

**MULTI-MODAL TRANSPORTATION BOARD**  
**THURSDAY, JULY 20, 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 June 1, 2017
5. S. Eton Rd. – Maple Rd. to Lincoln Ave.
6. W. Maple Rd. Pedestrian Crossing at Rouge River
7. 2017 Asphalt Resurfacing Program
8. F & V Contract Renewal
9. Woodward Ave. Resurfacing Update
10. Meeting Open to the Public for items not on the Agenda
11. Miscellaneous Communications
12. Next Meeting August 3, 2017
13. Adjournment

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**DRAFT**

**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, JUNE 1, 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, June 1, 2017.

Chairperson Vionna Adams convened the meeting at 6:01 p.m.

**1. ROLL CALL**

**Present:** Chairperson Vionna Adams; Board Members Lara Edwards, Amy Folberg, Vice-Chairman Andy Lawson, Daniel Rontal, Johanna Slanga, Michael Surnow

**Absent:** Alternate Members Daniel Isaksen, Katie Schaefer

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

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

**2. INTRODUCTIONS**

Daniel Isaksen, new alternate board member.

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

**4. APPROVAL OF MINUTES, MEETING OF MAY 4, 2017**

**Motion by Mr. Rontal**

**Seconded by Mr. Surnow to approve the Minutes of May 4, 2017 as presented.**

**Motion carried, 7-0.**

VOICE VOTE

Yeas: Rontal, Surnow, Adams, Edwards, Folberg, Lawson, Slanga

Nays: None

Absent: None

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

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

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

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

*Maple Rd./S. Eton Rd. Intersection*

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

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

*Yosemite Blvd. to Villa Ave.*

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

*Villa Ave. to Lincoln Ave.*

It is proposed to remove parking on the southbound side and open up the space for a two-way bike corridor with a 1.5 ft. wide buffer area that would be supplemented with some form of raised markers. Bumpouts are suggested at Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave. It is cautioned

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that every time someone stops to make a left turn everyone else is stopping as well, Discussion considered that two bollards may be needed on the north end of the bike lane to force bikers to stop and get off. The south side is a little less busy.

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

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

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

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

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

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



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

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

Ms. Sherry Markus, 1382 Ruffner, expressed her confusion about why they would slow down the traffic so much and spend so much money for that pedestrian area. Presently traffic is backed up all the way to Coolidge in the evening. This plan will slow things down even more. Mr. Labadie advised the whole intersection and its access points will change. A recent study has concluded that delays on Maple Rd., even with the additional traffic from Whole Foods, should improve. There will be push buttons for pedestrians that will allow Maple Rd. to get more time.

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

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

Mr. Larry Bertollini, 1301 Webster, asked if a mockup could be created that includes the splitter island. He hoped that trucks pulling out of side streets would have enough slop so there would not be head-on collisions. He would like to see some diagrams showing other areas where there is a bump-out that would prove turning trucks have space to get in and out of where they are going. Mr. O'Meara responded they won't neglect that. Mr. Bertollini added his main concern is for bikes wanting to cross where the transition is made. That is scary, and therefore he is not really sold on the concept. He would not object to eliminating the two-way and going back to a lane on the other side.

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

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

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

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

Ms. Slanga was not convinced that in the future people would not optimize their supply chains and go with fewer deliveries and larger trucks. Therefore she advocated cutting back the island a little more to make it a bit easier for the large trucks to get through. The 50 ft. truck is accommodated by the plan right now but it doesn't accommodate the 62 ft. truck. Mr. Labadie indicated they can work on that when it goes into design. Mr. Bolyard noted they are all for the design, but it has to get better. Driver capabilities must be factored in. Mr. Surnow's thought was to make the island whatever the bare minimum is to accommodate the trucks, but yet provide a margin of safety to the pedestrians.

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

The Chairperson took public comments.

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

Mr. Lawson announced there is opposition to the proposed design that would cut commerce off to the Rail District. He didn't see how the board could vote for the splitter island. Dr. Rontal added the board now has dramatically different information. They thought a 50 ft. trailer would be long enough to accommodate, but they are hearing from the businesses in the District that 50 ft. is probably not

long enough. More information about the number of trucks coming and going into the district is needed. He thinks the board needs some time to review the new data.

**Motion by Mr. Lawson**

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

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

**Mr. Lawson amended his motion but the amendment failed and therefore the board voted on his original motion.**

**Motion carried, 5-2.**

**ROLLCALL VOTE**

Yeas: Rontal, Adams, Edwards, Folberg, Surnow

Nays: Lawson, Slanga

Absent: None

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

The public hearing closed.

**6. OAKLAND AVE - WOODWARD AVE. TO LAWNSDALE AVE.**

Mr. O'Meara advised that last month, MMTB reviewed and approved plans to reconstruct Lawndale Ave. south of Oakland Ave. The plan was forwarded to the City Commission for their meeting of May 22, 2017, and was subsequently approved.

While reviewing the plan, further questions were raised about the pedestrian environment on this section of Oakland Ave. The existing handicap ramp at the southeast corner of the Oakland Ave. & Lawndale Ave. intersection encourages pedestrians to cross in the middle of the Lawndale Ave. intersection, which is not

appropriate. Further, while the Commission endorsed the idea in the Master Plan to relocate the Oakland Ave. pedestrian crossing at Woodward Ave., it appeared that the plan needed some refinement. The Commission asked that these issues be studied further by the MMTB.

F&V prepared a plan that proposes removing the existing crossing at Woodward Ave. and relocating it to the south side of the Oakland Ave. intersection. New ramps would be installed to allow for crossing Oakland Blvd. at the traffic signal. Further, the ramp at the southeast corner of the Lawndale Ave. intersection is proposed to be removed and relocated further east. A corresponding ramp is proposed at the northeast corner of Lawndale as well.

The Chairperson opened up discussion to the public.

Mr. Dan Isaksen, 1386 Yorkshire, said he uses this intersection regularly on his bicycle going to and from Downtown. He thinks that moving the crosswalk is a great idea for bicyclists. He pointed out that the resident on the northeast corner uses the pedestrian ramp as a driveway. Further, the northbound traffic on Lawndale does not have a stop sign, where the other directions do. Additionally he wondered whether an eastbound bike lane on the south side of the one short block might make sense.

**Motion by Ms. Slanga**

**Seconded by Dr. Rontal to recommend to the City Commission the approval of the multi-modal improvements proposed for Oakland Ave. between Woodward Ave. and Lawndale Ave., as shown on the plan prepared for this purpose, to be implemented in 2017 and 2018, in conjunction with the Lawndale Ave. and Woodward Ave. street improvement projects respectively.**

**Motion carried, 7-0.**

**VOICE VOTE**

Yeas: Slanga, Rontal, Adams, Edwards, Folberg, Lawson, Surnow

Nays: None

Absent: None

**7. TEMPORARY ROAD CLOSURES**

Ms. Ecker advised that comments have been received from a resident that talked about the possibility of shutting down certain sections of road for pedestrian use. Mr. Surnow explained there could be a whole range of closures from a couple of hours to permanently.

Everyone agreed this seems like an interesting idea and it should be considered on a case-by-case basis as the City currently has been doing. The idea of having a regular closure seems like it would have to come from the business owners and the residents in that particular District because they would be most impacted. The MMTB and then the Commission could then consider the request.

#### **8. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA**

Ms. Slanga inquired what is being done to bring electric charging stations into the City. Mr. O'Meara answered they have looked at that extensively. The issue in the downtown area is the shortage of parking spaces. If charging stations are installed, then those spaces have to be taken out of service for the large majority of drivers using cars with gasoline engines.

A member of the audience thought that crossing Woodward Ave. at Brown St. seems like a nice place to cross. However once a pedestrian gets onto the island, crossing northbound Woodward Ave. is quite hazardous. It would be nice to have some type of a light signal there. Ms. Ecker responded that the City is aware of the situation; however the road and the right-of-way belong to MDOT. The City continues to remind them it is an issue that needs to be addressed.

Ms. Katie Schafer, 1966 Fairway, thought that for special events such as Walk Birmingham Week the crosswalks could be temporarily embellished to make them interesting. Ms. Ecker noted the Public Arts Board recently created a new sub-committee to come up with ways to bring public art into the City.

#### **9. MISCELLANEOUS COMMUNICATIONS (none)**

#### **10. NEXT MEETING**

**The Board had mixed feelings about when to hold the next meeting. A survey will be sent out.**

#### **11. ADJOURNMENT**

No further business being evident, the board members adjourned the meeting at 8:44 p.m.

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Paul O'Meara, City Engineer



## MEMORANDUM

Engineering Dept.

**DATE:** July 14, 2017

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** S. Eton Rd. – Maple Rd. to Lincoln Ave.

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

A survey was distributed to all businesses in the Rail District, allowing for quick response through the internet. A total of 99 businesses were sent the message requesting input, and 17 responses back were received; details are attached. Only one business responded indicating that they have trucks longer than 60 ft., while that one and another indicated that they receive deliveries from trucks longer than 60 ft. A larger number received deliveries from trucks in the 40 to 60 ft. range (7), while only one again actually owned such large vehicles. The sample size was disappointingly small.

The three Rail District businesses that appeared at the public hearing last time have been invited to come back for this meeting as well.

To assist with this discussion, additional truck turning radius drawings generated by a computer program have been attached for your reference. The drawings now include:

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

At this time, the Board must make the decision about what type of pedestrian improvement is appropriate for this location. Here are some things to consider:

1. It appears that trucks greater than 40 ft. may be more common than was thought, but from the data given, it is unclear if the majority of those would fall between 40 and 50 ft., or not. Hopefully additional information can be gathered at the meeting.

2. The Board may wish to not consider the right turn movement out of S. Eton Rd. As shown on the drawings, even the 40 ft. turning radius cannot make this turn if the island is provided. At the last meeting, it appeared that such turns are not common now, given the tight turn already required to keep clear of the railroad bridge center column. Drivers of trucks needing to leave the district can make a left turn on to Maple Rd. with any of the designs.
3. If the Board determines that the intersection needs to be designed to accommodate the largest standard truck (62 ft.), then no island feature can be installed. The currently proposed road narrowing on the west side of the block could proceed.
4. Even if no island is installed a more enhanced bumpout on the southwest corner cannot be installed if the intersection is going to accommodate either a 50 or 62 ft. truck turning radius.
5. Generally, beneficial street designs should not be removed to accommodate a vehicle that does not generally get driven through the area. Extremely large vehicles, such as the example of Adams Towing pulling a bus, is a rare circumstance. They have indicated that such tows are already difficult through this intersection, and that other routes are often selected to make this trip.

It is recommended that the results of the truck survey be reviewed, input from the public be received, and then a decision made on what sized trucks the Board feels that this intersection should be designed to. The entire S. Eton corridor package then needs to be formalized in a recommendation to the Commission. Two suggested recommendations are listed below that provide alternatives for the above question on which size trucks should be accommodated. Recommendation B eliminates the island at Maple Rd. from the recommendation. Only the block directly south of Maple Rd. has been changed from the recommendation prepared for the last meeting:

#### SUGGESTED RECOMMENDATION A (DESIGNED FOR 50 FT. TRUCK TURNING AT MAPLE RD.):

To recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

1. Maple Rd. to Yosemite Blvd.
  - a. Relocation of the west side curb of S. Eton Rd. from Maple Rd. to Yosemite Blvd. three feet closer to the center, allowing the installation of an 8 ft. wide sidewalk behind the relocated curb.
  - b. Installation of a pedestrian island at the Maple Rd. & S. Eton Rd. intersection to improve safety for pedestrians crossing on the south side of Maple Rd.
  - c. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.
  - d. Installation of sharrows on green painted squares for both directions.
2. Yosemite Blvd. to Villa Ave.
  - a. Removal of the existing parking on the west side of the street.
  - b. Relocation of the curb and gutter on both sides of the street to accommodate 8 ft. wide sidewalks and 4 ft. wide green spaces with new City trees.
  - c. Installation of sharrows on green painted squares for both directions.

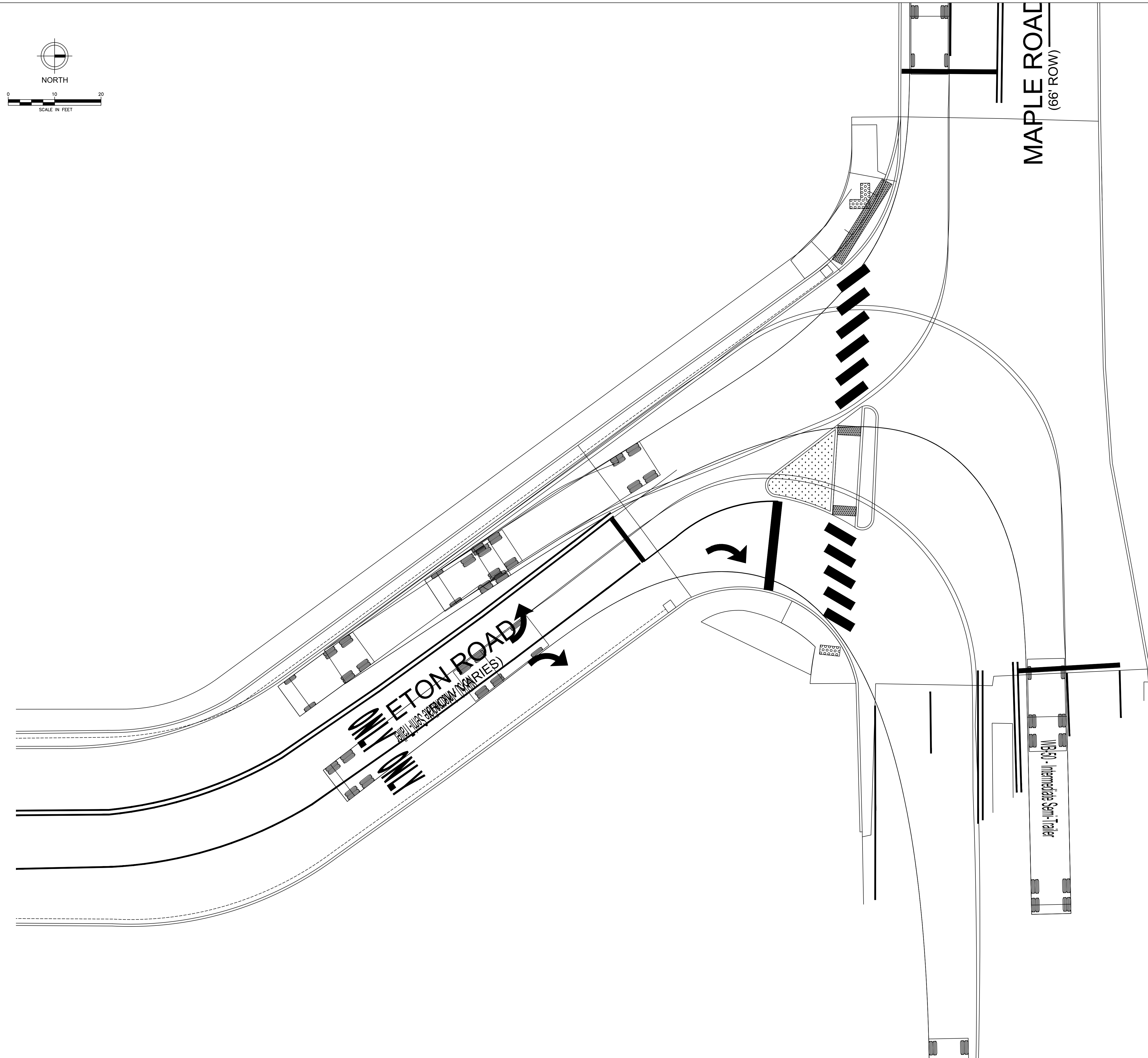


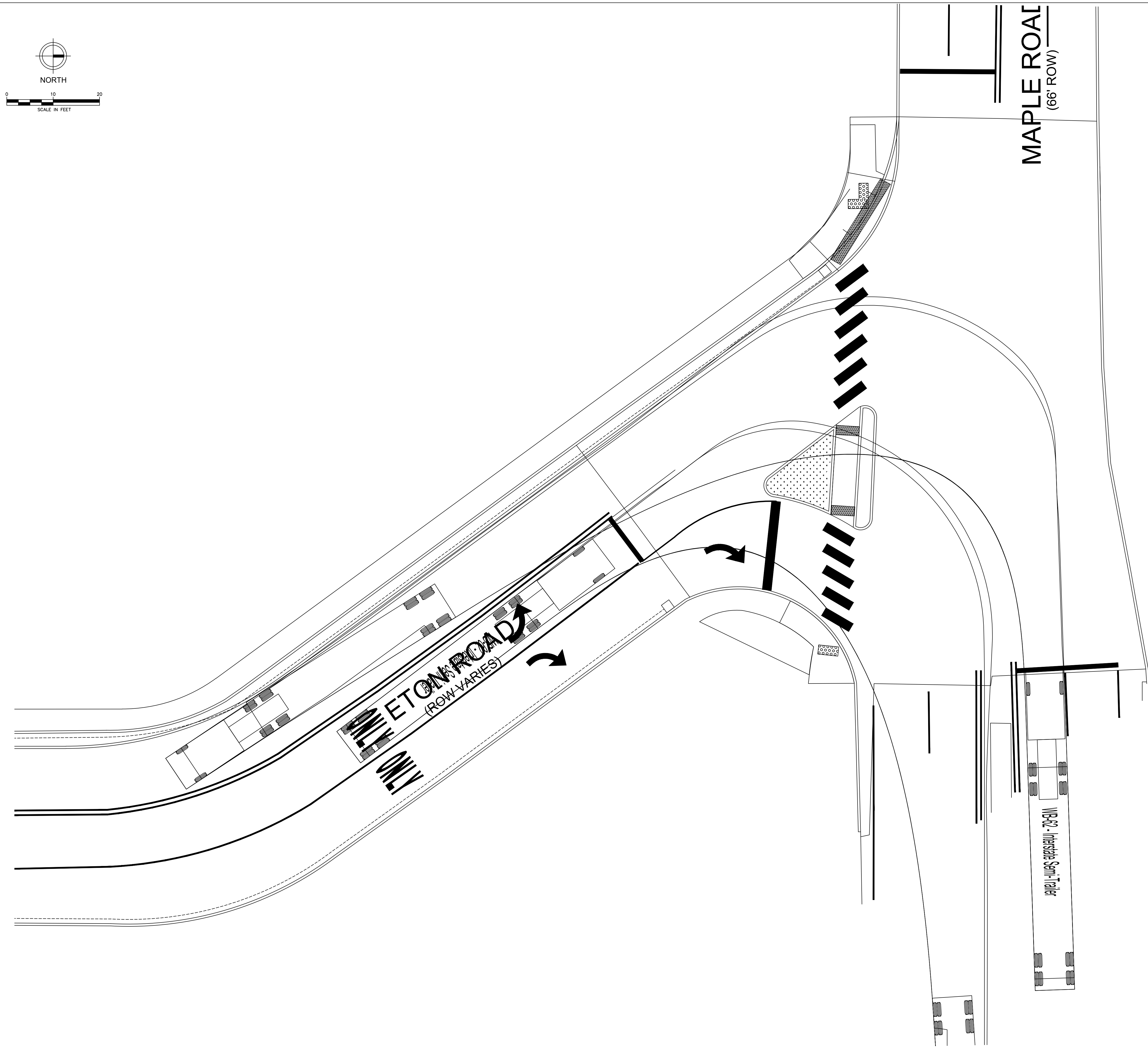
3. Villa Ave. to Lincoln Ave.
  - a. Removal of the existing parking on the west side of the street, replaced with an 8.5 ft. wide bi-directional bike lane and a 1.5 ft. buffer with raised markers.
  - b. Sidewalk improvements as needed at Villa Ave. and Lincoln Ave. to facilitate the bi-directional bike lane.
  - c. Installation of a 3 ft. wide buffer between the northbound travel lane and 7 ft. parking lane.
  - d. Curbed bumpouts at marked pedestrian crosswalks on the west side of the street, at the intersections of Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.

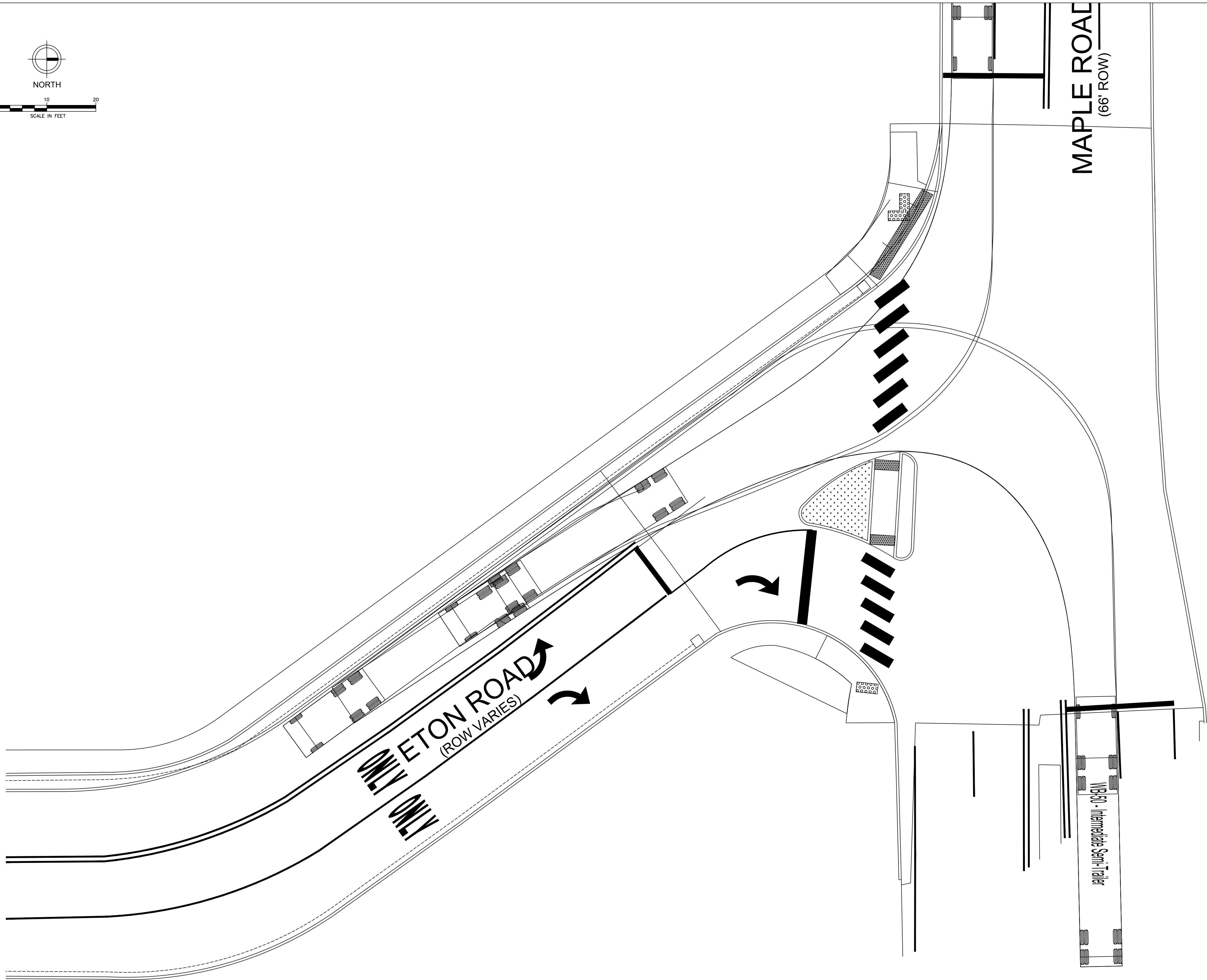
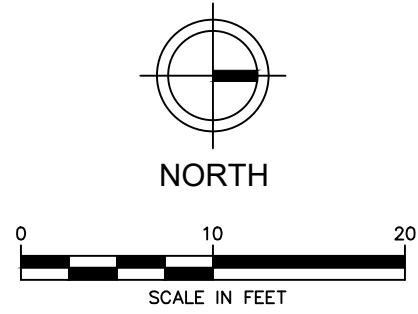
SUGGESTED RECOMMENDATION B (DESIGNED FOR 62 FT. TRUCK TURNING AT MAPLE RD.):

To recommend to the City Commission the following package of multi-modal transportation improvements for S. Eton Rd. from Maple Rd. to Lincoln Ave.:

1. Maple Rd. to Yosemite Blvd.
  - a. Relocation of the west side curb of S. Eton Rd. from Maple Rd. to Yosemite Blvd. three feet closer to the center, allowing the installation of an 8 ft. wide sidewalk behind the relocated curb.
  - b. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd. & S. Eton Rd.
  - c. Installation of sharrows on green painted squares for both directions.
2. Yosemite Blvd. to Villa Ave.
  - a. Removal of the existing parking on the west side of the street.
  - b. Relocation of the curb and gutter on both sides of the street to accommodate 8 ft. wide sidewalks and 4 ft. wide green spaces with new City trees.
  - c. Installation of sharrows on green painted squares for both directions.
3. Villa Ave. to Lincoln Ave.
  - a. Removal of the existing parking on the west side of the street, replaced with an 8.5 ft. wide bi-directional bike lane and a 1.5 ft. buffer with raised markers.
  - b. Sidewalk improvements as needed at Villa Ave. and Lincoln Ave. to facilitate the bi-directional bike lane.
  - c. Installation of a 3 ft. wide buffer between the northbound travel lane and 7 ft. parking lane.
  - d. Curbed bumpouts at marked pedestrian crosswalks on the west side of the street, at the intersections of Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.







CITY OF BIRMINGHAM  
OAKLAND COUNTY, MICHIGAN  
SOUTH ETON AVENUE AT MAPLE ROAD  
IMPROVEMENT PLAN

DESIGN TEAM:  
LMS  
CHECK BY:  
DRAWING INFORMATION:  
823801 Civil  
071417 stevent

MARCH 2017  
F&V PROJECT NO.  
823801

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



## MEMORANDUM

Police Department

**DATE:** July 13, 2017

**TO:** Multi-Model Transportation Board

**FROM:** Scott Grewe / Operations Commander

**SUBJECT:** Commercial Traffic on S. Eton

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In an attempt to obtain more information regarding the amount and size of commercial vehicles used on S. Eton a survey was sent to addresses in the Rail District. On June 21<sup>st</sup> post cards were sent out requesting their participation in the survey. On July 13<sup>th</sup> the surveys were reviewed and below are the results.

1. 58% of respondents stated their business requires the use of a commercial vehicle.
  - a. Respondents who stated the use commercial vehicles estimated how many times per day their vehicles used S. Eton.
    - i. 17.65% 1 to 3 times.
    - ii. 17.65% 4 to 7 times.
    - iii. 11.76% 7 to 10 times.
    - iv. 11.76% 15 or more times.
  - b. They also provided the estimated truck lengths used by their business.
    - i. 5.88% 10' to 20' vehicle.
    - ii. 29.41% 20' to 40' vehicle.
    - iii. 5.88% 40' to 60' vehicle.
    - iv. 5.88% 60' to 80' vehicle.
2. 87.5% stated they receive deliveries from companies using commercial vehicles.
  - a. Respondents estimated how many deliveries they received per week.
    - i. 41% 1 to 3 deliveries.
    - ii. 35.29% 4 to 7 deliveries.
    - iii. 11.76% 7 to 10 deliveries
    - iv. 11.76% more than 10 deliveries.
  - b. Estimated length of delivery vehicles.
    - i. 31.25% 0 to 20' vehicle.
    - ii. 12.5% 20' to 40' vehicle.
    - iii. 43.75% 40' to 60' vehicle.
    - iv. 12.50% 60' to 80' vehicle.

All responses have been attached for review.

Create better surveys faster. Upgrade to add users and get team collaboration tools. [View pricing →](#)

## City of Birmingham S. Eton Commercial Traffic Review

[Summary](#) → [Design Survey](#) → [Collect Responses](#) → [Analyze Results](#)

## CURRENT VIEW

[+ FILTER](#) [+ COMPARE](#) [+ SHOW](#)

## No rules applied

Rules allow you to **FILTER**, **COMPARE** and **SHOW** results to see trends and patterns. [Learn more >](#)

## SAVED VIEWS (1)

**Original View** (No rules applied)[+ Save as...](#)

## EXPORTS

## SHARED DATA

## No shared data

Sharing allows you to share your survey results with others. You can share all data, a saved view, or a single question summary. [Learn more >](#)[Share All](#)

RESPONDENTS: 17 of 17

[Export All](#)[Share All](#)

Question Summaries



Data Trends



Individual Responses

## PAGE 1

Q1

[Export](#)

## What is the name and address of your business?

Answered: 17 Skipped: 0

Responses (17)

[Text Analysis](#)[My Categories](#)

## PAID FEATURE

Use text analysis to search and categorize responses; see frequently-used words and phrases. To use Text Analysis, upgrade to a paid plan.

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Showing 17 responses

Bob Adams Towing Inc 2499 Cole St Birmingham, MI 48009

7/11/2017 1:56 PM [View respondent's answers](#)

Downriver Refrigeration Supply 925 S. Eton

7/3/2017 8:47 AM [View respondent's answers](#)

2015 Hazel st., Ste. C, Birmingham, MI 48009

6/30/2017 2:29 PM [View respondent's answers](#)

2051 Villa Rd. #202

6/28/2017 11:59 PM [View respondent's answers](#)

Big Rock Chophouse The Reserve

6/27/2017 3:54 PM [View respondent's answers](#)

LaurenAssociates, 2254 Cole Many other tenants in building that use commercial vehicles

6/27/2017 3:37 PM [View respondent's answers](#)

Canine Academy

6/28/2017 3:48 PM [View respondent's answers](#)

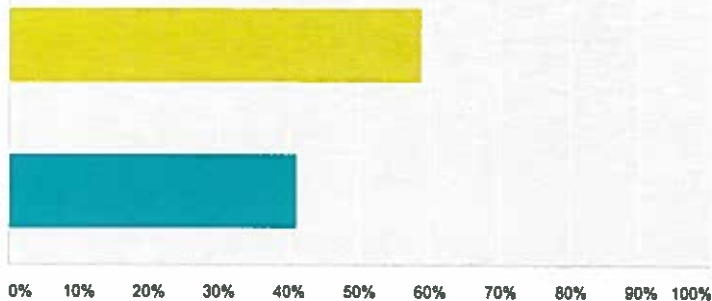
Q2

[Customize](#)[Export](#)

## Does the operation of your business require the use of commercial vehicles?

Answered: 17 Skipped: 0

Yes



Approximately how many times per day do your commercial vehicles use S. Eton in a day?

