eton Rd. on each side so there is a 7 ft. parking lane, a 3 ft. buffer zone, and a 10 ft. driving lane with a sparrow. It was then noted that 46 spaces would be lost if parking was removed on the west side.

Ms. Edwards, who was a member of the Ad Hoc Committee, said their thought was if there is parking on both sides there can be bumpouts at the intersections. That would slow traffic and make crossing much safer for pedestrians and vehicles. Mr. Surnow observed that every time you mix bikes and cars on a high traffic street you are really asking for danger. He saw no reason not to eliminate parking on the west side of the street and create a protected bike lane.

Mr. O'Meara reminded the board that this one-half mile was approved by the City Commission as part of the Neighborhood Connector Route around the entire city.

After further discussion, board members concluded that S. Eton Rd. needs a protected bike lane that allows bi-directional traffic; and therefore they were not in agreement with the Ad Hoc Committee's preferred option that would put bikers in the road alongside cars.

The group wanted to know for next time the width that is needed for a bi-directional bike lane; how it is linked to other bike routes, north and south and within the community; and how bumpouts and a bike lane can be accommodated.

This topic was opened to the public at 6:25 p.m.

Mr. Dan Isaacson said he lives north of Maple Rd. and east of Adams. He suspected if there was a high quality, safe bike lane on S. Eton Rd. his family

would use it. He received confirmation that traffic islands are not workable along there because of the road width.

Mr. Labadie did not think demand would ever be so great that a bi-directional bike lane would be a bad idea. Ms. Slanga added it would provide some sort of structure to the west (residential) side of S. Eton Rd. Mr. Labadie said the bike lane would be safe, but vehicle speeds may not reduce as they would if there was parking on both sides. He liked Design Option 1 which is removing on-street parking on the west side of the street in favor of a 7 ft. wide bike lane and a 3 ft. wide buffer area.

Mr. Jerry Yaldoo, 1997 Haynes, spoke in favor of the dedicated bike lane and removing the parking. He does not feel comfortable backing out of his driveway with a parked car there.

6. W. MAPLE RD. CROSSING AT ROUGE RIVER

Ms. Chapman recalled the Planning Dept. was asked to look into options to connect the Quarton Lake Trail (north of Maple Rd.) and the Linden Park Trail (south of Maple Rd.) across W. Maple Rd. Such a connection would increase access and safety for trail users. The Multi-Modal Transportation Plan ("MMTP") was adopted by the City in 2013. It is a response to the growing demand for alternative forms of travel and the need to improve the safety of those who choose to walk, bicycle, or take transit. The Plan recommends enhanced pedestrian crossings on W. Maple Rd.

Installing a pedestrian bridge, boardwalk, or tunnel would eliminate pedestrian and vehicular conflict by allowing pedestrians to cross independent of the traffic on the street. A mid-block crossing island has also been proposed.

Once across W. Maple Rd., there is no connection from the public sidewalk to the trail south of W. Maple Rd. near the river. At their March 7th meeting, the Parks and Recreation Board voted to pursue a trail connection south of Maple Rd. from the sidewalk to the proposed location of trail connection bridge at lower Baldwin; opting for the western connection. The board also voted to support an at-grade pedestrian crossing on W. Maple Rd. just west of Baldwin Rd.

An at-grade crossing island on W. Maple Rd. at Baldwin Rd. with rectangular rapid flash beacons was recommended in the Multi Modal Transportation Master Plan ("MMTP") and could be constructed to allow safe pedestrian crossings for trail users between the Quarton and Linden trails. This is the only spot that a pedestrian crossing really works. The only issue with the island is there would need to be talks with the resident at the corner of Hawthorne and Maple Rd. to relocate his driveway so that it would not be obstructed by the island.

The Committee agreed that the only sensible and cost effective option for the City is the at-grade crossing, but obviously the homeowner needs to be approached.

Motion by Ms. Edwards

Seconded by Ms. Slanga that in accordance with the MMTP, as well as with concurrence from the Parks and Recreation Board, the MMTB recommends an at-grade crossing for W. Maple Rd. at the City's Rouge River Trail east of the Hawthorne Ave. intersection, pending resolution of the existing driveway conflict at the south side of the road.

There were no public comments at 6:43 p.m.

Motion carried, 6-0.

VOICE VOTE

Yeas: Edwards, Slanga, Lawson, Rontal, Schaefer, Surnow

Nays: None

Absent: Adams, Folberg

7. LAWDALE AVE. NO PARKING AREA

Commander Grewe reported that on December 7, 2016 the Dept. of Public Services ("DPS") received an anonymous complaint that the no parking signs on Lawndale, between Madison and Oakland, have been removed.

Dept. records indicate "No Parking" all times (Madison to Oakland) was installed on the east side of the street in 1968 and on the west side in 1985. There have been no changes on record. Engineering was contacted and advised there have been no recent projects in the area that would have caused the removal of signs. DPS was advised to install the missing no parking signs. Shortly after installation of the signs, Mr. Todd R. Mendel, 440 Madison, contacted him to discuss the signage. Mr. Mendel stated the no parking signs have not been there for an extended period of time and believes it may be as long as 20 years. Mr. Mendel said there is not a parking problem on Lawndale and stated the signs are not needed.

There are three lots on Lawndale between Madison and Oakland: Mr. Mendel's home at 440 Madison; Poppleton Place Apartments at 35300 Woodward Ave. which provides on-site parking for its residents; and a vacant lot to the south of Mr. Mendel's residence. Lawndale is a one-way only street permitting southbound traffic. Removing parking restrictions on the east side of the street would allow Mr. Mendel to park alongside his property, allow Poppleton Place to

have parking on the east side for their visitors, and still allow for the smooth flow of traffic.

Motion by Ms. Edwards

Seconded by Ms. Slanga to remove "No Parking" signs on the east side of Lawndale from Madison to Oakland.

There were no public comments at 6:48 p.m.

Motion carried, 6-0.

VOICE VOTE

Yeas: Edwards, Slanga, Lawson, Rontal, Schaefer, Surnow

Nays: None

Absent: Adams, Folberg

8. HANDICAP PARKING POLICY

Ms. Chapman noted that in 2016, the City installed over sixty on-street designated accessible parking spaces to comply with new regulations under the Americans with Disabilities Act ("ADA"). The guidelines require cities to provide reserved, marked accessible parking spaces in all municipal lots and on any public street that has individually marked spaces. This policy does not apply to streets that do not have individually marked spots.

Should the board wish to recommend the On-Street Accessible Parking Policy, an application process will need to be established to review and evaluate requests for additional on-street accessible parking spaces.

At the March 2, 2017 meeting the application process to evaluate requests for additional on-street accessible parking spaces was discussed. Based on that discussion there have been several edits to the application, the largest being that a price has been included. If the City paints the space it would be \$250. If a contractor paints it the price more than doubles. Also, the notice to property owners has been clarified to say "abutting property owners" and "transverse" property owners. Another edit states that the space would not be for the applicant's exclusive use.

Board members talked about whether the charge would put an undue burden on someone who has a physical disability. It was noted that there is no cost for an accessible parking space in either Detroit or Philadelphia. It was general consensus that the City should bear the cost of painting and signage.

Motion by Mr. Rontal

Seconded by Ms. Slanga to move forward with the suggested recommendation for Handicap Parking Policy with zero fee.

The Vice-Chairman took public comments at 7:07 p.m.

Mr. Dan Isaacson thought that the \$200 application fee is a big mistake. Vice - Chairman Lawson added that it is not the goal to be discriminatory.

Motion carried, 6-0.

VOICE VOTE

Yeas: Rontal, Slanga, Edwards, Lawson, Schaefer, Surnow

Nays: None

Absent: Adams, Folberg

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

10. MISCELLANEOUS COMMUNICATIONS

12. NEXT MEETING MAY 4, 2017 at 6 p.m.

13. ADJOURNMENT

No further business being evident, the board members adjourned the meeting at 7:10 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer



MEMORANDUM

Engineering Dept.

DATE: April 26, 2017

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Lawndale Ave. – Oakland Blvd. to Woodward Ave.
Reconstruction Plan

Last month, we discussed a parking restriction on the block of Lawndale Ave. north of Oakland Blvd. The following discussion pertains to the block south of Oakland Blvd., which operates as a one way street (northbound only), and is currently signed for No Parking.

Lawndale Ave. was an unimproved road until it was paved with concrete in 1967. The pavement is now in poor condition. When funds were budgeted in the current fiscal year, it was envisioned that the road would stay as it is, but bad sections of concrete would be removed and replaced as needed. However, upon close review this past month, it appeared that most of the street should be replaced. After further study, staff concluded that a change may be appropriate.

When paved in 1967, drivers from northbound Woodward Ave. wishing to turn left on to Oakland Blvd. (to enter downtown) had to use Lawndale Ave. to get to Oakland. They would drive north on Lawndale Ave., make a left turn, and then were allowed to drive straight across Woodward Ave. and into downtown. In the 1970's, due to changing traffic patterns, the City worked with MDOT to close the crossover at Oakland Blvd., making it more difficult to use Oakland Blvd. from downtown. Traffic demand on Lawndale Ave. likely was cut by over 50%, as it is now only a benefit to residential traffic headed to the immediate neighborhood.

With the reduced traffic demand, the one-way traffic configuration, and no parking, the 24 ft. width seems more than adequate. Currently, large trucks sit on Lawndale Ave. adjacent to the Holiday Inn Express to unload packages. When this occurs, there needs to be enough width to drive past the truck to enter the neighborhood. With that in mind, a 20 ft. width pavement would be sufficient.

A review of the Multi-Modal Master Plan confirmed that there is no proposal for any use of this street as a part of the Multi-Modal improvements planned for the City. The attached conceptual plan has been prepared for review and input by the Board. The existing handicap ramps at the corner of Oakland Blvd. will be updated to meet current standards as a part of this project. The adjacent open park area to the west will become five feet wider than it is currently, and will be maintained by the City. Otherwise, no multi-modal improvements are planned at this time.

Given that the purpose for this street has changed over the years, and since other modes of traffic such as bikes would have a difficult time accessing this street from Woodward Ave., staff

sees this as a good opportunity to reduce the amount of pavement on this street. A suggested recommendation follows.

SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends to the City Commission that Lawndale Ave. from Oakland Blvd. to Woodward Ave. be reconstructed and reduced in width from 24 ft. to 20 ft., in accordance with the conceptual plan as prepared by staff. Improvements to the block will include compliance with ADA requirements at the Oakland Blvd. intersection, and increased green space on the adjacent City owned park parcel directly west of this block.



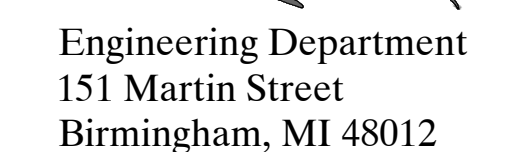
Imagery ©2017 Google, Map data ©2017 Google 50 ft



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

PROJECT
2017 Local Streets Paving
Program, Contract #1-17(P)

CLIENT



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

SHEET
Paving Plan -
Lawndale Street



REVISIONS

04-19-17	Schematic Design
04-20-17	Addendum 1

DRAWN BY:
C. Danielsen

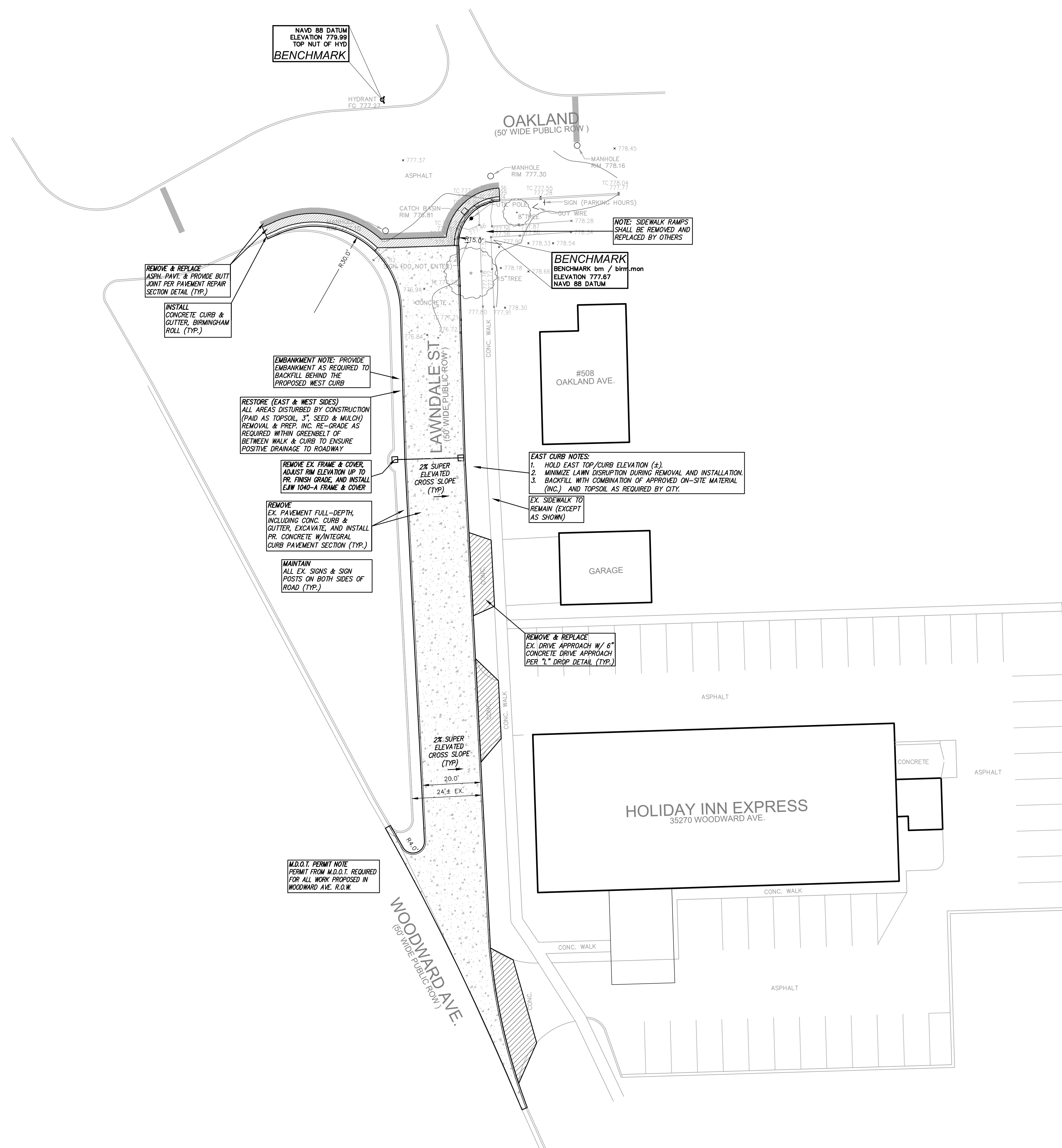
DESIGNED BY:
P. Tulikangas

APPROVED BY:
B. Buchholz

DATE:
02-24-2017

SCALE:
1" = 20'

NFE JOB NO.	SHEET NO.
I164-03	C17



PLAN SHOWN IS FOR BIDDING PURPOSES
ONLY AND NOT FOR CONSTRUCTION

LEGEND

CLEAN-OUT **MANHOLE** **EXISTING SAN/COMB SEWER**

GW **HYDRANT** **EXISTING WATER MAIN**

END SECTION **EXISTING STORM SEWER**

ELEC. METER **EXISTING BURIED CABLES**

GAS PRESS **EXISTING GAS MAIN**

UTILITY POLE **OVERHEAD LINES**

STRAIN POLE **BUY HERE** **EX. PAVEMENT**

(RECORD) CURB STOP LOCATION (APPROX.) **PR. CURB. REPAIRS**

LANDSCAPE BED **PR. 8" CONC. PAVT. W/ CURB, WALK, OR DRIVE**

EX. SOIL BORING **PR. 8" OF CONC. RAMP, W/ 8" CONC. HPV**

PUBLIC PHONE **PR. 4" CONC. WALK**

WELL **PR. FULL-DEPTH ASPH. REPAIR**

PUMP **PR. 3" ASPH. REPAIR**

SIGN **PR. 3" ASPH. REPAIR**

POST/BOLLARD **PR. 3" ASPH. REPAIR**

PARKING METER **PR. 3" ASPH. REPAIR**

MAIL BOX **PR. 3" ASPH. REPAIR**

ROCK/BOLLARD **PR. 3" ASPH. REPAIR**

SPRINKLER VALVE BOX **PR. 3" ASPH. REPAIR**

SPRINKLER HEAD **PR. 3" ASPH. REPAIR**

FOUND PROPERTY MARKER **PR. 3" ASPH. REPAIR**

GROUND ELEVATION **PR. 3" ASPH. REPAIR**

< 0.0000 FT **PR. 3" ASPH. REPAIR**



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: April 28, 2017

TO: Multi-Modal Transportation Board

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

SUBJECT: S. Eton Rd. – Maple Rd. to Lincoln Ave.
Multi-Modal Improvements

At the March and April meetings, the Multi-Modal Transportation Board (MMTB) discussed the recommendations of the Ad Hoc Rail District Committee. A recommendation was also passed on to the City Commission focused on changes at Maple Rd.

Maple Rd. to Yosemite Blvd.

The MMTB sent a recommended plan of improvements to the far north block of S. Eton Rd. to the City Commission, which was reviewed at their meeting of April 13, 2017. Minutes of that meeting are attached. The Commission expressed concern relative to certain design elements, and encouraged the Board to consider a larger bumpout at the southwest corner of the Maple Rd. intersection.

Other concerns expressed by the Commission included:

- The acute turn for vehicles from eastbound Maple Rd. to S. Eton Rd. is problematic.
- The white stop bars may be ignored, causing problems for both motorists and pedestrians.
- The Board should consider the inclusion of a multi-directional bike lane.

F&V prepared the attached memo and conceptual plan that considers this option. Highlights of the memo include:

1. The City can reduce the length of the S. Eton Rd. pedestrian crossing using either plan included in the memo. The most significant benefit of the original recommendation with the refuge island includes a shorter crosswalk length with an intermediate break. While there was concern expressed about the proposed locations of the stop bars, the design actually allows the stop bars to be closer to the intersection than they are currently.
2. The design without the refuge island keeps the intersection more open. The design reduces the angle for turning traffic from westbound Maple Rd. on to S. Eton Rd. However, it makes the angle for eastbound traffic on to S. Eton more extreme. As a result, the stop bar must be left in its current position, further back from the

intersection. The resulting crosswalk length is approximately five feet longer than that with the island design, and there is no refuge.

As has been discussed previously by the Board, all agree that the design does not provide any enhancement for bike traffic. However, the narrow right-of-way in this area, plus the clear need for three lanes of traffic at this intersection, requires that bikes be encouraged through the intersection with the use of sharrows. The only way to provide space for a separate bike lane facility would be to purchase right-of-way, construct a retaining wall on the west side and make significant changes to the existing road. It is presumed that the City is not in a position to make such an investment at this time.

The Board is asked to consider the benefits and drawbacks of both designs, and provide a new recommendation to the Commission.

SUGGESTED RECOMMENDATION:

After further review, the Multi-Modal Transportation Board recommends that the City Commission authorize improvements to S. Eton Rd. from Maple Rd. to Yosemite Blvd. that include:

1. _____ to improve the south leg crosswalk at the Maple Rd. intersection.
2. An enlarged sidewalk ramp area at the southeast corner.
3. Relocation of the west side curb from Maple Rd. to Yosemite Blvd., and the construction of an eight foot wide sidewalk on the west side of the block.

Further, while the Board acknowledges that improved bike features would be beneficial, existing right-of-way and traffic demands do not allow improvements other than sharrows and bike route signs (as a part of the previously approved Neighborhood Connector Route) at this time.

Yosemite Blvd to Lincoln Ave. Bike Lane Proposal

The MMTB first discussed the Ad Hoc Rail District's recommendation for the typical cross-section at its regular April meeting. The majority of the Board chose not to affirm the Ad Hoc committee recommendation of installing pedestrian bumpouts at several intersections, keeping parking legal on both sides of the street, and adding sharrows for bike traffic in both directions. Due to the continued desire to reduce sight distance issues on the west side of the street, the Board asked staff to explore the feasibility of a two-directional bike lane on the west edge of the road, using the existing southbound parking lane area. F&V has prepared the attached plan accordingly. The following features are noted:

1. The block between Yosemite Blvd. and Villa Rd. is different from the others in that there are commercial uses on both sides of the street. Parking is legal on the southbound side, and is an important feature for the adjacent businesses. Parking is not legal on the northbound side, but the northbound lane is wider as a result. It is recommended that southbound bikes continue sharing the road with traffic, similar to the block to the north. For northbound bikes, a buffered bike lane can be provided as a good transition

from the section to the south (discussed below) to the shared traffic mode required to the north.

2. The remaining section from Villa Rd. to Lincoln Ave. would all be treated similarly. Parking would be removed for southbound traffic, providing a 10 ft. wide area for a marked, two-directional bike facility. While unique in this area, such facilities have been implemented elsewhere with success. The following features are noted:

- Signs and sidewalk/crosswalk changes would be required at Villa Rd. to allow northbound bikes to transition from the west side of the road back to the east side of the road. A diagonal section of concrete would be constructed southwest of the intersection to encourage bikes to use the west and north leg marked crosswalks to cross both streets. When using these facilities, bike riders are required to dismount and walk their bikes. There are not any officially endorsed signs in Michigan for this purpose. Examples of suggested signs for this purpose appear in the pictures below. They would be added at the beginning of the diagonal concrete section as bicyclists leave the road. Input from the Board as to which sign is preferable is requested. Wide 10 ft. ramps and marked crosswalks are proposed on the west and north legs of the intersection to encourage joint use between bikes and pedestrians. Northbound bikes would then begin using the buffered single direction bike lane as they proceed north of the intersection.



- The unique bike lane feature may come as a surprise to unsuspecting motorists wishing to enter S. Eton Rd. from the various intersecting streets. As noted on the plan, a new unique sign is recommended, added to each stop sign currently posted along the district, warning motorists to look both ways for bikes before proceeding.
- At Lincoln Ave., sign and sidewalk/crosswalk changes are required, similar to Villa Rd. The north, west, and south legs of the intersection would be widened to 10 ft. each, and signs would encourage northbound Eton Rd. bikes, as well as eastbound Lincoln Ave. bikes using the Connector Route to dismount and use the crosswalks to get in the correct location for use of the bi-directional bike lane.
- As was noted previously, the Ad Hoc Committee recommended bumpouts at several intersections. If the bi-directional bike lane is provided, bumpouts would only be built on the east sides of the selected intersections, in order to safely accommodate bike traffic.

Implementation

The timing of the above features are on different tracks. The changes in the area of Maple Rd. have not been budgeted, but are considered a priority in order to provide improvements to this area in conjunction with the planned opening of the adjacent Whole Foods grocery store. In

order to fast-track this work, funding was included in the recently awarded 2017 Concrete Sidewalk Program. It is hoped that a final design can be endorsed by the Commission in time to allow construction in either July or August of this year.

The proposed bike lane facility represents a significant change to the corridor that will impact both the commercial and residential property owners in the area. It is suggested that a public hearing wherein all owners within 300 ft. of the corridor be invited to the next MMTB meeting to provide input before a final recommendation is prepared. You may recall in the summer of 2016, the Board recommended Phase I of a Neighborhood Connector Route that provided a bike loop around Birmingham. We attempted to implement this work late last year, but failed to get any bidders to this small contract. It has been rebid as part of a larger construction contract, and should now be implemented this summer. The design approved last summer included simple sharrows for this leg of S. Eton Rd. We plan to delay the connector route work in this area until a final design is approved by the Commission, with the hope that the pavement markings and sidewalk changes can still be implemented during the 2017 construction season. The more extensive bumpout work at several intersections involves more work that will have to be budgeted in a future budget cycle.

Given the above time parameters, it is hoped that the Board can arrive at a final recommendation in June, and then prepare a final complete recommendation involving both elements for the Commission to consider thereafter. A resolution setting a public hearing is provided below.

SUGGESTED RESOLUTION:

To set a public hearing regarding the S. Eton Rd. corridor bi-directional bike lane proposal for the regular Multi-Modal Transportation Board meeting of June 1, 2017, at 6 PM.

Mayor Nickita and all five of the Commissioners who were present liked the idea of the event but did not support closing Willits Street due to the concerns expressed by Chief Connaughton. Commissioners also cited concerns with traffic flow due to the Old Woodward closures.

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Hoff:

To deny a request from Darakjian Jewelers to hold High Octane on Willits Street between N. Bates St. and N. Old Woodward Ave. on June 25, July 16, August 20, September 17, and October 8, 2017 based on objections to the closing of Willits Street from the Fire Department, Police Department, and Engineering.

VOTE: Yeas, 6
 Nays, None
 Absent, 1 (DeWeese)

04-99-17 SIDEWALK AND CROSSWALK IMPROVEMENTS AT MAPLE AND S. ETON INTERSECTION.

