#### MULTI-MODAL TRANSPORTATION BOARD THURSDAY, DECEMBER 7, 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 November 2, 2017
- 5. Public Hearing W. Maple Pedestrian Crossing Islands
- 6. 2018 Paving Projects
- 7. Crosswalk Materials Study
- 8. Meeting Open to the Public for items not on the Agenda
- 9. Miscellaneous Communications
- 10. Next Meeting January 4, 2018
- 11. Adjournment

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#### CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY, NOVEMBER 2, 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, November 2, 2017.

Johanna Slanga convened the meeting at 6:02 p.m.

#### 1. ROLL CALL

- **Present:** Board Members Lara Edwards, Amy Folberg, Daniel Rontal, Johanna Slanga, Michael Surnow; Alternate Board Members Daniel Isaksen, Katie Schafer
- Absent: Chairperson Vionna Adams, Vice-Chairperson Andy Lawson
- Administration: Lauren Chapman, Asst. Planner Jana Ecker, Planning Director Austin Fletcher, Asst. City Engineer Commander Scott Grewe, Police Dept. Paul O'Meara, City Engineer
- Also Present: Julie Kroll from Fleis & Vandenbrink ("F&V"),Transportation Engineering Consultants

#### Motion by Mr. Surnow Seconded by Mr. Isaksen to elect Johanna Slanga as temporary chairperson.

#### Motion carried, 7-0.

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

#### 2. **INTRODUCTIONS** (none)

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

#### 4. APPROVAL OF MINUTES, Multi-Modal Transportation Board ("MMTB") MEETING OF OCTOBER 19, 2017

#### Motion by Ms. Folberg Seconded by Dr. Rontal to approve the MMTB Minutes of October 19, 2017 as presented.

#### Motion carried, 7-0.

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

#### 5. **PUBLIC HEARING** S. Eton Rd. Corridor Multi-Modal Options Lincoln Ave. to 14 Mile Rd.

The public hearing opened at 6:05 p.m.

Ms. Ecker gave an overview. On October 19, 2017, the MMTB reviewed and discussed a total of 12 different conceptual options prepared by F&V for the MMTB to consider for the S. Eton corridor between Lincoln Ave. and 14 Mile Rd.

After much discussion, the MMTB reached consensus and voted unanimously to recommend conceptual option B-2 to move forward to a public hearing on November 2, 2017. Option B-2 includes maintaining the existing roadway width at 28 ft. It would shift the center line to the east to create two travel lanes and use a portion of the public right-of-way between the curb and the sidewalk to add an 8 ft. bi-directional bike lane and 2 ft. of landscaped area on the west side, buffered from moving traffic by a striped on-street parking lane. On-street parking is a convenience for the residents but it is also a traffic calming measure.

The board's other recommendations include curb bump-outs at side street intersections that make the crosswalks shorter so they are safer for pedestrians; new ADA ramps at all street crossings; and green marked areas for bikes to cross the street. All of the existing trees will remain.

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

Ms. Kroll discussed how the bikes and pedestrians will navigate the 14 Mile Rd. transition into Royal Oak. Bikers will queue up at the bike box which is located at the light in front of the stop bar.

Mr. O'Meara explained for Ms. Edwards that the turning radii were studied at all of the corners with the side streets. The bumpouts vary in size because each of the intersections comes in at a different angle. Additionally, he clarified that presently it is

not legal to park on S. Eton Rd. from 2 a.m. to 6 a.m. However if this option is constructed that rule could be removed for the west side parking.

Chairperson Slanga opened up discussion to the public.

Ms. Cindy Chiara, 1622 S. Eton Rd., said she was a member of the Ad Hoc Rail District Study Committee. She indicated that she is extremely disappointed that what happened in the Ad Hoc Committee is not what is now proposed. The Ad Hoc Committee considered traffic, safety and walkability. Now everything is about bike lanes for maybe five bikes that come down that road.

Ms. Edwards assured her that many ideas from the Ad Hoc Committee have been adopted. Bumpouts will remain on the major cross streets. The idea of slowing traffic is included in this design because the travel lanes are narrowed. Chairperson Slanga noted that going forward it is a balance of everything.

Mr. Thomas Giddeon said he lives on Humphrey and is an avid bicyclist. He likes what is being proposed.

Mr. Brian Chiara, 1622 S. Eton Rd., noticed that there has been no count of how many bicycles travel on S. Eton Rd. in a day. He described how when he pulls in and out of his driveway he must go around a parked car, around a 2 ft. barrier, then there is a blind spot for bikers and pedestrians. He concluded that he loves everything except the bike path.