Answered: 17 Skipped: 0

1 to 3 times a day.

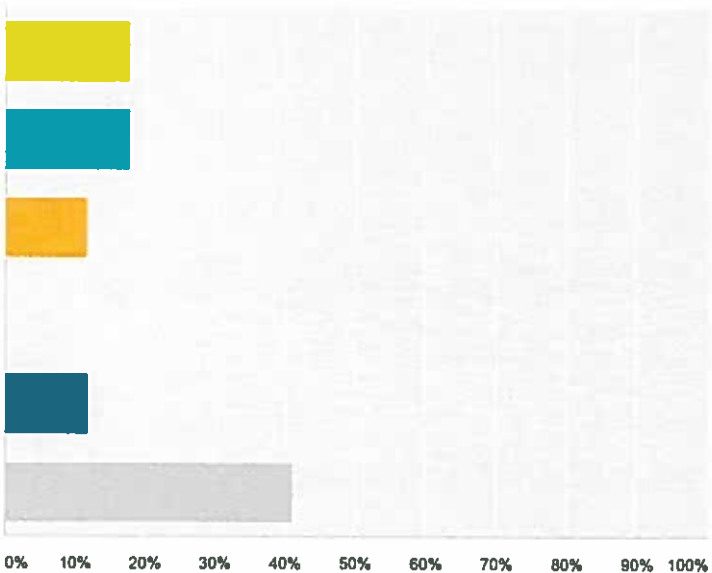
4 to 7 times a day.

7 to 10 times a day.

10 to 15 times a day.

15 or more times a day.

Not applicable.



Q3

Customize

Export

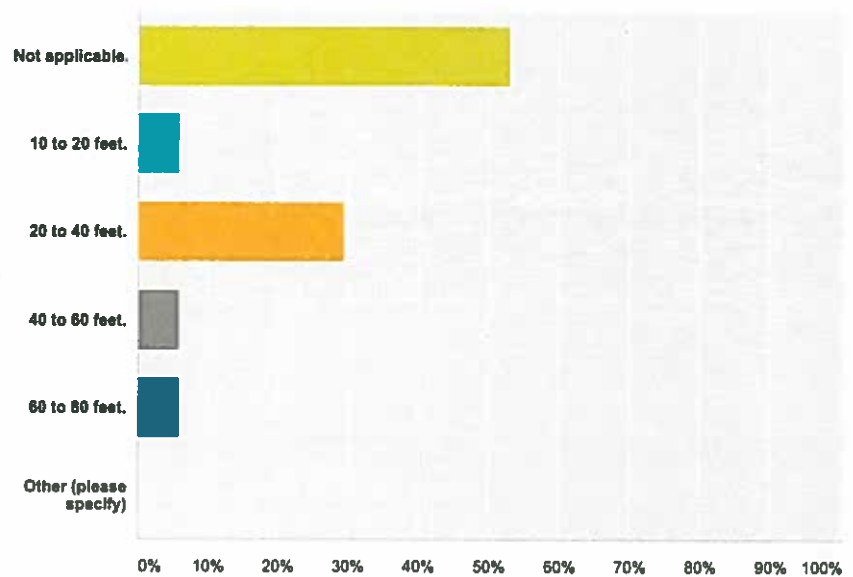
Q4

Customize

Export

### What is the overall length of your largest commercial vehicle including the trailer?

Answered: 17 Skipped: 0



Answer Choices	Responses	
▼ Not applicable.	52.94%	9
▼ 10 to 20 feet.	5.88%	1
▼ 20 to 40 feet.	29.41%	5
▼ 40 to 60 feet.	5.88%	1
▼ 60 to 80 feet.	5.88%	1
▼ Other (please specify)	0.00%	0
Total		17

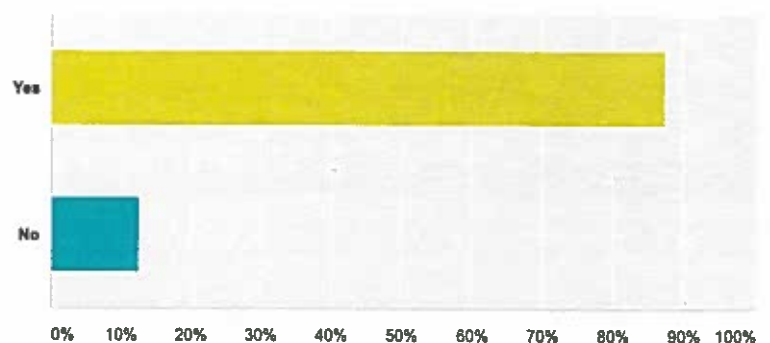
Q5

Customize

Export

### Do you receive deliveries from companies using commercial vehicles?

Answered: 16 Skipped: 1



Answer Choices	Responses	
▼ Yes	87.50%	14
▼ No	12.50%	2
Total		16



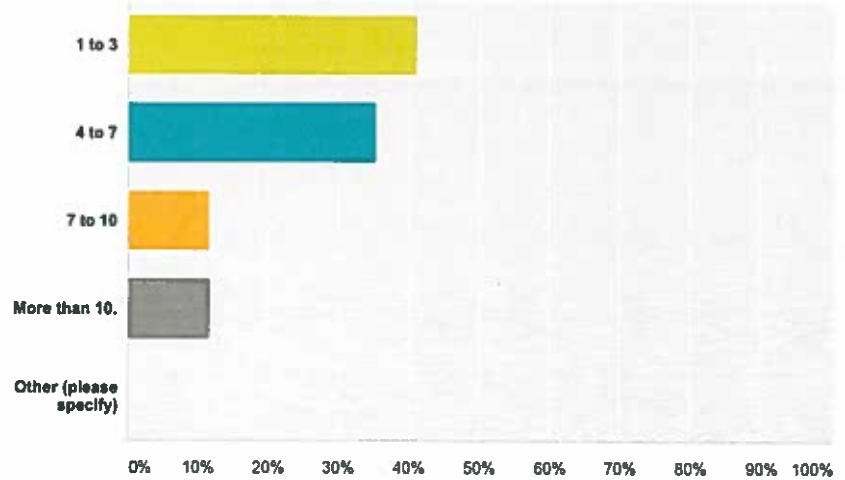
Q6

Customize

Export

### How many times per week (on average) do you receive deliveries?

Answered: 17 Skipped: 0



Answer Choices	Responses	
1 to 3	41.18%	7
4 to 7	35.29%	6
7 to 10	11.76%	2
More than 10.	11.76%	2
Other (please specify)	0.00%	0
Total		17

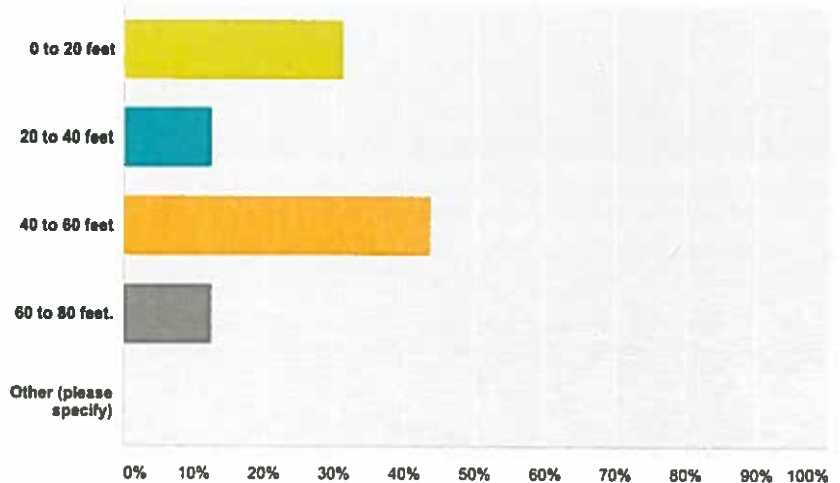
Q7

Customize

Export

### How long do you believe is the longest commercial vehicle used to make your deliveries?

Answered: 16 Skipped: 1



Answer Choices	Responses	
▼ 0 to 20 feet	31.25%	5
▼ 20 to 40 feet	12.50%	2
▼ 40 to 60 feet	43.75%	7
▼ 60 to 80 feet	12.50%	2
▼ Other (please specify)	Responses	0.00% 0
Total		16

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**Q1: What is the name and address of your business?**

Bob Adams Towing Inc  
2499 Cole St  
Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

15 or more times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

60 to 80 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

60 to 80 feet.

**Q1: What is the name and address of your business?**

Downriver Refrigeration Supply  
925 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

60 to 80 feet.

**Q1: What is the name and address of your business?**

2015 Hazel st., Ste. C, Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

No

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

2051 Villa Rd. #202

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

4 to 7 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

*Respondent skipped this question*

**Q1: What is the name and address of your business?**

Big Rock Chophouse  
The Reserve

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

7 to 10 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

More than 10.

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

LaurenAssociates, 2254 Cole

Many other tenants in building that use commercial vehicles

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

4 to 7 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

40 to 60 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

More than 10.

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet



**Q1: What is the name and address of your business?**

Canine Academy

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

10 to 20 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

Roy, Shecter & Vocht, P.C.

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

Deneweth Properties  
707/717 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

20 to 40 feet

**Q1: What is the name and address of your business?**

Newingham Dental Center  
2425 E. Lincoln St. #110  
Birmingham, MI 48009

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet

**Q1: What is the name and address of your business?**

2205 Holland Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

15 or more times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

20 to 40 feet.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

2305 Cole Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

4 to 7

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

Griffin Claw Brewery  
575 S. Eton

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

7 to 10

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

40 to 60 feet

**Q1: What is the name and address of your business?**

Dogtopia

**Q2: Does the operation of your business require the use of commercial vehicles?**

No

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

Not applicable.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

*Respondent skipped this question*

**Q6: How many times per week (on average) do you receive deliveries?**

1 to 3

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

0 to 20 feet



**Q1: What is the name and address of your business?**

1081 S Eton Street

**Q2: Does the operation of your business require the use of commercial vehicles?**

Yes

**Q3: Approximately how many times per day do your commercial vehicles use S. Eton in a day?**

1 to 3 times a day.

**Q4: What is the overall length of your largest commercial vehicle including the trailer?**

Not applicable.

**Q5: Do you receive deliveries from companies using commercial vehicles?**

Yes

**Q6: How many times per week (on average) do you receive deliveries?**

7 to 10

**Q7: How long do you believe is the longest commercial vehicle used to make your deliveries?**

20 to 40 feet



## MEMORANDUM

Engineering Dept.

**DATE:** May 25, 2017

**TO:** Multi-Modal Transportation Board

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

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

---

As you know, the Multi-Modal Master Plan, finalized in 2014, proposed changes to the above half-mile collector street that also serves as the westerly boundary of the Rail District. In March, 2016, the City Commission approved the installation of a Neighborhood Connector Route that would provide a marked, signed route for bicyclists circling around the City. The signing and pavement markings are now incorporated in a larger project that has been awarded, and implementation is set for this summer. For this segment, this initial plan called for leaving the road operating as it is, but adding sharrows through this half mile corridor.

Soon after, amid continued requests for changes from the community, the City Commission appointed the Ad Hoc Rail District Committee to study parking demand and multi-modal issues in this area. Their final report was submitted to the City Commission in December, 2016.

Early this year, the Multi-Modal Transportation Board (MMTB) focused on potential improvements to the Maple Rd. & S. Eton Rd. intersection. In April, the City Commission reviewed a recommended design that featured the installation of a "splitter island" between the two northbound Eton Rd. lanes, providing a refuge for pedestrians crossing Eton Rd. at Maple Rd. The proposal also recommended the relocation of the west side curb for the block between Maple Rd. and Yosemite Blvd., which allows the widening of the west side sidewalk for the entire block. The Commission had reservations about the intersection design, and directed the matter back to the MMTB for further discussion.

At the May, 2017 meeting, staff presented a new concept for S. Eton Rd. from Yosemite Blvd. to Lincoln Ave., generally proposing a two-lane bike lane along the west side of the road, resulting in the removal of parking on this section. The Board generally endorsed the plan, but made several suggestions for the block north of Villa Ave. Those changes were incorporated in a revised plan, which is attached. A public hearing to present these ideas to the community was scheduled for the June 1, 2017 meeting. Hundreds of postcards were sent to all owners and tenants within 300 ft. of the S. Eton Rd. corridor, inviting them to submit comments or attend the hearing. The following summarizes the current plan:

### MAPLE RD. TO YOSEMITE BLVD.

As requested, the MMTB again studied the design for Multi-Modal improvements on this block. The alternate design for installing a bumpout on the southwest corner was considered. However, since it resulted in a longer crossing for pedestrians, it was rejected in favor of the

splitter island design. Discussion was also held about the lack of a bike lane opportunity in this area. The Board determined that due to the lack of right-of-way, and the need for three vehicular lanes, the installation of sharrows is all that can realistically be envisioned at this time.

The Board also discussed the issue of the location of the stop bars relative to the proposed island. It was noted that the new stop bar locations are actually closer to the intersection than the current ones. The consultant is recommending large hatched pavement markings in front of the left lane stop bar, to help discouraging drivers from occupying this area. Since it is not clear to what extent this problem will exist, it is recommended that these markings be placed after construction, if needed.

The Board continues to support the relocation of the west side curb in order to widen the west side sidewalk for the entire block.

#### YOSEMITE BLVD. TO VILLA AVE.

The plan presented by staff at the last meeting had proposed maintaining parking on the west side, and installing a buffered bike lane for northbound traffic. The board made several suggestions, which have been incorporated on the new attached plan and cross-section. Features of the new plan include:

- Removal and replacement of the sidewalks so that they would be a consistent 8 ft. wide.
- Relocation of the curb and gutter section on both sides of the street to accommodate both the wider sidewalks, as well as a 4 ft. wide green space with City trees.
- Removal of the public parking on the west side of the street (consistent with the proposal further south).
- Installation of enhanced sharrows for both directions.

Now that this block has been laid out using actual measurements, it is noted that the southbound lane will remain wider than the southbound lane, as it is currently. We do not recommend using this extra space for some form of marked bike lane, as it is important that northbound bikes cross Eton at Villa Ave., where sight distance is better. If a marked bike lane was provided for just southbound bikes on this block, it may encourage northbound bikes to use this area as well, which is not recommended.

#### VILLA AVE. TO LINCOLN AVE.

The plan has been refined in this area with the following features:

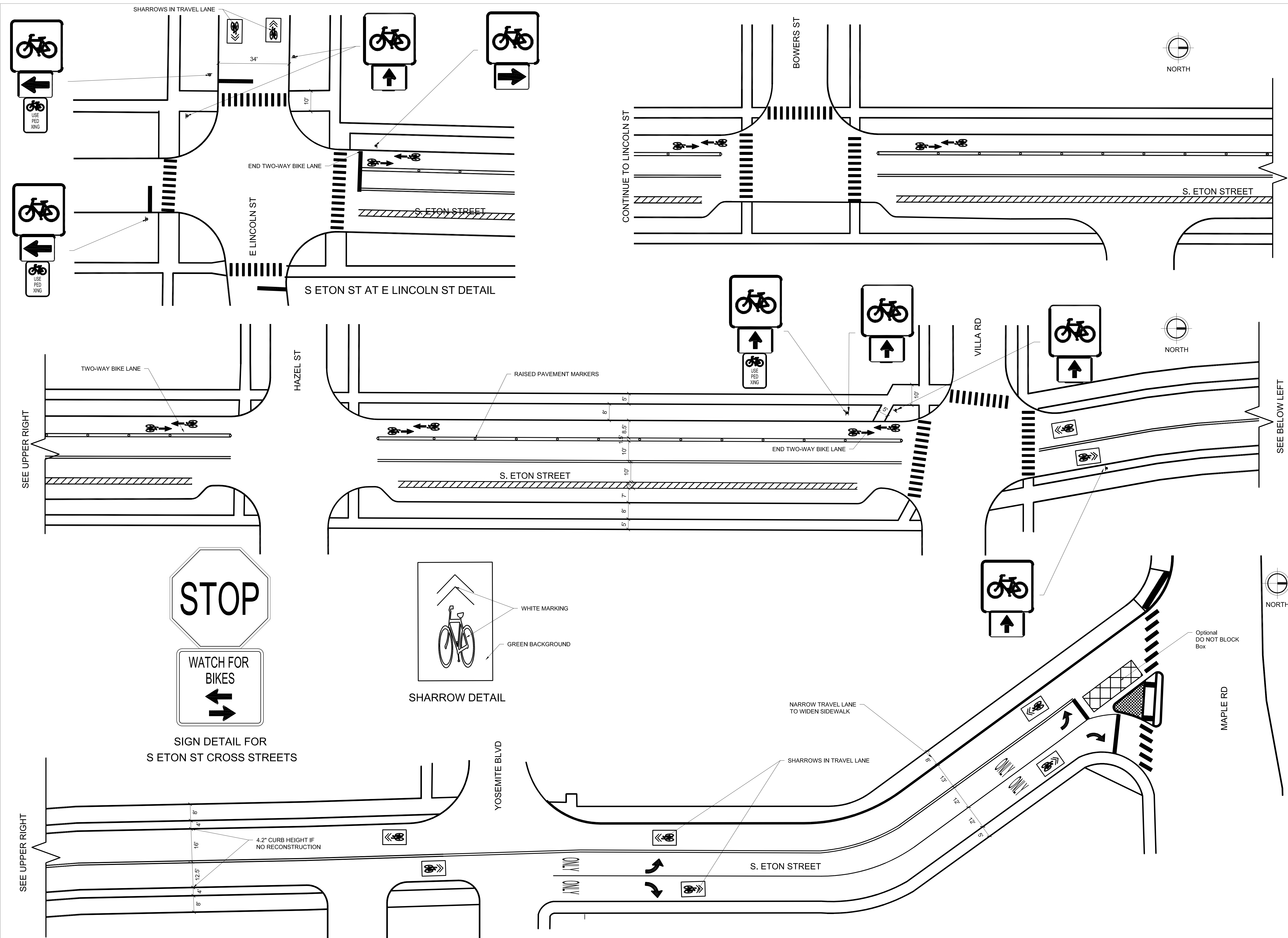
- The centerline pavement marking has been removed from the two-way bike lane.
- The bike lane has been narrowed to 8.5 ft., to allow for a 1.5 ft. wide buffer area that will be supplemented with some form of raised markers. If this proposal moves forward to construction, staff will investigate various options to determine which one will work best.
- Though not called out on the plan, the public hearing notice identified the following locations for suggested bumpouts on the west side of the street, in accordance with the Ad Hoc Rail District Committee recommendation:  
Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.

The design otherwise remains the same. Should the Board wish to proceed with this design, a suggested recommendation follows.

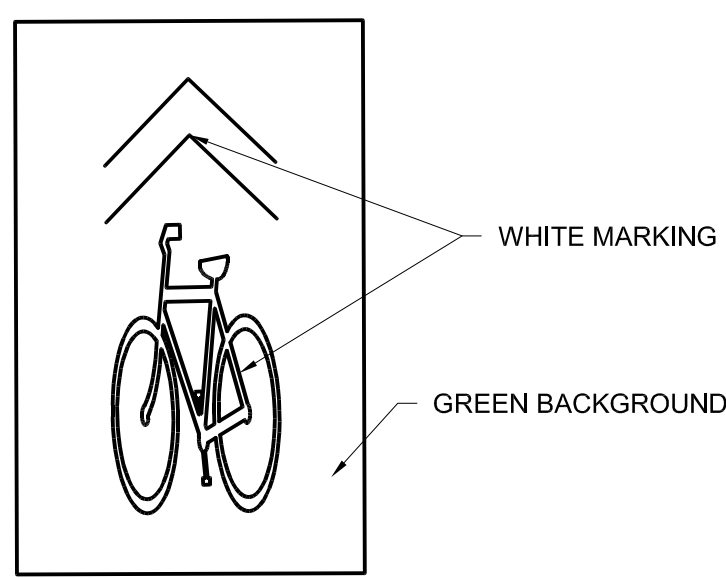
SUGGESTED RECOMMENDATION:

To recommend that the City Commission approve and budget for the following Multi-Modal improvements to S. Eton Rd. from Maple Rd. to Lincoln Ave.:

1. Maple Rd. to Yosemite Blvd.
  - a. Installation of a splitter island at the Maple Rd. pedestrian crosswalk, located between the two northbound lanes of S. Eton Rd.
  - b. Relocation of the west side curb and gutter to accommodate an 8 ft. wide sidewalk along the entire block.
  - c. Installation of a wider sidewalk adjacent to the handicap ramp at the southeast corner of Maple Rd.
  - d. Installation of sharrows on green painted squares for both directions.
2. Yosemite Blvd. to Villa Ave.
  - a. Removal of the existing parking on the west side of the street.
  - b. Relocation of the curb and gutter on both sides of the street to accommodate 8 ft. wide sidewalks and 4 ft. wide green spaces with new City trees.
  - c. Installation of sharrows on green painted squares for both directions.
3. Villa Ave. to Lincoln Ave.
  - a. Removal of the existing parking on the west side of the street, replaced with an 8.5 ft. wide bi-directional bike lane and a 1.5 ft. buffer with raised markers.
  - b. Sidewalk improvements as needed at Villa Ave. and Lincoln Ave. to facilitate the bi-directional bike lane.
  - c. Installation of a 3 ft. wide buffer between the northbound travel lane and 7 ft. parking lane.
  - d. Curbed bumpouts at marked pedestrian crosswalks on the west side of the street, at the intersections of Villa Ave., Hazel Ave., Bowers Ave., Cole Ave., and Lincoln Ave.



SIGN DETAIL FOR  
S ETON ST CROSS STREETS



SHARROW DETAIL

S ETON ST AT E LINCOLN ST DETAIL

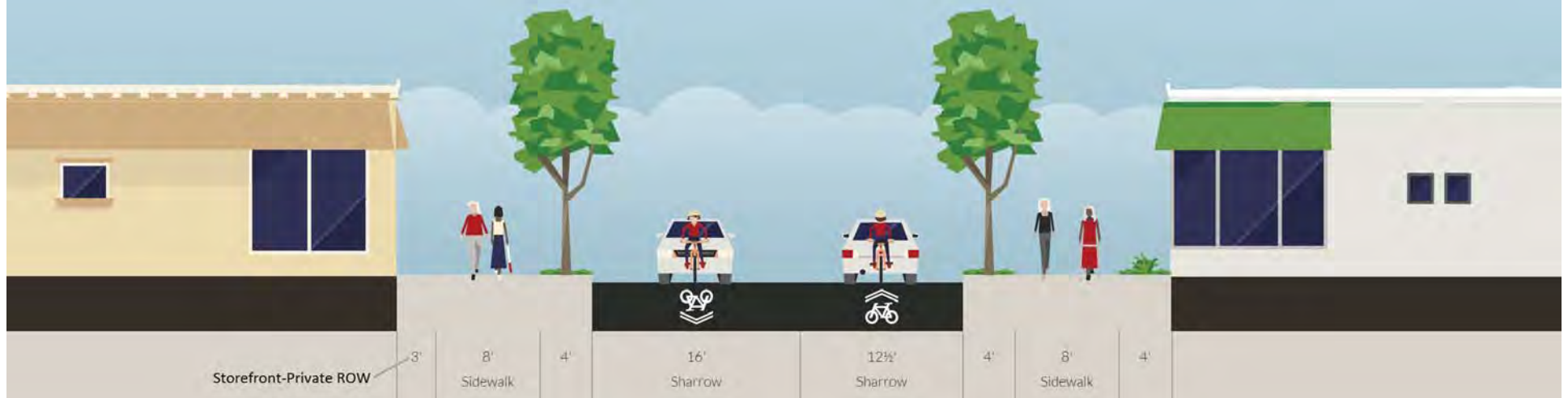
SEE BELOW LEFT

SEE BELOW LEFT

SEE UPPER RIGHT

SEE UPPER RIGHT

# S. Eton Street (Villa to Yosemite)-Looking North



# S. Eton Street (Lincoln to Villa)-Looking North



**CITY OF BIRMINGHAM**  
**S. ETON RD. – MAPLE RD. TO LINCOLN AVE.**

The Multi-Modal Transportation Board is a volunteer group appointed by the City Commission to make recommendations for public street improvements in accordance with the Multi-Modal Master Plan. A public hearing is scheduled on **Thursday, June 1, 2017, at 6:00 P.M.** at the Birmingham Municipal Bldg. (151 Martin St.) to discuss the above corridor. Please enter through the Police Dept. on the Pierce St. side of the building. Proposals include the installation of a pedestrian island improvement at Maple Rd., the removal of on-street parking on the west side, installation of a bike lane on the existing pavement, and pedestrian bumpouts at the intersections of Villa, Hazel, Bowers, Cole, and Lincoln. Please go to [www.bhamgov.org/government/boards/MMTB\\_board.php](http://www.bhamgov.org/government/boards/MMTB_board.php) for details. You may also call the Engineering or Planning Depts. at 248-530-1850 if you have questions.

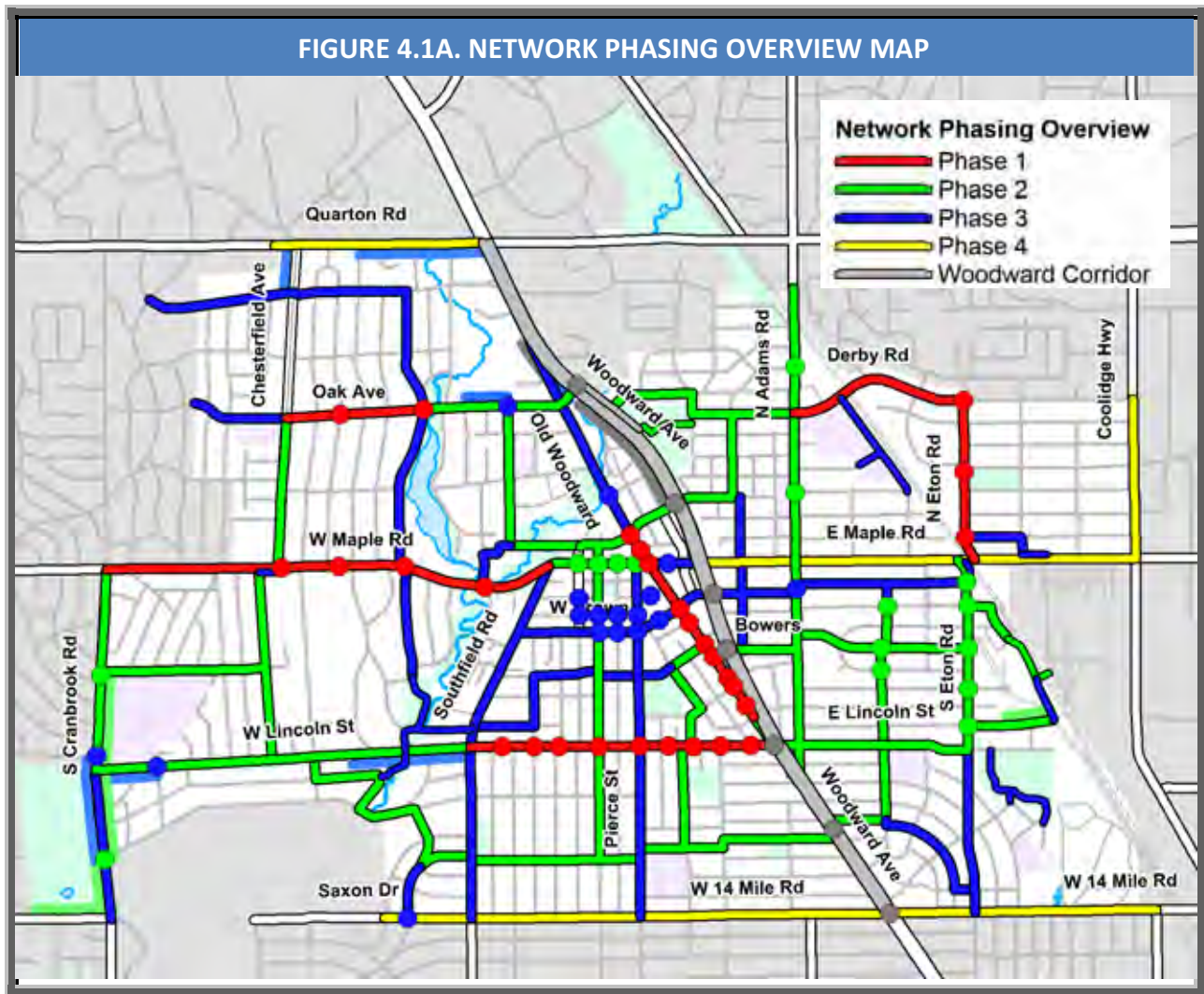
If you wish to submit written comment for the Board to consider, please send to [pomeara@bhamgov.org](mailto:pomeara@bhamgov.org) no later than May 25, 2017.