City Engineer O'Meara explained both the Ad Hoc Rail District Review Committee and the Multi-Modal Transportation Board have reviewed the proposal and, in conjunction with Fleis & Vandenbrink (F&V), the City's traffic consultant, recommend improvements consisting of three primary parts:

1. Splitter island. Given the current size of the intersection, a splitter island as shown can successfully be installed splitting the left and right turn lanes, while not changing the traffic patterns of the intersection. Existing concrete can be removed, replaced with new curb and gutter, and approximately 18 feet of new sidewalk that will act as a refuge area for pedestrians crossing Eton Rd. The triangular area south of the sidewalk could be landscaped with perennials, under the direction of the City's landscape maintenance staff. The total construction cost of this work is estimated at \$21,000.
2. Enlarged handicap ramp area at the southeast corner. At the southeast corner, additional public land is available to allow for a wider, more ample waiting area at the handicap ramp. An oval shaped piece of concrete is proposed here to enhance the existing sidewalk on this corner, at a cost of \$1,000.
3. West side curb relocation. As a part of the discussion with the Ad Hoc Rail District Committee, there was discussion about the existing sidewalks being installed immediately behind the curb, in close proximity to traffic. This was done due to the limited right-of-way available on this block. Since most of the neighborhood would use the west side sidewalk, and since the existing southbound lane is wider than normal, it was recommended that the west side curb and gutter section could be removed and replaced with a new curb three feet further east, for the entire block, as shown. Moving the curb would allow the existing five foot wide sidewalk to then be replaced with an eight foot wide sidewalk, providing extra space for pedestrians in this area. This work is estimated at \$53,000.

The entire package is estimated to be about \$75,000.00.

City Engineer O'Meara stated staff would like to include the sidewalk and crosswalk improvements in the 2017 Concrete Sidewalk Program, if the Commission approves the proposal.

In response to questions from Commissioner Hoff, City Engineer O'Meara and City Planner Ecker confirmed:

- The sidewalk on Eton would be 8' wide.
- The sidewalk on Maple would be 5' wide with a grass buffer between the sidewalk and the road.
- There would be no grass bumper on the Eton side, just as it exists currently, because the right-of-way is too narrow.
- The design contains no bump outs. The island will be curbed, and the whole west side of the block will be removed and replaced closer into the road so the southbound driving lane would be narrower.
- The City's traffic engineering consultant, F&V, provided the design plans which do show the following turns could be made: turning onto Maple, turning from Maple onto Eton, turning westbound from Maple, and making a left onto Eaton.

Mayor Nickita asked for details about the process that took the plan from a conceptual idea to the design specifications as presented.

City Engineer O'Meara confirmed he was not involved in development of the design drawing and that the Multi-Modal Transportation Board considered the same drawing that is before the Commission.

City Planner Ecker noted:

- The Ad Hoc Rail District Committee was tasked to look at several issues on the South Eton corridor, which they did in 2016.
- The biggest complaints about the corridor were that it is not pedestrian friendly, the road is too wide, cars are going every which way, pedestrians not protected, and vehicular speed is too fast.
- The Committee discussed three alternatives and chose the proposal being considered by the Commission as the best alternative.
- The Committee received approval from the Commission to hire F&V to review the plan to determine its practicality.
- The Committee came up with conceptual idea, and F&V detailed the specifics.

Mayor Nickita commented he agrees with some aspects of the conceptual idea such as diminishing the amount of exposed crosswalk and providing a mid-crossing island for pedestrians. He was very concerned, however, with other aspects. He explained:

- The intersection is currently challenging and unsafe for pedestrians,
- When Whole Foods opens pedestrian and non-motorized traffic is going to increase.
- The acute angle for southbound turns from westbound Maple is fundamentally problematic.
- The white stop bar is almost always ignored by motorists, and at this intersection it is located 30' from the crosswalk. Cars are going to ignore the stop bar and encroach into the crosswalk, resulting in cars turning left from Maple either clipping the car in the crosswalk or having to slow down to maneuver around the car. Trucks trying to make the turn may require the car in the crosswalk to back up.

Mayor Nickita concluded the design does not take into account the way people will actually use the intersection, which creates a difficult situation with the threat of crashes and congestion. He commented he does not feel the logistics have been explored thoroughly enough to resolve the

issues in a manner that would be best for the intersection, best for the users, and that will actually be used in the way it is designed to be used.

Commissioner Bordman noted she had similar concerns with vehicular encroachment into the crosswalks. She also questioned the plan's lack of consideration for bicyclists.

City Planner Ecker responded that the Multi-Modal Transportation Board met at 5:30 today and discussed, among other items, the cross section for South Eton. The Ad Hoc Rail District Review Committee Report did not recommend a specific bike lane. The Committee recommended parking, three foot buffer zones for the opening of car doors, and two 10' lanes for sharrows. The Multi-Modal Board is now leaning toward a multi-directional bike lane. City Planner Ecker relayed the thought that perhaps the Maple and S. Eton intersection improvements should be postponed to consider the impacts of including a bi-directional bike lane in the plan.

Commissioner Sherman suggested sending this back with the comments that have been made for further review.

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Boutros:
To refer the proposal for sidewalk and crosswalk improvements at the Maple Road and S. Eton Road intersection back to Multi-Modal Transportation Board for further study based on the City Commission's comments and to consider the idea of including a multi-directional bike lane.

City Manager Valentine commented changes may impact the timing of construction. He explained the intersection improvements, being mostly concrete work, would be included in the sidewalk project which is being completed this year. Changes may delay the project.

Mayor Nickita wanted to know if there is a way to get the project done this year.

City Engineer O'Meara confirmed that the sidewalk program has already been put out to bid and consideration of awarding the bid is planned to be on the Commission's April 24, 2017 agenda. He suggested the costs of the proposed intersection improvements remain in the contract with the understanding that the concept may change. Any changes to the intersection improvement plan could be made in time for construction to still happen between now and August.

City Manager Valentine noted changing the scope of the intersection project may change the cost, but pointed out price can't be known at this point. He felt the City could proceed as suggested by City Engineer O'Meara with the idea that the intersection the project may need to be eliminated from the contract at some point. He clarified any decisions as to the addition of bike lanes or modifications to the sidewalks are yet to be determined.

Commissioner Hoff wondered if there were incremental improvements that could be made while waiting for revised plans and commencement of construction. City Engineer O'Meara commented that any incremental steps would be temporary and therefore not cost effective. He felt there is time for the Multi-Modal Board to reconsider the project in light of the Commission's comments and still keep in sync with the time frame of the Whole Foods opening.

In response to a question from Mayor Pro Tem Harris, City Engineer O'Meara confirmed the bidders for the 2017 sidewalk program are aware of the intersection project because it is included in the bid document.

Commissioner Boutros emphasized the importance of completing the intersection improvements this year. City Engineer O'Meara confirmed changes in the intersection project could be addressed as change orders to the contract.

Resident Benjamin Stahelin agreed with the need to widen the sidewalk, believed the white stop bar will be ignored, felt spending \$75,000 on the project as presented would be a waste of money, and felt the safest and most cost effective solution would be to install stop signs at each intersection

VOTE: Yeas, 6
 Nays, None
 Absent, 1 (DeWeese)

04-100-17 ORDINANCE AMENDING PART II OF CHAPTER 74, OFFENSES AGAINST PROPERTY.

Police Commander Grewe confirmed the reason to amend the ordinance is to address identity theft and fraud. He noted the amendments mirror state law.

Commissioner Bordman explained that due to recent personal experience with her credit card being used fraudulently, this issue is close to her heart. She asked why "debit card" is not specifically listed as one of the instruments. She noted the omission of "debit card" is inconsistent with other language. Attorney Currier responded the way the state law reads "any instrument" would include debit card. Commissioner Bordman felt "debit card" ought to be mentioned since "credit card" is specifically mentioned.

Commissioner Hoff asked why the fine is limited to "not more than \$500". Attorney Currier explained the City is limited by the City Charter as to the amount of fines for misdemeanors. Commissioner Hoff was concerned that the fine was too limited for larger thefts. Attorney Currier explained that restitution is not precluded.

In response to a question from Mayor Pro Tem Harris, Attorney Currier explained the City is authorized to charge civil infractions and misdemeanors through local ordinance.

MOTION: Motion by Sherman, seconded by Boutros:

To amend Part II of the City Code, Chapter 74, Offenses, Article IV, Offenses against Property to include the following eight new ordinances and authorizing the Mayor and the City Clerk to sign the ordinance amendments on behalf of the City:

1. Section 74-101: Illegal Use of State Personal Identification Card and Section 74-101(A) – Penalty for Violation of Section 74-101; and
2. Section 74-102: Definitions; and
3. Section 74-103: Stealing, Taking Title, or Removing Financial Transaction Device; Possession of Fraudulent or Altered Financial Transaction Device and Section 74-103(A) – Penalty for Violation of Section 74-103; and
4. Section 74-104: Use of Revoked or Cancelled Financial Transaction Device with Intent to Defraud and Section 74-104(A) – Penalty for Violation of Section 74-104; and
5. Section 74-105: Sales to or Services Performed for Violator and Section 74-105(A) – Penalty for Violation of Section 74-105; and

April 13, 2017

VIA EMAIL

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

RE: Maple Road & S. Eton Crosswalk

Dear Mr. O'Meara,

The purpose of this letter is to provide an overview of the proposed S.Eton Road approach at Maple Road and compare to an alternate intersection design. This evaluation provides a summary of the differences from the proposed design and the alternate design. The figures associate with the proposed design and the alternate are attached.

Proposed Intersection Design (Splitter Island)

As part of the study F&V performed for the Ad Hoc Rail District Commission the addition of pedestrian islands on South Eton was evaluated. The existing pedestrian crossing on the south leg of the intersection is approximately 88 feet due to the skew of the intersection. According to the *AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities* a pedestrian refuge should be considered when crossing distance exceeds 60 feet. The proposed raised splitter island, as shown in the attached figure would give the pedestrian a refuge for crossing traffic and provide greater detectability of the pedestrians by motorists. In addition, the splitter island has been designed to accommodate the right-turn movement of trucks and the stop-lines have been located accordingly as shown on the figure. The key findings with this design are summarized below:

- Stop-lines are moved closer to the intersection, providing an additional queuing at the intersection for two vehicles (one in each lane).
- The total crosswalk distance is 59-feet, with a 23-foot pedestrian refuge.

Alternate Intersection Design (Bump-out)

The alternate intersection design considered realigning the approach, with reduced radius on the west approach, from the existing 34-feet to 25-feet; thus, reducing the crossing distance without the construction of a splitter island. This alternative design was evaluated to determine the impact on the stop-line location and pedestrian crossing distance. The key findings with this design are summarized below:

- Stop-lines remain unchanged from the existing condition.
- The total crosswalk distance is 65-feet.
- Significant drainage modification would be required to accommodate the bump-out on the approach.

Stop Line Location

The following guidance regarding stop lines is provided in the MMUTCD Section 3B.16:

- Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.
- Stop lines should be 12 to 24 inches wide and should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections.
- Stop lines should be located no less than 40 feet and no more than 180 feet from the signal heads. Where the nearest signal head is located between 150 feet and 180 feet beyond the stop line, engineering judgment of the conditions shall be used to determine if the provision for a supplemental near-side signal face would be beneficial.

The existing stop-line location provides a distance of 110 feet from the stop-line to the signal head and the proposed design is 85 feet from the stop-line to the signal head.

Conclusions

- The results of the analysis show the proposed design with pedestrian splitter island provides less conflicting crossing distance overall, by providing a pedestrian refuge.
- The proposed design will move the stop-lines *closer* to the intersection than the existing condition, providing additional queueing at this intersection for two vehicles.
- Both the existing and proposed stop-lines provide acceptable placement.

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

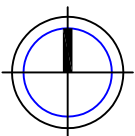
Sincerely,

FLEIS & VANDENBRINK



Michael J. Labadie, PE
Group Manager

Attached: Figures 1-3



NORTH



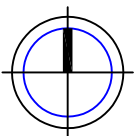
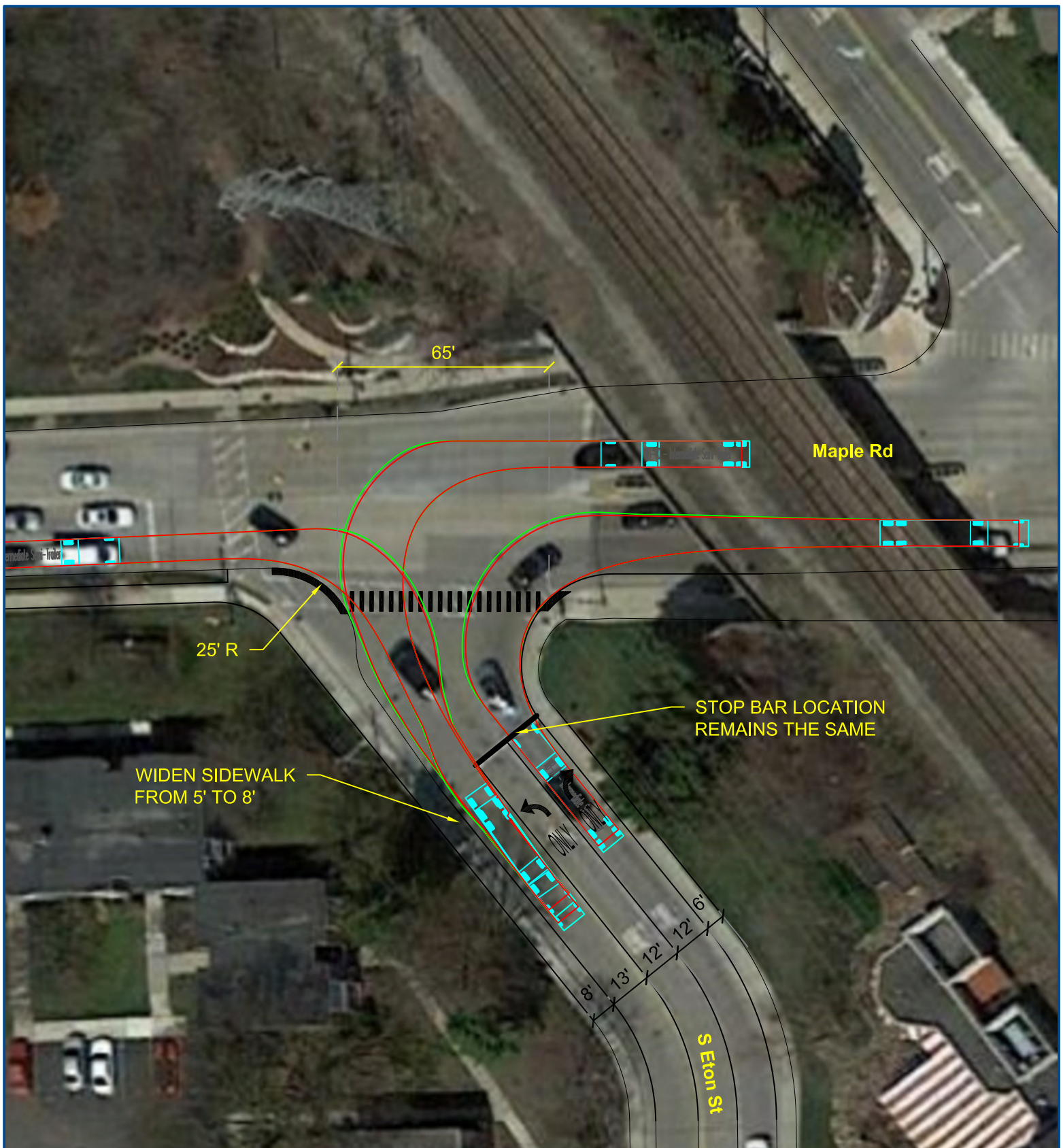
SCALE IN FEET

SPLITTER ISLAND CONCEPT DRAWING

Maple Road & South Eton Street

BIRMINGHAM, MI





NORTH



SCALE IN FEET

NO SPLITTER ISLAND CONCEPT DRAWING

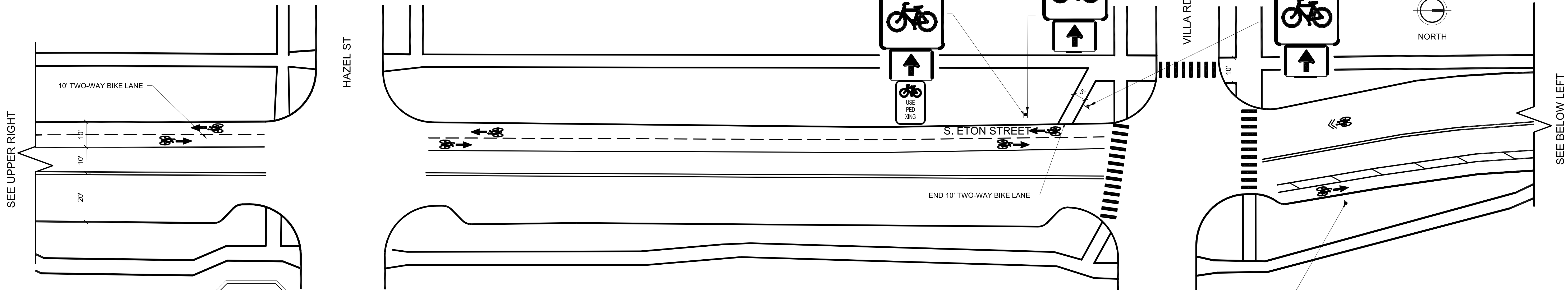
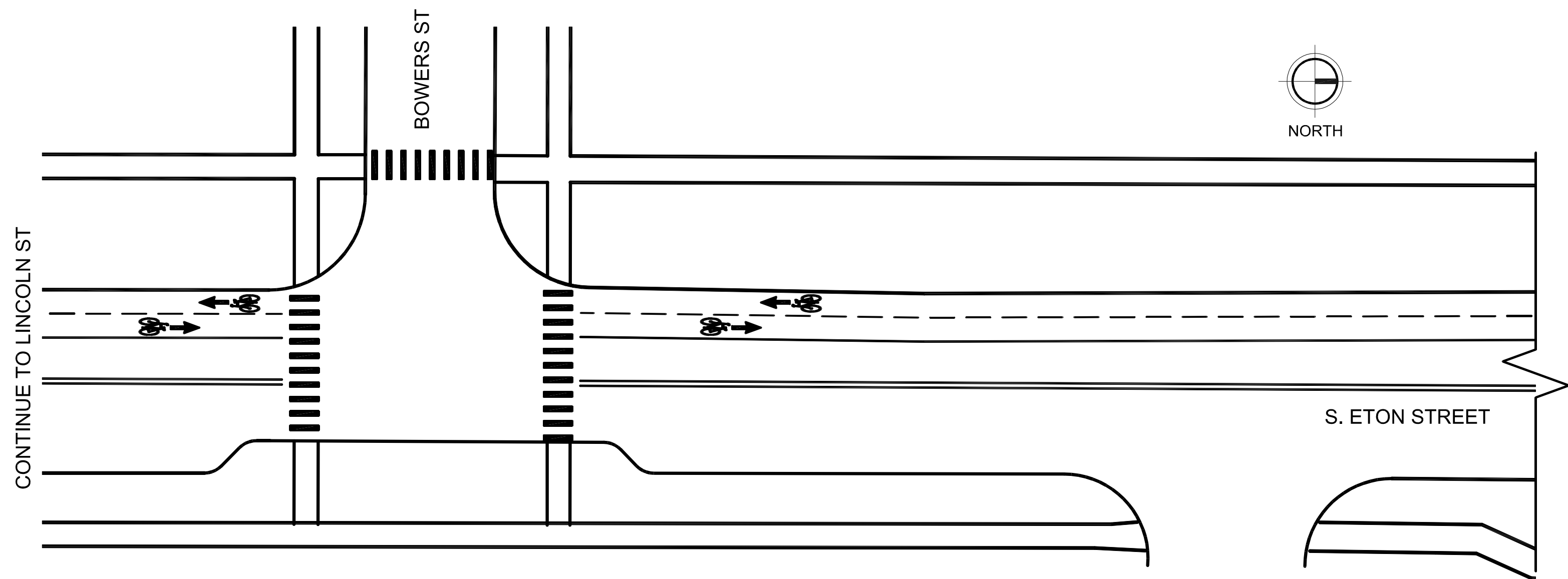
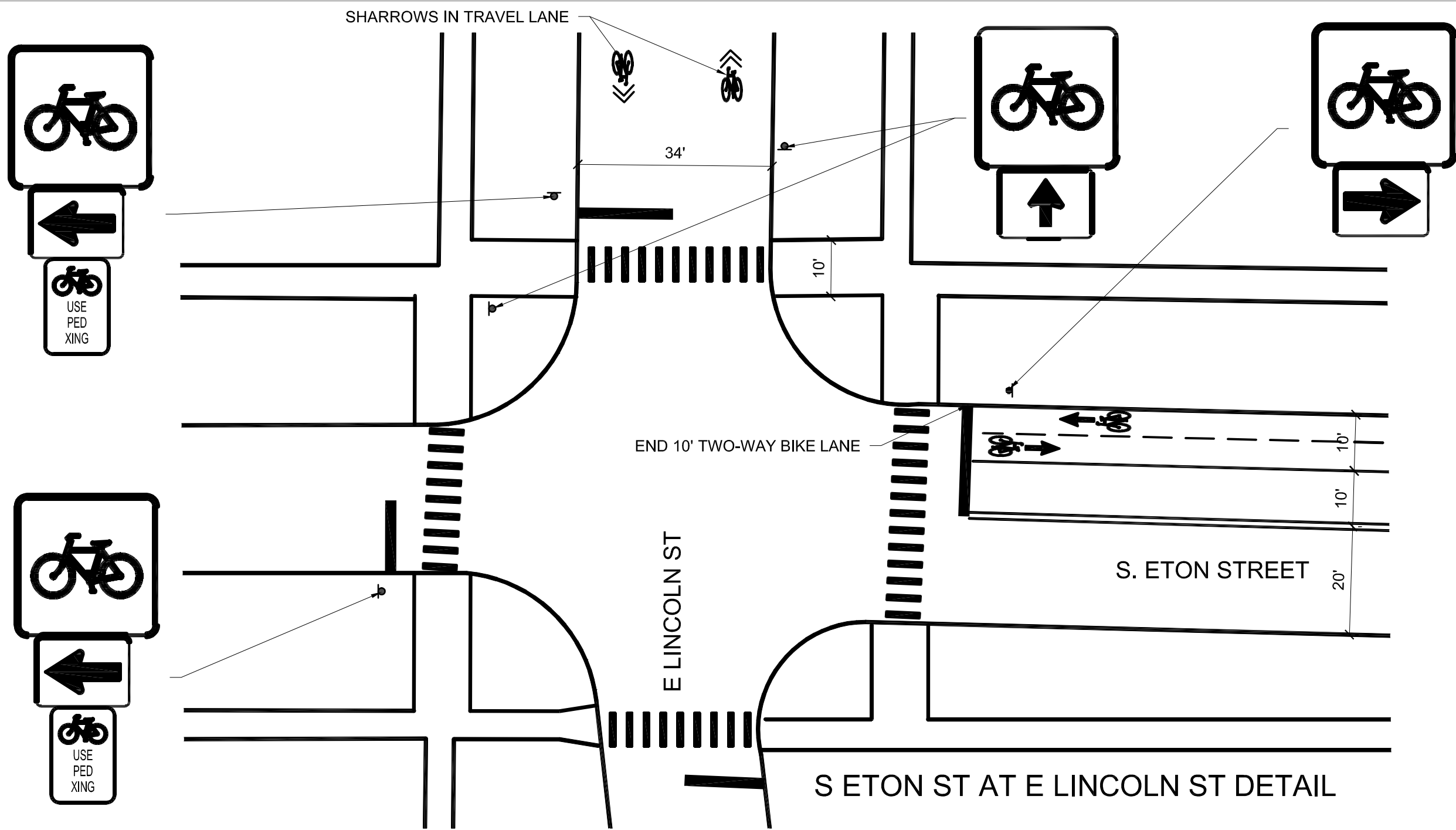
Maple Road & South Eton Street