Mr. Morris Sunday, 1668 S. Eton Rd. said he agrees. It seems like a lot of money to spend for a bike path. To Mr. Chiara's point, how many bikes are actually going up and down S. Eton Rd. that this will benefit? He was not in favor of anything that will bring traffic closer to his house. He also noted all of the things to be aware of just backing out of his driveway.

Mr. Bob Mitchum, 1713 Mansfield, indicated his dislike of bumpouts. A driver almost has to pull into the oncoming lane to make a turn.

Mr. Florian Dutke, 1608 S. Eton Rd., thought defining the travel lanes into 10 ft. sections may cause problems. People will have trouble navigating the road. Backing down his driveway, he must look past the blind spot of his neighbor, plus the sidewalk, and then another blind spot caused by a tree in order to get past a bike lane behind that. Also the apron is shortened and he will lose the ability to park his car there when he needs to. Additionally he expressed concern about who will be responsible for plowing the bike lane in the winter.

Ms. Schafer commented part of the reason the board came to this conclusion is because they wanted to accommodate bikers since that is part of the Multi-Modal Board's objective. They only have a 28 ft. wide road to work with so they looked at 12 options. They felt that on-street parking actually slows the traffic. So their goal was to keep the

cars on the street in the designated parking lane, not to make it harder for anyone to back out of their driveway.

Dr. Rontal commented this is part of the designated regional bike route through the City. The mandate of this board is to try and balance between pedestrians, vehicles, and bikes.

Ms. Shirley Lebrens, 1779 Mansfield, said that Eton Rd. is not safe to bicycle on. So it is better to have the bicyclists in a safe area rather than on the road in harm's way.

Mr. Surnow felt that while a lot of people don't like the bike path, it is the only place people can ride down a street like Eton Rd. He doesn't think it is safe to ride there the way it is presently constructed.

Chairperson Slanga requested they make sure not to introduce parking so close to people's driveways that they can't pull out or see around the bike path.

Ms. Edwards noted the constraint the board is working under is not being able to change the curb-to-curb width of the existing road, which is 28 ft. That is how the bike path got pushed to the easement because it is really wide on S. Eton Rd.

Ms. Folberg thought they should find out who will be responsible for snow removal on the bike path.

Mr. O'Meara noted for the record the two emails sent to the Board earlier this week. One was opposed to the plan, and the other was neutral once they realized that the bike path was not on their side of the street. He also said that he received a phone call from resident Betty Shinaberry on Mansfield, who was against the proposal because she thinks the traffic lanes need the width that is there presently.

Mr. Isaksen observed that residents on the west side of Eton Rd. have not bought into the project yet. Before he could vote comfortably for it he would need more of a consensus from those residents who are most directly affected.

Mr. Surnow said if they are going to have a bike lane along Eton Rd., Option B-2 is the safest and most practical way to achieve it. Ms. Schafer added the board was confined by a number of constraints and this was the marriage of all of the considerations to make the road safer for everyone who uses it; walkers, bikers, and cars.

Chairperson Slanga stated she would always want to increase the site distance backing out from driveways, even if that means taking out some parking.

#### Motion by Mr. Surnow

Seconded by Ms. Schafer that the Multi-Modal Transportation Board recommends the following improvements to S. Eton Rd. from Lincoln to 14 Mile Rd.:

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

2. Install an 8 ft. wide on-street parking lane on the west side of the street, separated from traffic with a solid line, and recommend 24-hour parking be permitted. Conduct an engineering study to make certain that the sight distance is appropriate for anyone backing out of their driveway. If it is not, parking should be eliminated to accommodate the proper sight distance;

3. Shift the center line of S. Eton to the east to create two 10 ft. wide travel lanes for vehicles;

4. Install an 8 ft. wide bidirectional bike lane 2 ft. from the back of curb on the west side of S. Eton;

5. Maintain a 2 ft. wide landscaped buffer between the on-street parking lane and the bike lane;

6. Install curb bumpouts and crosswalks at the intersections of S. Eton and Bradford, Sheffield, Humphrey, Melton and Lincoln as noted on the B-2 plan;

7. Install new ADA ramps at all street crossings from Lincoln to 14 Mile Rd.;

8. Install green marked bicycle crossings on the western leg of the intersections of S. Eton and Bradford, Sheffield, Humphrey, Melton and Lincoln as noted on the B-2 plan.