**CITY OF BIRMINGHAM**  
**S. ETON RD. – MAPLE RD. TO LINCOLN AVE.**

The Multi-Modal Transportation Board is a volunteer group appointed by the City Commission to make recommendations for public street improvements in accordance with the Multi-Modal Master Plan. A public hearing is scheduled on **Thursday, June 1, 2017, at 6:00 P.M.** at the Birmingham Municipal Bldg. (151 Martin St.) to discuss the above corridor. Please enter through the Police Dept. on the Pierce St. side of the building. Proposals include the installation of a pedestrian island improvement at Maple Rd., the removal of on-street parking on the west side, installation of a bike lane on the existing pavement, and pedestrian bumpouts at the intersections of Villa, Hazel, Bowers, Cole, and Lincoln. Please go to [www.bhamgov.org/government/boards/MMTB\\_board.php](http://www.bhamgov.org/government/boards/MMTB_board.php) for details. You may also call the Engineering or Planning Depts. at 248-530-1850 if you have questions.

If you wish to submit written comment for the Board to consider, please send to [pomeara@bhamgov.org](mailto:pomeara@bhamgov.org) no later than May 25, 2017.





#### CONCURRENT STUDIES

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

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN NETWORK IMPLEMENTATION PLAN



### 4.2 PHASE 1

#### PHASE 1: OVERVIEW

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

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

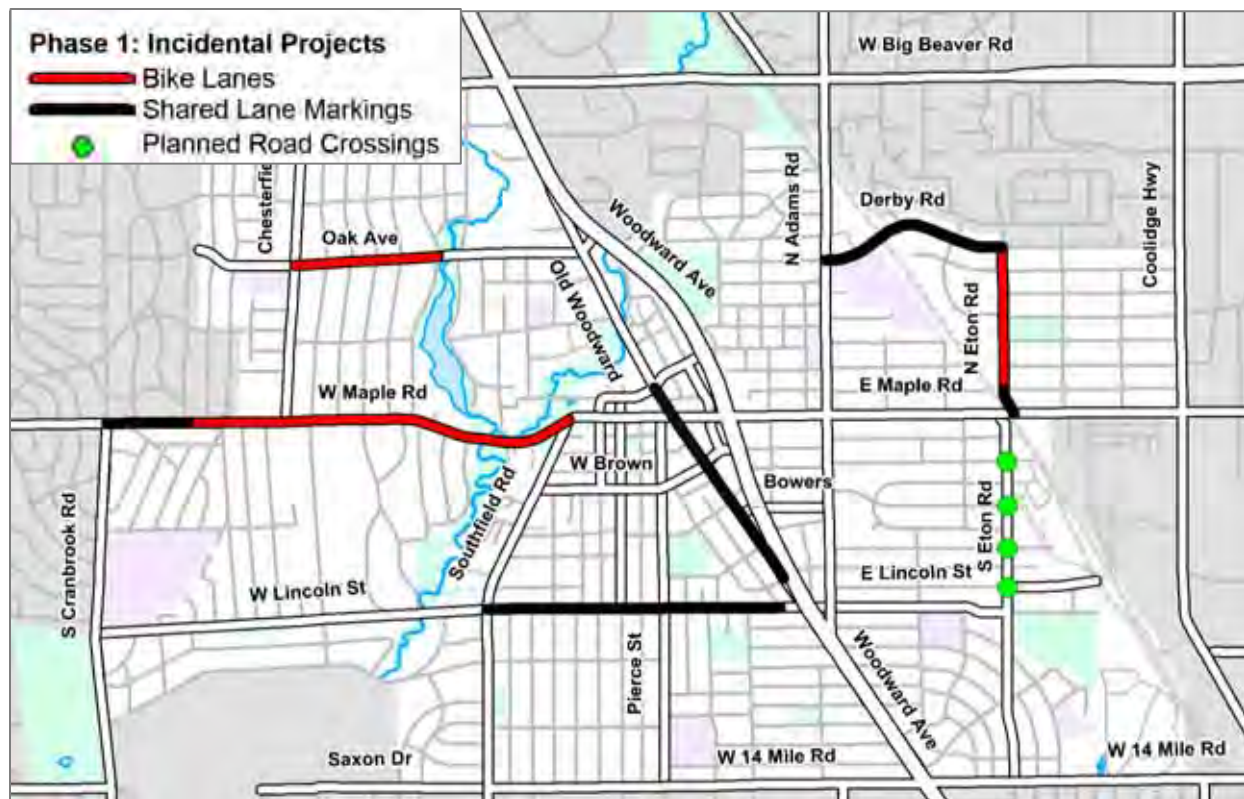
FIGURE 4.2A. PHASE 1





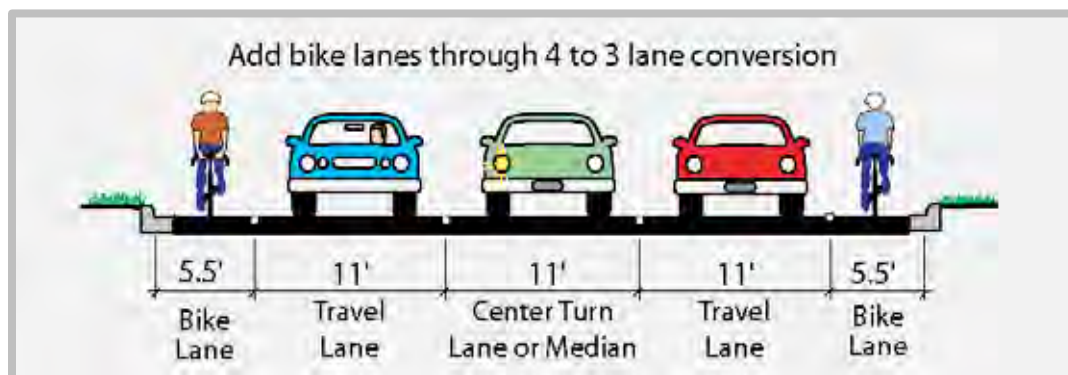
### PHASE 1: INCIDENTAL PROJECTS

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



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

#### W MAPLE ROAD



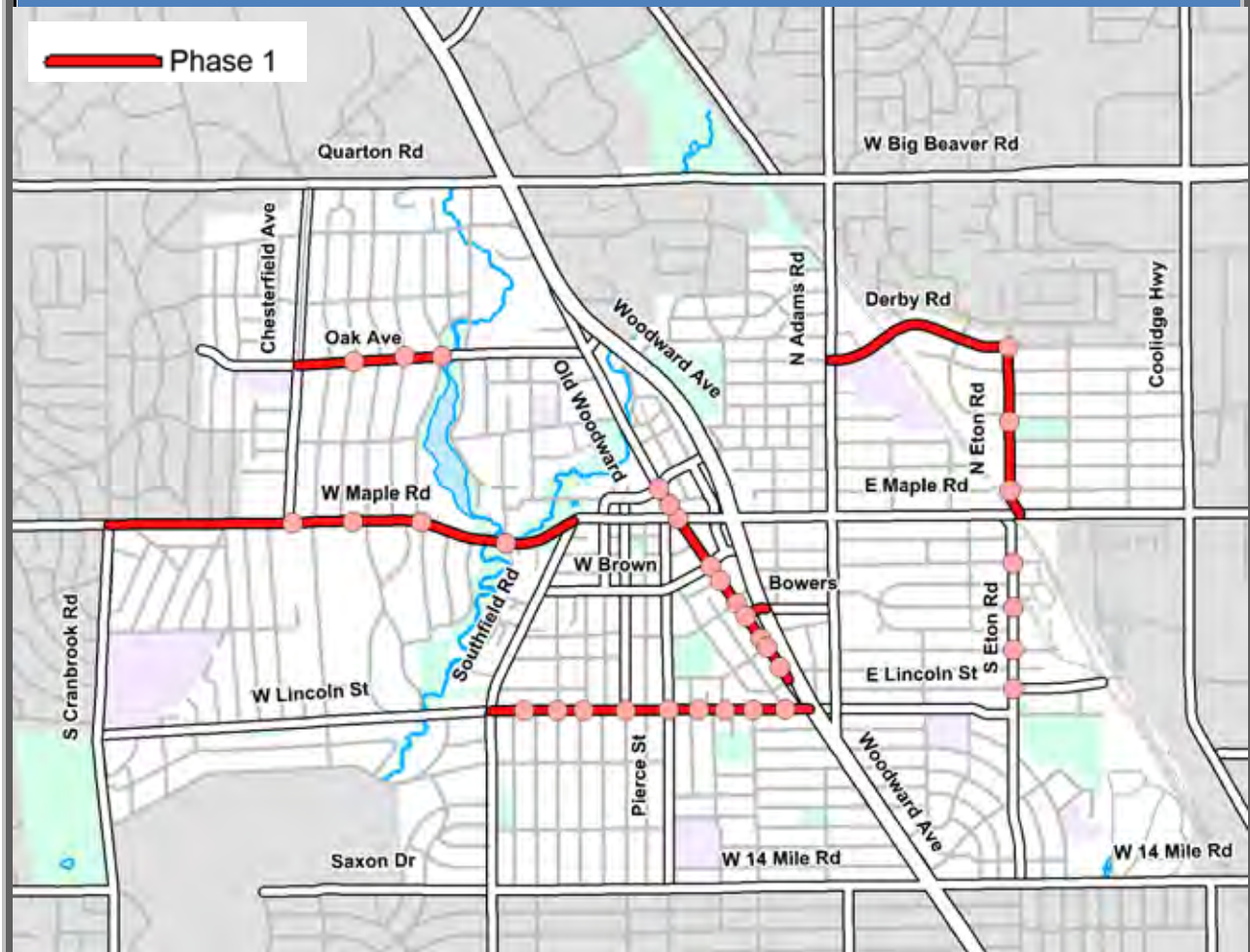
Add shared lane markings to the following corridors:

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

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

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

FIGURE 4.2B. PHASE 1 SUMMARY MAP



#### APPROXIMATE COST ESTIMATE FOR PHASE 1: \$1,300,000

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

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



## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN NETWORK IMPLEMENTATION PLAN



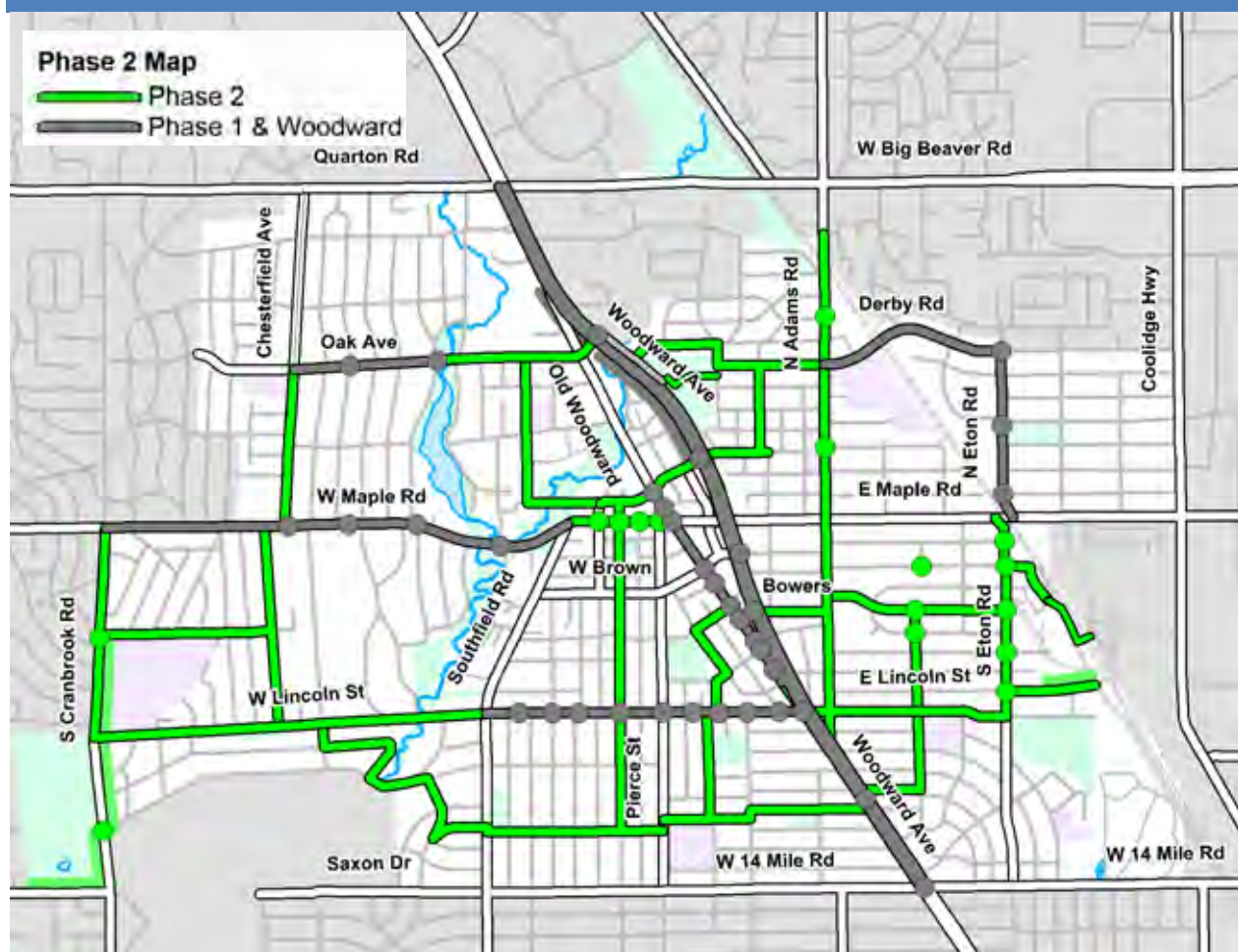
### 4.3 PHASE 2

#### PHASE 2: OVERVIEW

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

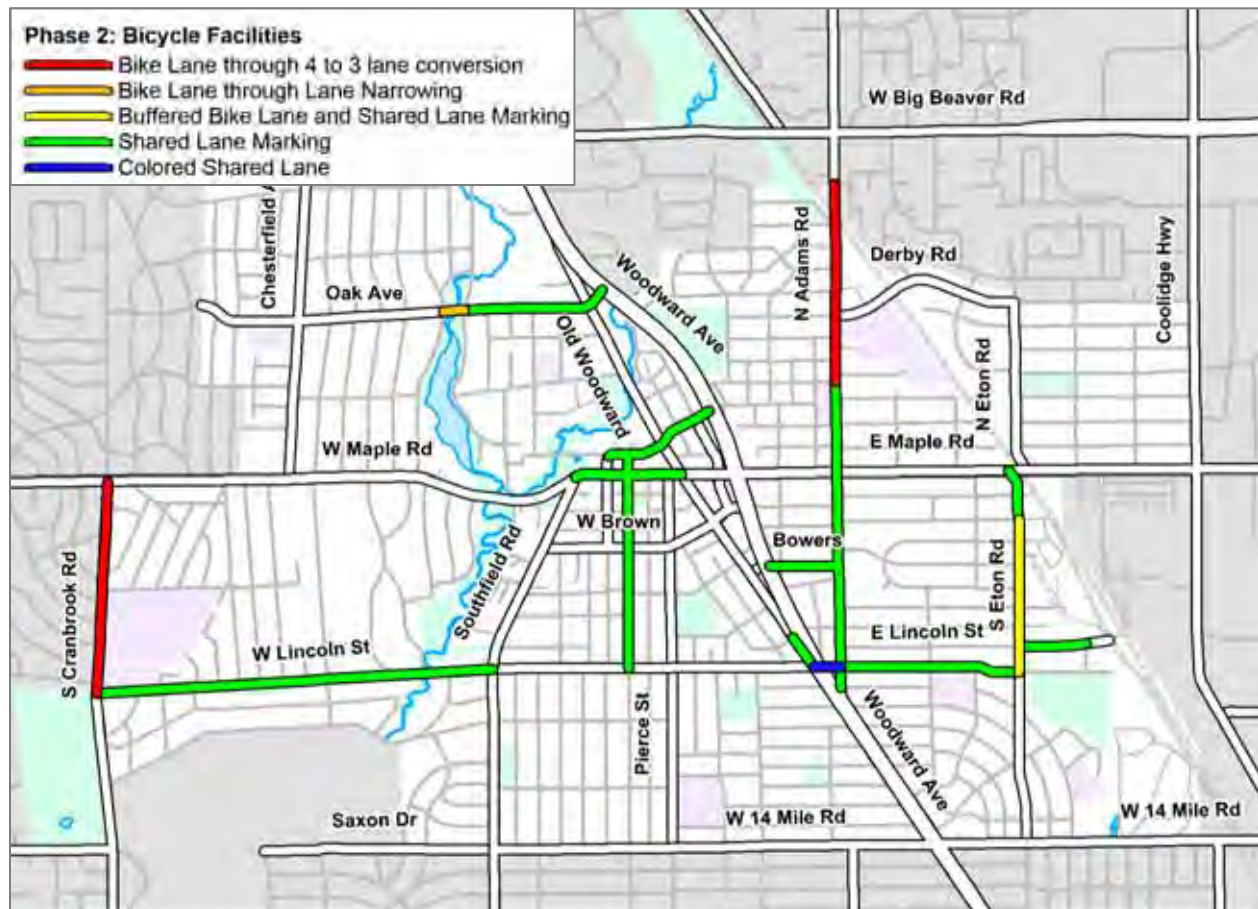
The following pages provide a more detailed breakdown of Phase 2.

FIGURE 4.3A. PHASE 2



## PHASE 2: PROPOSED BIKE FACILITIES

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



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

### S ETON ROAD





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

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**MMTB PUBLIC HEARING 6/1/17**2 messages

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Alice Thimm <adthimm@att.net>  
To: "Paul T. O'Meara" <pomeara@bhamgov.org>

Sat, May 20, 2017 at 6:03 PM

Paul, here's my letter for the public hearing, reformatted, please let me know if you have any questions or concerns.  
Thank you!

I and many others have a concern with S. Eton from Maple to Lincoln. There was a study to rebuild the road and a very good plan was provided to the City by Norman Cox of Greenway Collaborative. Adoption of the plan presented at that time addresses and would resolve a serious safety issue that has existed for too long. For any vehicle or pedestrian wanting to enter or cross S. Eton from any of the side streets along the west side of S. Eton Road, it poses a very dangerous situation. When cars are parked along the west side of S. Eton, anyone wanting to cross or enter the road needs to actually enter the lane of southbound traffic in order to see around the cars parked either to the right or left of the side street.

Any residents living on the side streets that corner on S. Eton have the use of their driveways, garages, and, parking for them is also available in the street in front of their home. Except as a choice or for convenience, there is no need for those residents to park on S. Eton which is also the case for beauty shop customers who are provided an on-site parking lot which I've never seen full. Parking is however needed on the east side of the road for the businesses but no parking should be permitted on the west side as it is definitely a safety issue for so many.

It would also be good to see a safe connection of the bike lane on N. Eton to a designated bike lane along the west side of S. Eton going down to Lincoln. There are many bikers in the Pembroke Manor neighborhood who now either walk or ride their bikes to the new brewery, the businesses in the Rail District, and all the facilities at Kenning Park. Connected bike lanes would insure safer travel. Also, if a bike lane would be planned for Lincoln across to Woodward, it would further provide an east-west connection to destinations.

I encourage the adoption and implementation of the Greenway Collaborative S. Eton Road plan or a comparable MMTB plan which would specify a designated safe bicycle lane, bump-outs, and especially and most importantly, no parking on the west side of S. Eton from Maple to Lincoln.

Sincerely,

Alice Thimm

Sent from my iPad

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Paul O'Meara <pomeara@bhamgov.org>  
Draft To: Alice Thimm <adthimm@att.net>

Mon, May 22, 2017 at 8:40 AM

You did get it fixed - thanks. I will include this one

[Quoted text hidden]

--





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

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Fwd: 2013 LETTER FROM COX

1 message

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Paul O'Meara <pomeara@bhamgov.org>  
To: Paul O'Meara <Pomeara@bhamgov.org>

Mon, May 22, 2017 at 8:43 AM

----- Forwarded message -----

From: Alice Thimm <[adthimm@att.net](mailto:adthimm@att.net)>  
Date: Thu, May 18, 2017 at 10:08 PM  
Subject: Fwd: 2013 LETTER FROM COX  
To: "Paul T. O'Meara" <[pomeara@bhamgov.org](mailto:pomeara@bhamgov.org)>

(This email was sent to resident Alice Thimm from Norman Cox, writer of the Multi-Modal Master Plan, in 2013.) - Ed.

Hi Alice,

Thanks for the e-mail and sorry for the delay in my responding, but I think you will like the answers. Regarding your concern regarding pedestrians crossing South Eaton from the side streets I share your concern. That is why we have proposed curb extensions at those locations (see pages 51 and 98).

Also, there will not be any parking on the west side of South Eaton (see page 93) as there will be a buffered bike lane where parking is currently permitted. Parking will only be permitted on the east side for businesses as you suggest.

Which of course means there there is indeed the bike lane connection that you suggest (see page 93). For north bound bikes there will be a shared lane marking adjacent to the on-street parking on the east side of the road.

The pages I reference are from the October 14 draft. The page numbers have shifted around some in the past few revisions. You can download that version here. <http://greenwaycollab.com/Projects/Birmingham/BMMTP.html>.

FYI, there is a public hearing on the plan at the City Commission meeting on November 25th at 7:30.

Thanks for your involvement in the project. You email made my day, I don't think in 20 years of practice I have ever been 3 for 3 in being able to say we have already addressed someone's suggestions.

Thanks,

- Norm

Norman Cox, PLA, ASLA  
The Greenway Collaborative, Inc.  
205 Nickels Arcade, Ann Arbor, MI 48104-2409  
T: [734-668-8848](tel:734-668-8848) C: [734-239-5967](tel:734-239-5967)

Sent from my iPad



Jana Ecker &lt;jecker@bhamgov.org&gt;

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## BIKE LANES

1 message

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Alice Thimm <adthimm@att.net>

Thu, May 18, 2017 at 11:56 AM

To: "Jana L. Ecker" <jecker@bhamgov.org>

Jana, this is a picture that Mark Nikita took. Everything about this appears to be perfect and perhaps the MMTB could view it and get some ideas for bike lanes on South Eton. Please show the Board if the issue will still be discussed now or in the future. I know the public hearing has been set for June 1st.

You're aware of my opinion that this is purely a "safety" issue for anyone crossing or entering Eton that needs to be addressed by prohibiting vehicle parking on the West side of the road.

Thank you,

Alice Thimm

Sent from my iPad



063E483F-7618-4E04-9645-2E5C07C9E0B0.JPG  
1400K



Jana Ecker &lt;jecker@bhamgov.org&gt;

## Birmingham Multi Modal meeting June 1st - input in case I am unable to attend

1 message

Andrew Haig &lt;amhaig@yahoo.com&gt;

Wed, May 24, 2017 at 1:41 PM

Reply-To: Andrew Haig &lt;amhaig@yahoo.com&gt;

To: "jvalentine@bhamgov.org" &lt;jvalentine@bhamgov.org&gt;, "jecker@bhamgov.org" &lt;jecker@bhamgov.org&gt;, "sgrewe@bhamgov.org" &lt;sgrewe@bhamgov.org&gt;, "pomeara@bhamgov.org" &lt;pomeara@bhamgov.org&gt;

Dear Mr O'Meara,

I am hoping to be able to attend the Multi Modal meeting on June 1st in person, but should personal issues prevent that happening I would like to have my thoughts & suggestions laid out on the table as ones for discussion & consideration for the changes to the South Eton corridor.

We have had many local discussions within the community along Eton (North & South) about the traffic, congestion, speeds, distracted drivers and growth of commerce in the immediate surrounding area. Some of it has been incredibly positive & helpful some of it has been quite depressing & upsetting - the full spectrum of emotions. I know that Mr Valentine is aware of many of the discussions held online via the website / app called NextDoor which has been a great forum for us all to interact with one another and he may be able to help with any specific details.

Specifically S. Eton:

Issues today:

- High traffic volumes that are forecast to increase significantly with the opening of Whole Foods.
- Parking issues with the growth of S. Eton commerce
- High traffic speeds on S. Eton & the perpendicular filter streets, (Cole Street being one that is recorded with much higher volumes than others)
- Driver behaviours in this general neighbourhood: Ignoring pedestrians on crossings, pulling out of stop signs without looking, high speed, 'buzzing' bicycles, intentional destruction of the pedestrian crossing signs etc. - all documented
- Resident concerns about traffic volumes, drivers & noise with the potential of Lincoln Yard being no longer a Bistro option but a full blown Class C restaurant & open air venue

Scope (As I understand it):

- To optimise the traffic flow, parking and overall usability and livability of the S. Eton corridor while not detrimentally affecting resident quality of life or Commerce

Proposals on the table:

- Detailed on your website already - I won't waste anyone's time. (I am very pleased to see the optional 'do not block' box on the Maple intersection, Not sure if that was partly down to my discussion with Mr Valentine or not but this is really needed!)

Personal suggestions for further enhancements to the plan:

- I gave Mr Valentine some photos & video's of well established traffic control & Management methods that have been used in the village where I grew up for the last 20 years, Summary of which is: Street narrowing in key areas such as pedestrian crossings, Traffic flow priority via use of chicanes & traffic priority - traffic coming OUT of the control section has priority in a 1 lane chicane, traffic coming IN must wait for outgoing traffic to clear before they can move around the chicane to enter the control zone. This has proven VERY effective at managing flow and does tend to dissuade what we call 'rat runners' from using it as a short cut in peak traffic times as they are guaranteed to be stuck in traffic by taking this route. It does not impede emergency vehicles whatsoever as they roadway is designed with sufficient width etc. for their free passage (and all other normal emergency vehicle

traffic laws in force too) Also the use of creative lane paint to give the impression of narrowing lanes is very helpful too - used all over Europe to great effect.

- De-rating the road. I understand that the road south of Lincoln is rated only for specific sizes of vehicle, why not have this be universal along both North & South Eton as these are now predominantly residential access area's. Exceptions may be made during business hours for deliveries to & from specific businesses such as Auto Europe or Griffin Claw, but there must be very tight rules on where these heavy large vehicles may park. Currently they routinely block roads & driveways causing distress to residents. More can be discussed offline
- Limiting traffic to residents only and or making N & S Eton, no entry roads during rush hours. This is already in place on Cooper avenue south of 14 mile opposite S. Eton & it 'mostly' adhered to by the majority of drivers. Driver education is required but it is not without direct local precedent in it's deployment & effectiveness.
- Speed bumps have been discussed but I feel that they would not be appropriate for Eton, due to emergency vehicle access etc., however in the perpendicular feeder streets that only rarely get such vehicle traffic they may have some deterrent value. Or the other option we use back where I come from is an axle twister - alternating dip & bump to force a vehicle to twist over them, very uncomfortable & only needs to be about 2" to have an effect that is memorable (expensive) if driven over at speed..... Cole Street as one example is used by a significant number of people in a hurry to get to the businesses on Cole, east of Eton & it is a significant source of distress to the residents in that street. - you may have noticed the rate of turnover of houses sold on that street compared to other parallel streets, it is not pretty.
- Pedestrian crossing traffic lights - only activated by push button. These would permit a lot of the children and disabled residents to easily & safely cross Eton and would only stop traffic flow upon demand. If we wanted to, they could also be radar activated that when a speed threshold is exceeded they would automatically turn red to stop the traffic & maintain a lower net speed along the street. This is very, very easy to do with current technology. Having these & any other lights be freestanding pole mounted & not suspended would be very fitting with the environment and also be very visible to pedestrians & bikes as well.

#### Future proofing

The proposal for a bistro that was withdrawn & pending an upgrade to a full Class C restaurant for Lincoln Yard has a lot of the same residents being negatively affected. Traffic flow & parking is also one part of this and as such, Lincoln needs to be included in any plan as this will be a direct conduit for patrons of this & of the other Rail District businesses.

Any measures taken along Eton need to be aligned & copied along Lincoln too so that this does not become another out of control situation, you know as well as I do it is cheaper to do it all when everyone is planning & building adjacent, than to stop & restart later.

My wife & I have nearly been flattened by an SUV while crossing the crosswalk in the middle of Our Shepherd, by a driver who ignored us in the road & looked disgusted that we were in his way as he passed us doing over 40mph. Similar traffic measures will be needed along Lincoln to avoid similar issues.

The curve on Lincoln between Eton & Our Shepherd is of particular concern to me, especially for any alcohol serving establishment or for anyone coming out of a business late at night. This will be a very misleading curve for many people coming out late at night & I foresee many vehicles ending up in offset frontal collisions, landing in front yards of the 8 or so houses along that curve, or much worse, hitting pedestrians on the crossing in that curve. Realistically, if it is a nice enough evening for people to want to go out to a restaurant, it is nice enough for residents to want to go for a walk, walk the dog etc. and to be crossing or on the sidewalks at night. No one wants to be roadkill for just enjoying their neighbourhood.

Noise from the open patio is of great concern to me, as the buildings in the area & trees are not sufficiently high enough to block the horizontal noise transfer from the proposed rooftop. Anything that could be put in place to block or mitigate that sound would not be very compatible with the residential neighbourhood, or any traffic control measures, as large trees take too long to grow & large structures are not compatible with the roadway, traffic plans, parking or neighbourhood character. This is a somewhat related topic in that a large restaurant would bring large traffic volumes, parking issues etc. all of which need to be managed in the plan. Right now, anything bigger than a bistro sized

establishment is not compatible with the area whatsoever for any of these reasons & will cause many more issues for the residents of this area who already feel very marginalised because we don't live in the expensive part of Birmingham - see comments made on Nextdoor if you don't believe me.

Conclusion:

- There are more options possible that are not yet on the table.
- Resident anger is driving a need for a clear plan with dates, but it must be one which the affected community is able to live with, or there will be some horrendous backlash that will destroy property value & the community at large
- Clearer communication to the residents is needed. I only found out about the meeting via a posting on Nextdoor as I did not get the postcard with the information. I am very, very disappointed by this.
- A total approach is needed. Not parcelling it into sections & hoping that the rest of the influenced area will not be of concern, limiting the Eton study to not reach 14 mile was probably too scope constrained.
- I am willing to add as much time & effort as I can offer with full time job & family constraints, to help move us all forward together and to help keep community involvement, please let me know what I can do to more actively support the overall initiative, as it is one of great merit that I personally feel only needs a little more adjustment / fine tuning to get to a mutually agreeable solution for all parties.