BIRMINGHAM, MI

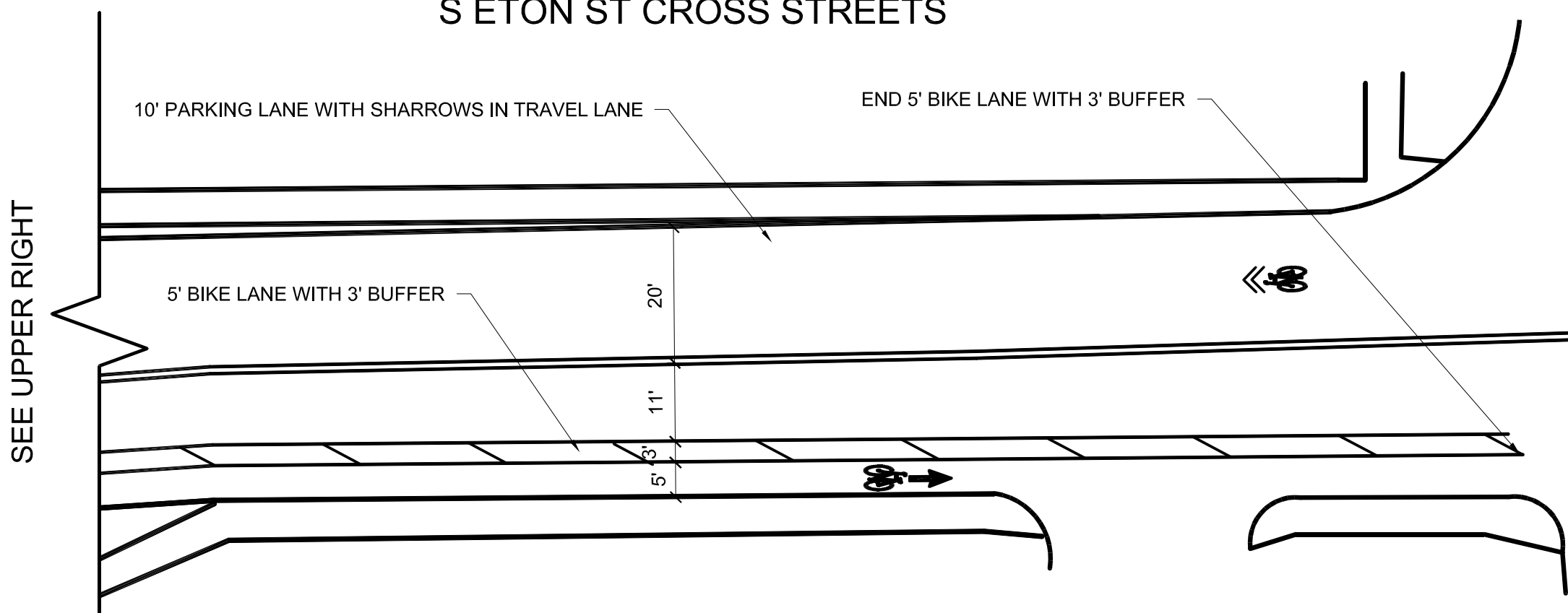


S. Eton Street (northbound)

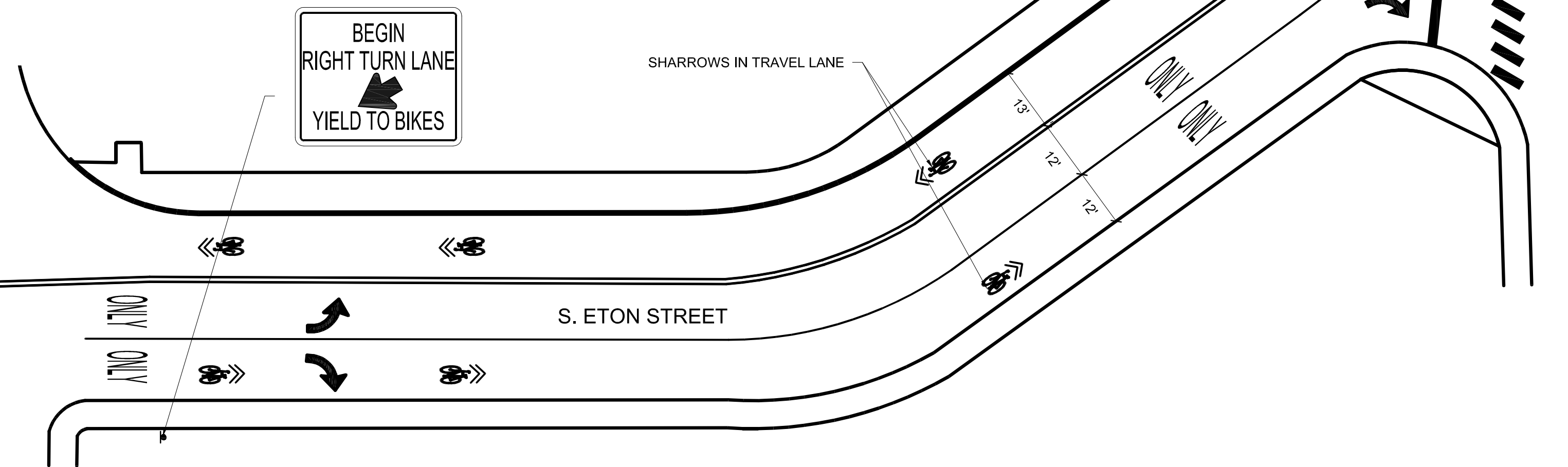




SIGN DETAIL FOR
S ETON ST CROSS STREETS



YOSEMITE BLVD



MAPLE RD

SEE BELOW LEFT

SEE BELOW LEFT

Jana Ecker <jecker@bhamgov.org>

RE: Eton Road Traffic

1 message

Applebaum, Joel D. <JApplebaum@clarkhill.com>

Thu, Apr 13, 2017 at 11:09 AM

To: Jami Statham <jami.statham@gmail.com>, "jecker@bhamgov.org" <jecker@bhamgov.org>

I would like to join in Jami's email below and the concern about traffic. It is apparent that motorists are either unaware of or willing to cavalierly disregard the law about yielding to pedestrians in crosswalks; a problem made more urgent given that motorists generally exceed the 25 mile an hour speed limit on Eton and, of course, on Adams. Jami's concerns apply equally, if not more so, to the situation on Adams, which is now being used as a Woodward service drive.

Joel D. Applebaum
CLARK HILL PLC
[248.988.5883](tel:248.988.5883) (direct) | [248.988.2503](tel:248.988.2503) (fax) | [248.417.3958](tel:248.417.3958) (cell)

-----Original Message-----

From: Jami Statham [mailto:jami.statham@gmail.com]

Sent: Thursday, April 13, 2017 10:35 AM

To: jecker@bhamgov.org

Cc: Applebaum, Joel D.

Subject: Eton Road Traffic

Hi Jana,

I would like to share my concern regarding traffic on Eton. I live on Holland near Eton. While we really enjoy having so many places we can get to from our home on foot, such as Griffin Claw, the Robot Garage, and the park, crossing Eton has become treacherous. I discussed this issue with neighbors and our city manager a few months ago and our city manager stated that improvements are being explored. In the mean time, it was agreed that the crosswalk reminder signs placed in the center of the road in downtown Birmingham would also be placed on Eton. We are still waiting on those signs. Without them, crossing Eton often involves a difficult game of chicken with on coming traffic or requires a walk blocks out of the way to Lincoln (itself a busy intersection).

I have a three year old and I'm becoming increasingly concerned over the safety of crossing in our neighborhood. Your attention to this issue is much appreciated. Further, if could let us know when we can expect to see the crosswalk reminders on Eton, I would appreciate it.

Best regards,

Jami

Jami A. Statham

[\(313\) 613-2822](tel:313.613.2822)

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Jana Ecker <jecker@bhamgov.org>

South Eton Corridor, meeting tonight

1 message

Andrew Haig <amhaig@yahoo.com>

Thu, Apr 13, 2017 at 1:07 PM

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

To: "jecker@bhamgov.org" <jecker@bhamgov.org>

Cc: "jvalentine@bhamgov.org" <jvalentine@bhamgov.org>

Dear Ms Ecker, my name is Andrew Haig & I live in the Torry sub.

I understand that there is a meeting tonight about the South Eton Corridor & it's expansion, plans, update etc. Unfortunately I am not able to attend it at the posted time for several personal reasons, however I would like to let you know of several of my thoughts on this general issue that appears to be growing in it's contentious nature in our part of the city.

Traffic volume on S. Eton:

Very high, too high for the type of street.

I have met with Mr Valentine & seen some proposals for traffic calming, however I do feel, and I expressed this to him at the time, that they are insufficient in scope & ability to calm traffic volume

Traffic speeds on S. Eton

Also too high, I am not sure that the calming measures proposed will slow anyone down sufficiently. I actively avoid walking with my young family along Eton due to volume & speeds as I do not feel that it is safe enough for me to have toddlers walking with me or my wife.

S. Eton road vehicle rating (not sure if this is expressed correctly)

Due to the existing & the new businesses in the Rail district, we are seeing more & more large Semi trucks on the road. As I understand it, the road between Lincoln & 14 mile is not rated for large semi trucks. Realistically, the entire street is not rated for them & their impact. The road will need to be fully de rated once the traffic calming is in place as there will be insufficient space for them. I know that several residents are frequently inconvenienced by tractor trailer units parking in front of their driveways already, and this is with the wider road up by the Irongate, Griffin Claw, Auto Europe part of the street. Once the road is narrower, then these trucks will literally stop in the middle of the road & create a significant hazard & traffic congestion issue - which will push vehicles to now use the side streets as 'rat runs' to get around them.

Side streets leading to & from S. Eton, parallel to Lincoln

Mr Valentine & the Birmingham Police department kindly shared data showing traffic volume & speed data measurements from all of these roads. There are certain streets such as Cole that show shockingly high volumes today, due to the build up of businesses on the east side of S. Eton, with many residents expressing alarm at the speed & volume of traffic passing through these previously quiet neighborhoods. TO my point above about potential street obstruction by large trucks, this will only get worse and cause significant additional levels of resentment & public dissatisfaction. Any study of the S. Eton corridor should expand to include the entire Torry sub & surrounding area to evaluate the impact this will have, or it will simply be an 'ignoring of the problem' that will potentially need something very unfortunate to happen one day before it gets attention. Let's try to avoid this unfortunate possibility before it happens as it is a lot easier to plan ahead rather than to correct issues.

Lincoln Yard Bistro:

Multiple issues that have never been addressed in any forum I am aware of, or with the residents surrounding the location.

I understand, appreciate & welcome the development of the city, let's be very clear on that, however:

Traffic: There are 3 routes to get to Lincoln Yard: North from 14 mile, South from Maple, East on Lincoln.

None of which are suitable for higher volumes of late night or evening "happy hour" traffic volumes & also the potential for impaired or distracted drivers in the middle of residential neighborhoods.

Having been nearly hit by an SUV while crossing the crosswalk in front of Our Shepherd in well lit conditions, I feel that it is not responsible of the city to have granted this location.

Street lighting & marking is insufficient for this type of traffic

Noise. As I have understood it, the bistro will have rooftop seating. A question - has a noise study been conducted in the subdivision to understand the noise transfer levels that will radiate from a rooftop level? I highly doubt this.

If we take the average decibel level of a rooftop restaurant, at the correct height above the ground & radiate it at the time of day at which the restaurant will be in operation, I would like to see dB readings taken in a radial pattern at different distances from this location to understand just how much greater than the current ambient noise levels we will have to suffer, especially on the nice summer evenings & nights when most residents are going to bed with their windows open. This is brought up here as I feel it is part & parcel of the overall development of the area, which is directly linked to the development of the corridor and it is a factor that has been ignored completely. There are insufficient large, mature evergreen type trees in place that would help disperse the noise level all year round. To add them would change the development plan and the nature of the landscape - not taken into account for the environmental aspect.

I realise that this is a lot to digest, however these are some of the primary thoughts I have in mind when I think about the Eton corridor & it's development, as I feel that there has been far too little total community impact & consultation taken into account & we are being conscripted into things we do not all fully know about, understand or agree with.

What does it take for this to be fully re-investigated and a resident approved poll taken of all residents within a reasonable radius of the development corridor?

Please let's do it right before it is too late & the City receives no end of issues from highly irate residents, who I suspect, collectively, have far more time, resources & expertise available to them through their own personal networks that I suspect anyone realises. How about we all work together to USE these resources before they get turned into a counterproductive force?

I look forward to having more involvement if possible and also to additional discussions with the City and residents on this matter as I feel it is important to all of us who have invested so much of our lives & personal finances into this highly desirable city, to further improve our little corner of the world.

Yours,

Andrew Haig.



MEMORANDUM

Engineering Dept.

DATE: February 24, 2017

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: Maple Rd. & S. Eton Rd. Improvements

As you know, the Ad Hoc Rail District Committee finished its work, and submitted a report of recommendations to the City Commission in December, 2016. The attached report dated January 27, 2017, summarizing suggested improvements at the Maple Rd. was reviewed by the Multi-Modal Transportation Board at its meeting of February 2, 2017. At that time, the following comments were raised:

1. There was concern that the island may not permit left turns from Maple Rd. on to southbound S. Eton Rd. Various ways to correct that were discussed, such as moving the westbound Maple Rd. stop bar west, or extending the island at the center pillar of the railroad bridge.
2. Provide a cost estimate for narrowing the street to allow for a wider sidewalk on the west side of the block.
3. Consider again how bikes may be accommodated in this area.

Staff worked with F&V to consider these items, and offers the following responses:

1. F&V considered truck turns in this area when it designed the island several months ago. The attached drawing depicts the turning radius for a 50 ft. semi-truck trailer to make the left turn from Maple Rd. on to southbound S. Eton Rd. The island allows for the turning movement. Also shown on this drawing is how right turns are also accommodated for these large trucks from S. Eton Rd. on to eastbound Maple Rd. No adjustments are needed to the island design. The other ideas that were expressed, such as moving the westbound stop bar, or extending the island at the center pillar, are not recommended.
2. In order to widen west side sidewalk from Maple Rd. to Yosemite Blvd., three feet of S. Eton Rd. must be removed, a new curb section must be installed, and then a new eight foot wide sidewalk can be installed in place of the existing five foot wide sidewalk. The total cost for this portion of the work is estimated at \$53,000. The total cost of the three improvement areas now being considered are:

Splitter island	\$20,000
Landscaping at island	\$ 1,000
Widened handicap ramp area at SE corner	\$ 1,000
Widened sidewalk and ramps on W side	<u>\$53,000</u>
TOTAL	\$75,000

3. Both N. Eton Rd. & S. Eton Rd. have been part of a marked bike route for decades. It is also part of the new Neighborhood Connector route that has been approved by the City Commission, and is planned to be installed this spring. The Maple Rd. intersection, and the two blocks of Eton Rd. north and south of the intersection have always been a poor segment in the route for bicyclists. The railroad bridge conflict at this intersection is significant, and remains a multi-million dollar problem that will not be easy to fix. Further, when Eton Rd. was impacted by the railroad in 1930, a small 50 ft. right-of-way was left for these short diagonal sections, to make room for the railroad.

In order to process the large traffic demand on S. Eton Rd. at the Maple Rd. intersection, a minimum of three lanes must be provided, with two northbound storage lanes to queue while waiting to enter Maple Rd. in both directions. Once three lanes are provided, as well as sidewalks on both sides, there is no extra right-of-way left. (That is why the sidewalks are constructed immediately behind the curb on both sides of the street.)

The only extra space available on the street is currently in the southbound lane, which is now being suggested for removal, to widen the west side sidewalk. While this proposal improves the pedestrian environment, it will compromise the bicyclist experience. The MMTB may wish to consider if the \$53,000 suggested improvement on the west side of S. Eton Rd. is wise when it is in fact leaving no extra space for southbound bicyclists on this Neighborhood Connector Route.

No funding is currently being provided in the current or upcoming budget for these improvements. A suggested recommendation at this time can then be moved forward to the City Commission in time for them to consider an adjustment to the recommended fiscal year 2017-18 budget:

SUGGESTED RECOMMENDATION:

To recommend to the City Commission that the City prioritize the Ad Hoc Rail District Committee's recommendations for changes to S. Eton Rd. from Maple Rd. to Yosemite Blvd. including:

1. Landscaped splitter island to improve the S. Eton Rd. south side crosswalk at Maple Rd.
2. Enlarged handicap ramp area at the southeast corner of the intersection.
3. Relocation of the west side curb and gutter section to allow for a widened eight foot sidewalk on the entire length from Maple Rd. to Yosemite Blvd.



MEMORANDUM

Planning & Engineering Department

DATE: January 27, 2017

TO: Multi-Modal Transportation Board

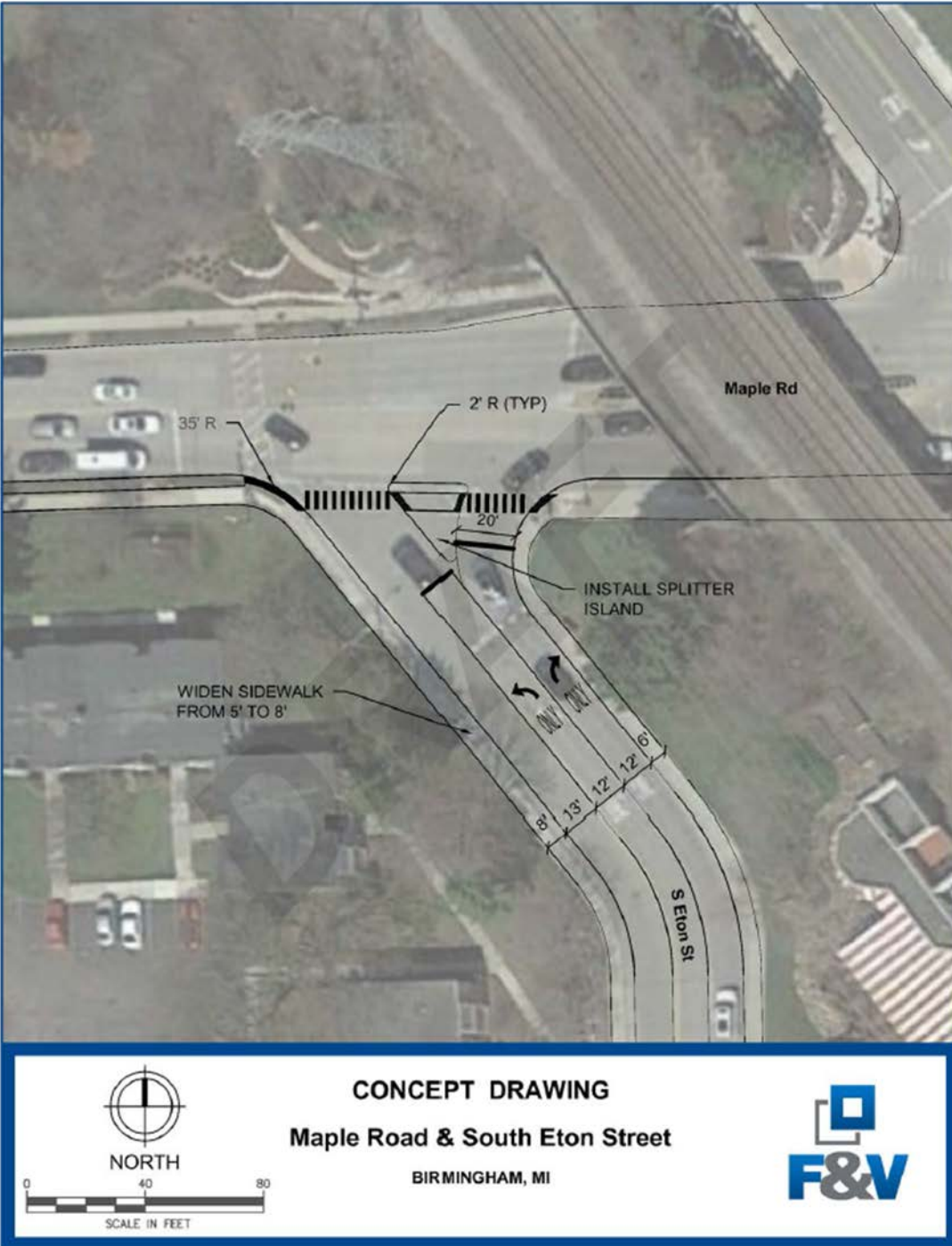
FROM: Paul T. O'Meara, City Engineer
Brooks Cowan, Planning Intern

SUBJECT: Intersection Improvements at Maple Rd. & S. Eton Rd.

On January 9, 2017, the City Commission reviewed and endorsed the final recommendations of the Ad Hoc Rail District Committee. The final report, as presented to the Commission, is attached, as well as the minutes from that meeting. Today's report focuses on the recommendation to install pedestrian improvements for the intersection of Maple Rd. and S. Eton Rd.

In the spring of 2016, the committee conducted a walking audit of the area and deemed this intersection unsafe for people who wish to cross the street. The committee found it difficult to traverse the 88 foot wide intersection within the allotted crossing time. It was determined that actions should be taken to shorten the walkable distance between the east and west part of the intersection, possibly installing a refuge island in the middle, and improving the pavement markings to increase driver awareness of pedestrian crossing areas.

A concept drawing has been provided by Fleis and Vandenbrink that encourages pedestrian friendly changes for the intersection. A splitter island is proposed between the right turn and left turn lanes on northbound Eton. This is meant to provide refuge for pedestrians who cannot cross the 88 ft wide intersection within the allotted signal time. Stop bars for the left and right turn lanes on northbound Eton would be relocated closer to Maple, adjacent to the splitter island. Widening the sidewalks on both sides from 5' to 8' is also proposed at this intersection. Doing so effectively reduces the crosswalk distance at Eton, provides more space and safety for sidewalk users, and narrows the adjacent driving lanes which may reduce travel speeds. Additional continental striping to increase driver awareness of the pedestrian crossing is proposed as well. Please see attached image below for designs. An engineering analysis of each follows.



The south leg of this intersection (S. Eton Rd.) was reconstructed in 2009. A part of the engineering plan sheet for this project is attached to this report, for reference.

PEDESTRIAN SPLITTER ISLAND

Construction of the splitter island is feasible at this time, provided funds are budgeted. The existing concrete could be sawcut and removed, and new concrete curbs and sidewalk could be installed. The excess space south of the island could be landscaped with perennial plantings to be maintained by the Dept. of Public Services. Only plantings that can handle the difficult conditions would be recommended (salt in winter, lack of water in summer). Other traffic islands are now being maintained by City staff in a similar manner.

The cost of this improvement is estimated at \$10,000.

WIDENED SIDEWALK, WEST SIDE

As shown on the attached 2009 construction plan, there is no additional right-of-way on the southwest corner of this intersection. The Multi-Modal Master Plan suggests a widened 8 ft. wide sidewalk (up from the present 5 ft.). There is no room to do this in the direction away from the road without first purchasing right-of-way, and constructing a retaining wall to hold back the existing hill. This may prove to be a difficult venture. A second alternative, as suggested by the report, is to narrow the southbound lane of S. Eton Rd. by three feet, reconstructing the curb. This would provide new space for a widened sidewalk for this area. To maintain positive drainage, the majority of the existing sidewalk would have to be removed as well. It is important to consider that this is the only designated truck route into the Rail District commercial area. Since the splitter island would already be narrowing the intersection, and making left turns from Maple Rd. to S. Eton Rd. will be more difficult, it is recommended that the island be installed first. Actual conditions can then be monitored to see if the road narrowing on the west side is an appropriate future measure.

WIDENED SIDEWALK, EAST SIDE

The Ad Hoc Rail District plan suggested widening the existing sidewalk on Maple Rd. from the Eton Rd. ramp to the railroad bridge. However, right-of-way is again a problem. A widened sidewalk could be installed in the arc area of the walk directly south of the SE corner handicap ramp. Adding sidewalk here would not require removal of any existing concrete, and would be a simple improvement valued at about \$1,000.

As a first step toward improving pedestrian conditions at this intersection, it is recommended that \$11,000 be added to the 2017-18 fiscal year budget, within the Sidewalk Fund, to pay for the installation of a landscaped splitter island and widened sidewalk at the southeast corner of the intersection of Maple Rd. and S. Eton Rd.

SUGGESTED RECOMMENDATION

To recommend to the City Commission that \$11,000 be budgeted within the Sidewalk Fund for pedestrian crossing improvements at the intersection of Maple Rd. and S. Eton Rd. Funding would allow the installation of a landscaped splitter island and widened sidewalk at the southeast corner of the intersection.



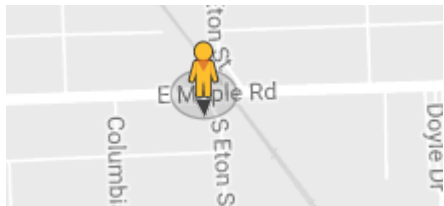
2000 E Maple Rd

Maple Rd. & S. Eton Rd. Looking South



Image capture: Oct 2016 © 2017 Google

Birmingham, Michigan
Street View - Oct 2016





139 S Eton St

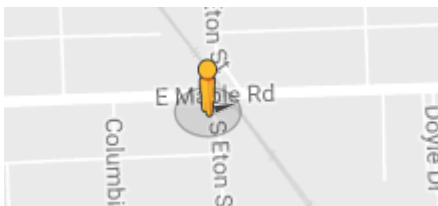
Maple Rd. and S. Eton Rd., Looking NE



Image capture: Aug 2015 © 2017 Google

Birmingham, Michigan

Street View - Aug 2015



Mr. Manda agreed that it is design criteria and priorities and the process involves putting those in order and evaluating. If having a medium to large size trucks in the downtown is not a desirable criteria, that will have an impact on the intersections, curves and details.