9. The City and not the residents assumes responsibility for the maintenance of the 8 ft. bike lane; and

10. The center line will be striped.

Comments on the motion were taken from the audience at 7:20 p.m.

Ms. Cindy Chiara said that having bikers cross over to the east side of N. Eton is confusing to her. Also she did not like giving up parking on the driveway apron and having to put her car in the street where it might get hit.

Mr. Florian Dutke indicated he is disappointed there isn't more data on the number of bicycles. He was in favor of mocking up a section of the road with plastic bollard bumpouts to give an idea if traffic speed is reduced.

Mr. Bob Mitchum noted that police are always at the intersection of Eton Rd. and Sheffield watching people go through the stop sign.

Ms. Shirley Lebrens spoke in favor of adding strategically placed speed bumps.

Chairperson Slanga responded the challenge is the maintenance of them. Basically they do the same thing as a stop sign where people will rush up to them, slow down, go over, and then rush off.

#### Motion carried, 6-1.

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

The public hearing closed at 7:30 p.m.

#### 6. W. MAPLE RD. PEDESTRIAN CROSSING ISLANDS Review of pedestrian crossing island locations and designs

Mr. O'Meara offered background. The W. Maple Rd. corridor was studied extensively by the MMTB in preparation for the resurfacing of this road from Cranbrook Rd. to Southfield Rd. in 2015. Now that the paving has been completed, and a continuous left turn lane has been installed, the City has the opportunity to consider the installation of pedestrian refuge islands along this corridor, as referenced in the Multi-Modal Transportation Master Plan.

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

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

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

<u>Chesterfield Ave.</u>: The drawback of this location is the adjacency of the City's Chesterfield Ave. Fire Station. The improved fire station has been designed to accommodate one of the department's larger engines. Truck turning requirements were studied for right turns from the new driveway to Maple Rd. and conflicts were found to exist. After review with the Fire Dept., it was decided that installation of a pedestrian island at this location could cause potential conflicts with emergency vehicles, thereby increasing response time for Fire Dept. personnel. <u>The construction of an island is not recommended at this location</u>.

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

<u>East of Hawthorne Ave.</u>: The Master Plan recommends the installation of a pedestrian island and improved crosswalk at Baldwin Ave. However, further study of this location indicated that sight distance for vehicles traveling Maple Rd., given the curvature of the road and hill in this area is such that it is not a good location to encourage pedestrian crossings. Further study of the area revealed similar concerns along most of this section. However, just west of the existing Rouge River bridge, a location with suitable sight distance from both directions does exist. Further, the location would line up with the existing Rouge River trail as it extends north toward Quarton Lake. The drawback of this

location is that it would conflict with an existing residential driveway for the home located at 123 Hawthorne Rd. If the driveway for this house was not relocated, safety for left turns into the driveway would be compromised, as the left turn lane would not be available for this movement.

A modified plan was presented to the homeowner, and they have indicated their support for the changes. Moving the driveway to the west would allow sufficient space for a sidewalk connection to the existing Maple Rd. sidewalk (which then leads to the continuation of the Rouge River trail to the south), and it allows for left turning movements into the driveway. The Master Plan recommended the installation of a Rectangular Rapid Flashing Beacon ("RRFB") at this location, The RRFB would be actuated by a pushbutton installed at the crossing, and is an effective means of alerting motorists to the fact that a pedestrian is crossing the road. <u>The pedestrian island, along</u> with the RRFB, is recommended at this location.

Ms. Ecker noted that staff requests input from the MMTB as to whether the suggested location of a mid-block crossing <u>between Suffield Ave. and Pilgrim Ave</u>. as recommended in the Multi-Modal Master Plan should also be explored. There are no apparent obstacles at this location; however, there is little pedestrian activity as well. If installed, it would be located about 980 ft. to the west of the new Lakepark Ave. island, or less than 0.2 miles.

If there is agreement on the preferred locations and direction, a public hearing would be appropriate before a final recommendation is forwarded to the City Commission.

Dr. Rontal observed a crossing between Suffield and Pilgrim would provide a connection to the Arlington neighborhood which connects down to Lincoln. Chairperson Slanga stated that pedestrian use is small at that location. However, residents on the northern side should be contacted for feedback.

#### Motion by Ms. Edwards

Seconded by Dr. Rontal to recommend the installation of pedestrian islands on the W. Maple Rd. corridor at the following locations:

- Lakepark Ave.
- East of Hawthorne Ave.