Thank you for taking the time this!

Yours sincerely,

Andrew Haig  
[248-5069979](tel:248-5069979)

Cc. Mr Valentine, Ms Ecker, Mr Grewe

Also published as an open letter to Nextdoor.com. URL: [https://torrycommunityassoc.nextdoor.com/news\\_feed/?post=51710694](https://torrycommunityassoc.nextdoor.com/news_feed/?post=51710694)



## MMTB Public Hearing

1 message

Jay Yaldoo <yaldoo@comcast.net>

To: Paul O'Meara <pomeara@bhamgov.org>

Cc: Jana Ecker <jecker@bhamgov.org>, Lara Edwards <Imedwards08@gmail.com>

Good Morning,

I am unable to attend the public hearing June 1st regarding the recommendations for S Eton Road, however I would like my comments considered.

I reviewed the recommendations made by the MMTB and I agree with all of them.

I think a dedicated bike lane will make S Eton safer for bicyclists traveling and will connect the other bike lanes throughout the city. I strongly agree that the bike lane needs to a protected street and only stands to get busier with Whole Foods opening this year. I feel the bike lane needs to be protected with barriers not turtle bumps. If it is not obvious to drivers that they can use that lane to pass vehicles that are stopped waiting to turn left. Not all drivers know that you can not drive over a solid white line and may not even notice the turtle bumps. I have seen bike lanes in other cities so you can see what those protected bike lanes look like.

Thank you,

Jerry Yaldoo

1997 Haynes Street









## 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.

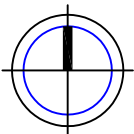
Sincerely,

FLEIS & VANDENBRINK



Michael J. Labadie, PE  
Group Manager

**Attached:** Figures 1-3



NORTH



SCALE IN FEET

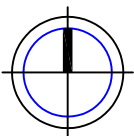
## SPLITTER ISLAND CONCEPT DRAWING

Maple Road & South Eton Street

BIRMINGHAM, MI







NORTH



SCALE IN FEET

## NO SPLITTER ISLAND CONCEPT DRAWING

Maple Road & South Eton Street

BIRMINGHAM, MI

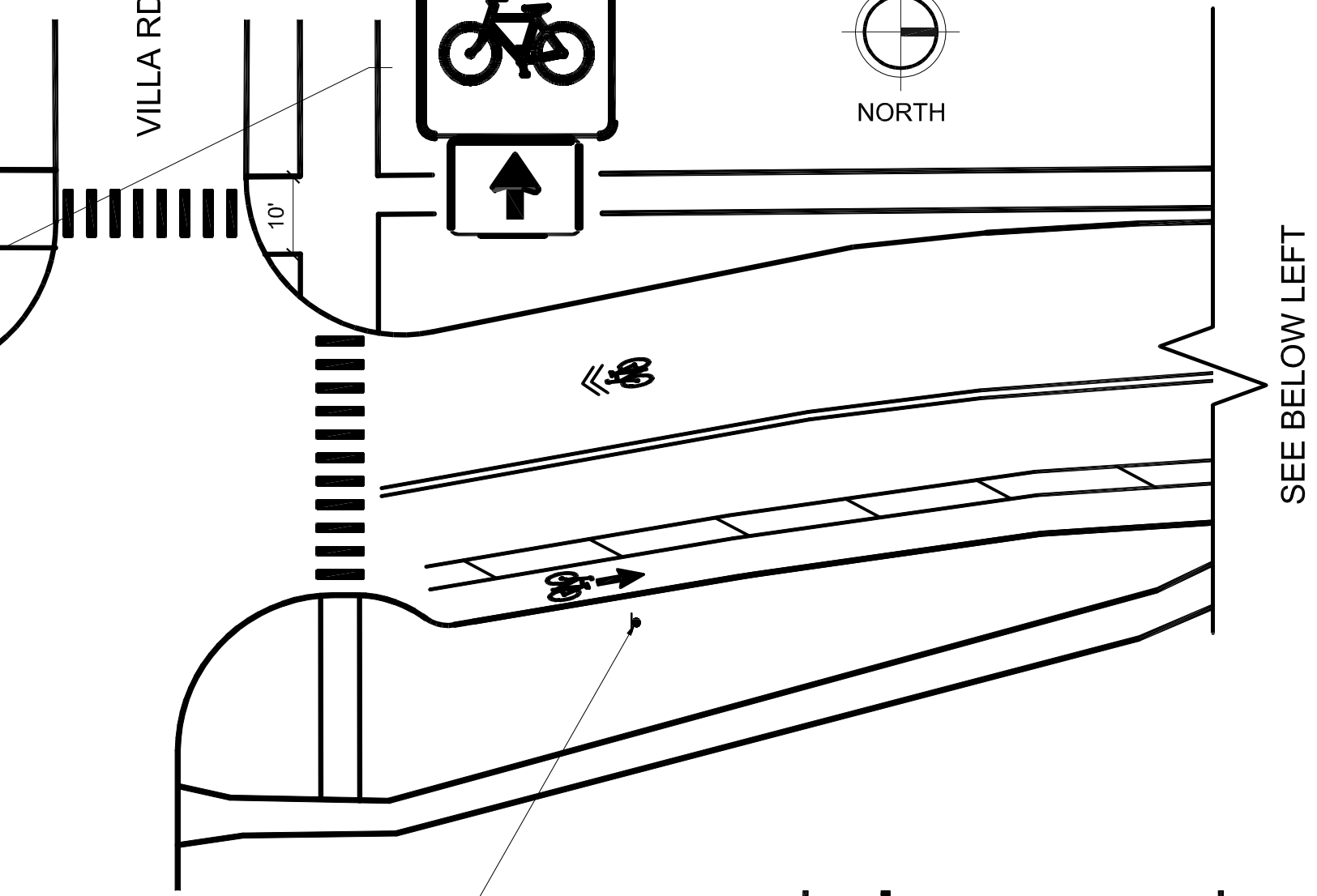
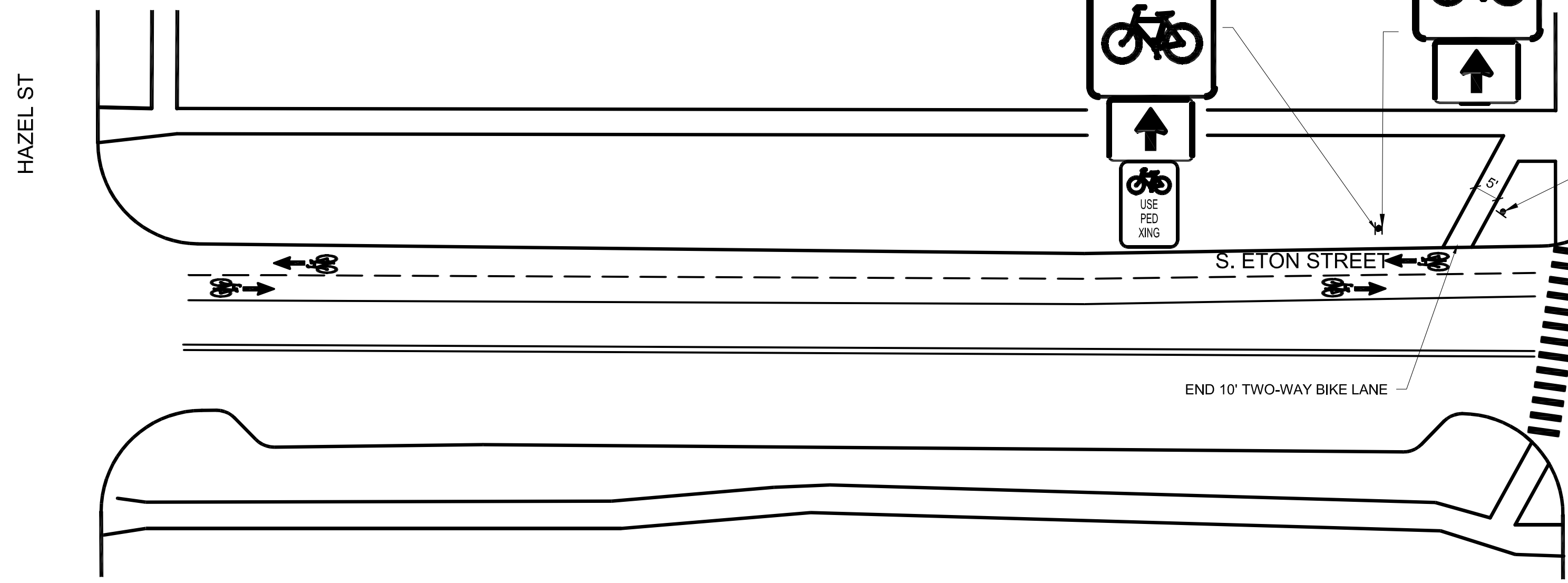
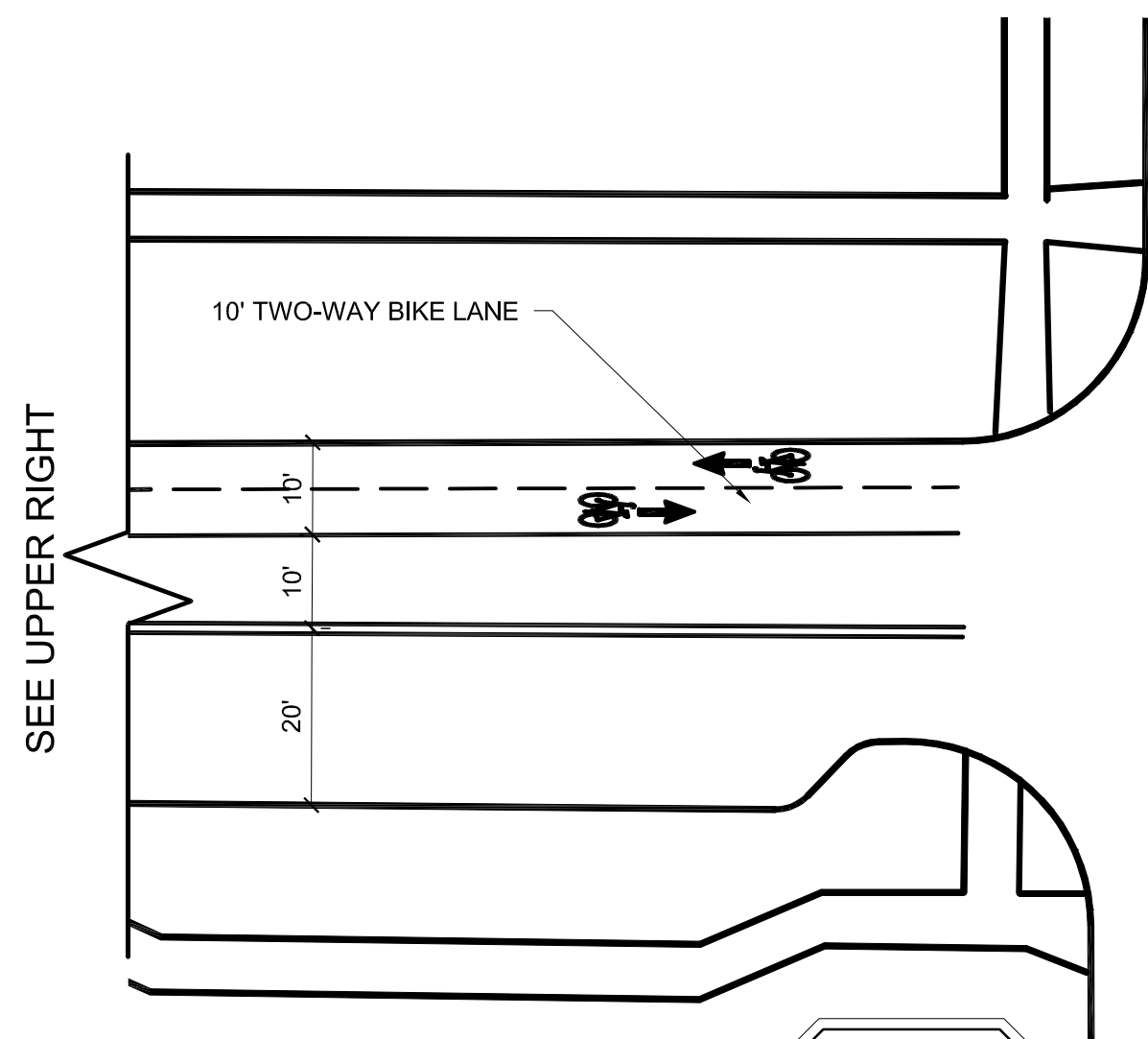
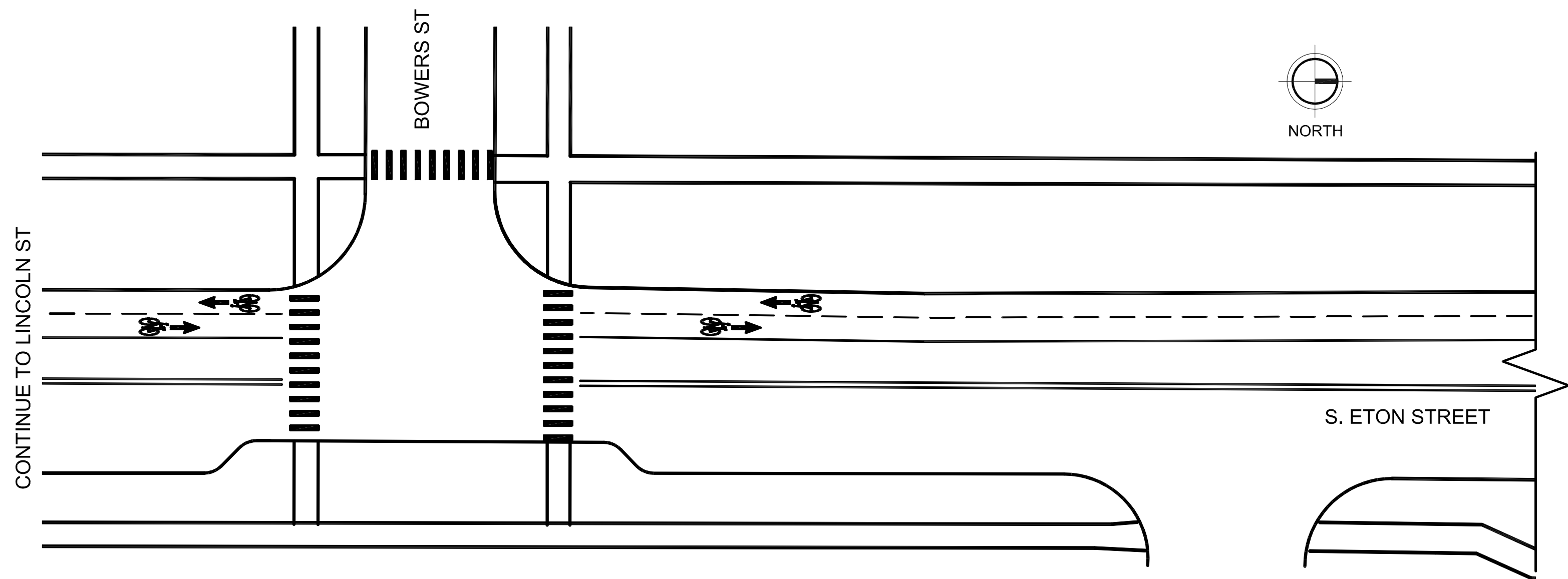
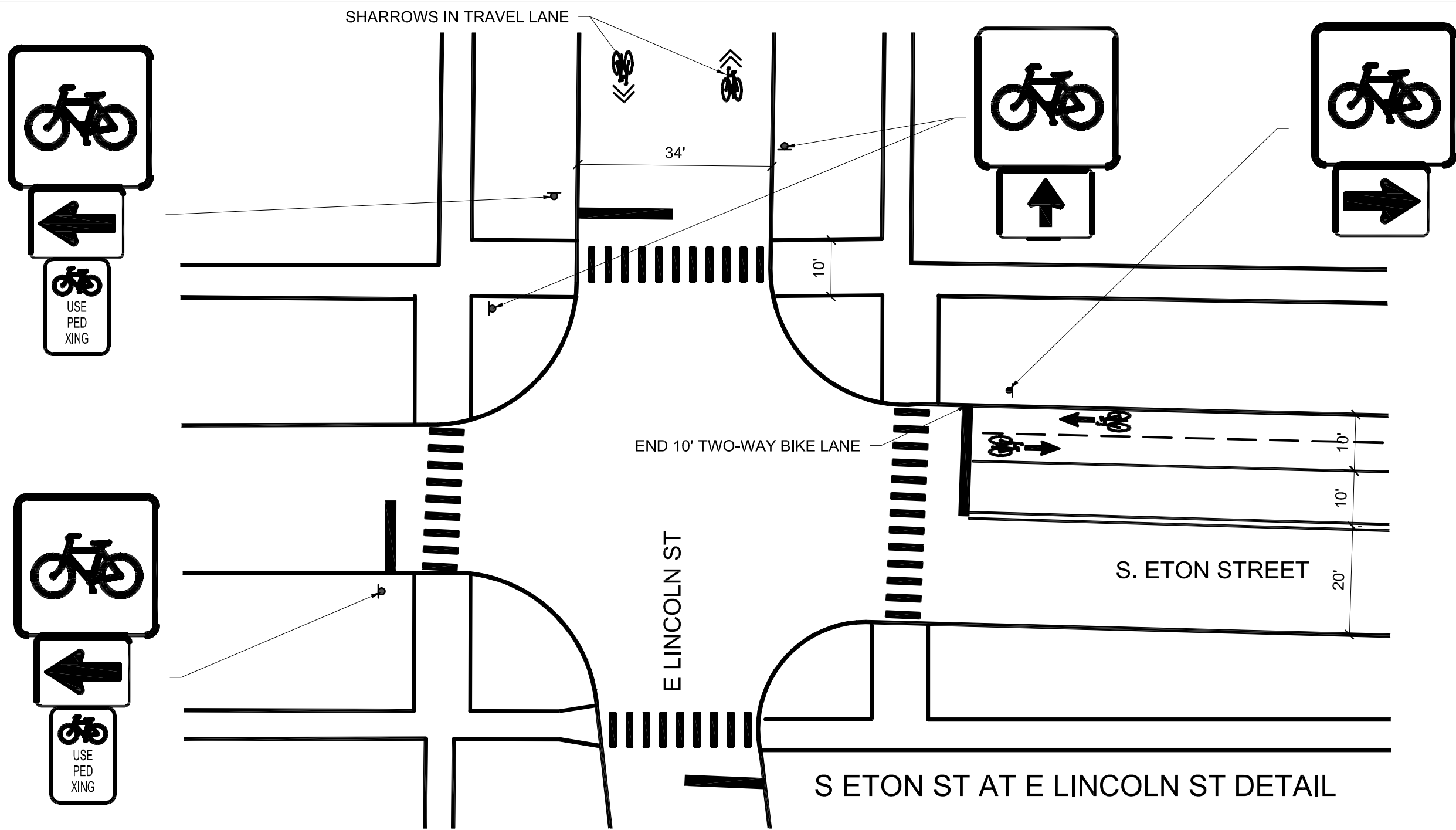




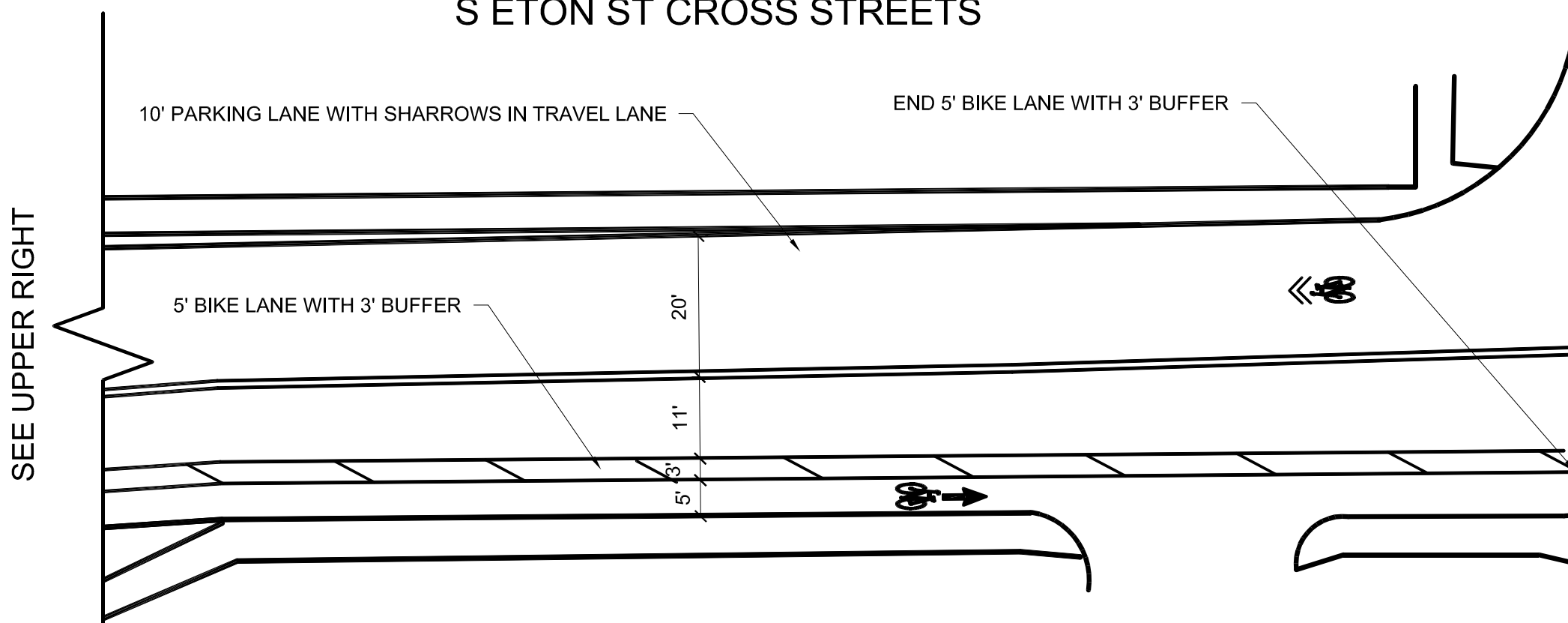
# S. Eton Street (northbound)



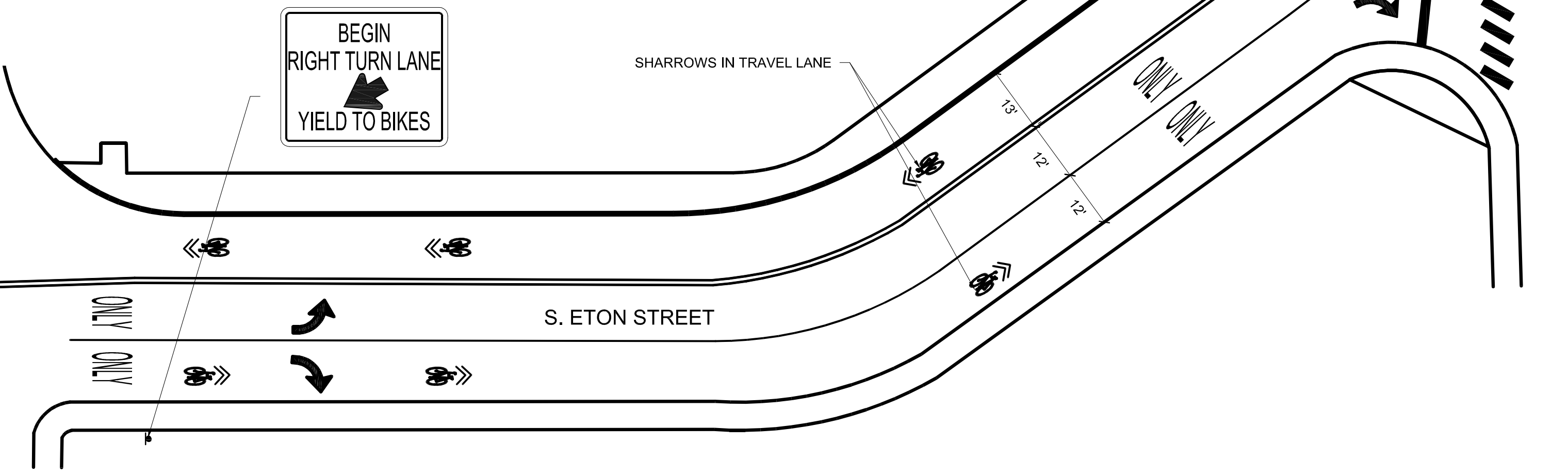




SIGN DETAIL FOR  
S ETON ST CROSS STREETS



YOSEMITE BLVD



MAPLE RD



Jana Ecker &lt;jecker@bhamgov.org&gt;

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**RE: Eton Road Traffic**

1 message

Applebaum, Joel D. &lt;JApplebaum@clarkhill.com&gt;

Thu, Apr 13, 2017 at 11:09 AM

To: Jami Statham &lt;jami.statham@gmail.com&gt;, "jecker@bhamgov.org" &lt;jecker@bhamgov.org&gt;

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 (direct) | 248.988.2503 (fax) | 248.417.3958 (cell)

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

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

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

To: [jecker@bhamgov.org](mailto: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

LEGAL NOTICE: This e-mail, along with any attachment(s), is considered confidential and may be legally privileged. If you have received it in error, please notify us immediately by reply e-mail and then delete this message from your system. Please do not copy it or use it for any purposes, or disclose its contents to any other person. Thank you for your cooperation.



Jana Ecker &lt;jecker@bhamgov.org&gt;

## South Eton Corridor, meeting tonight

1 message

Andrew Haig &lt;amhaig@yahoo.com&gt;

Thu, Apr 13, 2017 at 1:07 PM

Reply-To: Andrew Haig &lt;amhaig@yahoo.com&gt;

To: "jecker@bhamgov.org" &lt;jecker@bhamgov.org&gt;

Cc: "jvalentine@bhamgov.org" &lt;jvalentine@bhamgov.org&gt;

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

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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

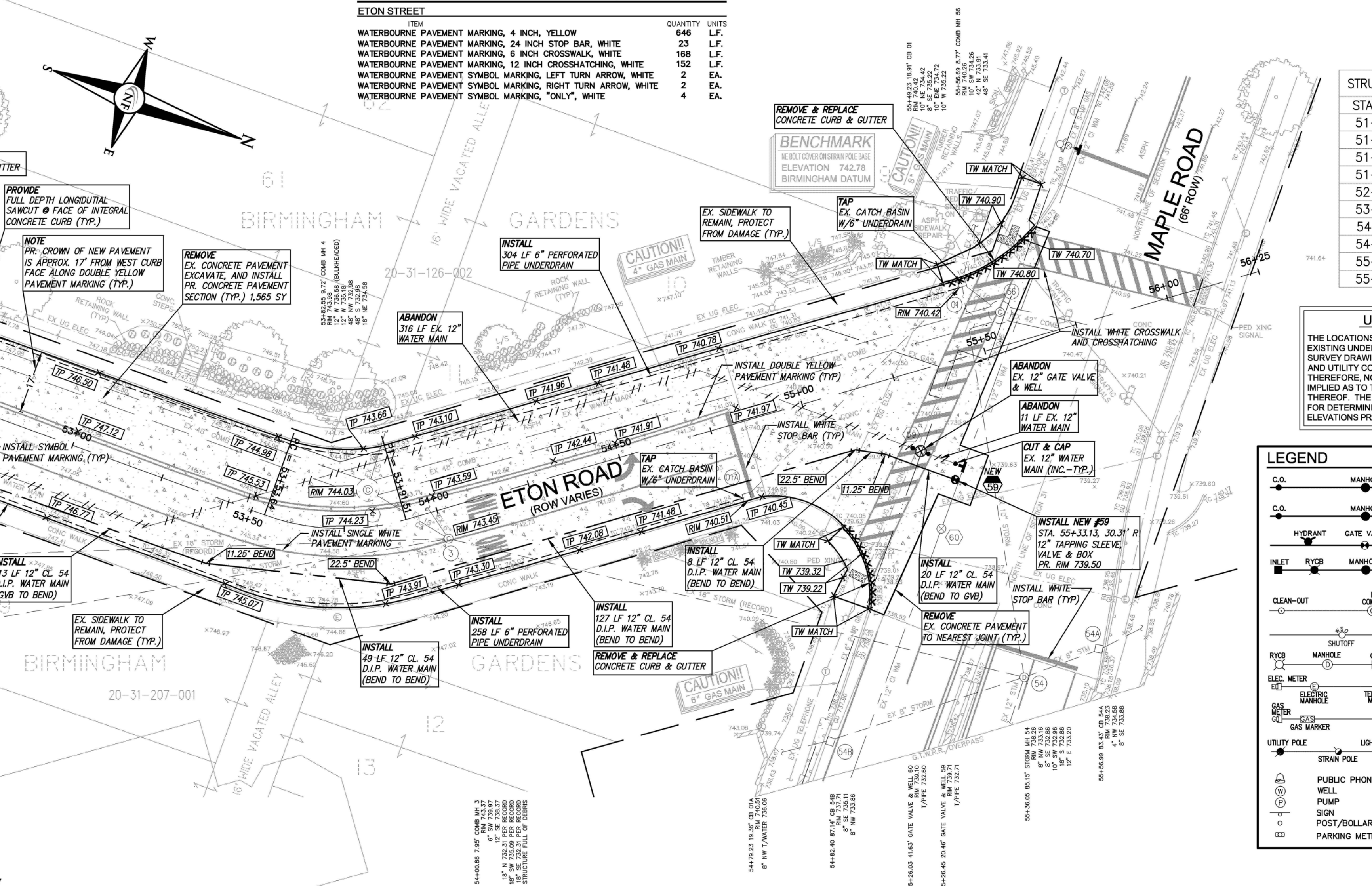
To recommend to the City Commission that \$11,000 be budgeted within the Sidewalk Fund for pedestrian crossing improvements at the intersection of Maple Rd. and S. Eton Rd. Funding would allow the installation of a landscaped splitter island and widened sidewalk at the southeast corner of the intersection.