Mayor Nickita commented that we are very close. There are some subtleties to the midblock crossings. He confirmed with Mr. Manda that the width of the crossing on Maple is 10 feet. It may be too close to Old Woodward. He said that is another priority criteria issue. Surely, parking is a priority, but also designing a pedestrian crossing in the most appropriate way is a very important priority. He thinks we have to minimize the parking loss by doing it at the via and not at the Social crossing. We can explore options on how to address a couple of medians in the way we discussed achieving the goals.

Mayor Pro Tem Harris recognized we are on a tight timeline, and wondered if an additional iteration will affect the timeline.

City Manager Valentine said we are very tight on the timeline, and as we move forward, that will push things back. It would be an additional two weeks before the next meeting. Mr. Manda said that is enough time to revise and bring back. Mayor Nickita said it is very important to do this as well as we can.

Mayor Nickita clarified the items discussed which include diminishing the width of midblock crosswalks to maximize parking wherever that is possible, and some of the options for the medians in two locations. The only other median we did not discuss is the alley located by Pierce. He suggested designing something there that would be similar to the other median designs, perhaps smaller and with a rolling curb. Mr. Manda said that is a very narrow alley. Mayor Nickita suggested that we might consider recommending a traffic pattern question on whether that is done one way or the other. He suggested looking at the use at that alley to determine if there is another option.

01-03-17 FINAL REPORT OF THE AD HOC RAIL DISTRICT REVIEW COMMITTEE

City Planner Ecker provided background and history of the Ad Hoc Rail District Review Committee established by the City Commission on January 11, 2016, to study existing and future conditions and to develop a recommended plan to address parking, planning and multi-modal issues in the Rail District and along S. Eton Road ("the Rail Plan").

Over the past eight months, the Ad Hoc Rail District Review Committee has worked to identify issues in the Rail District and along S. Eton, and to develop a plan with recommendations to address parking, planning and multi-modal issues in the Rail District, as directed by the City Commission. The Ad Hoc Rail District Review Committee requested funds to hire a consultant to review some of the intersection design concepts discussed by the Committee, and to conduct an analysis of parking in the study area. Based on the Committee's direction, the findings outlined in the consultant's report, and the input of the public, a draft of the Ad Hoc Rail District Report requested by the City Commission has been prepared. On December 5, 2016, the Ad Hoc Rail District Review Committee held their final meeting to review and approve their final report. After much discussion, the Ad Hoc Rail District Review Committee voted to recommend approval of the final report to the City Commission, with minor changes. All of the requested changes have been made.

Ms. Ecker introduced Sean Campbell, Assistant Planner and Brooks Cowen, Planning Intern who provided assistance with the GIS analysis of parking and intersection design.

Ms. Ecker explained the goals and objectives of the committee which included:

Goals:

To create an attractive and desirable streetscape that creates a walkable environment that is compatible with the adjacent residential neighborhoods.

To design the public right-of-way for the safety, comfort, convenience, and enjoyment for all modes of transportation throughout the corridor.

To facilitate vehicular traffic and parking without sacrificing the corridor's cycling and pedestrian experience.

To minimize the impacts of traffic on the existing residential neighborhoods.

To recommend updates to the Rail District zoning regulations as needed to meet goals.

Objectives:

To use creative planning to promote a high quality, cohesive right-of-way that is compatible with the existing uses in the corridor.

To implement "traffic calming" techniques, where appropriate, to reduce speeds and discourage cut-through traffic on residential streets.

To enhance pedestrian connectivity through the addition of crosswalks, sidewalks, and curb extensions.

To improve accommodations for bicycle infrastructure on Eton Road.

To create a balance between multimodal accessibility and parking provisions.

Ms. Ecker said the concerns were apparent during the tour. Key areas identified were S. Eton and Maple. Discussion included widening the sidewalk on the west side of the street for a bigger safety zone for pedestrians. Widening the sidewalk on the east side of S. Eton was also suggested to create a bigger plaza area there as well. They also discussed adding a splitter island to give a pedestrian island in the middle for people walking across. Several intersections up and down S. Eton were also looked at and the need for additional bump outs, and better striping. The intersection at S. Eton and Bowers was felt to be an important area with a great deal of activity. Bump outs and using different accent material in that area to create a plaza feel which would remind vehicles to slow down in the area.

Ms. Ecker noted a parking inventory and study were conducted. The study revealed there are 2,480 parking spaces in the district as a whole. There are 941 on-street parking spaces, 1539 parking spaces on individual private properties. The north end of the district has more a need for parking at different times. The south end is busier during the working day, but it clears out at 5:00 PM.

It was noted that the entire west side of S. Eton was never at full capacity. The highest use was around Griffin Claw with 28 out 60 spaces that were full on a Friday night.

Ms. Ecker discussed future build-outs and how they reached some of the conclusions. She explained that the issue became clear because they have to self-park, maximum build-out will not be done, and the biggest issue is that there is no shared parking in the area. That keeps the development down to roughly 26-30% of what could be done under the ordinance. Many of the parcels in the focus area do not have enough space to provide required parking for

four stories of retail and residential uses unless they build an underground parking facility. Based on recent development trends in the area, this is unlikely to occur and thus, buildout rates will likely remain in the 20-30% range of maximum build-out, requiring less than 1,070 additional parking spaces in the study area. It is important to note that based on the current standards, all of these additional parking spaces must be provided by individual property owners and/or developers. Thus, the City need only focus on encouraging an efficient use of private parking facilities, and ensuring good right-of-way design to accommodate additional vehicle traffic and balance the needs of non-motorized users. The provision of additional public parking is not warranted now, nor in the near future.

The recommendations of the committee include:

Construct bump-out curbs throughout the study area;

Install a splitter island at the crosswalk at S. Eton and Maple, widen the sidewalk on the west side of S. Eton, restripe S. Eton to realign lanes, and add enhanced crosswalk markings;

Add sharrows and buffers to S. Eton from Yosemite to 14 Mile. Maintain sharrows and accommodate parking south of Lincoln where possible.

Encourage shared parking in the district by providing the zoning incentives for properties and/or businesses that record a shared parking agreement. Incentives could include parking reductions, setback reductions, height bonuses, landscape credits, or similar offers;

Install gateway signage at the north and south ends of the study area and install wayfinding signage throughout the Rail District to direct people to destinations and parking.

Mayor Nickita commended the committee on the depth and problem solving that was undertaken.

Commissioner Bordman said the study was so thorough. She was very impressed that the committee was able to figure out the real parking needs.

Mayor Pro Tem Harris questioned what incentives there might be for shared parking. Ms. Ecker said perhaps landscaping requirements could be relaxed, but we would ask the Planning Board to study that in more detail.

Commissioner DeWeese noted there might be an economic incentive.

Commissioner Hoff asked about the southeast corner of S. Eton and Maple intersection and if the property is city property. She also asked if the Whole Foods operation was studied by the committee. Commissioner Hoff expressed concern that traffic on S. Eton will be increased. The committee's concern was with the speed of the traffic.

Mayor Pro Tem Harris asked why the committee did not recommend a dedicated bike lane. Ms. Ecker said there were a couple of issues including the bump out incompatibility as well as the pavement material issue.

Commissioner DeWeese noted that we can accept the report and use it for a general guideline. City Manager Valentine confirmed that any recommendation will be brought back to the Commission for consideration.

Mayor Nickita asked if this addressed the edge condition that has been an issue and do we need to include something in the Zoning Ordinance. Ms. Ecker said it was not discussed in

detail. She said currently there is a regulation in the ordinance that does not allow parking in the first twenty feet of depth.

Mayor Nickita said this helps bring attention to a very under-utilized area of the city, and land owners do not realize that they are sitting on potential redevelopment value if they work together at shared parking for example.

MOTION: Motion by Sherman, seconded by Bordman:

To accept the final report of the Ad Hoc Rail District Review Committee, and forward same to the Multi-Modal Transportation Board for their consideration in finalizing the design of the S. Eton corridor, and to the Planning Board, and direct the Planning Board to add Recommendations 4 (Encourage Shared Parking) and 5 (Add Wayfinding Signage) from the final report to their Action List for further study, and to develop a way to implement the shared parking, and to correct the crosswalk marking within the final report as discussed.

Larry Bertollini expressed concern about the recommended options, and focusing on both sides of Maple and S. Eton, and visibility concerns.

Mayor Nickita suggested going forward to study with and without parking on both sides, and how it may affect speed. We know people tend to speed up when parking is removed on one side.

VOTE: Yeas, 7
 Nays, None
 Absent, None

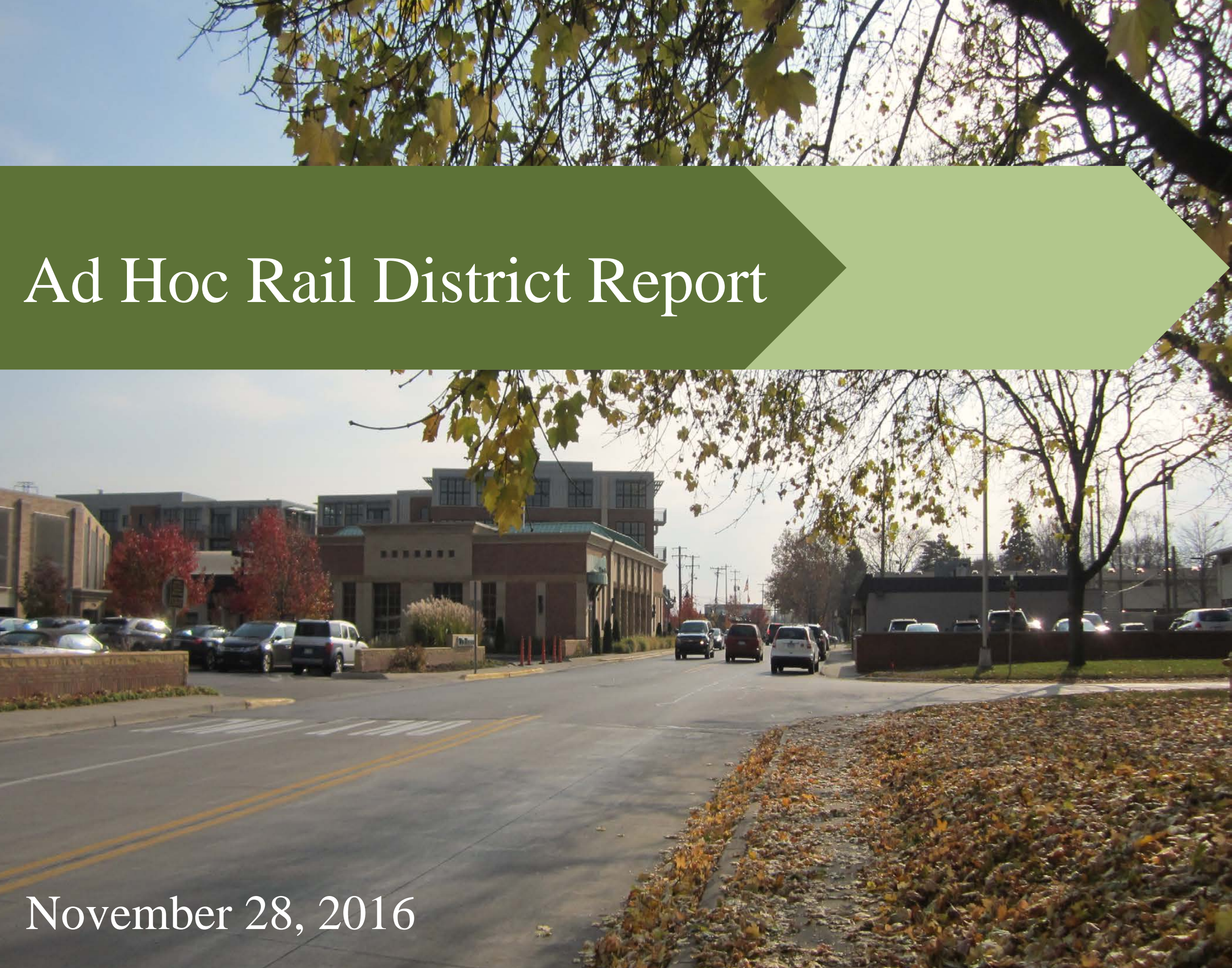
01-04-17 MONTHLY PARKING PERMIT RATE INCREASES

City Engineer O'Meara explained that monthly permit rates at the structures have been adjusted on several occasions over the years, usually to reflect the difference in demand at the various parking structures. Recently, increases at all five structures were implemented in the summer of 2014, and again in 2015. As demand for parking spaces grew, increases were considered justified not only because of high demand, but also to help build a savings account in the parking system fund for potential upcoming construction.

In April of this year, staff reviewed the rates with the Advisory Parking Committee (APC), and recommended a package of increases that would primarily impact both the monthly and daily rates in the parking structures. Raising the lower priced meters so that all meters were \$1 per hour was also suggested. Other changes were included as well, designed to reduce demand in the parking structures, and to encourage employees to consider the City's off-site parking options. The APC was not inclined to recommend any changes at that meeting.

Staff refined the package based on APC input, and also provided options on how to charge the daily rate. At the May meeting, the APC approved a recommendation that included several items, with the two significant changes impacting the monthly and daily rates in the structures.

The suggested increase for most of the lower cost parking meters was not agreed to. At the June 6, 2016 Commission meeting, the recommendations of the APC were discussed. Most of the package was approved that evening including the daily rate at the structures. The monthly rate structure was not changed at that time, and the City Commission asked at the time to consider being more aggressive.



Ad Hoc Rail District Report

November 28, 2016

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Executive Summary

The Ad Hoc Rail District Committee was tasked with conducting research and analysis regarding parking, street design initiatives, and non-motorized safety to develop a plan with recommendations for the future of the Rail District along S. Eton. The Committee conducted a walking survey to assess the existing conditions of the Rail District. During this exercise, crosswalks issues, poor driver visibility at street corners, inconsistent sidewalks, and lack of bicycle facilities were noted. Based on the Committee's observations, several intersection and streetscape improvements were reviewed, a parking study was completed to review current parking demand, and a buildout analysis was conducted to calculate future parking needs. The Ad Hoc Rail District Committee's resulting findings include recommendations for intersection improvements to calm traffic and improve pedestrian comfort, exploring shared parking opportunities to more efficiently use off-street parking lots, and adding bicycle facilities to better accommodate bicyclists.



Newingham Dental – Completed 2014



District Lofts Phase 2 – Completed 2016



IrgonGate – Completed in 2016

Formation of the Committee

On January 11, 2016, the City Commission unanimously passed a resolution to establish the Ad Hoc Rail District Committee. The Committee was tasked with developing a plan to address the current and future parking demands, along with planning goals and multi-modal opportunities for the district in accordance with the following:

- a) Review the Eton Road Corridor Plan, Multi-Modal Transportation Plan, and previous findings of the Rail District Committee in order to identify and recommend how to best incorporate these elements into an integrated approach for this district.
- b) Calculate the long-term parking demands for both the north and south ends of the Rail District, while considering on-street and off-street parking, shared parking arrangements, use requirements and other zoning regulations which impact parking.
- c) Review planning and multi-modal objectives for the Rail District with the findings from the long-term parking calculations and develop recommendations to integrate planning and multi-modal elements with parking solutions. Recommendations should consider:
 - i. Considerations for on-street and off-street parking
 - ii. Road design initiatives
 - iii. Multi-modal uses
 - iv. Neighborhood input
 - v. Existing plans and findings
- d) Compile the committee's findings and recommendations into a single report to be presented to the City Commission by the end of the committee's term (December 31, 2016).

Goals and Objectives of Committee

The following goals and objectives were established by the Ad Hoc Rail District Committee to guide their discussions and recommendations for the future:

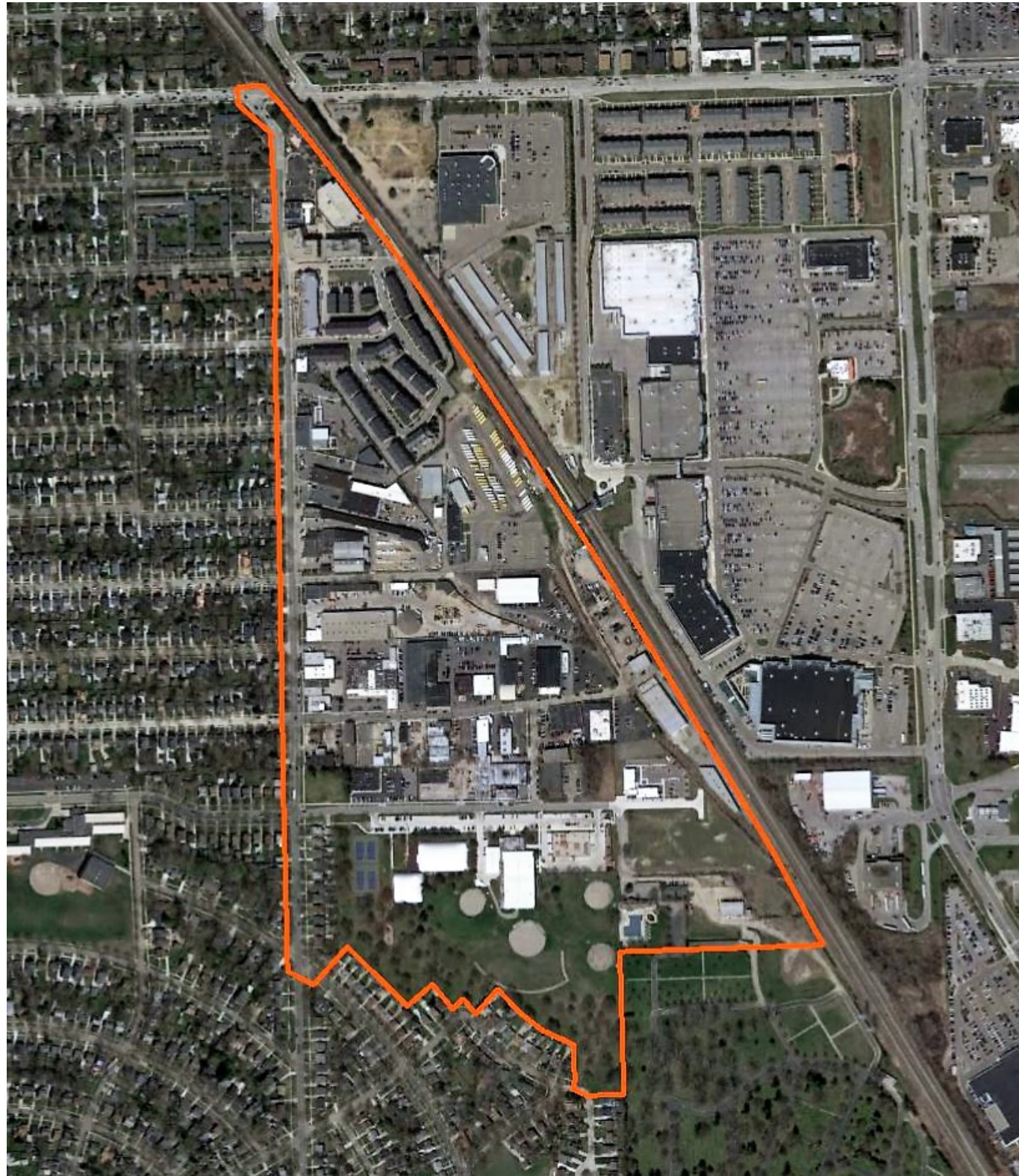
Goals

- i. Create an attractive and desirable streetscape that creates a walkable environment that is compatible with the adjacent residential neighborhoods.
- ii. Design the public right-of-way for the safety, comfort, convenience, and enjoyment for all modes of transportation throughout the corridor.
- iii. Facilitate vehicular traffic and parking without sacrificing the corridor's cycling and pedestrian experience.
- iv. Minimize the impacts of traffic on the existing residential neighborhoods.
- v. Recommend updates to the Rail District zoning regulations as needed to meet goals.

Objectives

- i. Use creative planning to promote a high quality, cohesive right-of-way that is compatible with the existing uses in the corridor.
- ii. Implement "traffic calming" techniques, where appropriate, to reduce speeds and discourage cut-through traffic on residential streets.
- iii. Enhance pedestrian connectivity through the addition of crosswalks, sidewalks, and curb extensions.
- iv. Improve accommodations for bicycle infrastructure on Eton Road.
- v. Create a balance between multimodal accessibility and parking provisions.

Rail District Study Area



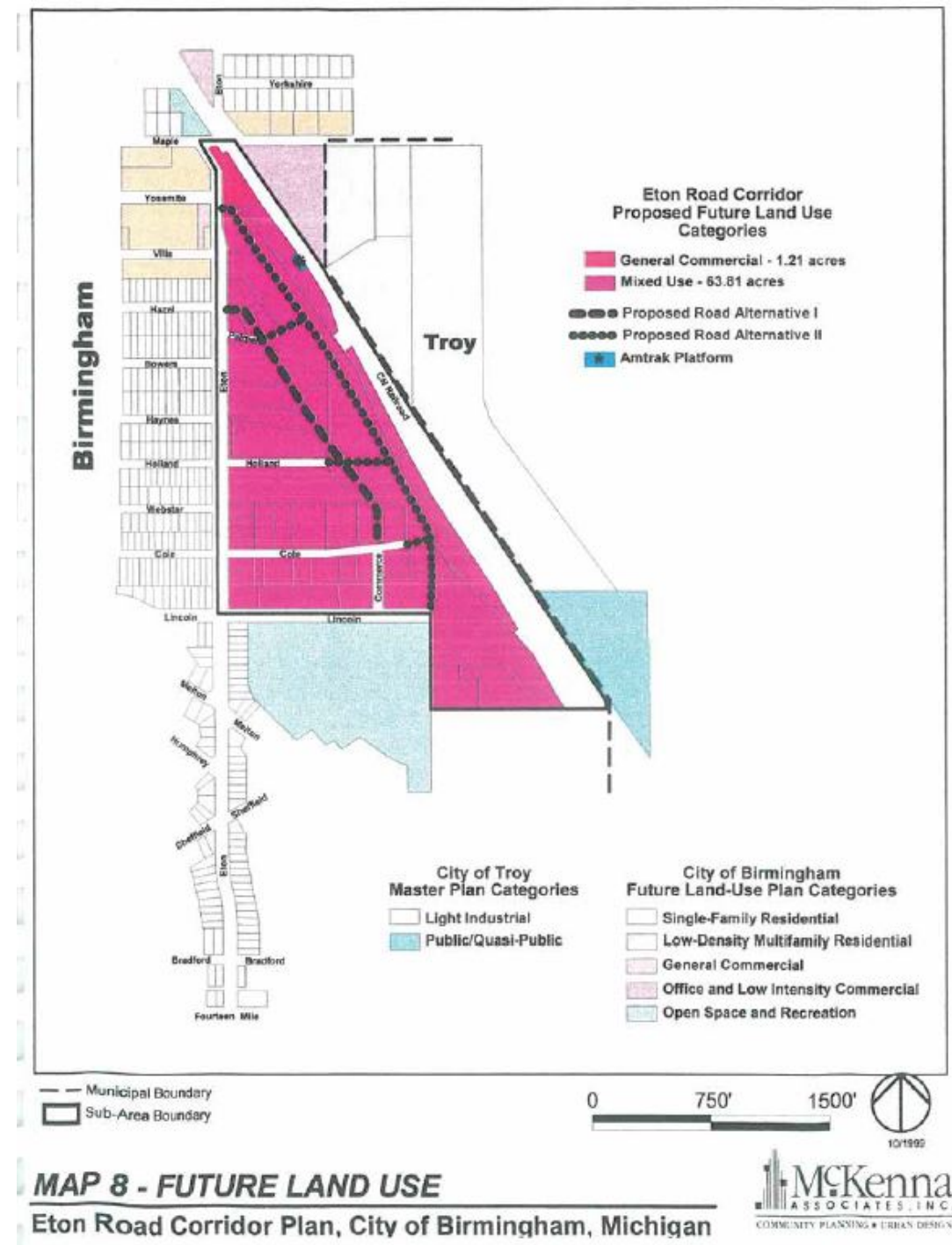
Eton Road Corridor Plan (1999)

Vision Statement: *“The Eton Road Corridor will be a mixed use corridor with a range of commercial, service, light industrial and residential uses that serve the needs of the residents of Birmingham. Creative site planning will be encouraged to promote high quality, cohesive development that is compatible with the existing uses in the corridor and adjacent single-family residential neighborhoods.”*

Much of the success that can be observed in the District today is owed to the recommendations contained in the Eton Road Corridor Plan (ERCP). Many of the recommendations have been implemented including the eastward extension of Villa and Hazel into the northern end of the District, the creation of the MX zoning classification, associated development regulations, and the addition of streetscape requirements.

However, many recommendations contained in the ERCP have not been fully implemented that specifically impact the circulation of vehicular, pedestrian, and bicycle traffic. These recommendations are as follows:

- A series of curb extensions and “chokers” at select intersections to create better visibility for pedestrians and to encourage lower speeds for motorists;
- To accommodate at least one protected bike lane, given that S. Eton is an important link in a regional bike system; and
- To discourage front parking and to place commercial and residential buildings closer to the road.



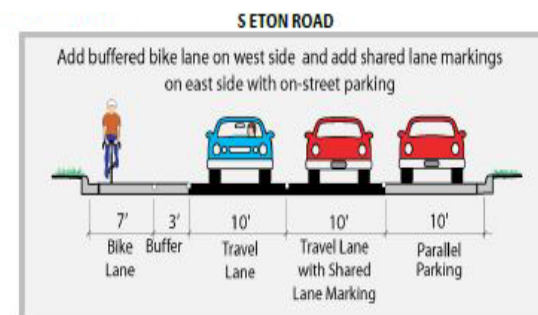
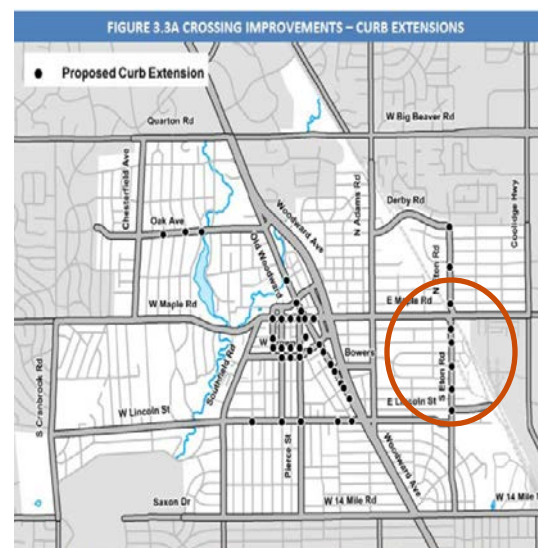
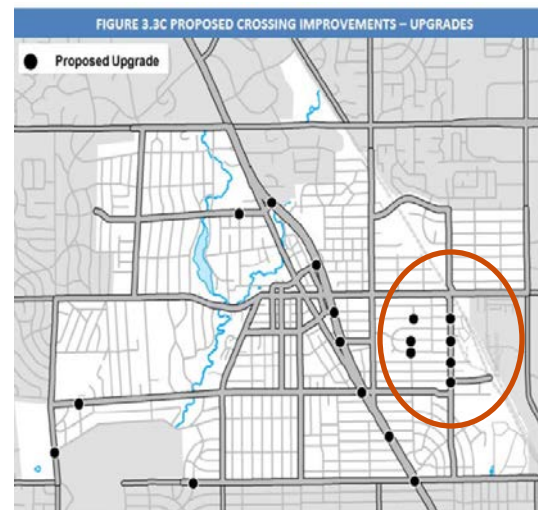
Multimodal Transportation Plan (2013)

Vision Statement: “The City of Birmingham seeks to build upon its brand as a walkable community. The purpose of this plan is to provide a document that the Community may reference when contemplating future actions regarding infrastructure, policies and programs. It is envisioned that this plan will guide improvements designed to give people additional transportation choices, thereby enhancing the quality of life in the City of Birmingham.”

Less than 3 years since its adoption, implementation of the Multimodal Transportation Plan (“MMTP”) is already well underway. Many areas identified in the plan that have not yet been retrofitted are at least at the forefront of multimodal discussion in the city. The Eton Road Corridor has proven to be one of those areas.

As demonstrated in the MMTP, there is an expressed community desire for a transportation network that adequately responds to the needs of various users and trip types. In order to achieve this vision for the Rail District, the MMTP recommends the following physical improvements:

- Completing sidewalks along Cole St.;
- Installing curb extensions on S. Eton Rd. at Yosemite, Villa, Bowers, Holland, and Cole;
- Improving crossing areas at Villa, Bowers, Holland and Cole; and
- Striping bike lanes on S. Eton via parking consolidation: shared lane markings from E. Maple to Villa; buffered bike lane and shared lane markings from Villa to E. Lincoln.



Zoning Analysis

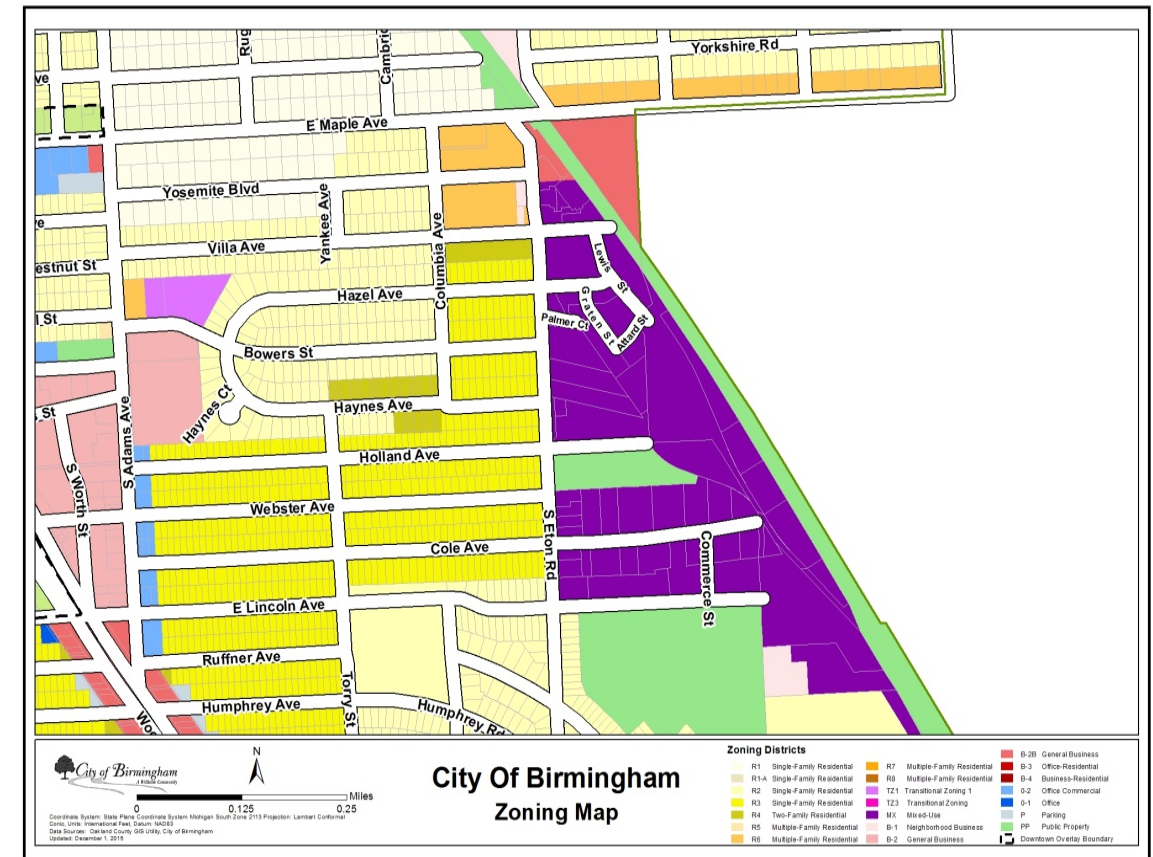
The majority of the S. Eton Corridor was zoned MX Mixed-Use, in accordance with the recommendation of the ERCP. The MX District was established with the intent to:

- Encourage and direct development within the boundaries of the Eton Road Mixed-Use District and implement the Eton Road Corridor Plan;
- Encourage residential and nonresidential uses that are compatible in scale within adjacent resident neighborhoods;
- Encourage the retention, improvement, and expansions of existing uses that help define the Eton Road Corridor;
- Allow mixed use developments including residential uses within the Eton Road Corridor; and
- Minimize the adverse effects of nonresidential traffic on the adjacent residential neighborhood.

With zero foot minimum front and side yard setback requirements, no required open space, and buildings permitted up to 4 stories in height, the MX District encourages a midrise, integrated urban form throughout the Corridor. However, a majority of the buildings in the district have not been developed to the new standards set forth in the current Zoning Ordinance. Many properties still contain single-use, one-story buildings that do not maximize their potential space.

The buildings that have been recently constructed are emblematic of the District's goal of creating appealing mixed-use buildings that complement the adjacent residential neighborhoods. The District Lofts, for example, demonstrate the potential of the District development standards with its well-fenestrated façades that abut the front and side lot lines, ground floor retail space and residential upper floors, and its sufficient parking facilities.

A fundamental goal of the Rail District is to “minimize the adverse effects of nonresidential traffic on the adjacent neighborhood,” but the current road design does little to provide a buffer between the MX and residential zones. Traffic, parking, and safety issues still persist to this day. Actions are recommended for Eton Rd that ease the transition from the residential neighborhood to the mixed use zone and provide safe access to the area's amenities for all modes of transportation.



Preliminary Assessment: Public Perception and Identification of Issues

Committee members reviewed and analyzed existing conditions in the Rail District. Discussion branched off into five main topics: *Rail District Design and Development*, *Pedestrian Safety/Amenities*, *Parking*, *Traffic*, and *Bicycles*. The committee's comments have been summarized into bullet points below.

Rail District Design & Development

- The committee members are pleased with new developments in the district. The development standards for the new buildings have created an overall appealing look.
- Parking in front of the older buildings is not favorable in the context of creating a more pedestrianized corridor.
- The Committee raised the point about how the Rail District ends at Lincoln. Members discussed extending the project area towards 14 Mile as the stretch south of Eton serves as a vital connection.
- The width of S. Eton is viewed as problematic, as it encourages cars to exceed the speed limit. Bump-out curbs are needed on S. Eton at necessary intersections between E. Maple and Sheffield as a way to narrow down the road, slow traffic, and make it easier to cross the street. This would create safer access to the parks, pool, and other amenities.
- The Committee proposed reviewing zoning uses and standards for the rail district. The recent improvements to W. Maple are also something the Committee wants to keep in mind as a good example when making recommendations for the Rail District.

Pedestrian Safety/Amenities

- The Committee is displeased with the lack of pedestrian safety in the Rail District. Committee members emphasized the importance of safe and adequate pedestrian crossing throughout the District, especially along S. Eton Rd. The idea is to have a complete network of sidewalks and crossings that encourage people to walk through the District.
- The intersection at S. Eton and Maple is not amenable to pedestrians, especially when they are attempting to get from S. Eton to N. Eton.
- The intersection at S. Eton and Cole, especially on the commercial side, is not safe from a pedestrian or vehicle standpoint.

Parking

- Parking was raised as a priority. The committee would like to see an evaluation of parking demand with respect to supply, and how to resolve the issue via structures, surface lots, and on-street locations.
- Parking along S. Eton, especially the southbound (west) side, was identified as a key focus of the committee. It was also mentioned that on street parking may not need to extend to 14 Mile.
- On-street parking spaces on S. Eton are seen as a problem as they inhibit the visibility of drivers and pedestrians and make it difficult for residents to back out of their driveways. Visibility should be considered in future parking studies.

Traffic

- Excessive speed heading southbound on S. Eton – especially from 14 Mile to Lincoln –was identified as an issue to be addressed moving forward.
- The Committee is concerned with the cut-through traffic that occurs on S. Eton
- The new Whole Foods is expected to increase the amount of traffic through the corridor, so the City should consider street designs that regulate speed and traffic, while ensuring a safe pedestrian experience.

Bicycles

- More emphasis should be placed on non-motorized transportation in the study area. More specifically, S. Eton should be designed to be safer for bicyclists.
- The bike route transition from N. Eton to S. Eton should be improved; however, a continuous bike lane may not be a feasible means by which to do this.
- The committee would like the southwest corner of E. Maple and S. Eton to be widened in order to improve bicycle and pedestrian safety and to ease traffic flowing in and out.

Preliminary Assessment: Walking Survey

Committee members conducted a walking survey and inventory of the S. Eton Corridor. Findings are outlined below and on the pages that follow.



First stop - under the bridge at S. Eton/Maple Rd.

- Viaduct has a “bunker” feel
- Not a good corner to cross
- Widening the sidewalk would help calm traffic
- Bump-out/plaza at corner would be effective, but difficult
- A pedestrian island would help at this intersection



Second stop - Yosemite/S. Eton

- Drivers are not fully aware of pedestrians around this stretch of S. Eton
- A crosswalk is needed here
- Bump-out curbs may be necessary
- A bike lane could start around here
- The street begins to narrow down closer to beauty shop
- Bump-out and bike lane might contradict each other



Third stop – Villa/S. Eton

- Possible bump-out curbs here
- Visibility is very obstructed at this corner



Fourth stop – Hazel/S. Eton

- A crosswalk is needed at the Whistle Stop
- A crosswalk would help slow traffic
- S. Eton improvements must be consistent



Fifth stop - Bowers/S. Eton

- This is area is a destination and should receive a large crossing with different treatment, such as a plaza in the center
- This stop does not warrant a stop sign, but controls should be built to calm traffic speed
- People who come to eat at Griffin Claw don't know where to park



Preliminary Assessment: Walking Survey (Continued)



Sixth stop – Haynes/S. Eton

- It was noted that parking could occur along the dividing island at Bolyard Lumber



Seventh stop – Holland/S. Eton

- A double crosswalk exists here but it is not a natural crossing spot



Eighth stop – Webster/S. Eton

- Curbs are terrible here
- Bump-out curbs are suggested for this location
- Yellow no parking lines may be too long next to driveways



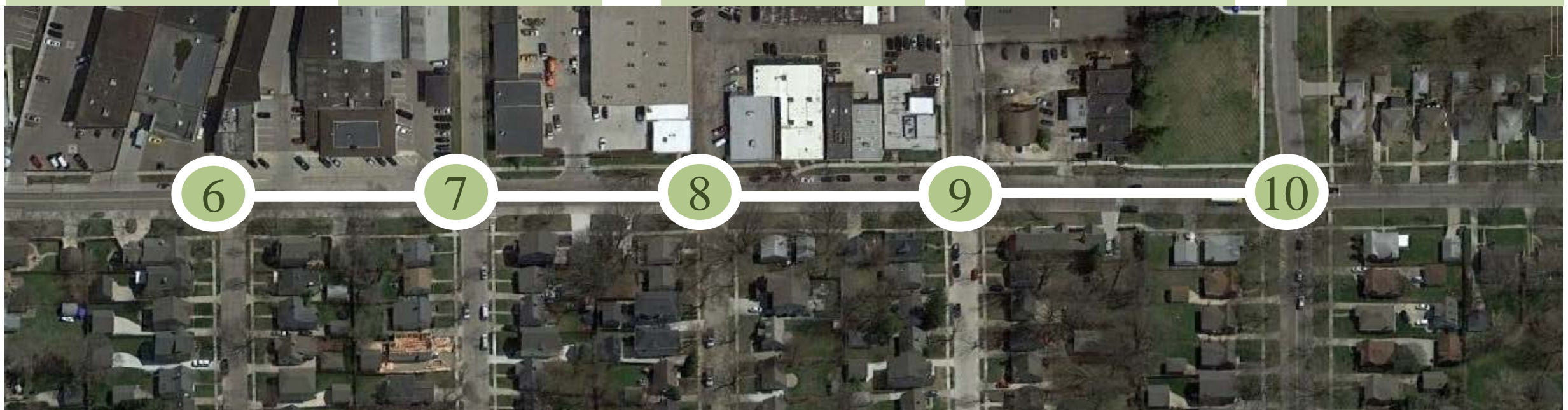
Ninth stop – Cole/S. Eton

- Bump-outs are recommended on the four corners
- Many interesting shops to the east



Tenth stop – Lincoln/S. Eton

- This is a prominent corner
- There should be something that demarcates commercial from residential
- Well defined crosswalks here
- Future streetscape improvements should be considered



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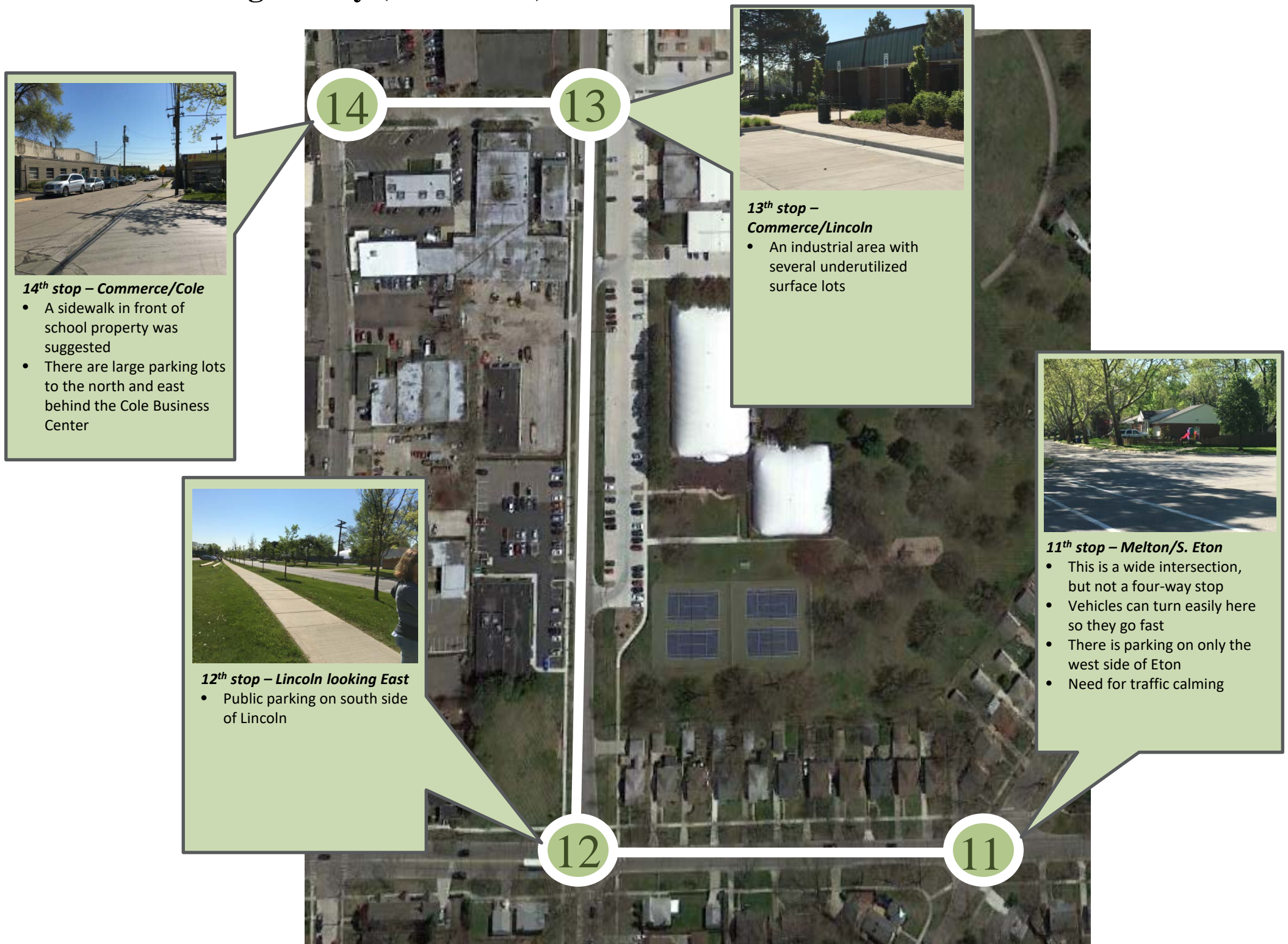
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Preliminary Assessment: Walking Survey (Continued)



Preliminary Assessment: Walking Survey (Continued)



16th stop – Cole Business Center Lots

- There is much parking to the north and east behind Cole Business Center with underutilized parking
- Two adjoining parking lots are blocked from each other by a wall (no shared access)

15th stop – Commerce and Cole

- Sidewalks needed in front of the school property
- Several surface parking lots in front of buildings that are not full



18th stop – Northbound S. Eton

- Yellow curbing was noted in front of Down River Refrigeration
- Angled parking was not supported at this location by Multi Modal Transportation Board
- Sidewalk is incomplete in front of Roy Schecter and Vocht office
- No sidewalk connection from S. Eton to Robot Garage area



17th stop – DPS/Down River Refrigeration

- Sparse parking around Down River Refrigeration

Concepts Considered Within Study Area

Based on the issues identified in the preliminary assessment of the study area and a review of the ERCP and MMTP, the Committee considered numerous improvements for the right of way at specific locations.

S. Eton and Maple Intersection

Existing



Proposed



Design Concept 1

At the southeast corner of S. Eton and Maple, there is a lot of activity but very little room to work with to make any drastic changes. As suggested during the walking tour, the pavement at this corner could be extended into the grass area to provide a more comfortable pedestrian space.

Existing



Proposed



Design Concept 2

Another option at this location could be to create a bump-out to give motorists better visibility of pedestrians attempting to cross and to shorten the length of road crossings for pedestrians.

Design Concept 3

The Committee discussed constructing a pork chop-shaped pedestrian island as an alternative to a bump-out. A pedestrian refuge could effectively channel drivers to slow down and gives pedestrians the ability to wait on it instead of having to rush across the street during a short traffic light interval.

The committee recommended hiring a consultant to evaluate traffic calming measures and pedestrian improvements at this complex intersection.

Existing



Proposed



S. Eton and Yosemite Intersection

Bump-out curbs were considered for the intersection of S. Eton and Yosemite and could be coupled with striped crosswalks for additional safety. Having a bump-out at this intersection would help demarcate between the commercial area and residential area.

Additional bump out curbs and crosswalk improvements were also suggested along S. Eton at Villa Road, Hazel St, Webster St., and Cole St.

Existing



Proposed



S. Eton and Bowers Intersection

Committee members recognized this area as being of significant importance as it marks the approximate center of the Rail District. Brick pavers could be used to accent the intersection with color to remind people that it is a place for both pedestrians and cars. As shown in the suggested rendering, the concept is coupled with curb bump outs, benches, and on-street bike racks, as well as pedestrian crosswalk improvements to create a plaza condition.

The committee recommended hiring a consultant to study possible improvements to this intersection.

Existing



Proposed



S. Eton Corridor (Maple to Lincoln)

Following the recommendation of the MMTP, the Committee discussed the option of adding bicycle facilities to S. Eton by adding sharrows for northbound bicycle traffic, eliminating parking on the west side (also recommended by the MMTP), and giving southbound traffic a 10 foot protected bike lane that includes a 3 foot buffer zone.

Existing



Proposed



Parking Inventory and Study

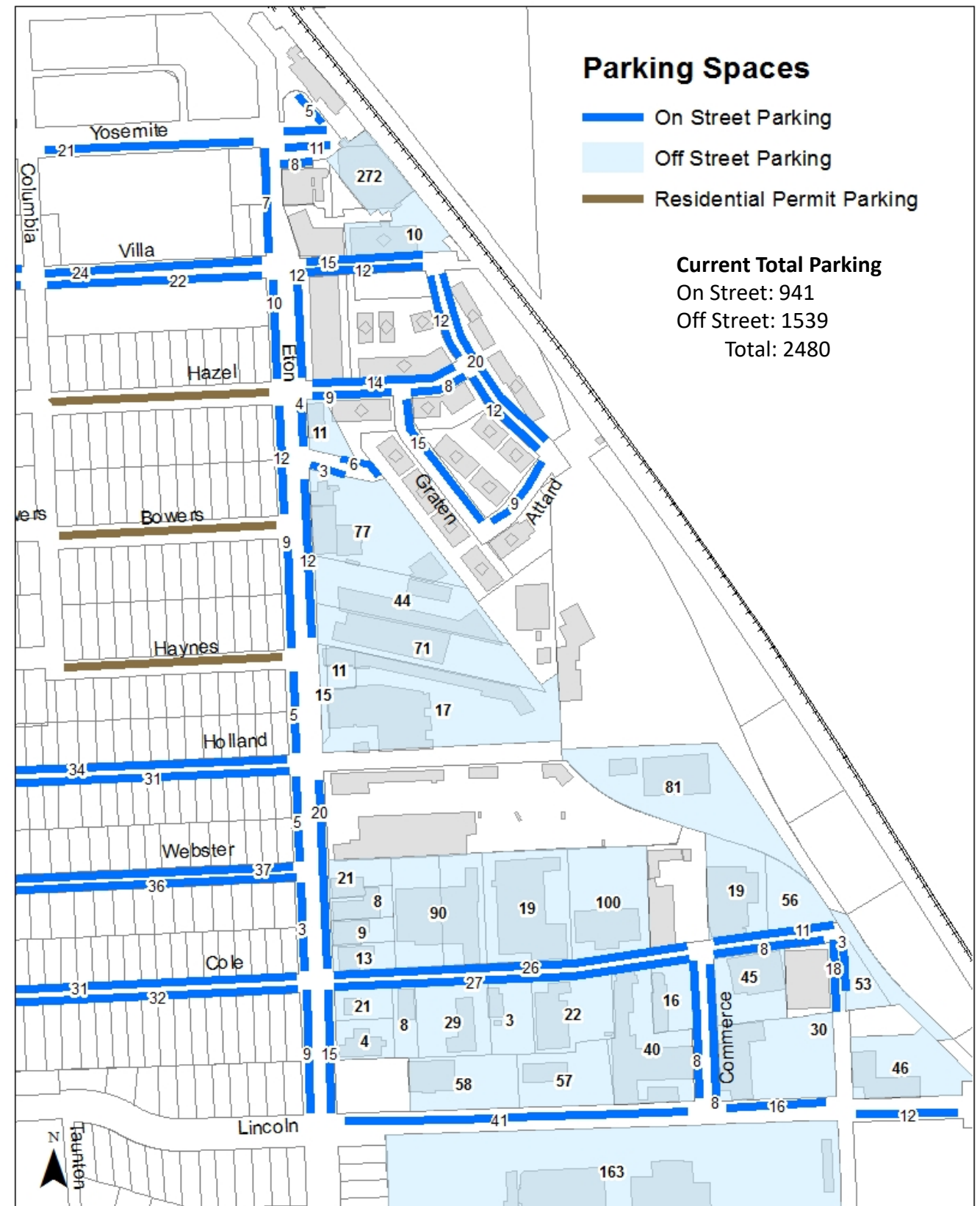
A Parking inventory was completed in the study area for a better understanding of when and where parking spaces are being utilized. A map of total spaces was created for private lots and on street parking. The results are illustrated in Figure 1, and show an existing parking count of 2,480 spaces in the study area and surrounding neighborhood.