# ESTIMATED PAVEMENT MARKING QUANTITIES

## ETON STREET

ITEM	QUANTITY	UNITS
WATERBOURNE PAVEMENT MARKING, 4 INCH, YELLOW	646	L.F.
WATERBOURNE PAVEMENT MARKING, 24 INCH STOP BAR, WHITE	23	L.F.
WATERBOURNE PAVEMENT MARKING, 6 INCH CROSSWALK, WHITE	168	L.F.
WATERBOURNE PAVEMENT MARKING, 12 INCH CROSSHATCHING, WHITE	152	L.F.
WATERBOURNE PAVEMENT SYMBOL MARKING, LEFT TURN ARROW, WHITE	2	EA.
WATERBOURNE PAVEMENT SYMBOL MARKING, RIGHT TURN ARROW, WHITE	2	EA.
WATERBOURNE PAVEMENT SYMBOL MARKING, "ONLY", WHITE	4	EA.



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THE LOCATIONS OF EXISTING UNDERGROUND SURVEY DRAWING AND UTILITY CO. THEREFORE, NO IMPLIED AS TO THE ACCURACY THEREOF. THE USER IS RESPONSIBLE FOR DETERMINING ELEVATIONS PRIOR TO CONSTRUCTION.

### LEGEND

C.O.	MANHOLE
C.O.	MANHOLE
HYDRANT	GATE VALVE
INLET	RYCB
CLEAN-OUT	MANHOLE
SHUTOFF	MANHOLE
RYCB	MANHOLE
ELEC. METER	MANHOLE
GAS METER	MANHOLE
GAS METER	MANHOLE
UTILITY POLE	MANHOLE
STRAIN POLE	MANHOLE
PUBLIC PHONE	MANHOLE
WELL	MANHOLE
PUMP	MANHOLE
SIGN	MANHOLE
POST/BOLLARD	MANHOLE
PARKING METER	MANHOLE



2000 E Maple Rd

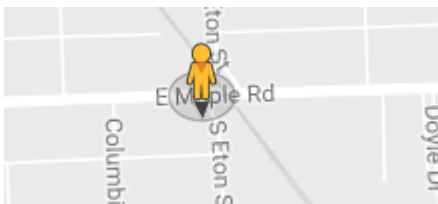
Maple Rd. &amp; S. Eton Rd. Looking South



Image capture: Oct 2016 © 2017 Google

Birmingham, Michigan

Street View - Oct 2016







139 S Eton St

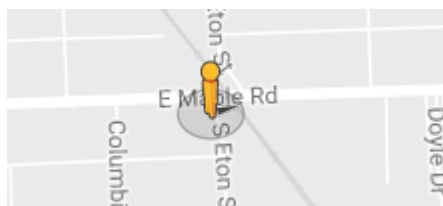
Maple Rd. and S. Eton Rd., Looking NE



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**

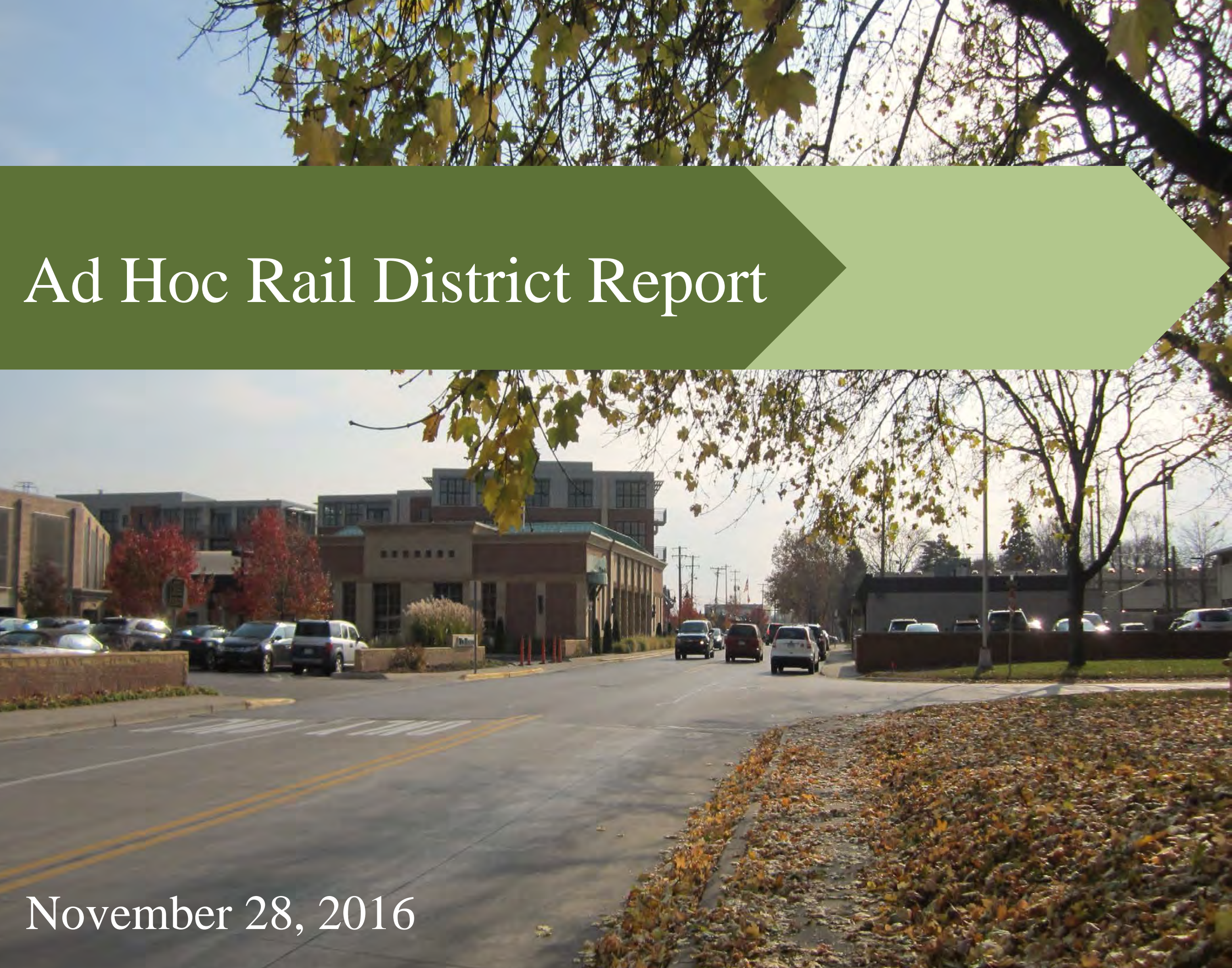
City Engineer O'Meara explained that monthly permit rates at the structures have been adjusted on several occasions over the years, usually to reflect the difference in demand at the various parking structures. Recently, increases at all five structures were implemented in the summer of 2014, and again 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



Irongate – 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:

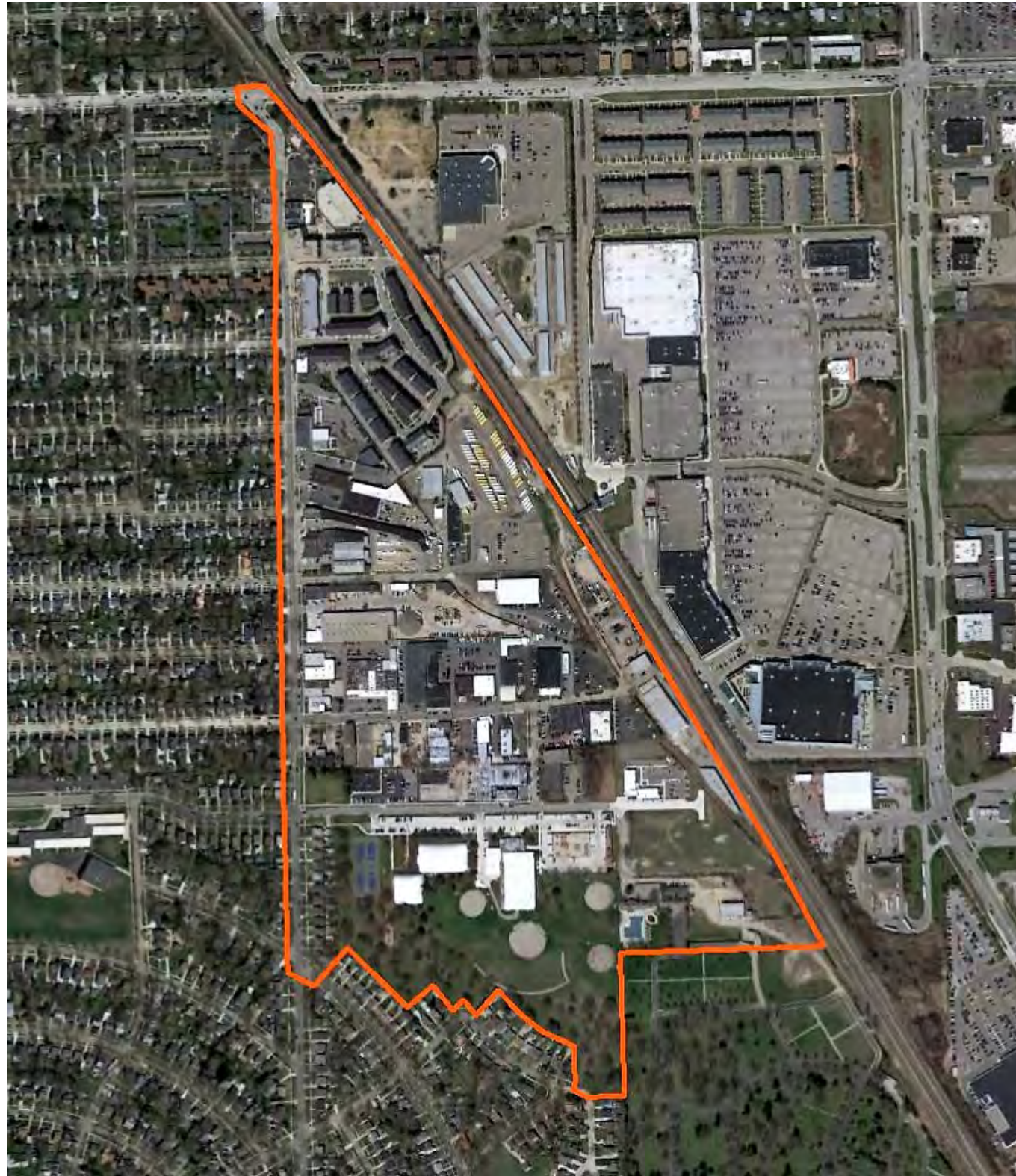
### Goals

- 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





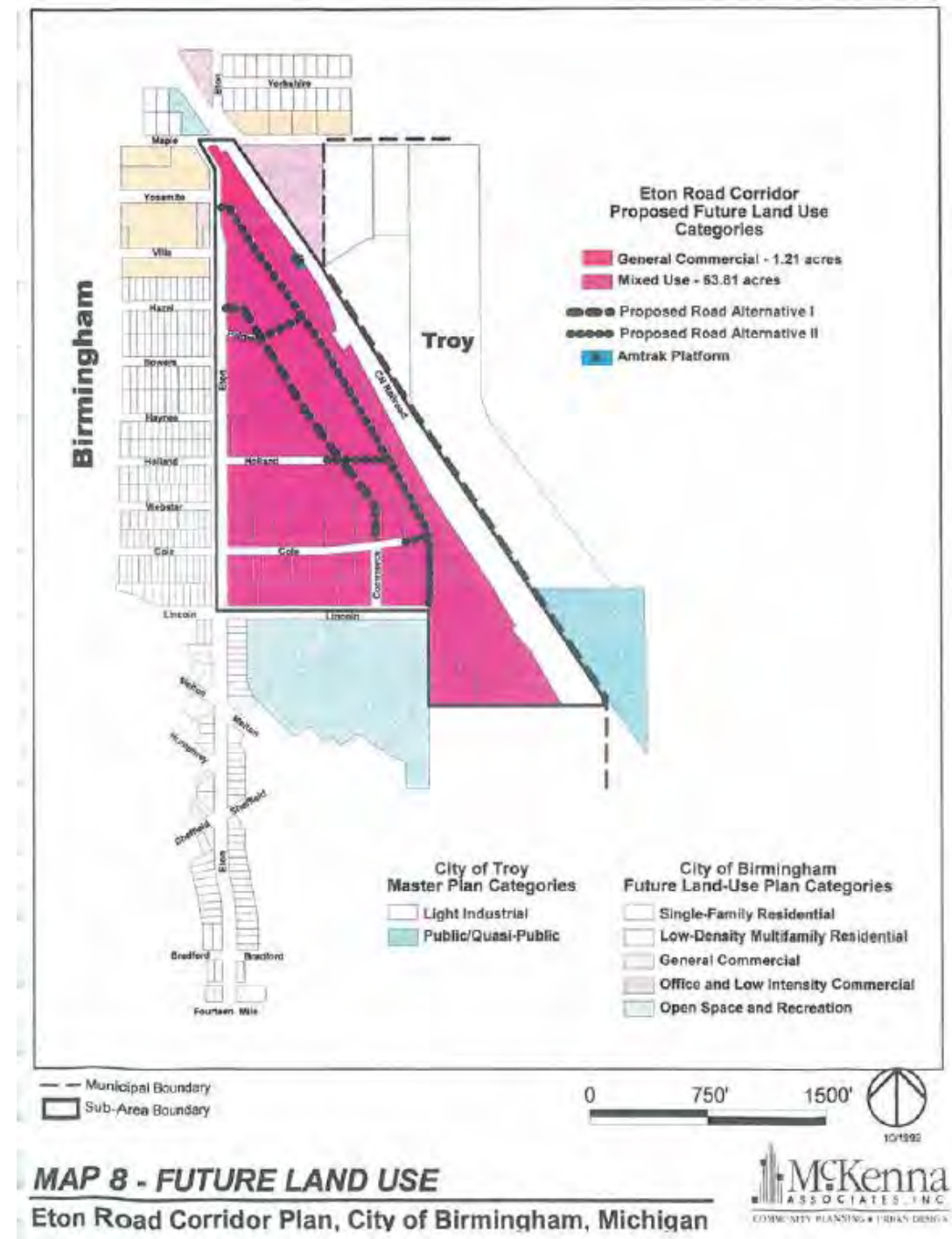
## Eton Road Corridor Plan (1999)

**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.



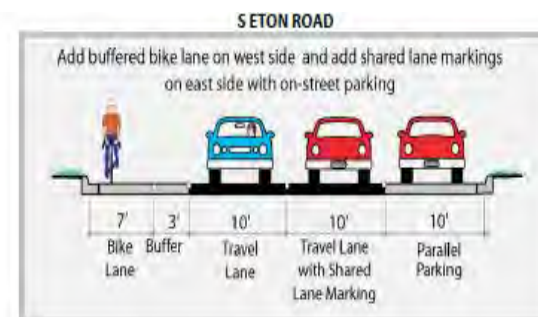
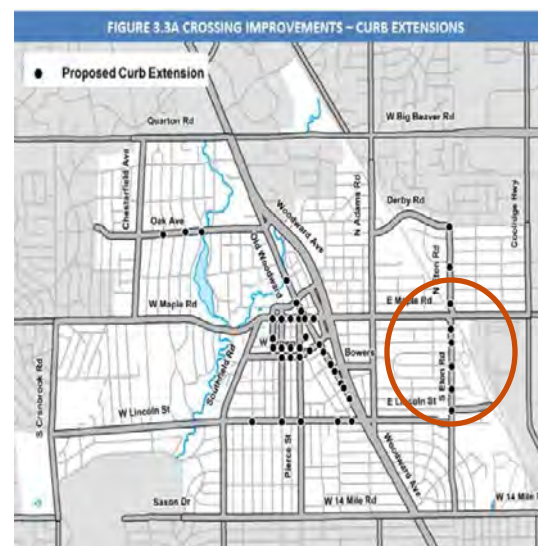
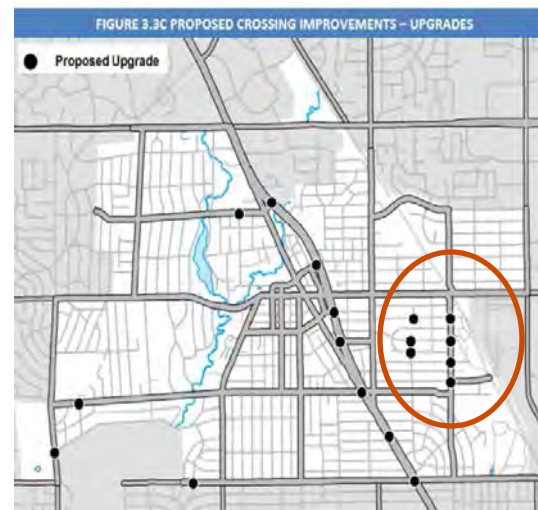
## Multimodal Transportation Plan (2013)

**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

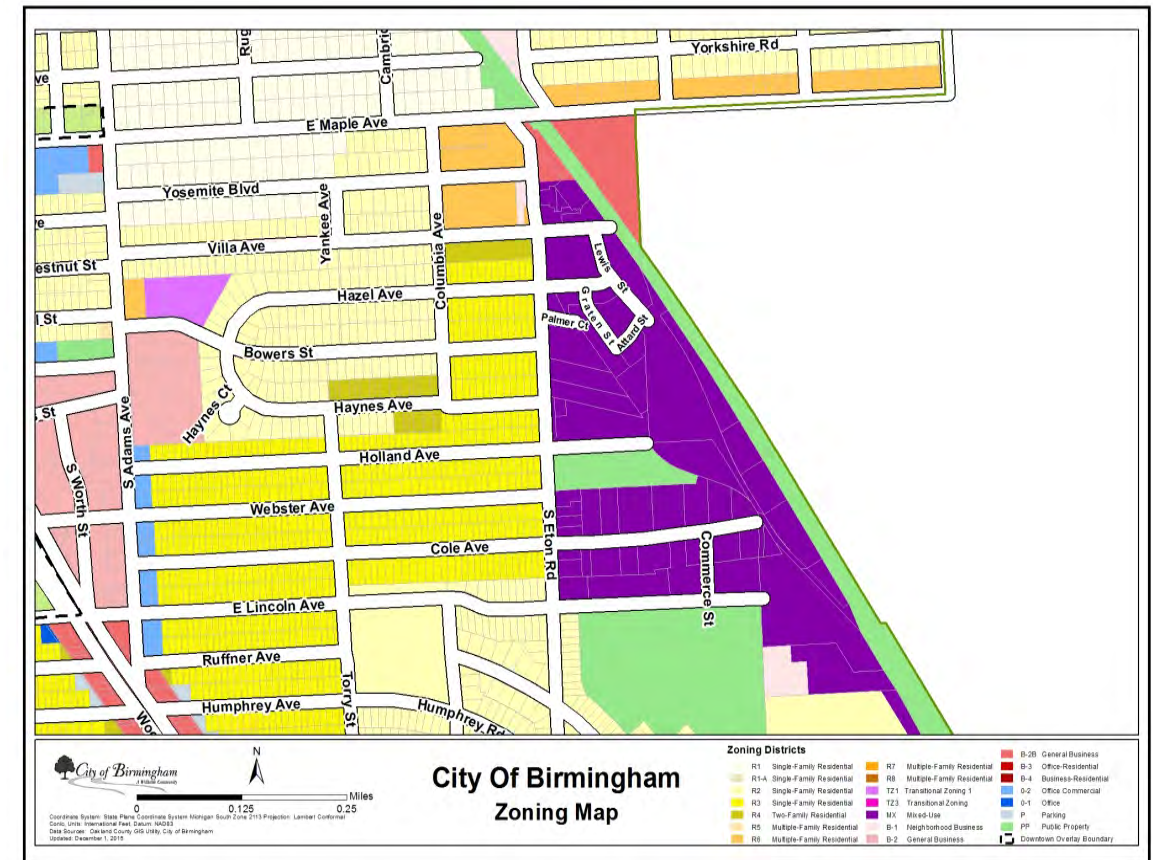
The majority of the S. Eton Corridor was zoned MX Mixed-Use, in accordance with the recommendation of the ERCP. The MX District was established with the intent to:

- 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 is an issue between Sheffield and 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 Lincoln to 14 Mile – 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 to widen the pedestrian area at the southwest corner of E. Maple and S. Eton 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 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)



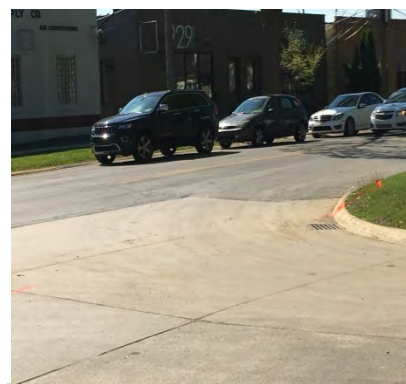
### **Sixth stop – Haynes/S. Eton**

- 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



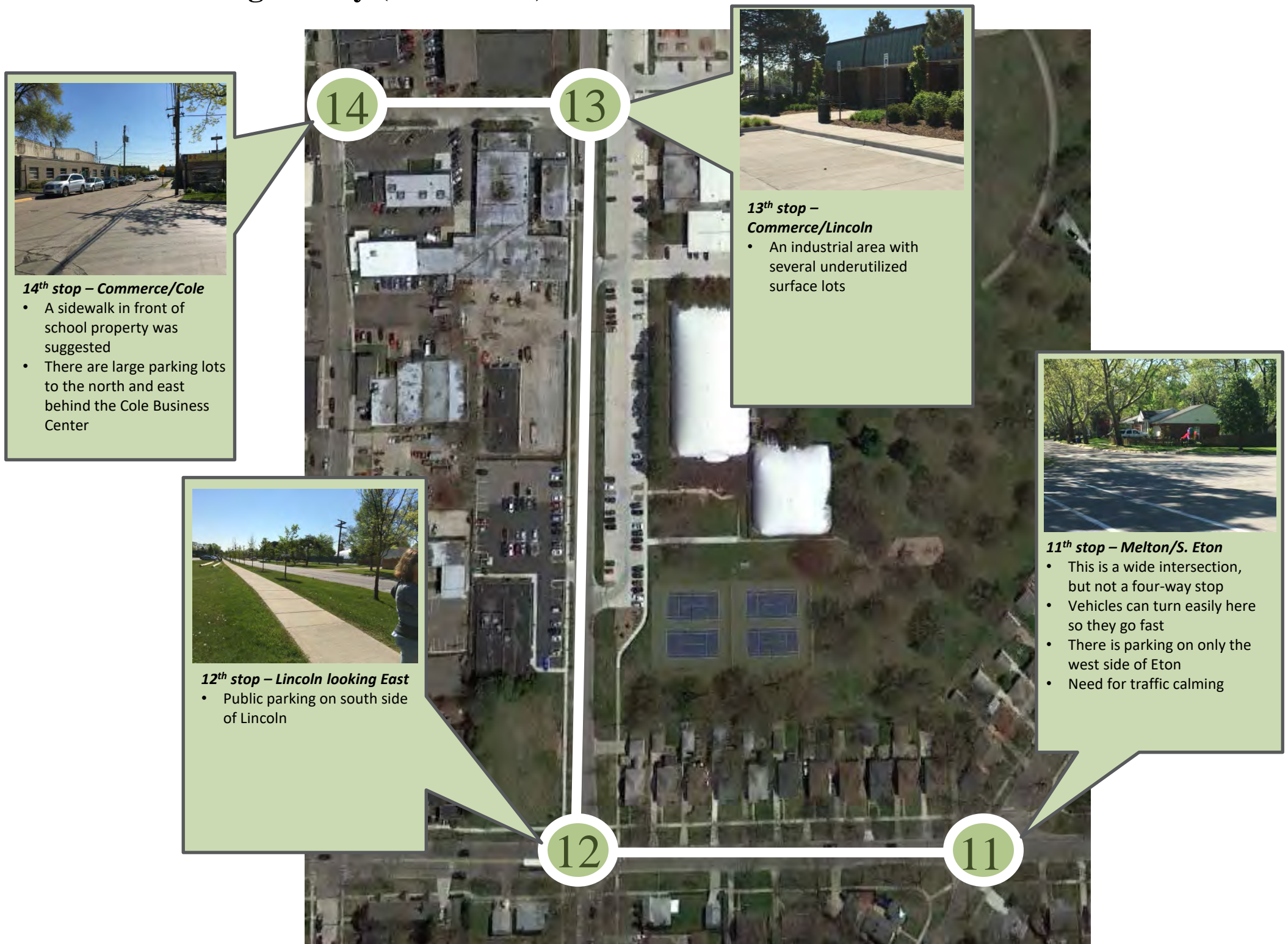
### **Tenth stop – Lincoln/S. Eton**

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





## Preliminary Assessment: Walking Survey (Continued)



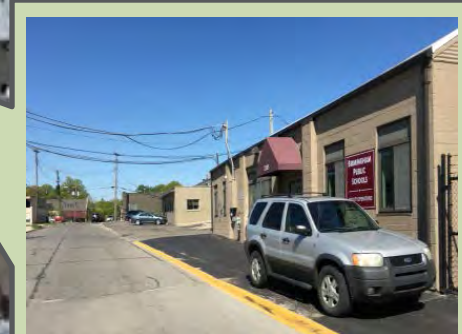


## Preliminary Assessment: Walking Survey (Continued)



### 16<sup>th</sup> 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)



### 15<sup>th</sup> stop – Commerce and Cole

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



### 18<sup>th</sup> 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



### 17<sup>th</sup> stop – DPS/Down River Refrigeration

- Inefficient use of parking around Down River Refrigeration
- High traffic egress area south of DPS
- Poor area lighting



## 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. In addition to the concepts illustrated below in the area of S. Eton and Maple, the Committee discussed purchasing property on the southwest corner of the intersection to widen the sidewalk and create a pedestrian plaza at the corner to enhance pedestrian safety and comfort. Additionally, the Committee talked about improving the viaduct underpass on E. Maple through the use of paint and lighting.

## 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 Intersections

Bump-out curbs were considered for the intersection of S. Eton and Yosemite (shown to the right) 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., Cole St, Lincoln, Melton, Sheffield and 14 Mile Road.

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. Accent materials of different textures and/or colors could be added to intersection 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. Alternatively, the east side of S. Eton at this intersection could be extended to narrow the street further and provide more space for street trees and plantings.