A parking study was also completed to determine parking utilization in the study area. Parking counts were conducted by city staff at 4, 5, and 6pm on Friday September 23rd and Wednesday September 30th, and the data was then analyzed.

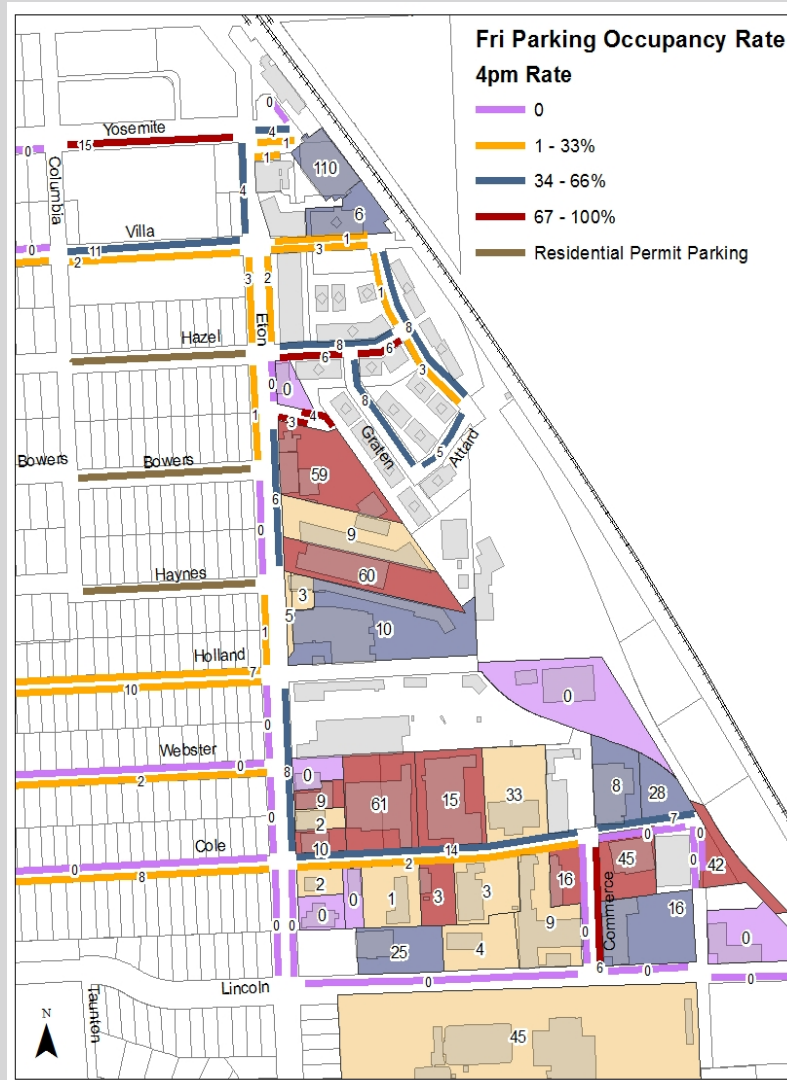
The consulting firm Fleis and Vandenbrink was contracted to create a report for the count studies and provide summary tables showing available spaces, occupied spaces, and percent occupancy rate for the north and south zones of the study area. An analysis and conclusion based upon the findings was then made for off street and on street parking situations in each of the zones.

Count data was then entered into a map for each day and time of the study. The maps on the following pages indicate the total counts for each hour of on street and off street parking spaces, and color code the percent occupancy rate in classes for 0, 1-33%, 34-66%, and 67-100%. These maps are shown side by side to visually illustrate the intensities of parking in the district, and how the parking occupancy rates change from 4-6pm in the study area.

Figure 1



Friday Parking Count: 4:00 PM



S. Eton Rd

- 9 out of 60 spaces on the west side are used
- 16 out of 63 spaces on the east side are used

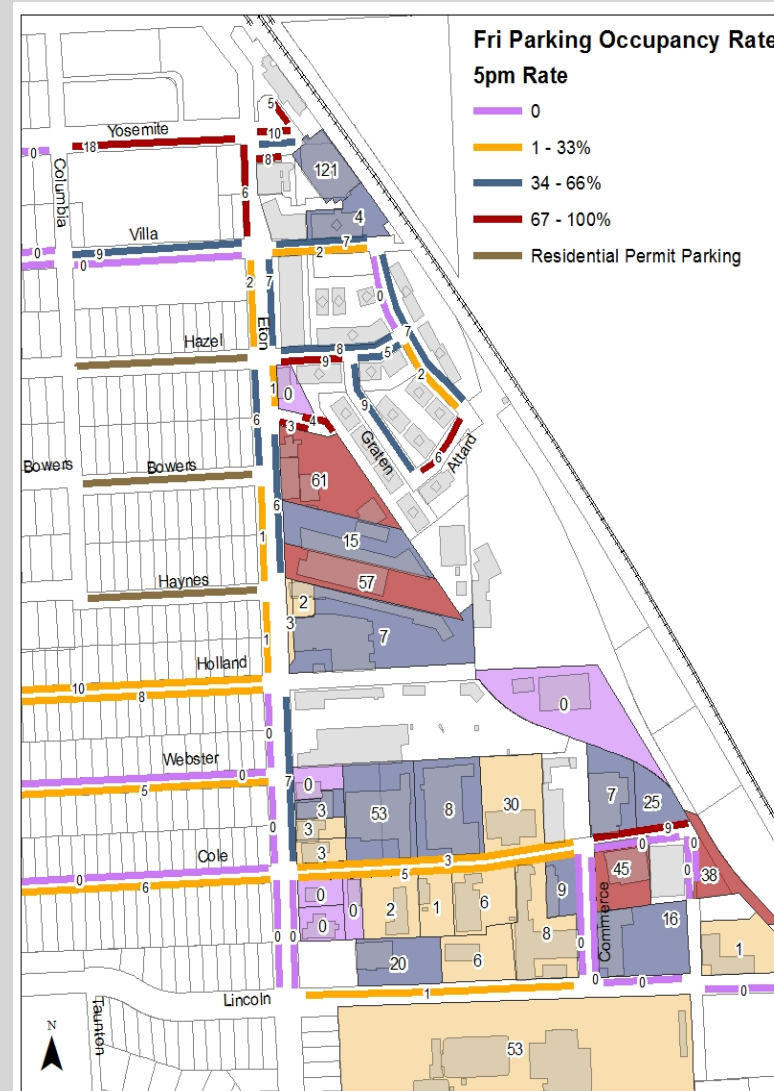
Off Street Parking

- Parking lots off of Cole Street at or near capacity
- Griffin Claw already above 66% capacity

Residential Parking

- Yosemite and Villa experience overflow throughout the evening.
- Villa stays between 33-66% occupancy rate throughout the Friday study.

Friday Parking Count: 5:00 PM



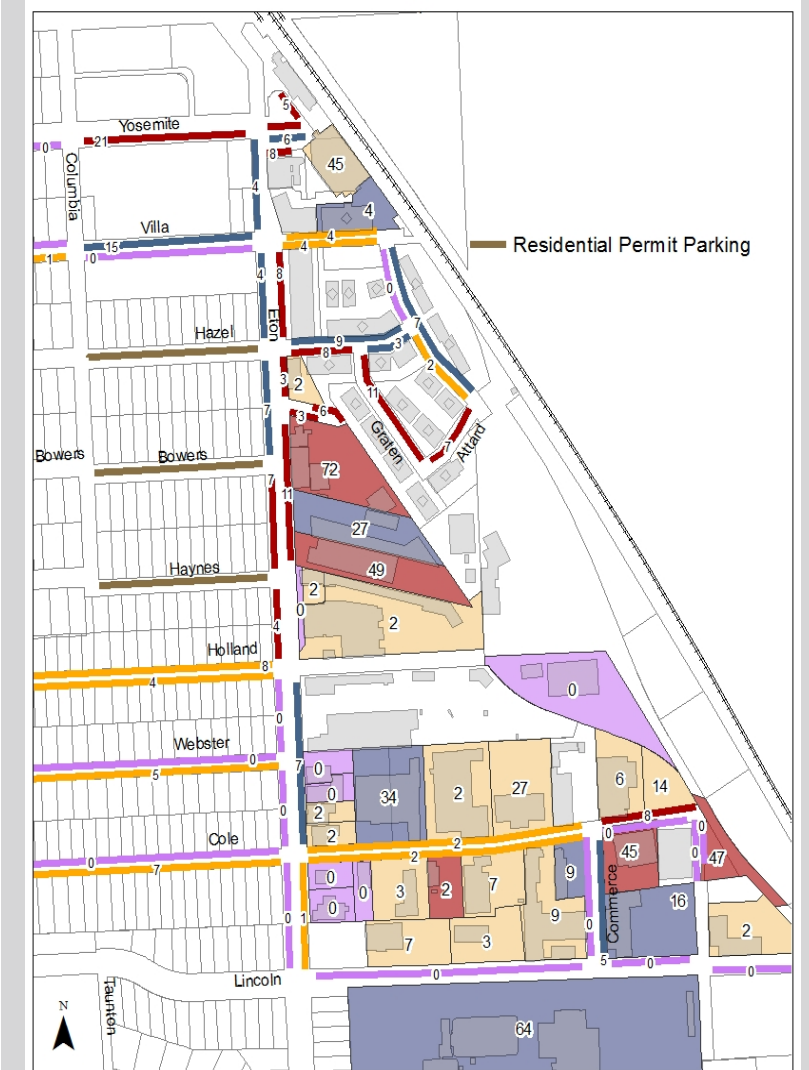
S. Eton Rd

- 16 out of 60 spaces on the west side are used
- 21 out of 63 spaces on the east side are used

Off Street Parking

- The lots off of Cole Street begin to clear out
- Two of the parcels above 66% are auto repair shops with outdoor vehicle storage.

Friday Parking Count: 6:00 PM



S. Eton Rd

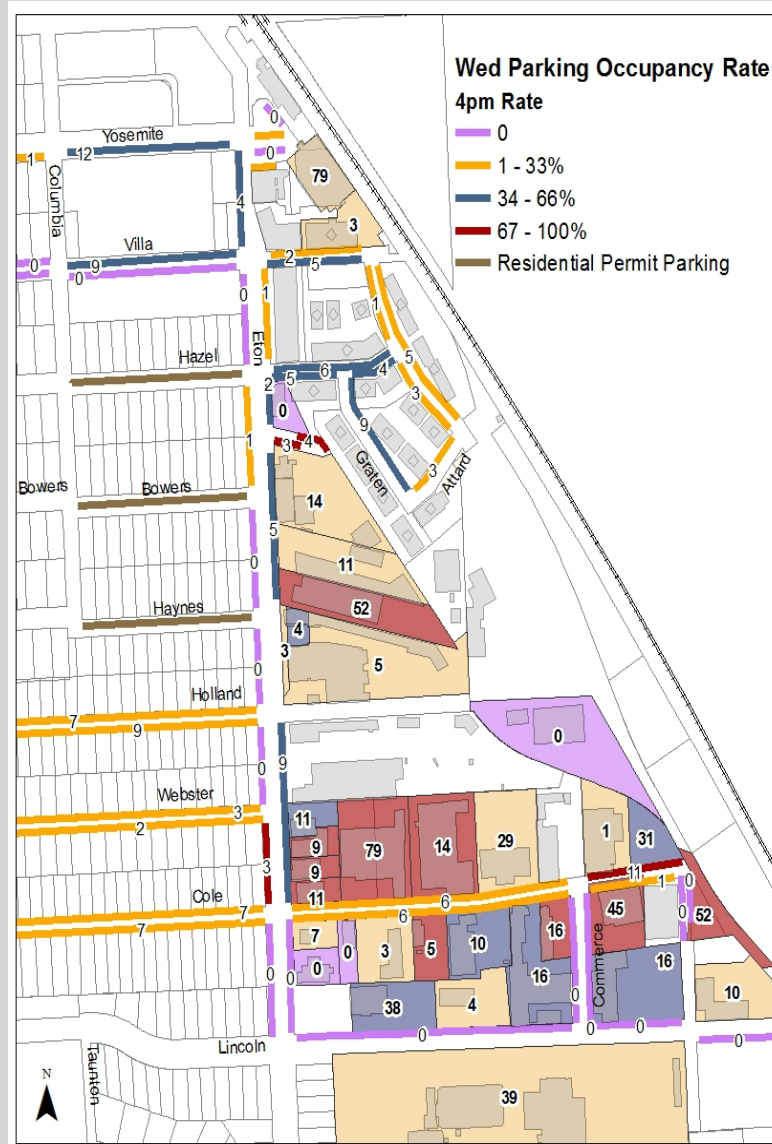
- 26 out of 60 spaces on the west side are used
- 30 out of 63 spaces on the east side are used
- *the highest occupancy throughout the study
- 0 spaces on west side, south of Holland are used the entire evening

Off Street Parking

- Griffin Claw parking lot reaches capacity.
- Only 2 of 11 spaces are used in Whistle Stop.
- 0 spaces are used outside of Bolyard Lumber.
- Robot Garage/Watch Hill lot never exceeds 66%.

Existing Parking

Wed. Parking Count: 4:00 PM



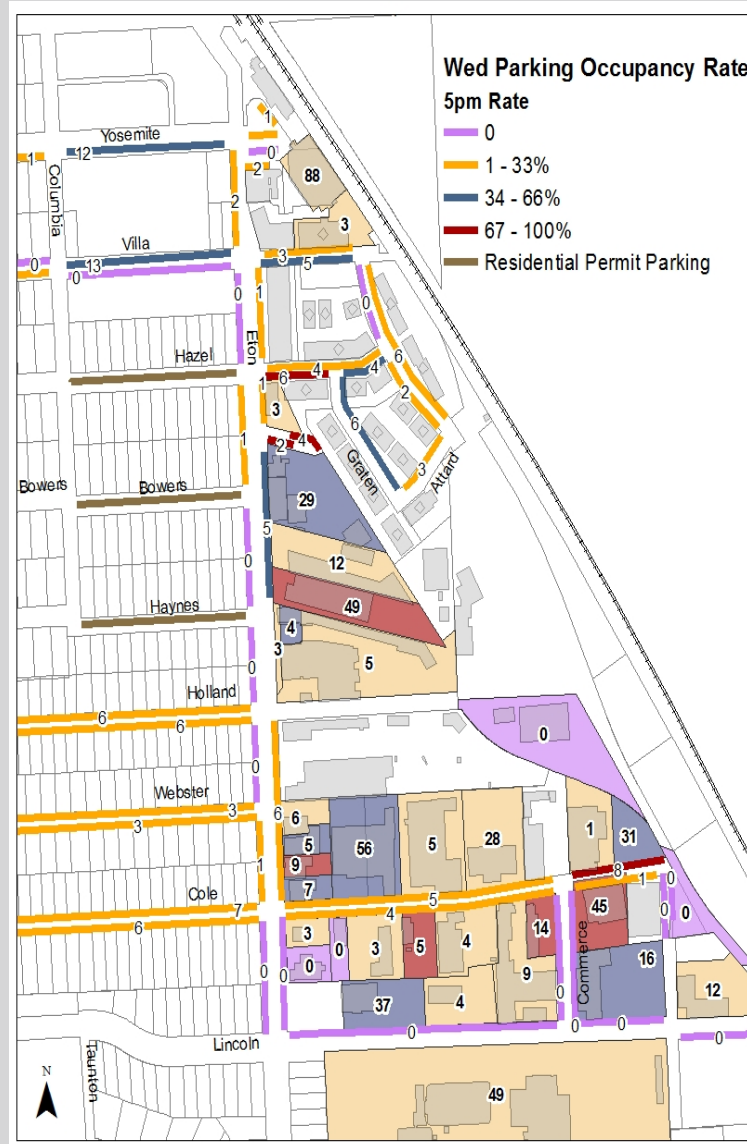
S. Eton

- 7 out of 60 spaces on the west side are used
- 17 out of 63 spaces on the east side are used

Off Street Parking

- Cole Street's highest occupancy rate for off street lots occurs on weekday during regular business hours.

Wed. Parking Count: 5:00 PM



S. Eton

- 4 out of 60 spaces on the west side are used
- 13 out of 63 spaces on the east side are used
- *lowest occupancy in the study

Off Street Parking

- The majority of Cole Street parking lots clear out after 5 pm.

Wed. Parking Count: 6:00 PM



S. Eton

- 8 out of 60 spaces on the west side are used
- 9 out of 63 spaces on the east side are used
- *lowest occupancy in the study

Off Street Parking

- Griffin Claw's peak parking hours increase during the evening while the rest of the parcels show a decrease in use.
- Shared Parking agreements work best when adjacent or nearby parcels have different peak parking times.

Existing Parking Analysis

For the section north of Holland Road, the parking study by Fleis and Vandenbrink concluded:

- 1) Off street and on-street parking demand is high and the existing spill over parking is impacting Yosemite Boulevard and Villa Road.
- 2) The parking garage beside Big Rock and The Reserve is underutilized.
- 3) Griffin Claw had the most utilized parking lot in north zone.
- 4) The least occupied lots were Whistle Stop and Bolyard Lumber.
 - a) Together these two parcels contain 39 parking spaces, which could be an opportunity for shared parking agreement during nights and weekends.
- 5) During the peak hour there were no available spaces on Northbound Eton between Haynes and Palmer, or southbound Eton between Holland and Bowers.

For the section south of Holland Road, the parking study by Fleis and Vandenbrink concluded:

- 1) The highest parking demand in this area occurs during weekday daytime hours.
- 2) Many off street parking lots along Cole Street were near capacity at 4pm, then relatively vacant after 5pm.
 - a) This may be an opportunity for shared parking agreements to relieve some parking demand in the north zone.
- 3) On street parking is not significantly impacted by the commercial properties.
- 4) The residential neighborhood to the west is not significantly impacted by spillover parking from the Rail District.

The parcel in front of Bolyard Lumber between the street and the building contains 15 parking spaces and is considered public right of way. Based upon the data from the study, these spaces are underutilized. On Friday September 23rd at 6pm, 0 spaces in front of Bolyard Lumber were used, while the east and west side of S. Eton were at or near capacity north of Holland. Better signage could be used to inform drivers and direct them into these spaces to alleviate parking congestion elsewhere.

The parking lots adjacent to Griffin Claw are also considered underutilized at evening hours. During peak parking time, Whistle Stop on the north side utilized 2 of the 11 spaces at 6pm, while 27 out of 44 spaces were utilized in the Robot Garage/Watch Hill parking lot at 6pm. Both of these parking lots have signs indicating parking is for their business only. Whistle Stop, Robot Garage, and Watch Hill have different peak parking hours with Griffin Claw which could be an opportunity for a shared parking agreement.

The on street parking south of Holland is considered underutilized as well. Zero cars parked on the west side of S. Eton between Holland and Lincoln on Friday, while the Wednesday count maxed out at 3 cars. The east side of S. Eton between Holland and Lincoln also had low parking rates. This side had a number of counts with a value of 0, and its maximum occupancy rate never reached above 66%.

Findings

The parking study shows that there is an abundance of parking throughout the study area. However, much of the parking is privately owned for a single use. Parking demand is high for restaurant uses in the evenings and weekends while the office uses have daytime peak parking periods. Shared parking arrangements throughout the study area should be encouraged to maximize the efficiency of existing parking in commercial areas and to eliminate spillover parking into residential areas.

The data from the parking study also supports the Multimodal Transportation Plan's recommendation to eliminate parking on the west side of Eton and use the space for a bike lane. The count data suggests that the study area has enough spaces to accommodate for the loss of parking on the west side of Eton. The highest count for this section was 26 on Friday, September 23rd at 6pm. If these spaces were removed, drivers could still find space in front of Bolyard Lumber and S.Eton between Holland and Lincoln. Available spaces could increase if adjacent businesses entered into shared parking agreements and removed 'business parking only' signs as well, as noted above.

Build-out Analysis

A build-out analysis was conducted to determine the future parking needs of the Rail District. This study involved examining the current state of development in the Rail District and demonstrating which buildings were likely to be redeveloped to their maximum size per the MX (Mixed-Use) zoning district provisions. Recently developed buildings and businesses not likely to change within the next 20 years were highlighted in blue, while properties with the potential for redevelopment were highlighted in red. See Figure 2.

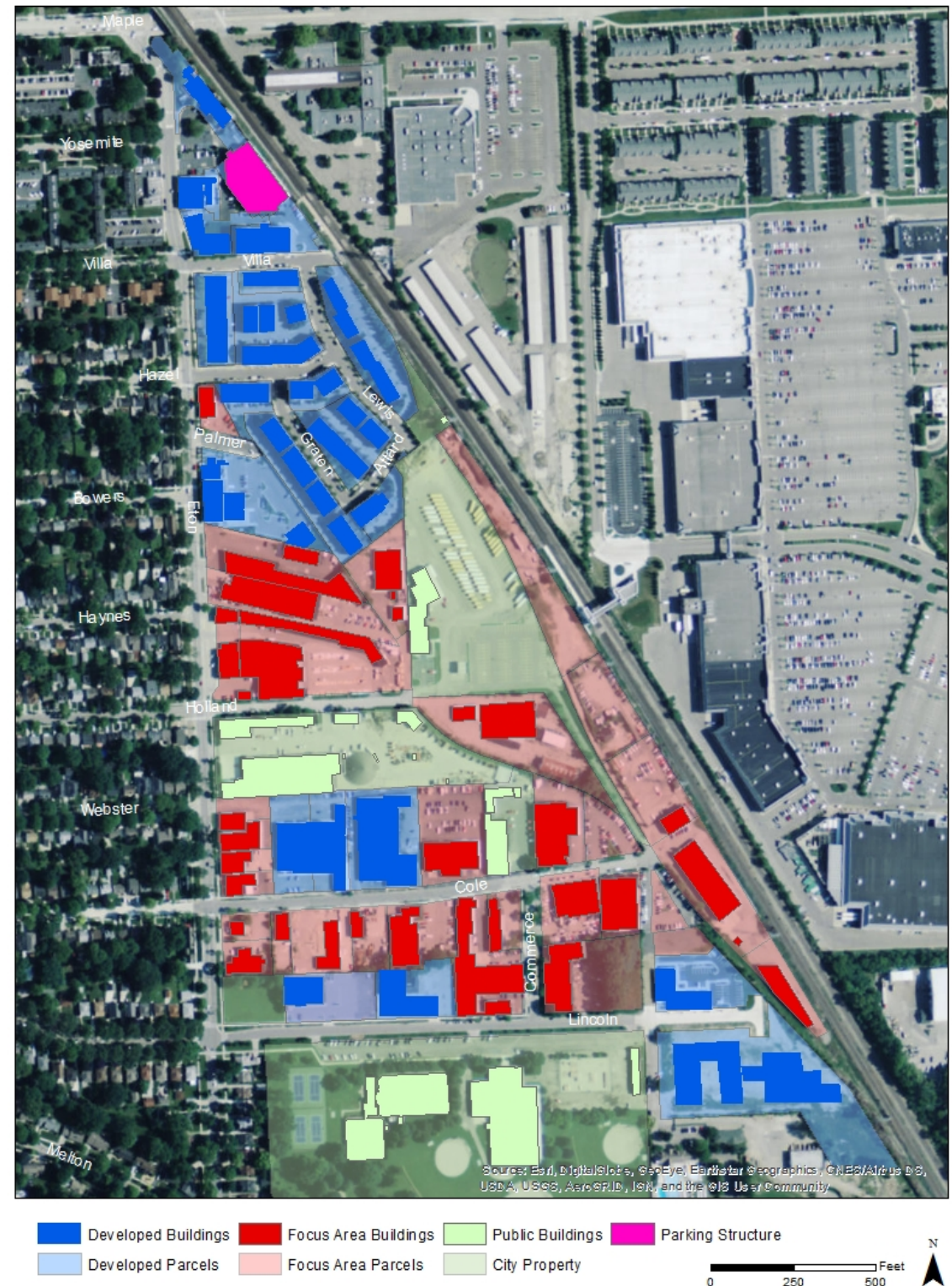
The ratio of developable parcel space vs actual building space was calculated for the properties highlighted in blue. This value is used as the Percent of Maximum Build-Out percentage. This build out rate was then used as a projection for the focus area highlighted in red. The assumption is that future buildings in the focus area will occupy a similar value of their total parcel space as those recently developed in blue.

The projected build-out square footage for the focus area was then used to calculate the additional number of parking spaces that would be required based on probable square footage and land uses.

A build-out analysis is predicated on many underlying assumptions. Presupposing the realistic and sometimes even most extreme conditions can generate a fairly accurate assessment of the issue at hand and help to envision future scenarios. The following assumptions were applied in the Rail District build-out analysis:

- All parcels in the focus area were assumed to be developed as four story, mixed use buildings, the maximum number allowed in the MX zone.
- All first floor uses were assumed to be retail/office, requiring one parking spot per 300 sq ft.
- Floors two, three, and four were assumed to be residential, requiring one parking space per 1000 sq ft of floor area.
- Percentage of Maximum Build Out =
$$\frac{\text{Building Floor Area} * \text{Number of Stories}}{\text{Parcel Area} * 4 \text{ Stories}}$$

Figure 2: Identifying Parcels with Potential for Redevelopment



Build-out Analysis

Existing Condition:

Figure 3 is a rendering of the Rail District's current build out. It also includes buildings approved for construction in the near future. The blue represents buildings that are unlikely to change within the next 20 years. Note that the northern section has a higher density of recent developments that occupy a larger portion of their parcel space than the older buildings in red. The restaurants and mixed-use structures in blue are clustered together with a combination of parking uses including a three story parking deck highlighted in pink, underground parking, on street parking, and private garages.

The red area indicates buildings that have not recently been re-developed or undergone significant renovation and still fit the previous zoning category. They are predominantly one story industrial buildings with large surface parking lots. These sites have been identified as a focus area for potential re-development in the build out analysis.

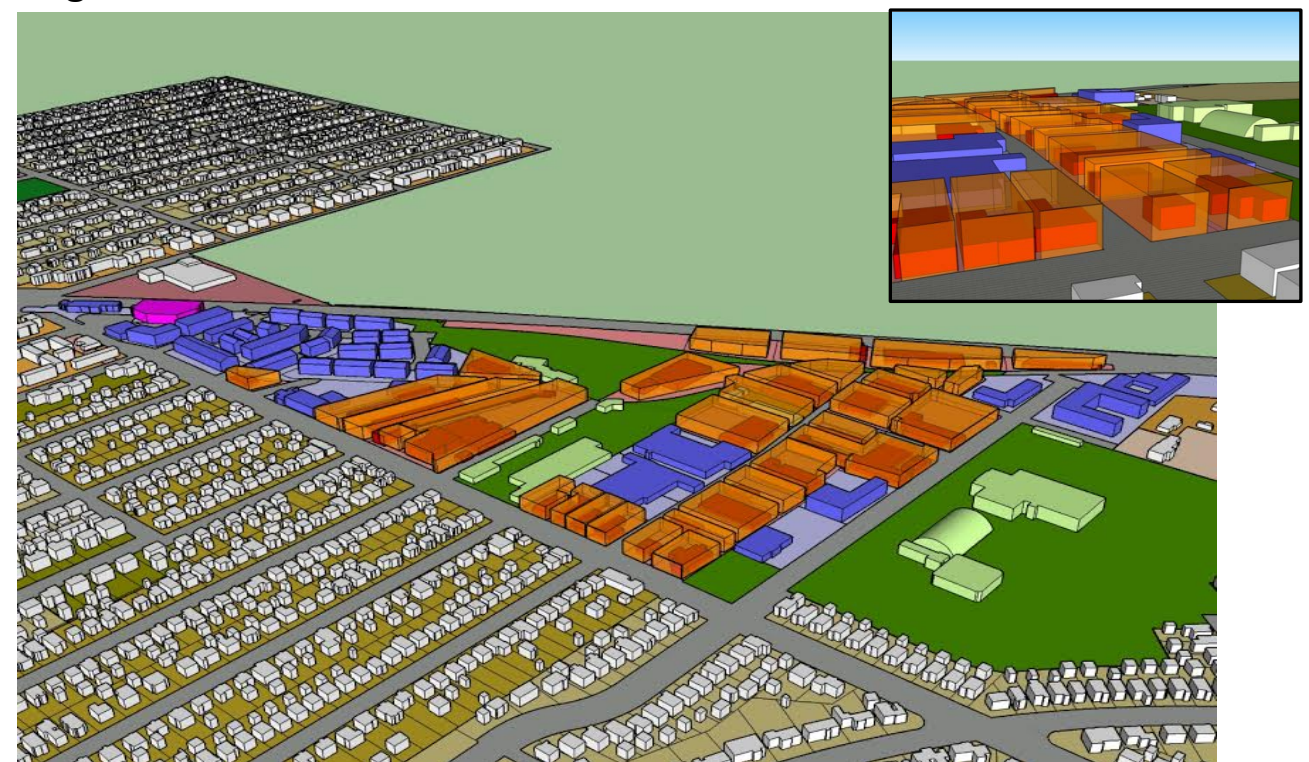
Future Buildout:

The transparent orange space pictured in Figure 4 indicates the maximum build out space for properties likely to redevelop in the Rail District. The MX zone allows up to 4 stories, and the orange is meant to help visualize the difference between the current build out in red, and what is now possible within the MX zone. The percentage of current built out space vs maximum build out is included in Tables 1 and 2 as the Current Percent of Maximum Build Out value on the far right column.

Figure 3



Figure 4



Existing Build-out Analysis

Based on development patterns over the past 15-20 years, it is rare for a landowner to use 100% of their developable space (highlighted in orange on Table 1). This is due to development standards such as side and rear setback requirements, access to parking and drop off space, required parking spaces, and right of way improvements. Table 1 compares the maximum build out values for different building uses, based on actual development that has occurred.

The addresses listed in Table 1 are properties not expected to significantly change within the next 20 years. They contain a mix of single story restaurants like Griffin Claw and The Reserve, single story industrial buildings converted into commercial uses such as the Cole Street multi-business spaces (as shown in white on Table 1), and multi-story, mixed used buildings including District Lofts and Crosswinds (as shown in blue on table 1). The build-out rates of properties not expected to significantly change within the next 20 years range from 6% to 62%, with an average of 26%.

Griffin Claw has a build out value of only 8% because it is a large parcel with 70% of its surface area dedicated to parking. The other 30% is occupied by a one story brewery and restaurant space. Because Griffin Claw is a restaurant, it also has a higher parking requirement than retail, office, and residential uses. Parcels with large surface lot parking areas and single story uses score lower percentage values in the maximum build out analysis.

The addresses highlighted in red on Table 2 correspond with the parcels shown in red on Figure 3, and those properties that have been identified as the focus area likely for redevelopment.

Table 1: Recent Development

Business	Address	Parcel Sq. Ft.	1st Floor Building Sq. Ft.	# of Stories	% Building on Parcel	Total Building Sq. Ft	Max Build Out Space	Current % of Max Build Out
Assumptions					Footprint/ Parcel	Footprint * # of Stories	Parcel Area *4 Stories	Current Build Sq. Ft/ Max Build
Big Rock	245 S ETON ST	28,237	9,151	1	32%	9,151	112,948	8%
The Reserve	325 S ETON ST	13,404	9,305	1	69%	9,305	53,616	17%
Griffin Claw	575 S ETON ST	66,333	20,248	1	31%	20,248	265,332	8%
Cole St. Multi-Business	2211 COLE ST	62,872	36,800	1	59%	36,800	251,488	15%
Cole St. Multi-Business	2121 COLE ST	66,700	33,502	1	50%	33,502	266,800	13%
(Combined w/ 2121)	2099 COLE ST	-	-	-	-	-	-	-
Armstrong White	2125 E LINCOLN ST	38,454	9,739	1	25%	9,739	153,816	6%
Dentist & Doctor Office	2425 E LINCOLN ST	42,970	12,363	1	29%	12,363	171,880	7%
Sheridan Retirement	2400 E LINCOLN ST (W SIDE)	164,428	30,664	4	19%	149,322	657,712	23%
Sheridan Retirement	2400 E LINCOLN ST (E SIDE)	(Combined)	26,666	1	-	(East +West)	-	-
CrossWinds (16 Buildings)	GRATEN, LEWIS, & HAZEL ST	253,702	97,184	4	38%	388,736	1,014,808	38%
Future Mixed Use	2000 VILLA ST	12,837	8,004	4	62%	32,016	51,348	62%
District Lofts	375 S ETON ST	20,180	10,391	4	51%	41,564	80,720	51%
District Lofts	2051 VILLA RD # 101	27,316	12,171	4	45%	48,685	109,264	45%
Irongate	401 S ETON ST	31,045	15,000	2.5	48%	37,500	124,180	30%
Future Mixed Use	2159 E LINCOLN ST	35,226	16,577	4	47%	66,310	140,904	47%
Total		863,704	347,766	-	40%	895,241	3,454,816	26%

Build-out Analysis

Table 2: Focus Area with Potential for Redevelopment

Parcel Address	Parcel Sq. Footage	1st Floor Building Sq. Footage	% Building on Parcel	Est. Total Building Sq. Footage	Est. Max Build Out	Current % of Max Build Out
Assumptions		Building Floor Area	Floor Area / Parcel	Building Floor Area * # of Stories	Parcel Area * 4 Stories	Total Build Sq. Ft. / Max Build
501 S ETON	11,331	3,959	35%	3,959	45,326	9%
653 S ETON	54,444	24,705	45%	24,705	217,776	11%
677 S ETON	55,569	22,184	40%	22,184	222,275	10%
707 S ETON	7,335	2,602	35%	5,205	29,338	18%
953 S ETON	10,080	5,003	50%	5,003	40,320	12%
995 S ETON	11,200	4,263	38%	4,263	44,800	10%
925 S ETON	14,016	3,901	28%	3,901	56,062	7%
929 S ETON	11,104	7,146	64%	7,146	44,416	16%
757 S ETON	111,124	49,332	44%	55,640	444,496	13%
1041 S ETON	11,677	1,771	15%	1,771	46,706	4%
1081 S ETON	14,992	6,036	40%	6,036	59,968	10%
2203 HOLLAND	38,614	10,945	28%	10,945	154,456	7%
2200 HOLLAND	89,215	19,404	22%	19,404	356,860	5%
2275 COLE	55,729	14,241	26%	14,241	222,917	6%
2333 COLE	36,071	20,381	57%	20,381	144,285	14%
2330 COLE	36,451	13,057	36%	13,057	145,805	9%
2499 COLE	47,389	4,052	9%	4,052	189,554	2%
2388 COLE	33,531	Parking Lot	-	-	-	-
2182 COLE	20,754	2,816	14%	2,816	83,017	3%
2254 COLE	36,634	13,011	36%	13,011	146,536	9%
2300 COLE	17,196	5,682	33%	5,682	68,784	8%
2010 COLE	34,468	7,190	21%	7,190	137,871	5%
2006 COLE	10,877	3,185	29%	3,185	43,507	7%
2388 COLE	22,202	16,429	74%	16,429	88,807	19%
2400 COLE	62,645	19,461	31%	19,461	250,580	8%
2450 COLE	23,422	9,192	39%	9,192	93,687	10%
2295 E LINCOLN	53,994	33,402	62%	33,402	215,978	15%
2125 E LINCOLN	38,470	9,739	25%	9,739	153,879	6%
2335 E LINCOLN	61,009	15,992	26%	15,992	244,035	7%
Vacant	65,025	Vacant	-	-	-	-
Vacant	43,240	Vacant	-	-	-	-
Total	1,139,807	349,080	31%	357,991	3,992,042	9%

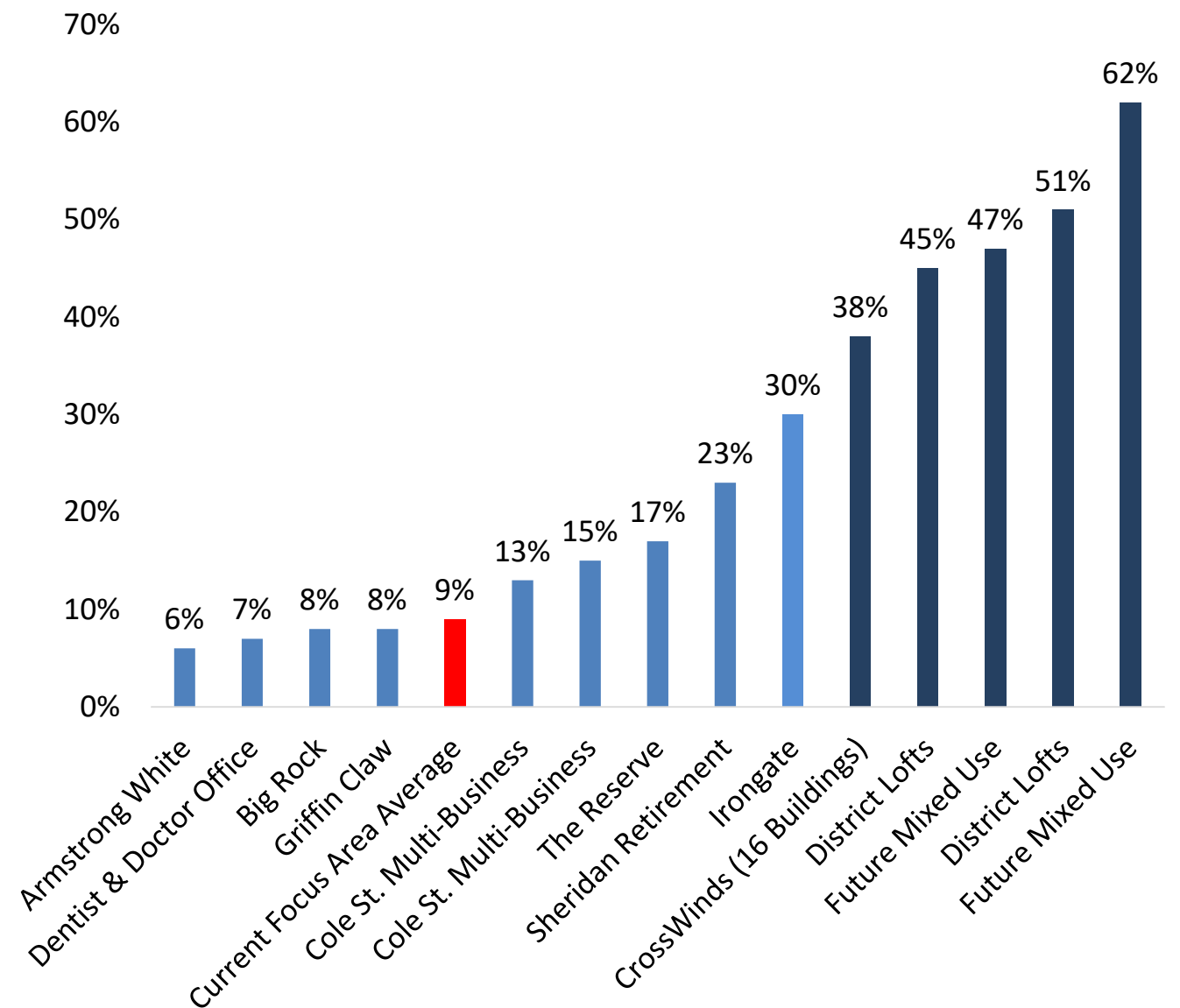
Determining Future Build-out

Figure 5 illustrates the range of current build out within the study area. the light blue and dark blue columns represent buildings that are assumed to remain the same within the next 20 years. The light blue represents existing single use buildings. These buildings have lower values because most are one story in height, and do not maximize their square footage. The Sheridan Retirement home will be four stories, but has a large surface parking area throughout its parcel. Irongate ranges from two to three stories in height, and uses garage parking to maximize its space.

The dark blue columns in Figure 5 represent mixed-use buildings that are approved to be four stories in height, and they average a 49% build out rate. These buildings score higher values because they maximize their height and square footage, and contain enclosed parking with building area above.

The focus area's current build out rate ranges from 3% to 19% with an average of 9%, which is highlighted in the red column in Figure 5. All of the buildings in the focus area are one story with large surface parking lots. For future projections, it is important to determine how the Rail District would change if the buildings in the focus area were transformed from a 9% average build out to anywhere between 30-50%, similar to recent development projects in the study area.

Figure 5: Percent of Maximum Build Out



Future Build-out Analysis

Table 3 illustrates the parking necessary for projected build-outs in the focus area. The three scenarios increase the focus area from its current 9% build-out to 30%, 40%, and 50% build out rates. These three values were selected by the committee based on recent development trends in the area with regards to size and mix of office/retail, restaurant, and residential uses.

Required parking spaces were then calculated from the floor area values at 30%, 40%, and 50% of maximum build out values. The first floor of the hypothetical build outs were assumed to be retail/office, requiring 1 space per 300 sq. ft, and floors 2-4 were assumed to be residential, requiring 1 parking space per 1000 sq ft. The total values are shown at the bottom of Table 3. The difference between these values and the existing number of parking spaces was then calculated to illustrate how many additional parking spaces would be required if the focus area developed at a 30%, 40%, and 50% build out rate (see Table 4).

Table 3: Parking Projection

Parcel Address	Current Parcel Sq. Footage	Est. Max Build Out	Parking Requirement	Parking Requirement	Max Build Out Parking Requirement	Required Parking	Required Parking	Required Parking
Assumptions		Parcel Area *4 Stories	Retail: 1st Floor 1 per 300 sq. ft.	Residential: Floors 2-4 1 per 1000 sq. ft.	100% Build Out	50% Build Out	40% Build Out	30% Build Out
501 S ETON	11,331	45,326	38	34	72	36	29	22
653 S ETON	54,444	217,776	181	163	345	172	138	103
677 S ETON	55,569	222,275	185	167	352	176	141	106
707 S ETON	7,335	29,338	24	22	46	23	19	14
(Off Site)	65,025	-	-	-	-	-	-	-
757 S ETON	111,124	444,496	370	333	704	352	282	211
2203 HOLLAND	38,614	154,456	129	116	245	122	98	73
2200 HOLLAND	89,215	356,860	297	268	565	283	226	170
953 S ETON	10,080	40,320	34	30	64	32	26	19
995 S ETON	11,200	44,800	37	34	71	35	28	21
2275 COLE	55,729	222,917	186	167	353	176	141	106
2333 COLE	36,071	144,285	120	108	228	114	91	69
2330 COLE	36,451	145,805	122	109	231	115	92	69
925 S ETON	14,016	56,062	47	42	89	44	36	27
929 S ETON	11,104	44,416	37	33	70	35	28	21
2499 COLE	47,389	189,554	158	142	300	150	120	90
(Off Site)	43,240	-	-	-	-	-	-	-
2388 COLE	33,531	-	-	-	-	-	-	-
2182 COLE	20,754	83,017	69	62	131	66	53	39
2254 COLE	36,634	146,536	122	110	232	116	93	70
2300 COLE	17,196	68,784	57	52	109	54	44	33
2010 COLE	34,468	137,871	115	103	218	109	87	65
1041 S ETON	11,677	46,706	39	35	74	37	30	22
1081 S ETON	14,992	59,968	50	45	95	47	38	28
2006 COLE	10,877	43,507	36	33	69	34	28	21
2295 E LINCOLN	53,994	215,978	180	162	342	171	137	103
2125 E LINCOLN	38,470	153,879	128	115	244	122	97	73
2335 E LINCOLN	61,009	244,035	203	183	386	193	155	116
2388 COLE	22,202	88,807	74	67	141	70	56	42
2400 COLE	62,645	250,580	209	188	397	198	159	119
2450 COLE	23,422	93,687	78	70	148	74	59	45
Total	1,139,807	3,992,042	3,327	2,994	6,321	3,160	2,528	1,896

*Not
Probable

*Not Probable

Parking Requirement for Future Build-out

Projecting future development is a complicated task. In this analysis, trends from recent developments in the Rail District are extrapolated into the focus area, and then basic assumptions are used to calculate how many extra parking spaces would be required. Although it is an inexact science, having a general idea of future parking needs is an important task. Doing so helps predict how many additional cars could be traveling through the district and how much parking is needed in the future. This can have an impact on traffic signals, road speeds, safety precautions, parking counts, and road design.

Detailed analysis of recent development trends show an average build-out of 26% within the study area. Based on these findings, the potential build out rates of 30%, 40%, and 50% were used, assuming that future developments will try to maximize available space and build four stories. The Ad Hoc Rail District Committee recommended reliance on the 30% build out rate for the buildout analysis to allow for a combination of mixed use, four story buildings which average around 50%, and single story office and restaurant uses which average around 10%, consistent with recent development trends.

There are currently 826 parking spaces in the parking lots within the focus area. Table 4 illustrates additional parking needed based on the build out projections, which range from an additional 1,070 parking spaces if the focus area is built out to 30%, 1702 spaces at 40%, and 2,334 spaces if the focus area is built out to 50% buildout.

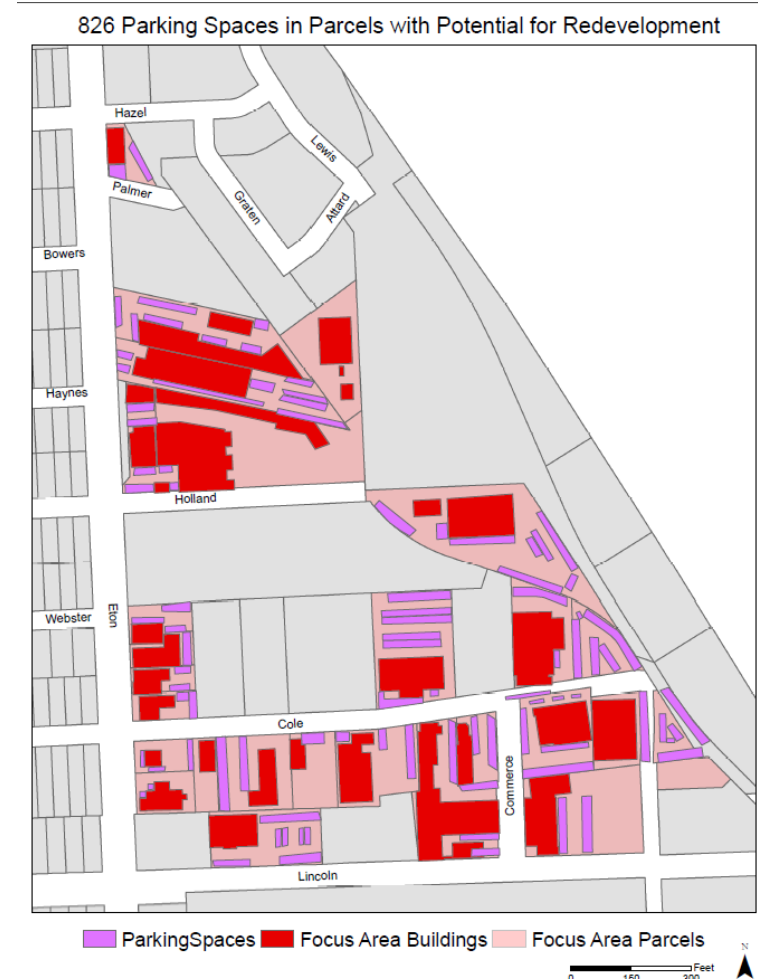
If future development trends towards buildings with less of an upfront cost than 4 stories and underground parking, the additional parking spaces required would drop substantially. Also, the 1,070 additional parking spaces at 30% build out projection is based on an assumption that every parcel identified in red in Figure 3 and Table 2 is redeveloped. We have seen a large amount of repurposing in the Rail District, especially on Cole Street, and if future land owners choose repurposing of current buildings over redevelopment, the projected parking spaces would see a substantial drop as well.

Many of the parcels in the focus area do not have enough space to provide required parking for 4 stories of retail and residential uses unless they build an underground parking facility. Based on recent development trends in the area, this is unlikely to occur and thus, buildout rates will likely remain in the 20-30% range of maximum build-out, requiring less than 1,070 additional parking spaces in the study area. It is important to note that based on the current standards, all of these additional parking spaces must be provided by individual property owners and/or developers. Thus, the City need only focus on encouraging an efficient use of private parking facilities, and ensuring good right-of-way design to accommodate additional vehicle traffic and balance the needs of non-motorized users. The provision of additional public parking is not warranted now, nor in the near future.