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

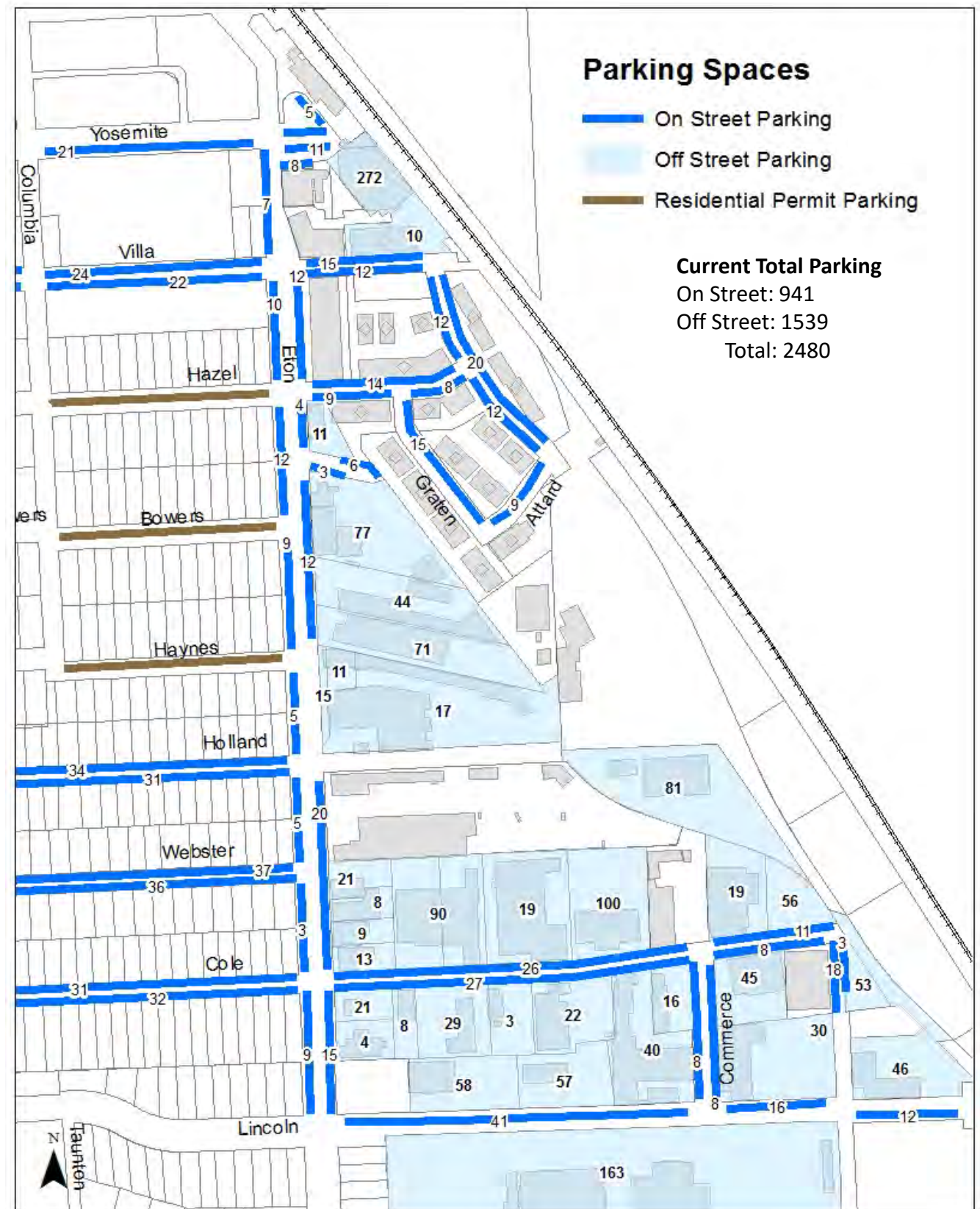
A Parking inventory was completed in the study area for a better understanding of when and where parking spaces are being utilized. A map of total spaces was created for private lots and on street parking. The results are illustrated in Figure 1, and show an existing parking count of 2,480 spaces in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

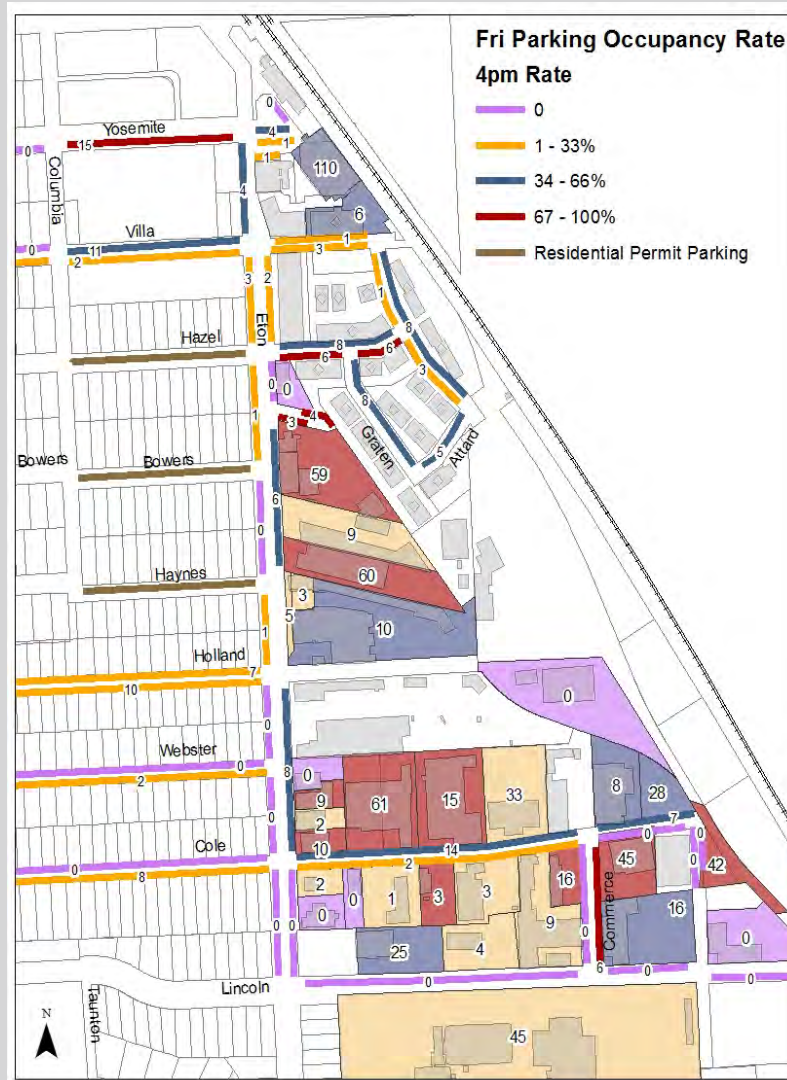
Figure 1





## Existing Parking

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

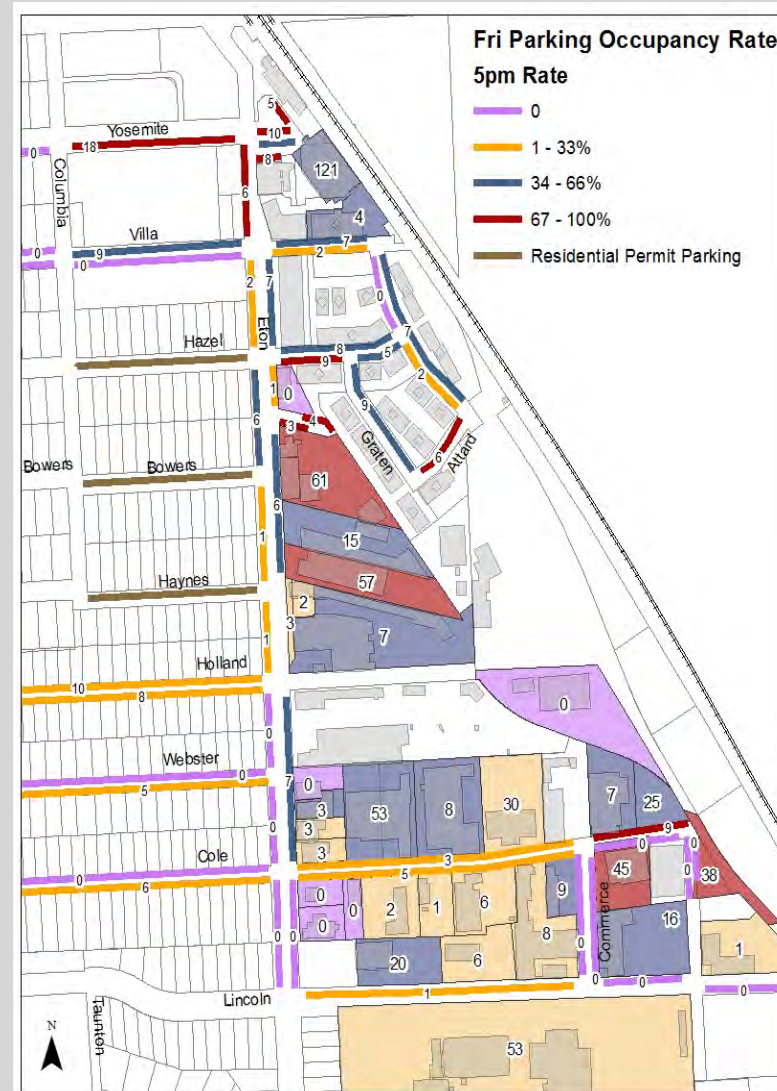
### Off Street Parking

- 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



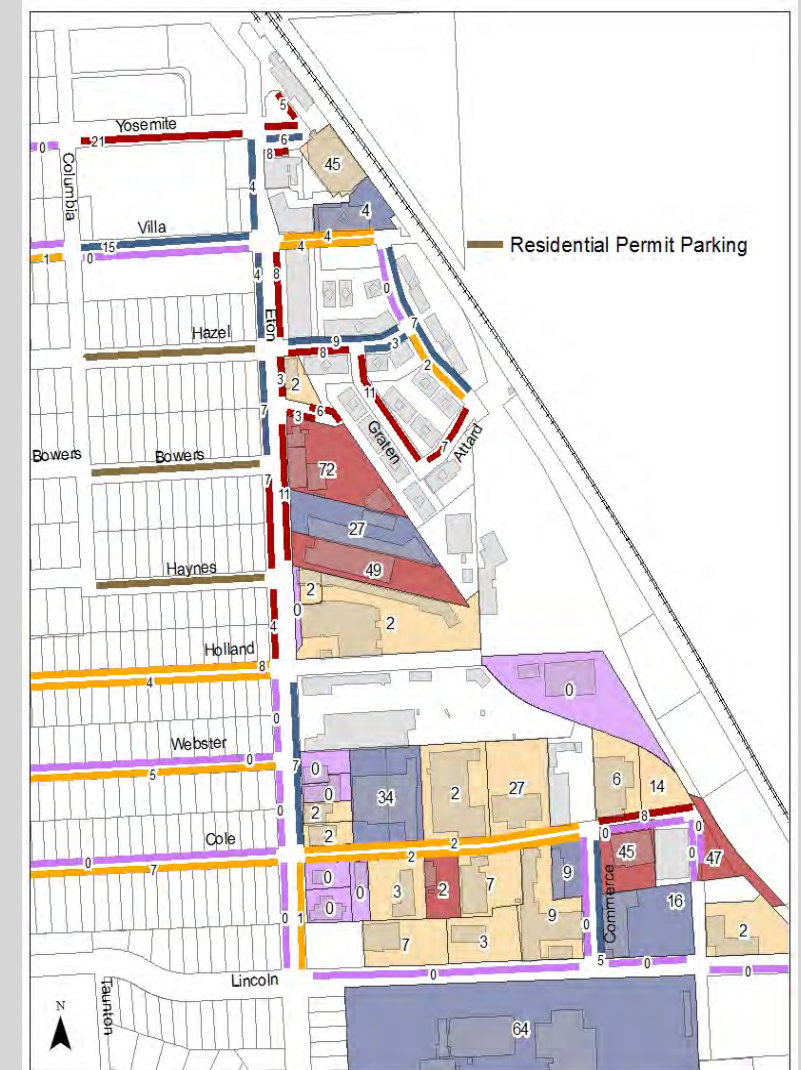
### S. Eton Rd

- 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

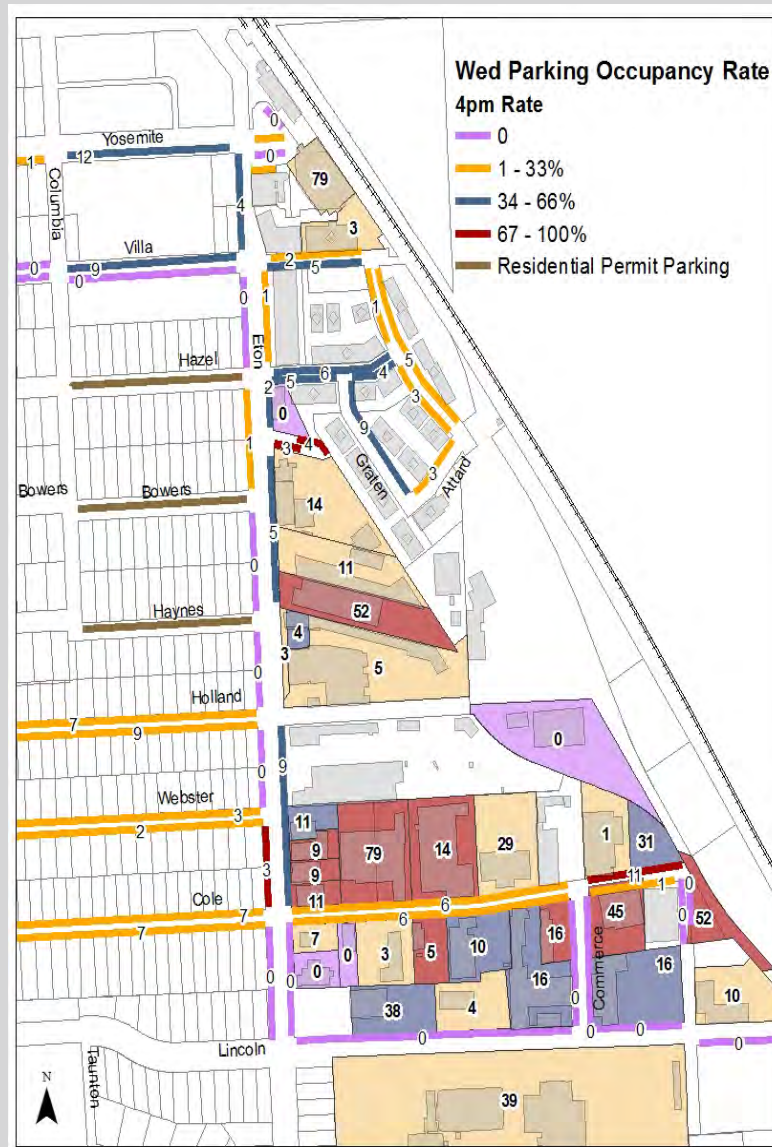
### Off Street Parking

- 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



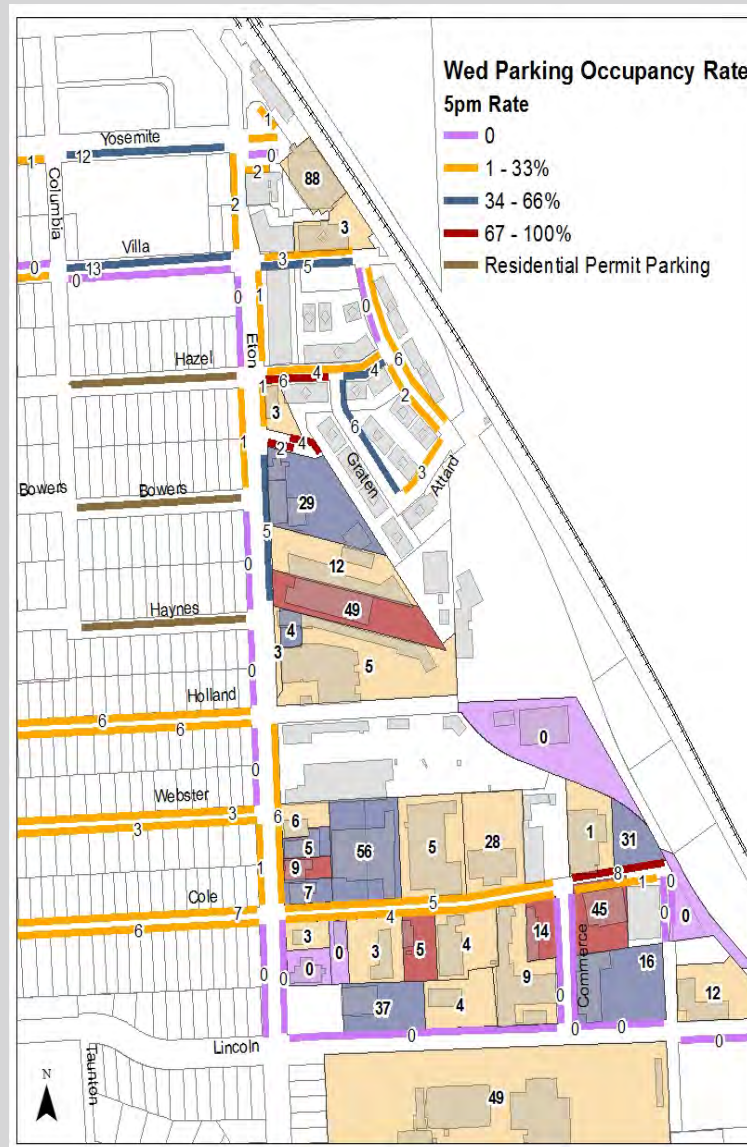
### S. Eton

- 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 23<sup>rd</sup> 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 23<sup>rd</sup> 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.

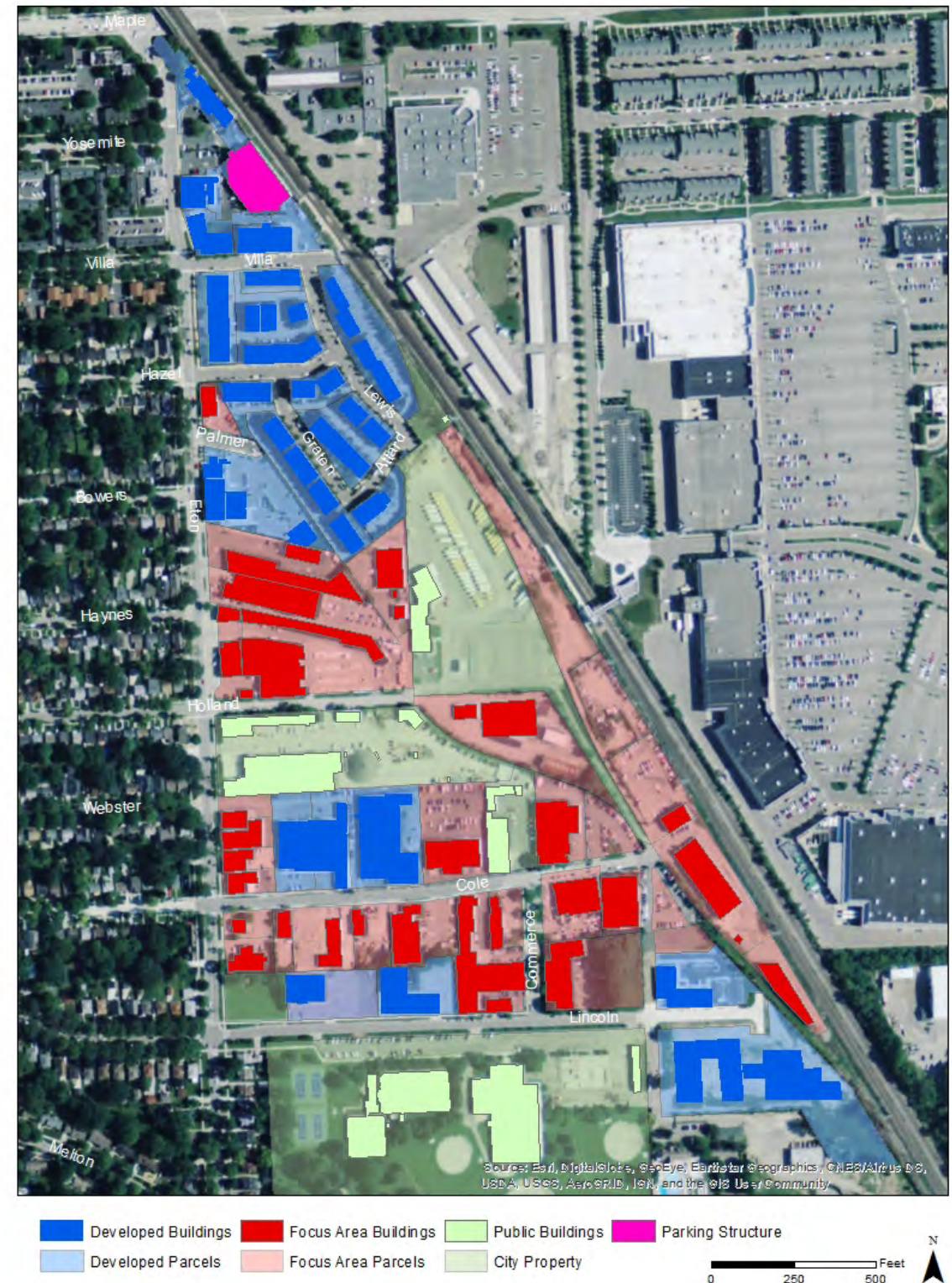
The ratio of developable parcel space vs actual building space was calculated for the properties highlighted in blue. This value is used as the Percent of Maximum Build-Out percentage. This build out rate was then used as a projection for the focus area highlighted in red. The assumption is that future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

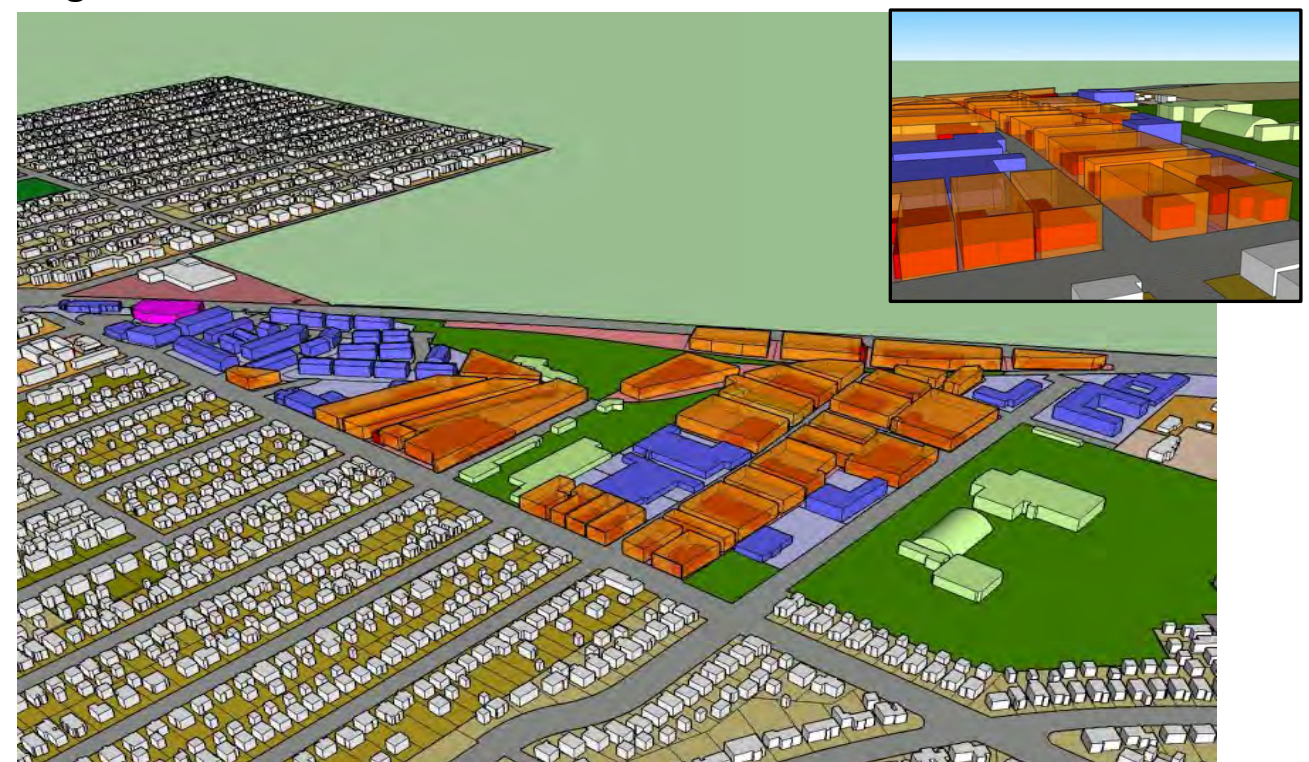
### Future Buildout:

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%
<b>Total</b>		<b>863,704</b>	<b>347,766</b>	<b>-</b>	<b>40%</b>	<b>895,241</b>	<b>3,454,816</b>	<b>26%</b>

# 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	-	-	-	-
<b>Total</b>	<b>1,139,807</b>	<b>349,080</b>	<b>31%</b>	<b>357,991</b>	<b>3,992,042</b>	<b>9%</b>

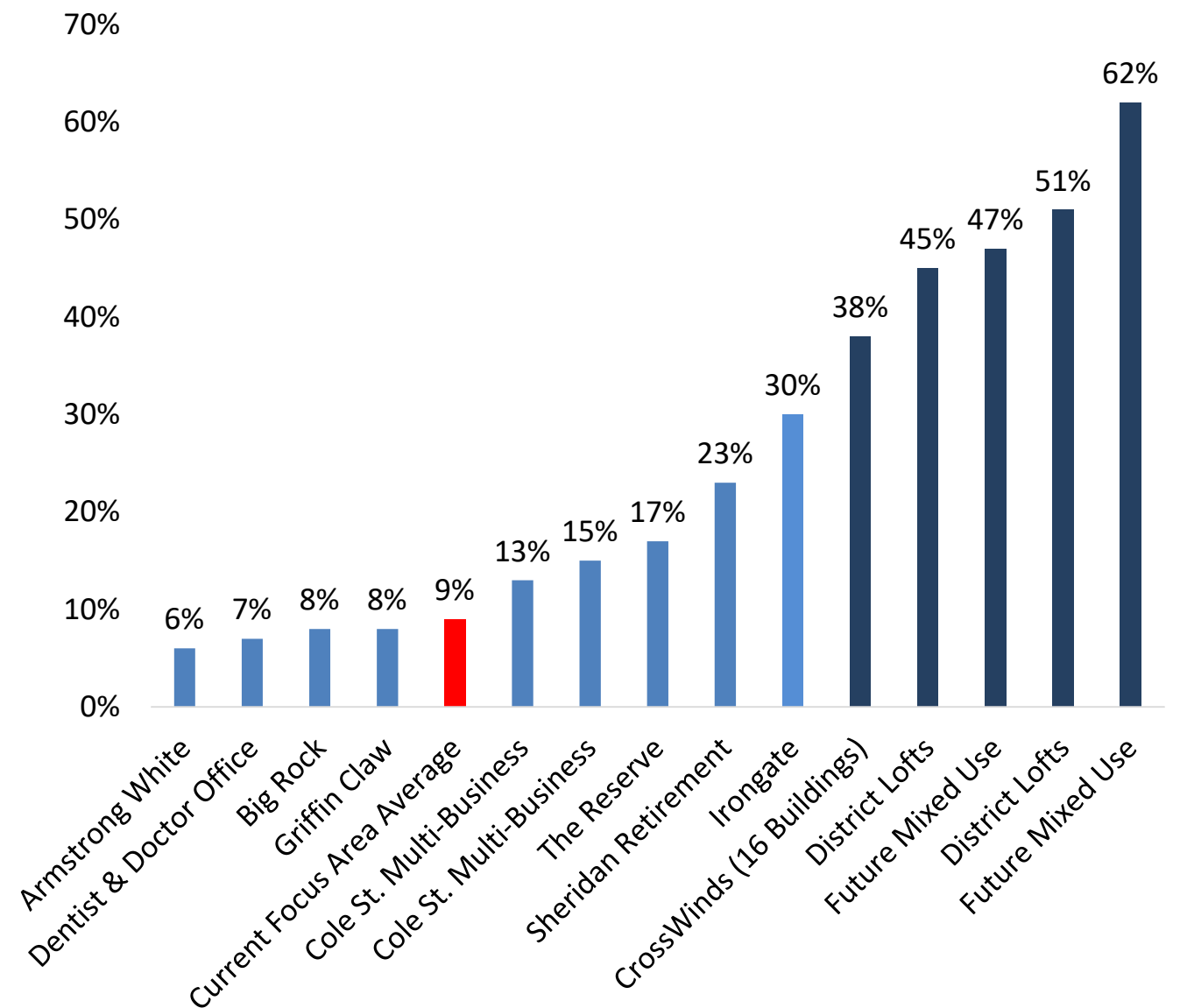
## Determining Future Build-out

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
<b>Total</b>	<b>1,139,807</b>	<b>3,992,042</b>	<b>3,327</b>	<b>2,994</b>	<b>6,321</b>	<b>3,160</b>	<b>2,528</b>	<b>1,896</b>

\*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.

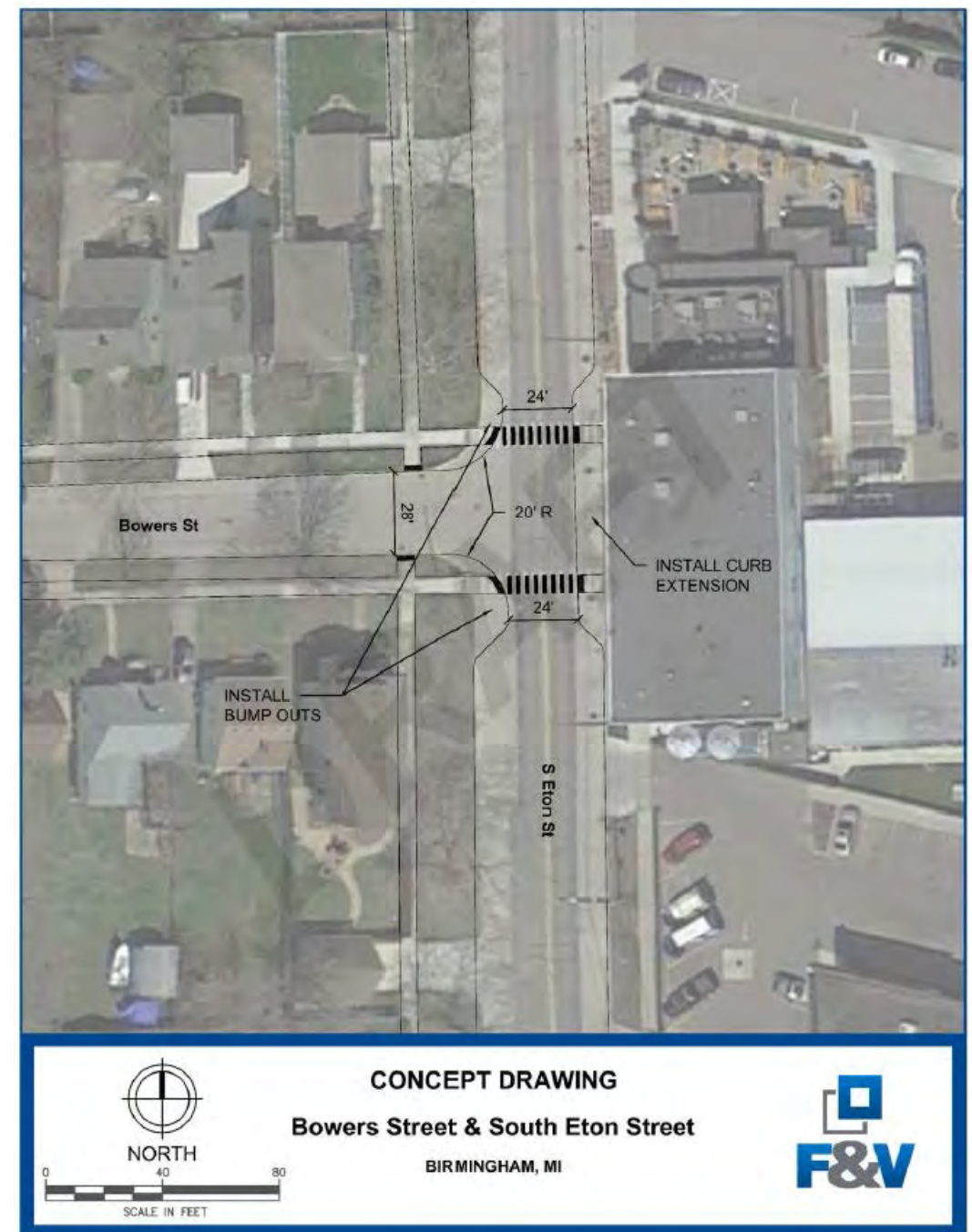
Building on the recommendations of the MMTP, the Committee identified additional intersections that appeared to be strong candidates for bump-out curbs. The map to the right illustrates the possible locations for bump-outs along S. Eton that were identified as priorities for further study. Intersections along S. Eton are as follows: Maple, Yosemite, Villa, Hazel, Bowers, Holland, Webster, Cole, Lincoln, Melton, Sheffield and 14 Mile Road.

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 accent materials to create a plaza feel at this intersection. Benches, planters, and bicycle parking are also recommended.

Possible 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 bicycle because no demarcation exists between the parking lanes and the driving lanes. Additionally, the inconsistent pavement treatment (asphalt and concrete) along S. Eton creates a seam between the driving and parking lanes, presenting an obstacle for bicyclists. 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 sharrows and buffers to S. Eton from Yosemite to 14 Mile. Maintain sharrows and accommodate parking south of Lincoln where possible. See illustration to the right for the preferred street design option.

While it is common to channel on-street bicyclists using a single line to divide the street lane, there are other alternatives such as a shared lane or “sharrow,” which can comfortably accommodate bikes on the street without a designated lane.

The Committee reviewed several options for bike lanes along S. Eton, but recommended providing sharrow markings with 3’ buffers. Unlike the other options that explored designated bike lanes, this design allows for comfortable bicyclist passage without the elimination of on-street parking, it works well given the current inconsistent pavement treatment along S. Eton, and allows for the addition of curb bump outs all along S. Eton.

### Preferred Option: Use of 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





## MEMORANDUM

Engineering Dept.

**DATE:** July 14, 2017

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** W. Maple Rd. Pedestrian Crossing  
Rouge River Trail

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As original board members will recall, in 2015, the W. Maple Rd. corridor was discussed extensively, as the question of moving from 4 lanes to 3 lanes was studied. During those discussions, it was noted that if W. Maple Rd. was changed to a 3 lane road, the left turn lane would provide an opportunity to install a center pedestrian island at potential marked crossings. The final decision to stay with a 3 lane cross-section was not made until July, 2015, after the road was under construction.

Recently, the Parks & Recreation Board has expressed interest in improving the Rouge River trail in the area of Maple Rd. Currently, the south side sidewalk borders the City's property, and there is no hard surfaced connection between the City sidewalk and a pedestrian bridge built many years ago that allows the public to cross the river and walk along its west side toward Lincoln Ave. Funds have been authorized to build a porous asphalt walkway from the Maple Rd. sidewalk south to the existing pedestrian bridge. The "missing link" will then be a designated crossing for pedestrians wishing to cross to the north side of Maple Rd.

When one considers the curves, the hill, the bridge and its long guard rail sections, and the Hawthorne Rd. and Baldwin Ave. intersections, there is little space left for a safe crossing area. The best location for a crossing is just to the west of the guard rail sections. On the north side, this works well, as it lines up with the existing Rouge River trail as it extends north toward Quarton Lake. On the south side, however, there is a conflict with an existing private driveway for the residence at 123 Hawthorne Rd.

A survey of the area was prepared, and communications held with the homeowner. The plan has been designed in such a way that the homeowner is supportive. Benefits of the proposal include:

- Marked pathway that will align with the trail to the north, and provide a connection to the trail as it extends south of Maple Rd.
- Installation of an island will encourage vehicles to drive slower through the area, and encourage them to watch for pedestrians.
- The island will be large enough to support a green space on the one side.
- The island stops just west of the crossing to allow for space for left turns into the adjacent driveway, which will be relocated.
- The driveway relocation will also require the relocation of an existing street light. Moving the light to the east will allow for better lighting at the crosswalk.



At this time, the MMTB is asked to review the plan and provide comments for final approval. A suggested recommendation to the City Commission follows.

**SUGGESTED RECOMMENDATION:**

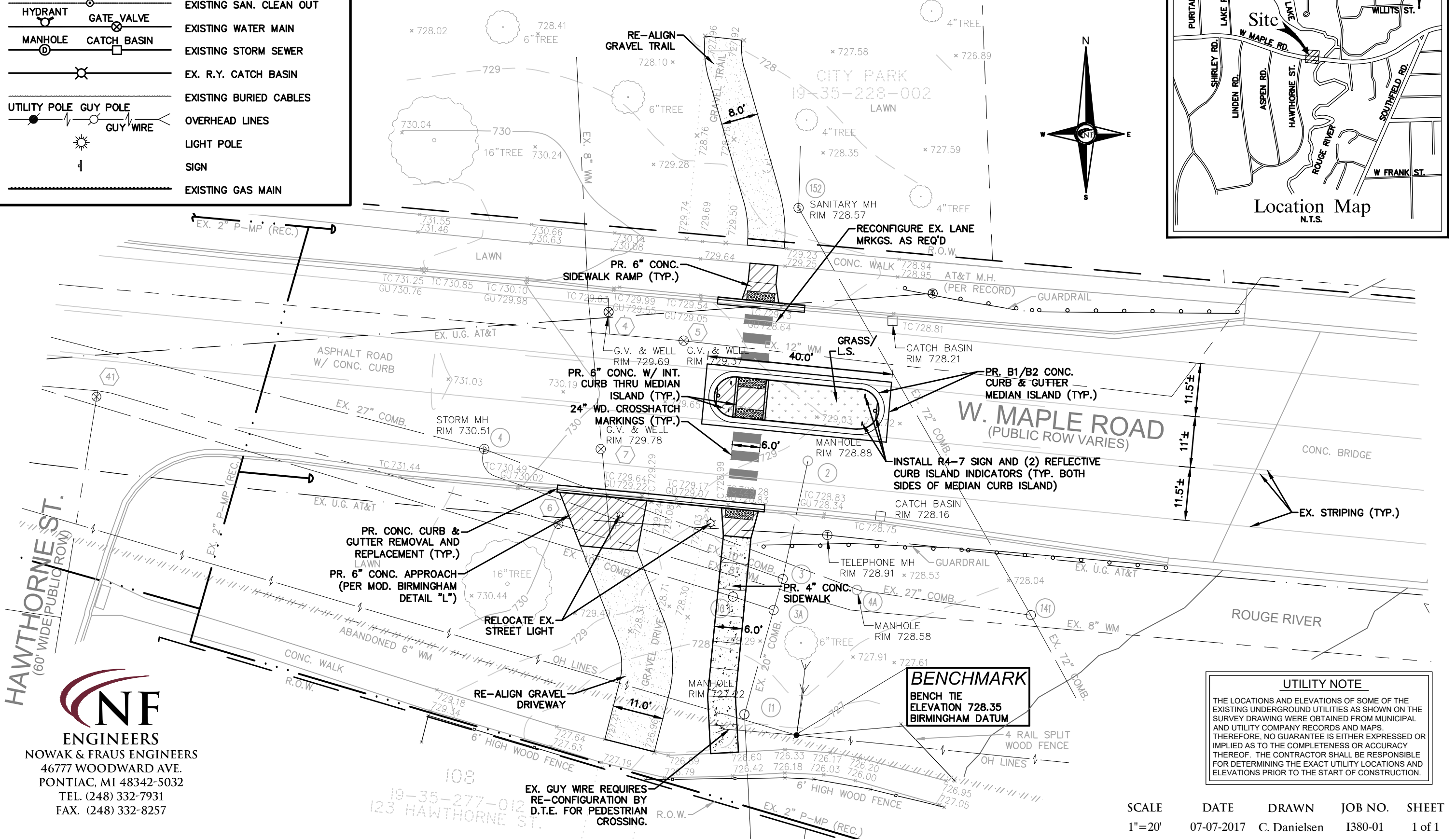
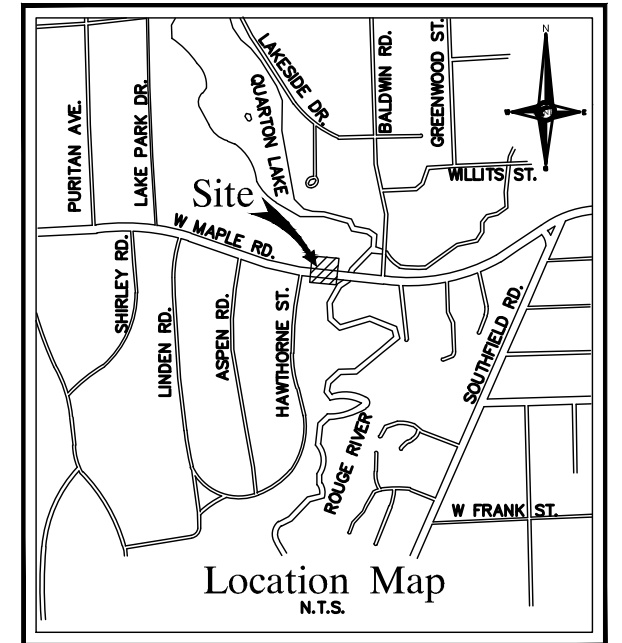
To recommend to the City Commission the design for a pedestrian crosswalk island immediately west of the Rouge River bridge, to provide a connection for pedestrians using the existing trail system to the north and south.

# LEGEND

MANHOLE	EXISTING SANITARY SEWER
HYDRANT	EXISTING SAN. CLEAN OUT
GATE VALVE	EXISTING WATER MAIN
MANHOLE	EXISTING STORM SEWER
CATCH BASIN	EX. R.Y. CATCH BASIN
	EXISTING BURIED CABLES
UTILITY POLE	OVERHEAD LINES
GUY POLE	LIGHT POLE
GUY WIRE	SIGN
	EXISTING GAS MAIN

## W. MAPLE X-WALK CONCEPT SKETCH

W. MAPLE BETWEEN HAWTHORNE & BRIDGE



HAWTHORNE ST.  
(60' WIDE PUBLIC ROW)



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

**UTILITY NOTE**  
THE LOCATIONS AND ELEVATIONS OF SOME OF THE EXISTING UNDERGROUND UTILITIES AS SHOWN ON THE SURVEY DRAWING WERE OBTAINED FROM MUNICIPAL AND UTILITY COMPANY RECORDS AND MAPS. THEREFORE, NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

SCALE 1"=20' DATE 07-07-2017 DRAWN C. Danielsen JOB NO. 1380-01 SHEET 1 of 1



## MEMORANDUM

Department of Public Services

**DATE:** June 19, 2017

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

**FROM:** Lauren A. Wood, Director of Public Services

**SUBJECT:** Trail Improvement Project-Lower Baldwin Park

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**Background:**

Over the past several months, DPS has been looking to improve connectivity to the trail system at Lower Baldwin Park. Currently there is no trail in place through the grass at this park to connect the trail entry with the sidewalk along Maple Rd. Funds have been budgeted this fiscal year in the amount of \$25,000 for this improvement.

July 5, 2016: It was proposed by staff to the Parks and Recreation Board to connect the sidewalk to the trail using a porous pave system, beginning at the easterly edge, where there is a sidewalk approach coming in off Maple, across from Baldwin Rd. The Parks and Recreation Board approved and recommended the project to the City Commission for approval.

July 25, 2016: At the City Commission meeting, the project was not approved and it was referred back to the Parks and Recreation Board for options. To summarize, concerns and questions included the following:

- Was consideration given to improving the trail connectivity for crossing Maple at Baldwin Road?
- Was the path location appropriate, do people walk there, i.e. foot pattern? Should the path start in along Maple from the East or West?
- Consistency with material choice and uniformity with existing trail system.
- Durability, Cost, Maintenance and ADA accessibility should be considered.

August 9, 2016: The Parks and Recreation Board reviewed concerns of the City Commission and advised staff on addressing the concerns and questions.

March 7, 2017: The Parks and Recreation Board reviewed a Trail Connection Location report from the Community Development Department regarding the final best location for the trail connection at this point. The Planning Department's report considered several options for pedestrians crossing Maple Road, including their recommendation of an at-grade pedestrian crossing island on Maple Rd, just west of Baldwin Road, west of the Bridge.

Additionally, because of the recommendation of a crossing west of Baldwin, and a closer look at where foot traffic was located through Lower Baldwin Park, DPS staff recommended that the proposed trail connection at Lower Baldwin Park to connect the sidewalk along Maple to the chip trail be changed. Instead of the original proposal of coming in from the east, across from Baldwin Road, staff suggested the location be changed to a westerly connection.

It was moved by Lilly Stotland, seconded by Bill Wiebrecht to endorse and support the Planning Department recommendation for an at-grade pedestrian crossing on W. Maple Road just west of Baldwin Road. Further, to support pursuing the trail connection south of Maple Road from the sidewalk to the bridge at Lower Baldwin modifying the original July 12, 2016 staff proposal to a westerly connection.

May 2, 2017: The Parks and Recreation Board endorsed the proposed new trail connection location and material combination selection on the basis of available costs which are not expected to exceed the budgeted amount. DPS recommended porous pave to be installed on either side of the footbridge over the river, as you enter the existing wood chip trail due to continuous washout in this area, approximately 5 ft. x 50 ft. of porous pave to the North of the footbridge and 5 ft. x 10 ft. to the South of the footbridge. For the remaining proposed section of new trail, approximately 5 ft. x 132 ft., the material would be crushed limestone, the same material used in other parts of the trail system that have been developed, such as Booth Park and Quarton Lake.



### **Material Selection:**

Our City-wide trail system consists of 3 different types of materials.

- 1) Wood chips. The trail system originated with chips installed prior to ADA regulations on accessibility. The chips used are not considered accessible. Pros: Inexpensive-come from chipped up brush and tree removals done by Hart, natural feel, walking and running path, some bikes. Cons: Not considered ADA accessible, On-going maintenance-add chips every year, heavy rains will move material causing washouts, can be difficult for strollers





- 2) Crushed Limestone: Quarton Lake Development project added new trails that are ADA accessible. Booth Park Development added crushed stone pathway up to the existing trail system through the woods. Pros: ADA accessible, easy to navigate strollers, natural feel. Cons: Heavy rains will move material causing washouts. Maintenance: Adding additional material as needed, spraying weeds.



- 3) Porous Pave: Installed in one location along the trail system in 2013. Weather dependent, this area floods consistently. Wood chips would wash away, leaving mud, difficult to walk through. Porous pave stays in place, water rises above, yet when it recedes the path is still in place and is walkable. Pros: ADA accessible, stroller ease, low maintenance, Eco friendly- allows water to drain through, stays in place (poured like concrete), no wash outs. Cons: More costly up front, periodic maintenance required.



For any new installation, we recommend using ADA accessible materials. To be consistent with what currently exists, keeping in mind ADA compliance; this narrows our options to either the Crushed Limestone or Porous Pave.

There is a washout area on either side of the footbridge. Staff must repeatedly install woodchips in this area. See pictures below. For this reason, we recommend using approximately 60' of porous pave material.



Chips washed away



Chips replaced



Before, exposed roots from washout



After, wood chips added

For the remainder of the trail, between the proposed porous material, up to Maple Rd sidewalk, we recommend using Crushed Limestone, consistent with the material at the Quarton Lake trail, just North of Maple. This combination of materials will minimize maintenance and maintain durability, yet have a natural feel as you enter the trail system off of the Maple sidewalk, consistent with the trail to the North of Maple Rd.

A quote was obtained through X-Tier Design and Build Landscape, the approved installer of the Porous Paver product in this area. No other quotes were obtained for this project based on X-Tier Design being the sole source provider and installer of the specified Porous Pave product. X-Tier Design and Build would also complete the crushed limestone portion of the project. The total project cost for the Porous Paver and Crushed Limestone path is \$17,585.00. Funds have been budgeted for this project in the 2016-2017 budget in the account #101-751.000-811.0000, Parks Other Contractual Services.

If approved by the City Commission on June 26, 2017 to earmark the fiscal year budget dollars for this work; it will only proceed contingent upon the Maple Road at-grade pedestrian crossing island approval which coincides with this trail extension. The Planning and Engineering Departments are coordinating a Maple Road pedestrian crossing plan (see the attached sketch which illustrates the plan for this pedestrian crosswalk) to improve trail connectivity from the proposed new trail addition at Lower Baldwin Park to Waterfall Park at Quarton Lake. The Maple Road crossing plan will be presented at a subsequent meeting.

#### SUGGESTED RESOLUTION:

To approve the Lower Baldwin Trail Extension project to X-Tier Design and Build Landscape in the amount of \$17,585.00. Further, to waive the normal bidding requirements due to X Tier Design and Build Landscape being the sole source installer of this product. Funds are available in the Parks - Other Contractual Services #101-751.000-811.0000 for these services. Further, to authorize the Mayor and City Clerk to sign the agreement on behalf of the City upon receipt of required insurances and contingent upon the approval of the Maple Road at-grade pedestrian crossing island on Maple Road, just west of Baldwin Road, west of the Bridge.



## MEMORANDUM

Engineering Dept.

**DATE:** July 14, 2017

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** 2017 Asphalt Resurfacing Program  
Multi-Modal Transportation Review

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Typically each year, the City bids an asphalt paving program, in an attempt to repair roads in need of maintenance. Such work gives the Multi-Modal Transportation Board (MMTB) an opportunity to review the plan, and determine if Multi-Modal improvements can be incorporated into the project. This year's program is focusing on shorter, dead-end local streets. A map of the subject streets is attached for your information.

The streets being proposed for maintenance work are:

- Ashford Lane – Quarton Rd. to East End
- Millrace Ct. – Lakeside Dr. to South End
- Hidden Ravines Drive, Trail, and Court – All west of Southfield Rd.

All of these streets are unique to Birmingham in that they do not provide a vehicular connection at each end. Further, none of them presently have sidewalks. A review of the master plan confirms that there are no suggested improvements of a multi-modal nature for any of these streets. The first and third parts of the project were constructed in the 1980's, and represent condominium communities that were designed to support only traffic from their residents.

Millrace Ct. was built in 1960. It serves as the access for five single family homes, and its west side is directly adjacent to the City property adjacent to Quarton Lake. As seen on the attached aerial and Google photos, the existing Rouge River Trail runs within ten feet of the Millrace Ct. pavement, but there is no official connection. The trail was last improved about 15 years ago, before the MMTB existed. The board may wish to consider if it is appropriate to build a designated connection at this time, to service either pedestrians or bicycle traffic. If a connection is desired, it is recommended that a standard handicap ramp with concrete be installed (rather than crushed limestone, similar to the path) to ensure that ADA requirements are being met, and to reduce the amount of stone dragged out on the street surface.

Two possible recommendations to the Commission are offered below:

### SUGGESTED RECOMMENDATION A:

After reviewing the Multi-Modal Master Plan with respect to the 2017 Asphalt Resurfacing Program, the Multi-Modal Transportation Board has confirmed that no multi-modal improvements are proposed for any of these streets in the Multi-Modal Master Plan. Due to

their lack of connectivity to other streets, and due to their lack of sidewalks, no multi-modal improvements are recommended at this time.

#### SUGGESTED RECOMMENDATION B:

After reviewing the Multi-Modal Master Plan with respect to the 2017 Asphalt Resurfacing Program, the Multi-Modal Transportation Board has confirmed that no multi-modal improvements are proposed for any of these streets in the Multi-Modal Master Plan. Nevertheless, the Board recommends that the City Commission approve the installation of a \_\_\_\_ ft. wide handicap ramp to connect the south end of Millrace Ct. with the existing adjacent River Rouge trail to improve pedestrian and bicycle connectivity between the adjacent park trail system and Millrace Ct.




# 2017 Asphalt Resurfacing Program

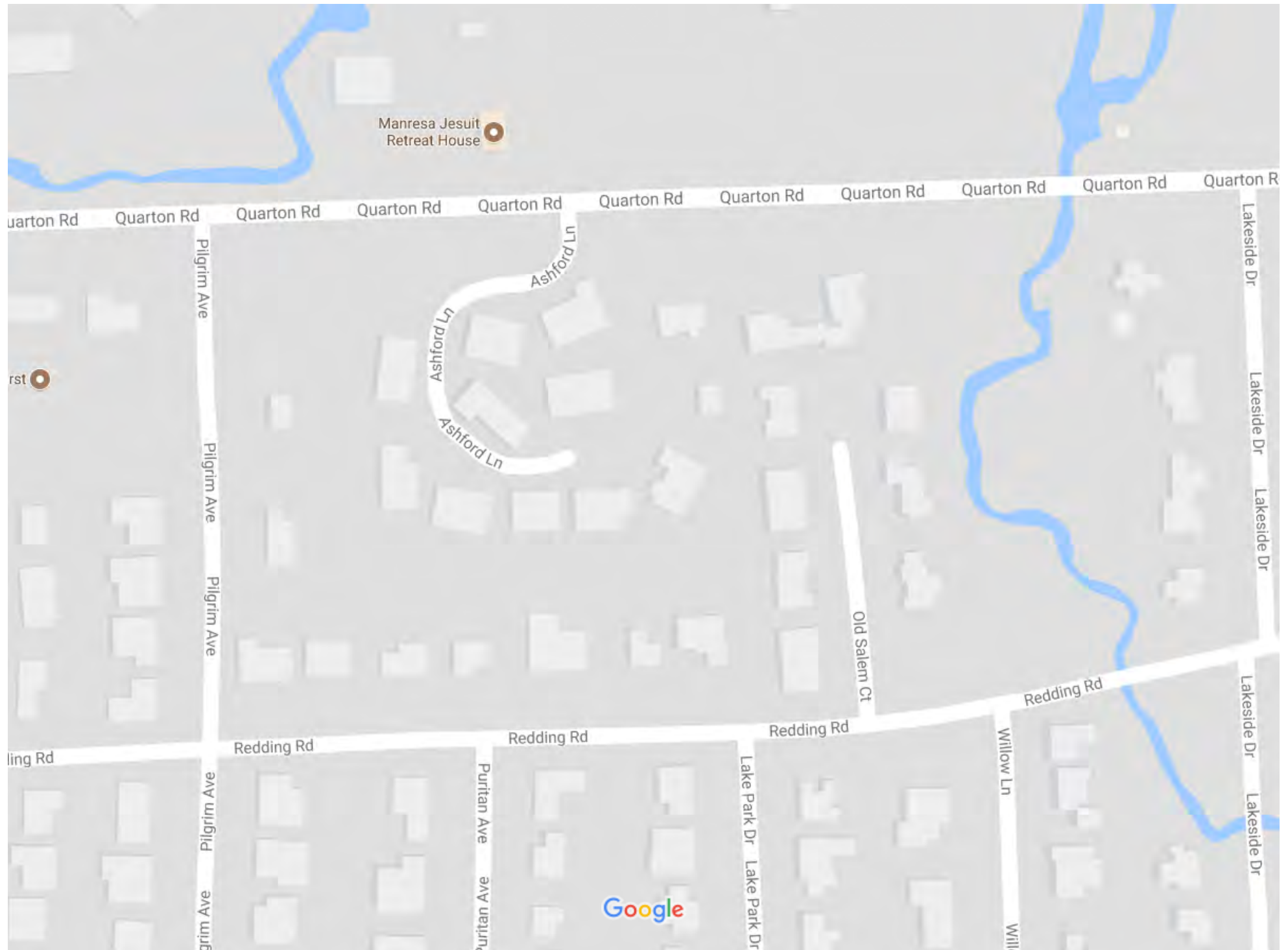


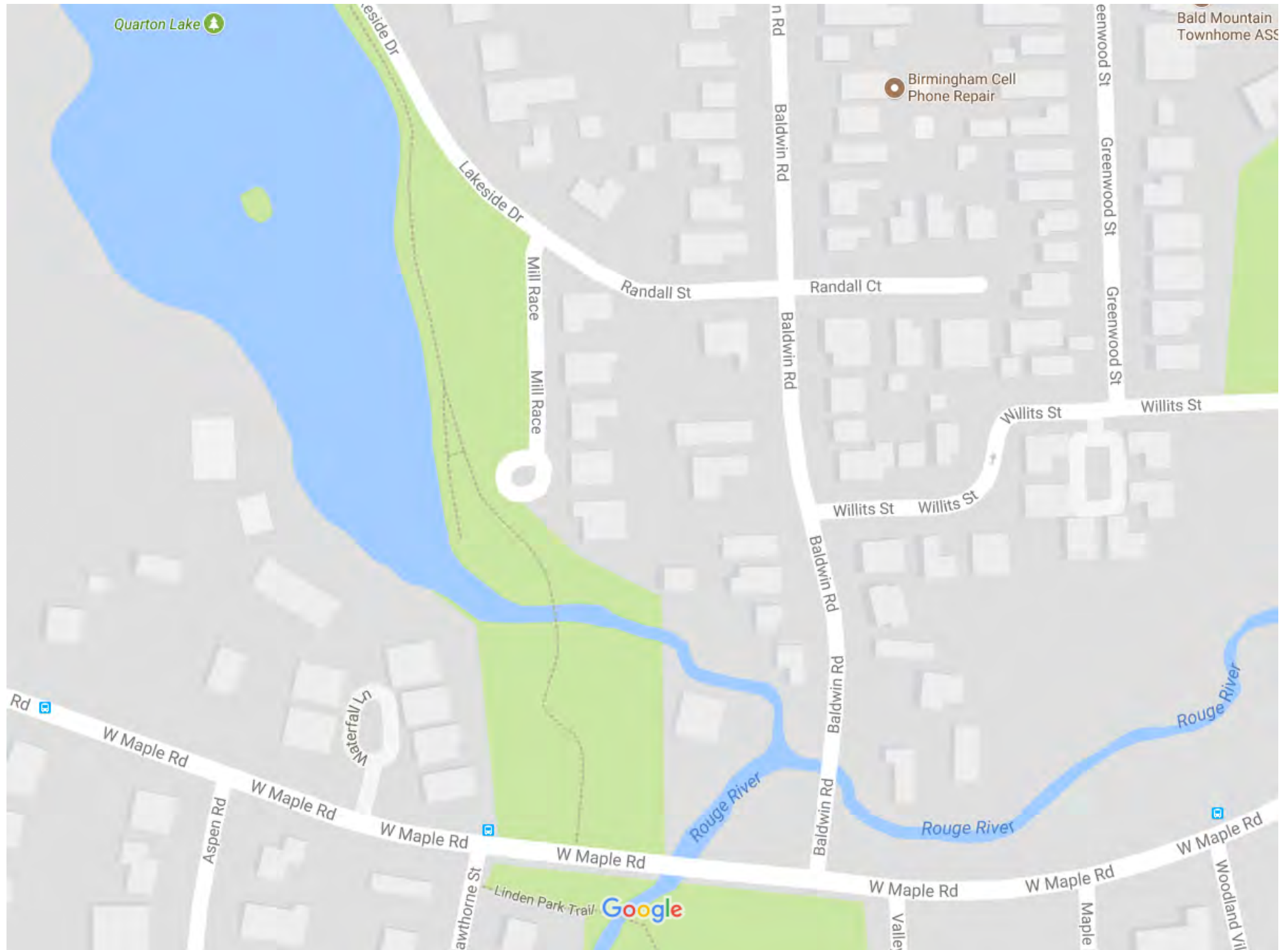
## Legend

 2017 Asphalt  
Resurfacing  
Program

 Miles  
0 0.05 0.1 0.2 0.3 0.4



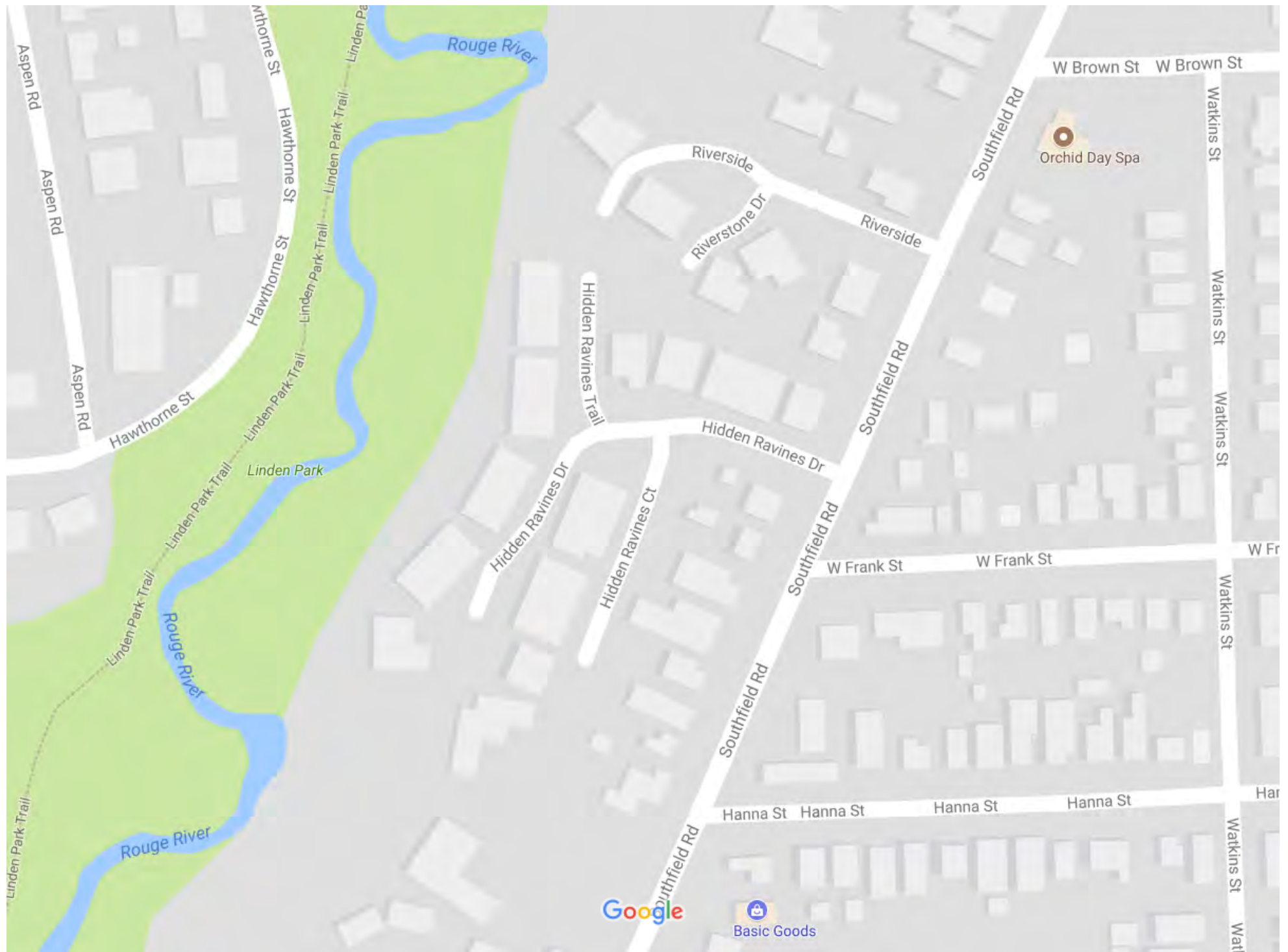












**CONSULTING AGREEMENT BETWEEN THE CITY OF BIRMINGHAM  
AND FLEIS & VANDENBRINK**

**AGREEMENT** made this 22 day of Sept., 2014, by and between the **CITY OF BIRMINGHAM**, whose address is 151 Martin Street, Birmingham, Michigan (hereinafter referred to as the "City") and **FLEIS & VANDENBRINK** whose address is 27725 Stansbury, Suite #150, Farmington Hills, MI 48334 (hereinafter referred to as the "Contractor"), to-wit:

1. Contractor shall provide professional consultant services under this Agreement as requested from time to time by the City of Birmingham through its Engineer or his/her designee for the Multi-Modal Transportation Board.