Table 4: Future Parking Needs

Focus Area Build Out Rate	Projected Parking Spaces	Projected Additional Spaces
Current	826	-
100%	6,321	5,495
50%	3,160	2,334
40%	2,528	1,702
30%	1,896	1,070

Figure 6



Recommendations

The following recommendations are offered by the Ad Hoc Rail District Committee.

Recommendation 1: Improve Pedestrian Crossings

Issues: Some crosswalks and intersections along S. Eton Road are dangerous due to the lack of visibility they create for pedestrians attempting to cross the street. Traffic is heavy and often exceeds the posted speed limit.

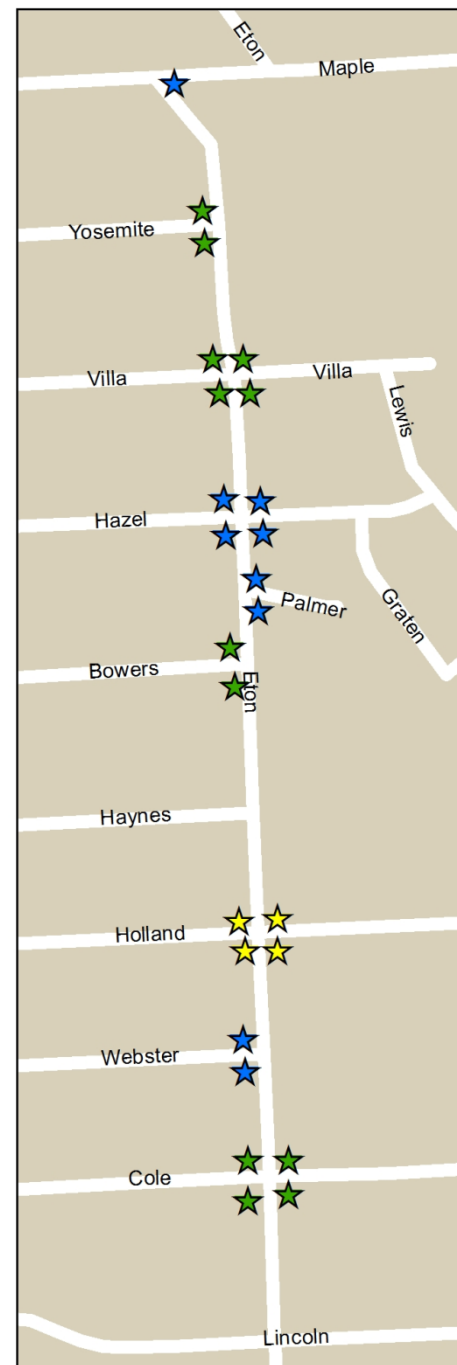
Recommendation: Construct bump-out curbs throughout the study area.

A bump-out curb is a traffic calming method in which a sidewalk is extended to reduce the crossing distance at intersection. In doing so, sight distance and sight lines for pedestrians are improved, vehicles are encouraged to slow down, and parked cars are prevented from obstructing crosswalk areas.

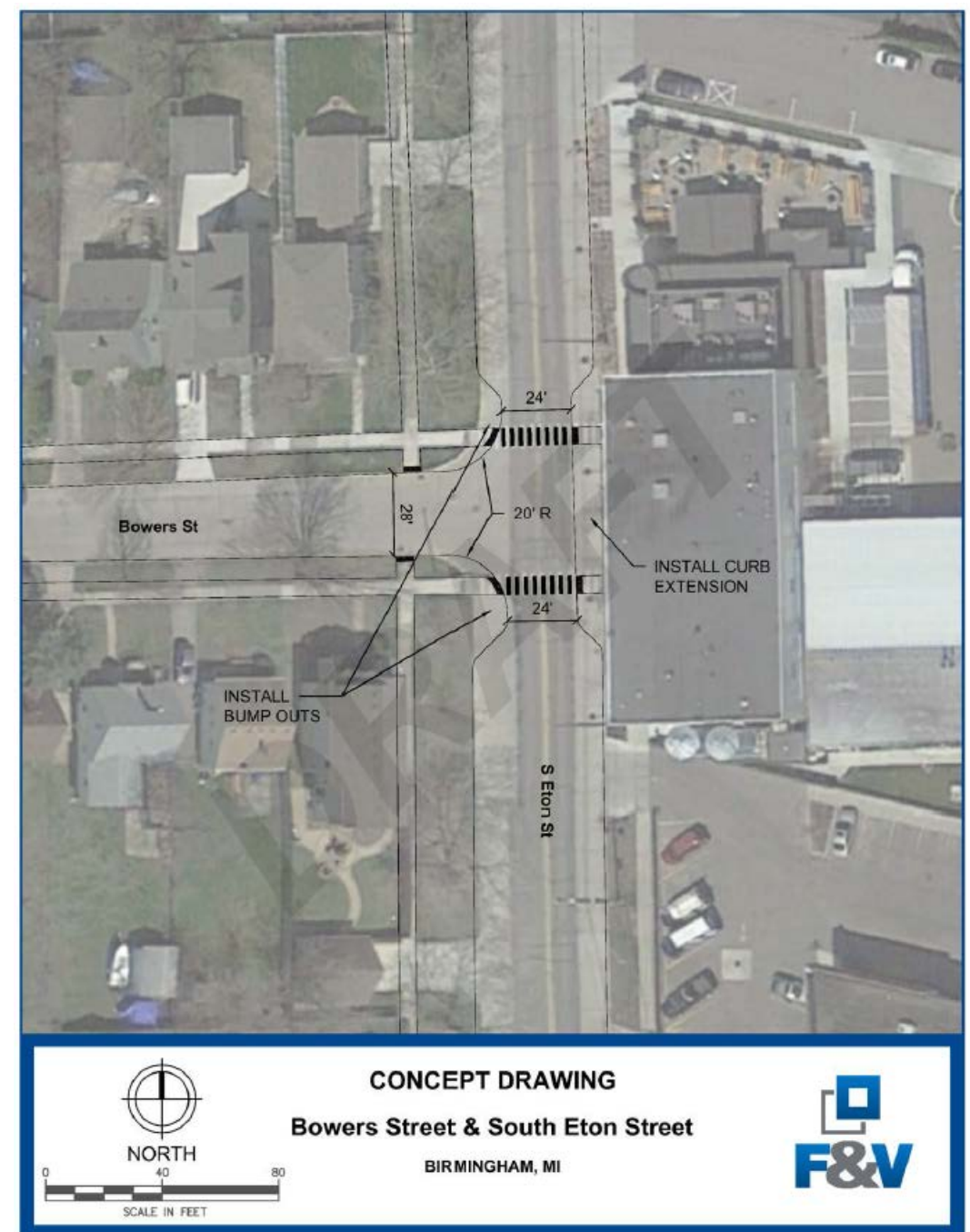
The map to the right illustrates the locations for each of the recommended bump-out curbs along S. Eton. Bump-out curbs recommended by the Committee, which are denoted by a blue star, are located along S. Eton at E. Maple, Palmer, and Webster. Green stars indicate bump-out curbs recommended explicitly by the MMTP and are located at Yosemite, Villa, and Cole. Lastly, bump-out curbs recommended by both the Committee and MMTP have been proposed for the intersection at Holland and S Eton and are denoted by a yellow star.

Please also note the sample engineering drawing of proposed improved pedestrian crossings at Bowers and S. Eton. As demonstrated, the installation of two bump-out curbs and a curb extension at this intersection could provide a safer, more visible pedestrian crossing point without obstructing right and left turn accessibility for vehicles. The Committee further recommends the use of brick pavers or other materials to create a plaza feel at this intersection. Benches, planters, and bicycle parking are also recommended.

Proposed Bump-out Locations



Sample Engineering Drawing of Bump-out Curbs



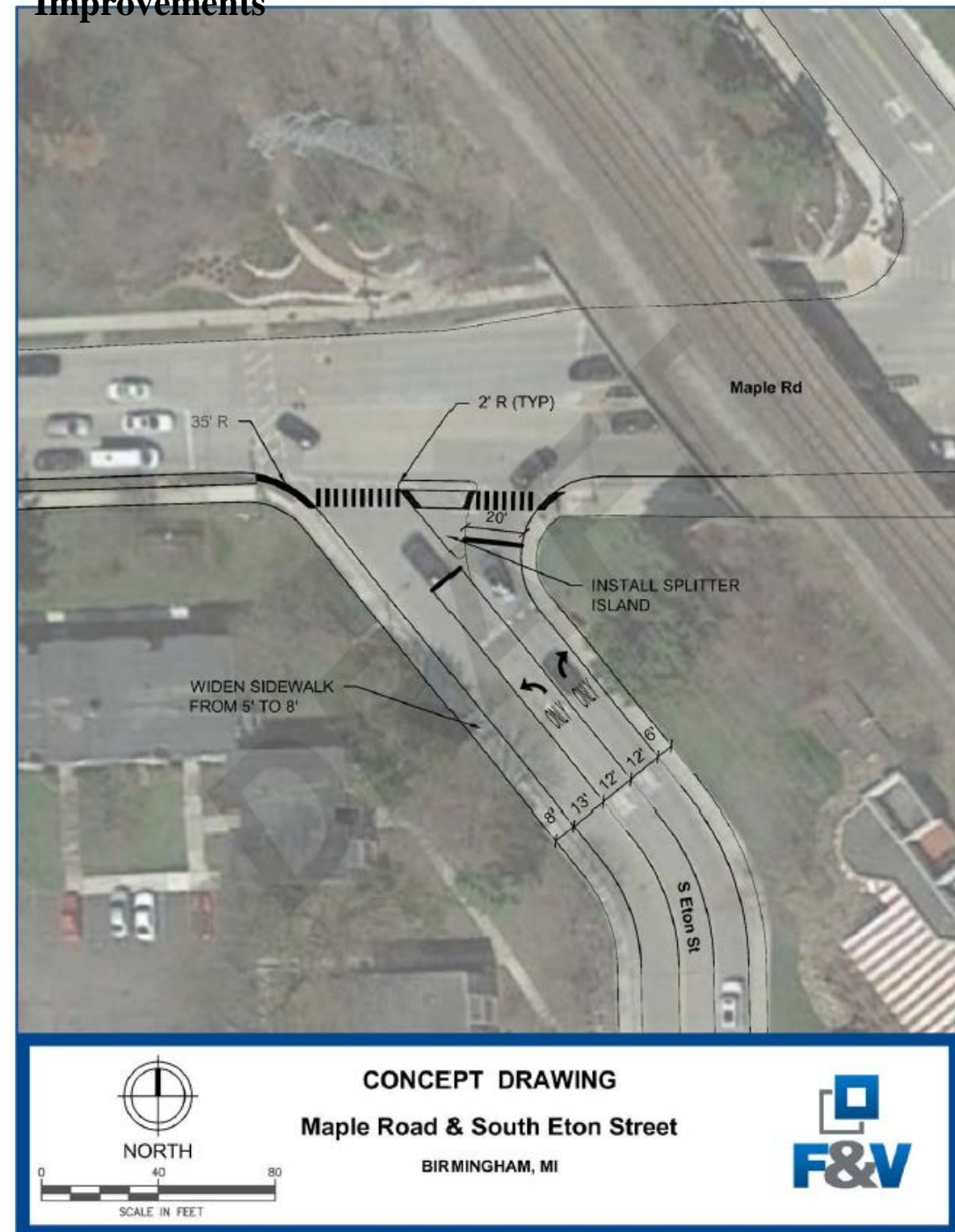
Recommendation 2: Intersection Improvements at Maple & S. Eton

Issues: The intersection of E. Maple and S. Eton does not provide a safe pedestrian experience. With a crossing distance of 88 feet, pedestrians are expected to traverse a very wide street in a short amount of time. This intersection, especially at the southwest corner, exhibits visual barriers that make it difficult for vehicles turning right to detect a crossing pedestrian.

Recommendations: Install a splitter island at the crosswalk at S. Eton and Maple, widen the sidewalk on the west side of S. Eton, restripe S. Eton to realign lanes, and add enhanced crosswalk markings.

Elevated splitter islands are installed on roads with low visibility and high vehicle speeds as a way to call attention to an approaching intersection and to urge drivers to slow down. The splitter island also provides pedestrians with refuge for crossing traffic and provides greater detectability of the pedestrians by motorists.

Sample Engineering Drawing of Proposed Improvements



Recommendation 3: Accommodate Bicycling on S. Eton

Issues: There are a significant number of bicyclists who traverse along S. Eton Road. The current road conditions in the Rail District are not favorable to those travelling by bike because no demarcation exists between the parking lanes and the driving lanes. Suggestions have been made to organize the street in order to make conditions safer for cyclists.



As shown in the picture above, a bicyclist rides through a narrow stretch of S. Eton where cars are parked on both sides. Bicyclists in the Corridor currently share lanes with vehicle traffic.

Recommendations: Add a bike lane or sharrows and buffers to S. Eton from Yosemite to 14 Mile. See illustrations to the right for design options.

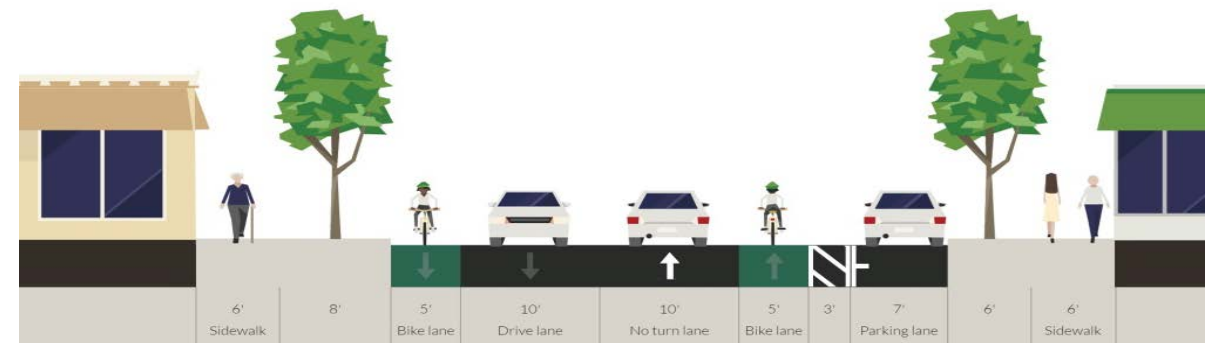
Bike lanes are designated areas on a road that run alongside the flow of vehicle traffic. While it is common to channel on-street bicyclists using a single line to divide the street lane, there are other popular types of lanes that offer more protection and take up less space on the road. One type is a buffered lane that provides additional separation between the road and designated lane. Another type is a shared lane or “sharrow”, which can comfortably accommodate bikes on street without a designated lane.

Recommendations:



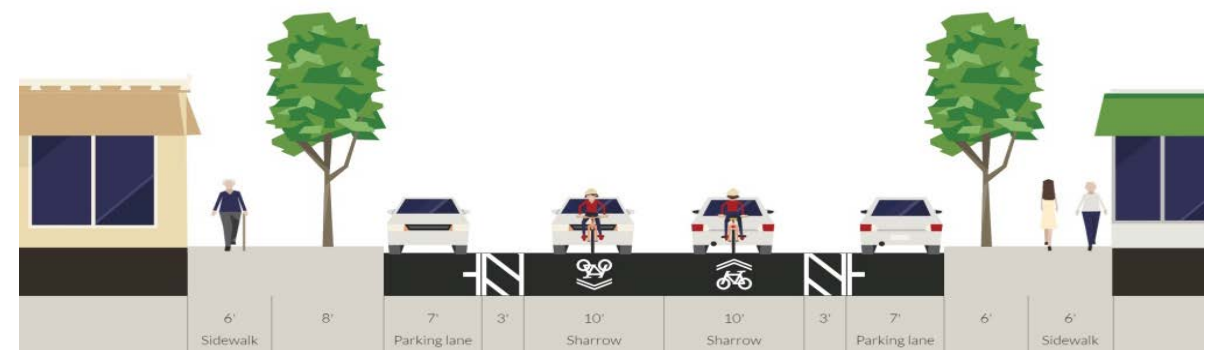
Design Option 1: Multi-Modal Transportation Plan

- Add 7' Southbound Bike Lane – 3' Buffer – 2x10' Driving Lanes – 10' Parking Space
- Remove on-street parking on west side of S. Eton



Design Option 2: Northbound & Southbound Bike Lanes

- Add 5' Southbound Bike Lane – 2x10' Driving Lanes – 5' Northbound Bike Lane, 3' Buffer – 7' Parking Space
- Remove on-street parking on west side of S. Eton



Design Option 3: Sharrows and Buffers

- Mark 7' Parking Space – 3' Buffer – 2x10' Driving Lane – 3' Buffer – 7' Parking Space

Recommendation 4: Encourage Shared Parking

Issue: Many properties are dominated by excessively large parking lots that are not being efficiently used. Vast parking lots in the district are vacated after peak business hours and remain empty throughout the evening because of restricted access, while other lots overflow around restaurants in the evenings.



Empty parking lots can be found throughout the study area.

Shared parking is a land use strategy that efficiently uses parking capacity by allowing adjacent and/or compatible land uses to share spaces, instead of providing separate spaces for separate uses. Often, a shared parking agreement is put in place between two or more property owners and the jurisdiction to ensure parking spaces on a site are made available for other uses at different times throughout the day.

Recommendation: Encourage shared parking in the district by providing the zoning incentives for properties and/or businesses that record a shared parking agreement. Incentives could include parking reductions, setback reductions, height bonuses, landscape credits, or similar offers.

Amend the shared parking provisions to simplify the calculations to determine required parking based on industry standards and eliminate the need to hire a consultant to prepare shared parking studies. See table to the right for an example of a shared parking calculation from Victoria Transport Policy Institute.

Sample Shared Parking Occupancy Rates Table

*This table defines the percent of the basic minimum needed during each time period for shared parking.
(M-F = Monday to Friday)*

Uses	M-F	M-F	M-F	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	8am-5pm	6pm-12am	12am-6am	8am-5pm	6pm-12am	12am-6am
Residential	60%	100%	100%	80%	100%	100%
Office/ Warehouse /Industrial	100%	20%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Movie Theater	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	50%
Conference/Convention	100%	100%	5%	100%	100%	5%
Institutional (non-church)	100%	20%	5%	10%	10%	5%
Institutional (church)	10%	5%	5%	100%	50%	5%

Courtesy of Victoria Transport Policy Institute

Recommendation 5: Add Wayfinding Signage

Issue: Currently, the Eton Rail District lacks any uniform signage to help navigate drivers, pedestrians, and bicyclists to their desired destination. Long dead-end streets such as Cole St. and Holland St. where many businesses are located do not have any signage along S. Eton, the main thoroughfare of the Rail District.

Recommendation: Install gateway signage at the north and south ends of the study area and install wayfinding signage throughout the Rail District to direct people to destinations and parking.

Wayfinding and signage are tools that provide information relating to direction, distance, and location. Signs have an important role in the public right of way and can enhance an area's sense of place.

Design Concept for Wayfinding Signage at S. Eton and Lincoln Entrance



Mail

More

50 of 930

COMPOSE

Joe

Inbox (2)

Starred

Important

Sent Mail

Drafts (175)

Circles

Bulk Print

Follow up

Misc

AttaBoy

Bridge

Budget

City Commission

EOC

Office

Parking

Paving

In regards to the long term prospects of brick and mortar stores for retail use, here is an article that informs about some recent activity. Even though this, and numerous other recent articles, indicate a troubling environment for retail stores, there are many keys points to consider, especially as this trend would affect Birmingham. These include

- retail in the US is overbuilt. Like so many things, we have gone overboard in building retail over the years - just too many malls, power centers, strip malls, chain stores, fast food, etc. My partners and I have been studying this and recognizing this for years and have been expecting a correction in time. I believe that it is here.

- in reference to the first point, the article indicates that the US has a significant amount of retail square footage per person, considerably more than other global markets like Europe and Asia. This goes along with the fact that there are 3 parking spaces for every car in the US. Excess!! This explains why there are always hundreds of empty parking spaces at most strip malls and regional malls. Take the Target Power center in Troy in Maple/Coolidge for example. That parking lot is 35-60% full at all times - I don't believe it ever exceeds 60%. If so, very rarely, and it's never near full, even at Christmas. Too much retail space, too much land use, too much parking space - all unnecessary at the scale and quantity that exists. It's apparently time for a correction

Stores closing at a record pace

Lindsey Rupp, Lauren Coleman-Lochner and Nick Turner, Bloomberg News 3:15 p.m. ET April 7, 2017



(Photo: Spencer Platt / Getty Images)

The battered American retail industry took a few more lumps this week, with stores at both ends of the price spectrum preparing to close their doors.

At the bottom, the seemingly ubiquitous Payless Inc. shoe chain filed for bankruptcy and announced plans to shutter hundreds of locations. Ralph Lauren Corp., meanwhile, said it will close its flagship Fifth Avenue Polo store — a symbol of old-fashioned luxury that no longer resonates with today's shoppers.

And the teen-apparel retailer Rue21 Inc. could be the next casualty. The chain, which has about 1,000 stores, is preparing to file for bankruptcy as soon as this month, according to people familiar with the situation. Just a few years ago, it was sold to private equity firm Apax Partners for about a billion dollars.

"It's an industry that's still in search for answers," said Noel Hebert, an analyst at Bloomberg Intelligence. "I don't know how many malls can reinvent themselves."

The rapid descent of so many retailers has left shopping malls with hundreds of slots to fill, and the pain could be just beginning. More than 10 percent of U.S. retail space, or nearly 1 billion square feet, may need to be closed, converted to other uses or renegotiated for lower rent in coming years, according to data provided to Bloomberg by CoStar Group.

The blight also is taking a toll on jobs. According to Labor Department figures released on Friday, retailers cut around 30,000 positions in March. That was about the same total as in February and marked the worst two-month showing since 2009.

Urban Outfitters Chief Executive Officer Richard Hayne didn't mince words when he sized up the situation last month. Malls added way too many stores in recent years — and way too many of them sell the same thing: apparel.

"This created a bubble, and like housing, that bubble has now burst," he said. "We are seeing the results: Doors shuttering and rents retreating. This trend will continue for the foreseeable future and may even accelerate."

Year-to-date store closings are already outpacing those of 2008, when the last U.S. recession was raging, according to Credit Suisse Group AG analyst Christian Buss. About 2,880 have been announced so far this year, compared with 1,153 for this period of 2016, he said in a report.

Extrapolating out to the full year, there could be 8,640 store closings in 2017, Buss said. That would be higher than the 2008 peak of about 6,200.

Retail defaults are contributing to the trend. Payless is closing 400 stores as part of a bankruptcy plan announced on Tuesday. The mammoth chain had roughly 4,000 locations and 22,000 employees — more than it needs to handle sluggish demand.

HHGregg Inc., Gordmans Stores Inc. and Gander Mountain Co. all entered bankruptcy this year. RadioShack, meanwhile, filed for Chapter 11 for the second time in two years.

Other companies are plowing ahead with store closures outside of bankruptcy court. Sears Holdings Corp., Macy's Inc. and J.C. Penney Co. are shutting hundreds of locations combined, reeling from an especially punishing slump in the department-store industry.

Others are trying to re-emerge as e-commerce brands. Kenneth Cole Productions said in November that it would close almost all of its locations. Bebe Stores Inc., a women's apparel chain, is planning to take a similar step, people familiar with the situation said last month.

"Today, convenience is sitting at home in your underwear on your phone or iPad," Buss said. "The types of trips you'll take to the mall and the number of trips you'll take are going to be different."

But even brands moving aggressively online have struggled to match the growth of market leader Amazon.com Inc.

The Seattle-based company accounted for 53 percent of e-commerce sales growth last year, with the rest of the industry sharing the remaining 47 percent, according to EMarketer Inc.

While high-end malls continue to perform well, the exodus away from brick-and-mortar stores is taking a toll on so-called C- and D-class shopping centers, according to Oliver Chen, an analyst at Cowen & Co. There are roughly 1,200 malls in the U.S., and those classes represent about 30 percent of the total, he said.

The glut of stores is far worse in the U.S. than in other countries.

“Retail square feet per capita in the United States is more than six times that of Europe or Japan,” Urban Outfitters’ Hayne said last month. “And this doesn’t count digital commerce.”

Still, the Class A malls continue to thrive, Chen said. And most Americans continue to do shopping in person: Customers prefer physical stores 75 percent of the time, according to Cowen research.

The key is creating the right experience, whether it’s online or off.

Retailers should “refocus on customers,” Chen said. “Management needs to be fixated on speed of delivery, speed of supply chain, and be able to test read and react to new and emerging trends.”

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Enjoy Over

17x

the National Average APY*

PLUS

Get a

Cash Bonus*

Learn More

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