2. Professional services to be rendered under this Agreement and the fee schedule, attached hereto and incorporated by reference as Exhibit A, are mutually agreed upon pursuant to the Request for Qualifications, attached hereto and incorporated by reference as Exhibit B. The City promises and agrees to pay said Contractor for all labor supplied and work performed under this Agreement. Invoices shall be submitted to the City on a monthly basis and shall be paid upon acceptance by the City of the work produced by the Contractor.

3. Written notices regarding this Agreement shall be addressed to the following:

City: City of Birmingham  
P.O. Box 3001  
Birmingham, Michigan 48012  
Attn: City Engineer and City Clerk (one written copy to each)

Contractor: Fleis & Vandenbrink  
27725 Stansbury, Suite #150  
Farmington Hills, MI 48334  
Attn: Mr. Michael Labadie

4. This Agreement shall have a term of two (2) years from the date stated above. The City and the Contractor shall each have the right to unilaterally terminate this Agreement on thirty (30) days written notice. In the event of termination, the Contractor shall receive compensation for services to the date the termination takes effect and the City shall be entitled to retain and use the results to the date the termination takes effect and the City shall be entitled to retain and use the results of all information, maps, and recommendations prepared by the Contractor through such date. The parties agree that this agreement can be renewed for one (1) year upon the written agreement of the parties.



5. The Contractor and the City agree that the Contractor is acting as an independent contractor with respect to the Contractor's role in providing services to the City pursuant to this Agreement, and as such, shall be liable for its own actions and neither the Contractor nor its employees shall be construed as employees of the City. Nothing contained in this Agreement shall be construed to imply a joint venture or partnership and neither party, by virtue of this Agreement, shall have any right, power or authority to act or create any obligation, express or implied, on behalf of the other party, except as specifically outlined herein. Neither the City nor the Contractor shall be considered or construed to be the agent of the other, nor shall either have the right to bind the other in any manner whatsoever, except as specifically provided in this Agreement, and this Agreement shall not be construed as a contract of agency. The Contractor shall not be considered entitled or eligible to participate in any benefits or privileges given or extended by the City, or be deemed an employee of the City for purposes of federal or state withholding taxes, FICA taxes, unemployment, workers' compensation or any other employer contributions on behalf of the City.

6. The Contractor acknowledges that in performing services pursuant to this Agreement, certain confidential and/or proprietary information (including, but not limited to, internal organization, methodology, personnel and financial information, etc.) may become involved. The Contractor recognizes that unauthorized exposure of such confidential or proprietary information could irreparably damage the City. Therefore, the Contractor agrees to use reasonable care to safeguard the confidential and proprietary information and to prevent the unauthorized use or disclosure thereof. The Contractor shall inform its employees of the confidential or proprietary nature of such information and shall limit access thereto to employees rendering services pursuant to this Agreement. The Contractor further agrees to use such confidential or proprietary information only for the purpose of performing services pursuant to this Agreement.

7. This Agreement shall be governed by and performed, interpreted and enforced in accordance with the laws of the State of Michigan. The Contractor agrees to perform all services provided for in this Agreement in accordance with and in full compliance with all local, state and federal laws and regulations.

8. If any provision of this Agreement is declared invalid, illegal or unenforceable, such provision shall be severed from this Agreement and all other provisions shall remain in full force and effect.

9. This Agreement shall be binding upon the successors and assigns of the parties hereto, but no such assignment shall be made by the Contractor without the prior written consent of the City. Any attempt at assignment without prior written consent shall be void and of no effect.

10. The Contractor agrees that neither it nor its subcontractors will discriminate against any employee or applicant for employment with respect to hire, tenure, terms,



conditions or privileges of employment, or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight or marital status. The Contractor shall inform the City of all claims or suits asserted against it by the Contractor's employees who work pursuant to this Agreement. The Contractor shall provide the City with periodic status reports concerning all such claims or suits, at intervals established by the City.

11. To the fullest extent permitted by law, the Contractor and any entity or person for whom the Contractor is legally liable, agrees to be responsible for any liability, defend, pay on behalf of, indemnify, and hold harmless the City of Birmingham, its elected and appointed officials, employees and appointed Board members against any and all claims, demands, suits, or loss, including all costs and reasonable attorney fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from the City, its elected and appointed officials, employees, or appointed Board members, by reason of personal injury, including bodily injury and death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this Agreement. Such responsibility shall not be construed as liability for damage caused by or resulting from the act or omission of its elected or appointed officials, employees, or appointed Board members.

12. The Contractor shall not commence work under this Agreement until it has, at its sole expense, obtained the insurance required by this paragraph. All certificates of insurance shall be with insurance carriers licensed and admitted to do business in the State of Michigan. All coverages shall be with insurance carriers acceptable to the City of Birmingham. The Contractor shall maintain during the life of this Agreement the types of insurance coverage and minimum limits as set forth below:

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



- C. Motor Vehicle Liability Insurance: Contractor shall procure and maintain during the life of this Agreement Motor Vehicle Liability Insurance, including all applicable no-fault coverages, with limits of liability of not less than \$ 1,000,000 per occurrence combined single limit Bodily Injury and Property Damage. Coverage shall include all owned vehicles, all non-owned vehicles, and all hired vehicles.
- D. Additional Insured: The Commercial General Liability and Motor Vehicle Liability, as described above, shall include an endorsement stating the following shall be *Additional Insureds*: The City of Birmingham including all elected and appointed officials, all employees, all boards, commissions and/or authorities and board members. This coverage shall be primary and any other insurance maintained by the additional insureds shall be considered to be excess and non-contributing with this insurance required from Contractor under this Section.
- E. Professional Liability Insurance: If Professional Liability Insurance is available, Professional Liability Insurance with limits of not less than \$1,000,000 per claim if Consultant will provide service that are customarily subject to this type of coverage.
- F. Cancellation Notice: Workers' Compensation Insurance, Commercial General Liability Insurance, Professional Liability Insurance and Motor Vehicle Liability Insurance as described above, shall include an endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal shall be sent to: Director of Finance, City of Birmingham, P.O. Box 3001, 151 Martin Street, Birmingham, Michigan 48012.
- G. Proof of Insurance Coverage: Contractor shall provide the City at the time the Agreement is returned for execution, Certificates of Insurance and/or policies, acceptable to the City, as listed below.
- 1) Two (2) copies of Certificate of Insurance for Workers' Compensation Insurance;
  - 2) Two (2) copies of Certificate of Insurance for Commercial General Liability Insurance;
  - 3) Two (2) copies of Certificate of Insurance for Vehicle Liability Insurance;

- 4) Two (2) copies of Certificate of Insurance for Professional Liability Insurance;

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

13. If, after the effective date of this Agreement, any official of the City, or spouse, child, parent or in-law of such official or employee shall become directly or indirectly interested in this Agreement or the affairs of the Contractor, the City shall have the right to terminate this Agreement without further liability to the Contractor if the disqualification has not been removed within thirty (30) days after the City has given the Contractor notice of the disqualifying interest. Ownership of less than one percent (1%) of the stock or other equity interest in a corporation or partnership shall not be a disqualifying interest. Employment shall be a disqualifying interest.

14. If Contractor fails to perform its obligations hereunder, the City may take any and all remedial actions provided by the general specifications or otherwise permitted by law.

15. Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be settled either by commencement of a suit in Oakland County Circuit Court, the 48<sup>th</sup> District Court or by arbitration. If both parties elect to have the dispute resolved by arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan and administered by the American Arbitration Association with one arbitrator being used, or three arbitrators in the event any party's claim exceeds \$1,000,000. Each party shall bear its own costs and expenses and an equal share of the arbitrator's and administrative fees of arbitration. Such arbitration shall qualify as statutory arbitration pursuant to MCL §600.5001 et. seq., and the Oakland County Circuit Court or any court having jurisdiction shall render judgment upon the award of the arbitrator made pursuant to this Agreement. The laws of the State of Michigan shall govern this Agreement, and the arbitration shall take place in Oakland County, Michigan. In the event that the parties elect not to have the matter in dispute arbitrated, any dispute between the parties may be resolved by the filing of a suit in the Oakland County Circuit Court or the 48<sup>th</sup> District Court.

16. The City shall be the owner of all drawings, reports, specifications and other documents prepared by the Contractor. Any modifications made to these documents by the City shall be clearly marked as such on the modified document. Any modifications made by the City without the prior written consent of the Contractor shall be at the City's sole risk and responsibility.

**FAIR PROCUREMENT OPPORTUNITY:** Procurement for the City of Birmingham will be handled in a manner providing fair opportunity for all businesses. This will be accomplished without abrogation or sacrifice of quality and as determined to be in the best interest of the City of Birmingham.

IN WITNESS WHEREOF, the said parties have caused this Agreement to be executed as of the date and year above written.

CITY OF BIRMINGHAM

By: \_\_\_\_\_

Scott D. Moore, Mayor

By: \_\_\_\_\_

Laura Pierce, City Clerk

FLEIS & VANDENBRINK

By: \_\_\_\_\_

Its: \_\_\_\_\_

Approved:

Joseph A. Valentine, City Manager  
(Approved as to substance)

Paul T. O'Meara, City Engineer  
(Approved as to substance)

Timothy J. Currier, City Attorney  
(Approved as to form)

B. Sharon Ostin, Director of Finance  
(Approved as to Financial Obligation)

**EXHIBIT A**  
**PROFESSIONAL FEES & CONSTRUCTION ESTIMATE**

<b><u>CLASSIFICATION</u></b>	<b><u>RATE</u></b>
Sr. Project Manager, Sr. Planner, Principal-in-Charge	\$148 - \$183
Project Manager, Sr. Engineer, Sr. Architect, Sr. Geologist	\$104 - \$148
Project Engineer, Professional Surveyor, Sr. Landscape Architect, Architect	\$104 - \$130
Engineer, Engineer EIT, Geologist, Landscape Architect, Sr. Technician	\$77 - \$104
Survey Crew Chief, Sr. CAD Technician	\$91 - \$104
Technician, CAD Technician, Survey Technician	\$77 - \$92
Project Assistant, Field Assistant	\$51 - \$77

**Survey & Construction Observation Equipment**

<b><u>CLASSIFICATION</u></b>	<b><u>RATE</u></b>
Survey Total Station	\$30 per day
Leica Global Positioning System (GPS)	\$300 per day
Robotic Survey System	\$175 per day
Troxier (Nuclear Density)	\$60 per day
Concrete Testing	\$35 per day



**Vehicles**

<b><u>CLASSIFICATION</u></b>	<b><u>RATE</u></b>
Trucks (light duty)	\$15 per day + \$0.555 per mile
Construction Observation/Survey	\$20 per day + \$0.555 per mile
Trucks (4x4) Construction Observation/Survey	\$25 per day + \$.063 per mile
Autos & Vans	\$10 per day + \$0.555 per mile



## MEMORANDUM

Engineering Dept.

**DATE:** July 15, 2017

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** Woodward Ave. Resurfacing, 2017-2018  
Quarton Rd. to 14 Mile Rd.

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The following is meant to be an update on substantial multi-modal improvements that are being planned for the above segment of Woodward Ave. Since this road is a state highway under the jurisdiction of the MI Dept. of Transportation (MDOT), the City historically does not have much input on what is done when changes are made. However, MDOT is making an effort to listen and work with local cities, and the changes that are proposed for the Woodward Ave. corridor are encouraging. The planning for this project has been fast tracked, as explained below, therefore, there has not been an opportunity to seek input from the MMTB. However, we believe that the board will generally be supportive of how the plans are taking shape.

The segment of Woodward Ave. within Birmingham was last resurfaced in 2007. MDOT has determined recently that it is now in poor condition, and that work needs to be scheduled to keep it in good condition. Regionally, MDOT's Oakland Co. office has been focusing on the multi-phase reconstruction of I-75, which started in 2016. Work is currently underway reconstructing the area around the Square Lake Rd. intersection. In 2019, MDOT plans to reconstruct the segment between Coolidge Hwy. and Crooks Rd. in 2019. MDOT predicts that Woodward Ave. will be subject to higher traffic volumes during that project, as the public tries to avoid the area.

In 2016, MDOT decided that the resurfacing of Woodward Ave. should be prioritized in order to improve its condition prior to the 2019 I-75 project. However, it did not want to schedule the work concurrent with Birmingham's planned reconstruction of Old Woodward Ave., slated for 2017. With that in mind, they had intended to wait until Birmingham's project was finished, and to conduct its resurfacing project in 2018. Once Birmingham's Old Woodward Ave. project was postponed to 2018, MDOT was then forced to reconsider how it was going to accomplish its work.

MDOT now plans to let two separate contracts for Woodward Ave., designed to work around the Old Woodward Ave. project, as well as the annual Dream Cruise event, as best as it can. Here is the current plan:

### Fall, 2017 Project

MDOT is currently bidding a concrete repair project to be conducted this fall, from Labor Day to the end of October. The work will focus on six weekends during this period, wherein multiple concrete repairs will be made starting on Friday evenings, and extending until just before Monday morning rush hour periods. The work will require triple lane closures during the first half of the weekend (through Saturday afternoon) while crews are removing and installing concrete patches on two adjacent lanes. The third lane will be closed for worker safety while the work is underway. Once the concrete is placed and workers can leave the area, two lanes will be opened for the remainder of the weekend while the concrete cures. Additional single lane closures will also be made during the work week to allow additional work to be accomplished along the left or right edges of the roadway.

### Spring/Summer, 2018 Project

The more substantial project is planned for 2018. Improvements are listed below.

#### a. Scheduling

MDOT and Birmingham staff have discussed extensively the possibility of postponing this project so that it does not coincide with Birmingham's planned reconstruction of Old Woodward Ave. However, due to funding, the extent of the work proposed relative to fitting it in between Birmingham's project and the annual Dream Cruise, and finally the need to complete the work prior to 2019, forced MDOT to continue with its plans to conduct this work during the months of mid-April to mid-August, 2018. Both agencies are concerned with the public perception that these projects were not well planned. To help reduce that perception, public open house meetings will be held prior to both this project and the fall, 2017 project listed above. Plus, the lane closures planned for the 2018 project will keep disruption to a minimum. Here is what is planned:

- No lane closures will be allowed during the work week, with the exception of a maximum of one lane during the hours of 9 AM to 3 PM during the day, and multiple lane closures during the hours of 9 PM to 6 AM only.
- Longer multiple lane closure hours will be allowed on weekends, during these hours:

Friday nights/Saturday mornings 9 PM to 9 AM  
Saturday nights/Sunday mornings 9 PM to 10 AM

The above night time hours will require approval from the Birmingham City Commission, waiving the noise ordinance in order to allow this important work during these hours.

Given the above stipulations, Woodward Ave. will remain fully open during peak traffic times, and the majority of the work will occur when traffic demands are typically low.

#### b. Proposed Improvements

All eight lanes of Woodward Ave. will have the top 1.5 inches of asphalt removed and replaced. In addition to the concrete patching that will have occurred on the fall 2017 project, additional joint repairs will be completed. Because federal law requires that all handicap ramps in a project area be made compliant with current standards when a resurfacing project is being completed, MDOT will be improving all ramps that need work throughout the corridor. Since funding was already slated for this work, Birmingham requested that MDOT implement Birmingham's recently finalized crosswalk standards in the design of these ramps. While it could not implement the standards entirely, the project will be a major improvement in pedestrian accessibility from what currently exists. The following is what is being planned:

All existing crosswalks will be reconstructed where needed to meet current ADA requirements (if they are not already). Where pavement markings are present, they will be 6 ft. wide outside of the designated commercial zones referenced in our crosswalk policy, with 5 ft. wide ramps. Within the designated commercial zones, MDOT will install 10 ft. wide pavement markings with 8 ft. wide ramps. All markings will be 24 inch wide white bars with a 24 inch wide spacing.

The Maple Rd. and 14 Mile Rd. intersections will not be included in this effort, because a separate funding source was already planned to replace the entire traffic signal systems at these intersections, which is budgeted for 2019. Those two intersections will then be raised to the same standards at that time.

Finally, you may recall that Birmingham applied for a Transportation Alternatives Program (TAP) grant last year to install a new traffic signal at the Oak St. intersection, thereby allowing the installation of a signalized, marked pedestrian crosswalk. The TAP grant was approved, and MDOT has agreed to include this work in their 2018 project. Below is a summary of the new improved crosswalks that will be installed on this project, from north to south:

**Oak St.** – New 10 ft. wide crosswalk on the south side of the intersection, using a completely new traffic signal (as suggested in the Master Plan).

**Oakland Ave.** – New 10 ft. wide crosswalk relocated on the northbound lanes so that pedestrians do not conflict with eastbound Oakland Ave. right turns (as suggested in the Master Plan).

**Brown St./Forest Ave.** – New 10 ft. wide crosswalks will be installed in the present location. (The lack of a signal on the northbound side of this intersection has been an issue that has been identified for many years, however, it has not been funded by MDOT. Recent discussions have identified that this issue is not been resolved, and the traffic safety staff at MDOT have committed to reviewing this issue again.)

**Bowers St.** – New 10 ft. wide crosswalks on both sides of the intersection.

**Lincoln Ave.** – New 10 ft. wide crosswalks on both sides of the intersection.

**South of Chapin Ave.** – New 10 ft. wide crosswalks at the existing traffic signal.

Overall, the 2018 project represents a significant improvement for pedestrian mobility for those wishing to cross Woodward Ave.





June 13, 2017 10:46 am UPDATED 3 DAYS AGO

# Dearborn, Southfield roll out bike share programs

By ANNALISE FRANK  [Oakland County](#) [Wayne County](#) [Government](#) [More +](#)

Photo by Courtesy of the city of Dearborn

Dearborn Mayor John O'Reilly Jr. (left) rides a Zagster bike at the Tuesday announcement of the city's new bike share program, contracted through short-term bike rental system provider Zagster Inc. O'Reilly is joined by Councilman David Bazy (center) and ride leader Tracy Besek.

Dearborn launched its bike share program Tuesday with Zagster Inc., an all-in-one provider that handles maintenance, insurance, feasibility analysis, docking stations and payment systems, generally for a per-bicycle fee.

Cambridge, Mass.-based Zagster, which operates about 160 bike share programs across the U.S. and several in Canada, is providing **50 bicycles at 10 downtown stations** in Dearborn. Locations include the Bryant Library, West Village Commons, the John D. Dingell Transit Center and the Arab American National Museum.

The initiative, part of the city's recent work to become multimodal and draw younger residents to downtown, is funded through **a donation from longtime philanthropists Mary and Donald Kosch** and matching funds from Beaumont Health. Half of the \$2.4 million total donation and matching funds went toward the city of Dearborn's **Healthy Dearborn** programming. That funding is providing \$540,000 to support the bike share program for six years, said Mary Laundroche, director of public information for Dearborn.

Zagster is also providing the setup for Southfield's downtown bike share. As part of the city's initiative to make its center more **pedestrian- and bike-friendly**, Southfield is piloting the program for a year starting in early July.

The Southfield program has been in the works for years, Southfield Director of Planning Terry Croad said.

The city center advisory board allocated \$40,000 for the yearlong pilot program; \$1,800 per bike for 23-24 bikes spread across five stations, Croad said.

Southfield is seeking sponsorships from possible host locations to expand the program to more stations and for more years if it does well, he said. The five stops currently planned include Lawrence Technological University, the Southfield Municipal Campus and the Southfield Courtyard by Marriott hotel.

Representatives from both cities said they hope revenue from the rentals will help fund expansions of the programs to include more bicycles and stations.

Users download the Zagster mobile phone app to rent a bicycle on an hourly basis or with an annual membership. The bicycles can be locked and unlocked with a key accessed using a keypad code, but the company is also rolling out a Bluetooth-powered smartphone locking system.

Zagster is also launching a program in July **in Port Huron** and later in Midland, said Jon Terbush, the company's communications manager. Zagster has bicycles in Flint and with General Motors Co. at the GM Technical Center in Warren, Terbush said.

Zagster had operated a system for Quicken Loans Inc. in downtown Detroit, but with the citywide MoGo program now in place, it has become obsolete.

Since 2007, "for the first five or so years, it was just really big cities doing (bike share programs), there was no indication it could move outside of that," Terbush said. "But bike sharing has evolved so rapidly in terms of technology and operations that it makes financial sense ... for communities of all sizes to implement bike shares.



## Detroit Works Bike-Share Into a Car-Centric City

BY [BILL BRADLEY](#) | JUNE 23, 2017



(Credit: MoGo Detroit)

One month after launching, Detroit's new bike-share system is **exceeding expectations** and has residents and policymakers excited about its future. MoGo isn't going to be the silver bullet that fixes all of the city's transportation access problems — what bike-share is? — but the groundwork has been laid for it to be an important piece of the mobility puzzle in this sprawling, 139-square-mile city. A successful system could also spur investment in cycling infrastructure and change seemingly immutable behaviors in a car-centric town along the way.

Detroit might be the birthplace of the automobile industry. But the city has a long cycling tradition — of the non-spandex, commuting variety. Detroiters were bike commuting before it was cool.

“The vast majority of people ride bikes because that's their primary source of transportation,” City Councilman Scott Benson, an avid bike commuter who represents the city's East Side, says. “People usually think of a white hipster on a bike. That's the image people have, the 22-year-old hipster



downtown. But if you look in the neighborhoods outside the 7.2 [Detroit's rapidly developing core], you see *plenty* of bikers there."

With nearly 40 percent of Detroiters living below the poverty line, **26 percent** don't have access to a car. For the many Detroiters you see on bikes, it isn't a lifestyle choice but out of necessity; it's the only way around town.

MoGo kicked off with 43 stations and 430 bikes, and as **Jason Hall** tells it, ridership has been diverse—not just white dudes in ill-fitting suits riding to their job at mortgage titan Quicken Loans. "It's not just your stereotypical bike rider," says Hall, co-founder of Detroit's beloved weekly **Slow Roll rides**. "It's the black kid who is off on summer vacation out riding with his friends. Almost like Detroit is a new thing to them, because of the way they get to see it on bike. I think people are just excited to see it here. A new freedom!"

"Where we live now, people can't afford to drive cars," Hall continues. "So we can get them to thinking their life isn't over. But if you can change their perception of that process of saying, 'man, I'll just get on my bike,' it changes the perception of what riding a bike is."

This isn't lost on Lisa Nuszowski, MoGo's founder and executive director. She knows that MoGo isn't just about, well, MoGo.



A Slow Roll ride in Detroit in 2015 (AP Photo/Carlos Osorio)

"It's about having a direct influence on the way we design and use our city streets," she says. "Adding additional visibility to people who are riding bikes. More broadly speaking, MoGo is something that helps people to think about their own transportation habits. Here in the Motor City it's easy to jump in the car and drive one mile down the street. We'd like to get people thinking differently about how they move around the city."

MoGo cannot, and most likely never will be, a transit option for all Detroiters. The city is too big and the logistics and operational costs too cumbersome to have a MoGo station every half mile. Scott Benson knows this. "It can fill a gap," he says. Nuszowski knows this. "We just want to increase mobility options in this city," she says. This is all a long way of saying that policymakers, residents and the folks running MoGo are on the same page. Which is hugely important, especially when it comes to something as polarizing as cycling.

Bike-share works best when it's dense and walkable. Only certain parts of Detroit — Midtown, Corktown and the central business district — fit the bill. Bike-share in Detroit was never going to be like it is in Chicago or D.C. or New York. Alex Baca, general manager of Cleveland's bike-share, UH Bikes, has to grapple with the same questions. What can bike-share be in legacy industrial cities like Cleveland and Detroit?



“Bike-share has a sort of veneer. And that’s important for these cities that are trying to figure out what their next move is,” Baca says. “But beyond that you have to figure out what a bike-share system is for your city. My goal is really to personally build something that can replace single occupancy vehicle trips. Even if I’m not getting someone to commute on bike-share. It might lead to them driving home from work, hopping on bike-share, and going to dinner.”

And ultimately that’s MoGo’s best outcome: showing Detroiters that they don’t *have* to drive everywhere. Also: forcing City Hall to invest in better and safer bike infrastructure. (Just this week, [the Detroit Metro Times explored](#) how local cycling advocates are hopeful about MoGo potentially improving cycling safety.)

The Motor City, against all odds, actually launched bike-share. Now it needs to build on that momentum — whether it’s adding more MoGo stations, laying down more bike lanes (New York has [added](#) more than 300 miles of bike lanes in the last five years, a direct result of Citi Bike’s 2013 launch), or building more consensus for cycling. Bike-share isn’t necessarily the answer or solution everyone wants, but it’s a catalyst for making policymakers take cycling seriously. Even if the majority of people still drive.

“Detroit is just so big,” Hall says. “The stigma around bikes in the Motor City is you grow up thinking as soon as I get my driver’s license I’m done with the bike. First thing we want people to understand is we don’t want people to ride to the other side of town. We need to convince people they don’t need to get in their car to drive three miles. I try to look at it in small increments. If you get a percentage of people in the downtown area to stop driving cars, that’s huge.”

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## BECOME A NEXT CITY MEMBER TODAY

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*Bill Bradley is a writer and reporter living in Brooklyn. His work has appeared in Deadspin, GQ, and Vanity Fair, among others.*

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TAGS: [DETROIT](#), [CARS](#), [BIKE-SHARE](#)

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# Game Lets Players Move NYC Skyline Around

BY [RACHEL DOVEY](#) | JUNE 23, 2017



Jana Ecker &lt;jecker@bhamgov.org&gt;

## FYI - I thought you would love this!

1 message

Joellen Haines <jhaines@bhamgov.org>  
To: Jana Ecker <jecker@bhamgov.org>

Thu, Jun 8, 2017 at 8:17 AM

June 08, 2017 12:15 am UPDATED 7 HOURS AGO

## Woodward closing to cars south of Larned for downtown pedestrian plaza

By KIRK PINHO

MICHIGAN MORNING NEWSLETTER

Get a roundup of important news that happens each day.

SUBMIT



An aerial view of the planned changes coming to Woodward Avenue south of Larned Street downtown.

A busy stretch of Woodward Avenue in downtown Detroit is closing to car traffic for three months beginning Monday to implement a pedestrian plaza south of Larned Street.

The closure could be made permanent if the city determines the new Spirit Plaza has been successful, said Janet Attarian, deputy director of the city planning department.

The project to install things such as tables, benches, planters, a stage and decorative crosswalk markings is intended to create a more pedestrian-friendly way to access the Detroit riverfront and Hart Plaza. A 5-foot-tall QLine sign is also expected to be installed.

"That was also a really important stepping stone for that," Attarian said.

"When there is significant traffic downtown, that (Woodward/Jefferson) intersection does not perform very well. From a pedestrian perspective, all those turning movements make it so that you can't get across Jefferson in one light."



Courtesy of city of Detroit

It is expected to cost about \$200,000, with funding coming from the city, the Michigan Department of Transportation and the Downtown Detroit Partnership, which will manage and program the plaza, she said.

The affected stretch of Woodward has the Fifth Third Bank at One Woodward building to the west and the Coleman A. Young Municipal Center, housing city employees, to the east.

6/8/2017

City of Birmingham MI Mail - FYI - I thought you would love this!

The Spirit Plaza will have benches, tables, planters, a stage and decorative crosswalks.

Whether the plaza will be made permanent depends on how it affects traffic and "how the space is being

enjoyed, the use it's getting," Attarian said.

"We want to gauge feedback over the entire summer and really understand that."

Programming is expected at least Mondays, Wednesdays and Fridays for two hours a day.

Last month, a **public esplanade opened** between Larned and Campus Martius to the north.

Philadelphia-based Groundswell Design Group, which has offices in Detroit, designed and developed the plaza, as well as the esplanade.

—  
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"Happiness cannot be traveled to, owned, earned, or worn. It is the spiritual experience of living every minute with love, grace & gratitude." – Denis Waitley