The Rectangular Rapid Flashing Beacon is recommended at the Hawthorne Ave. location only.

Further, to conduct a public hearing to solicit input for this proposal at the regular meeting of the Multi-Modal Transportation Board, scheduled for Thursday, December 7th at 6 p.m.

#### Motion carried, 7-0.

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

#### 7. 2018 PAVING PROJECTS

Mr. O'Meara advised the Engineering Dept. plans to issue plans for bids on two paving contracts during the 2018 construction season:

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

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

- Bennaville Ave. Edgewood Ave. to Grant St.;
- Ruffner Ave. Grant St. to Woodward Ave.;
- Chapin Ave. Grant St. to Woodward Ave.

The Multi-Modal Master Plan provides no comments or recommendations for these streets.

<u>Bennaville Ave.</u>: The existing pavement on this block was installed at 33 ft. wide in 1948. The road width is wider than the current 27 ft. standard width the City installs on unimproved streets today. Typically, when streets are being reconstructed due to age, the City would replace the pavement to match the current condition. A new concrete pavement with curbs is proposed.

The options for this pavement include the following:

Replace the street at 33 ft. wide. Doing so would maintain the current good conditions for bicycles, but would provide no improvements for pedestrians.
Replace the street at a reduced width of 27 ft. wide. Doing so would allow for parking to remain legal on both sides of the street. Available street width would be reduced for bicycles, but conditions would be improved for pedestrians. Maneuvering in and out of driveways will become more difficult if the road is narrowed, particularly at times when parked cars are prevalent.

<u>Ruffner Ave.</u>: The existing pavement was installed at 29 ft. for the residential section (west of the Woodward Ave. alley) in 1947. Between the alley and Woodward Ave. next to the business section on Woodward Ave. the pavement is 33 ft. wide. The recommendation is to rebuild Ruffner to 27 ft. wide or else there would be conflicts with several mature street trees are currently growing very close or even on top of the curb and gutter. The width adjacent to Woodward Ave. would be matched with the idea that bumpouts could be built at the Woodward Ave. intersection to make the road smaller when first driving into the neighborhood but still support the parking demand from the commercial section. Three ft. bumpouts are recommended on both sides.

Board members recommended that the turning radii be further studied in order to clarify that it is doable. Since this is adjacent to Woodward Ave., this design feature would be subject to approval by the Michigan Dept. of Transportation.

<u>Chapin Ave.</u>: The existing pavement from Grant St. to Cummings St. was installed at 27 ft. in 1946 and then widened to 29 ft. between Cummings St. and Woodward Ave. It is recommended that the new street be constructed at 27 ft. wide (matching the City standard) in order to maintain the mature trees, and widening to 29 ft. at the Woodward Ave. commercial section.

The board thought that the options should be studied for turning radii and bumpouts to make sure they will work.

It was noted that ADA ramps will be installed at all of the crosswalks when new sidewalks go in.

Board members expressed the desire to see the drawings back from staff so they can review the three streets.

- 8. **MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ONTHE AGENDA** (no comments)
- 9. MISCELLANEOUS COMMUNICATIONS (none)
- 10. NEXT MEETING DECEMER 7, 2017 at 6 p.m.

#### 11. **ADJOURNMENT**

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

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

City of	Birmingham

## MEMORANDUM

Engineering Dept. Planning Dept. Police Dept.

DATE:November 30, 2017TO:Multi-Modal Transportation BoardFROM:Jana L. Ecker, Planning Director<br/>Commander Scott Grewe, Police Department<br/>Paul T. O'Meara, City EngineerSUBJECT:W. Maple Rd. Pedestrian Islands

The most recent plans for the installation of pedestrian islands on W. Maple Rd. were reviewed by the Multi-Modal Transportation Board (MMTB) at their meeting of November 2, 2017. The following motion was passed:

To recommend the installation of pedestrian islands on the W. Maple Rd. corridor at the following locations:

- Lakepark Ave.
- East of Hawthorne Ave.

The Rectangular Rapid Flashing Beacon is recommended at the Hawthorne Ave. location only.

Further, to conduct a public hearing to solicit input for this proposal at the regular meeting of the Multi-Modal Transportation Board, scheduled for Thursday, December 7th at 6 p.m.

Although not reflected in the resolution, discussion was also held about the Master Plan suggestion for the installation of a pedestrian island between Suffield Ave. and Pilgrim Ave. Although the MMTB did not necessarily support the proposal, input from the public was requested.

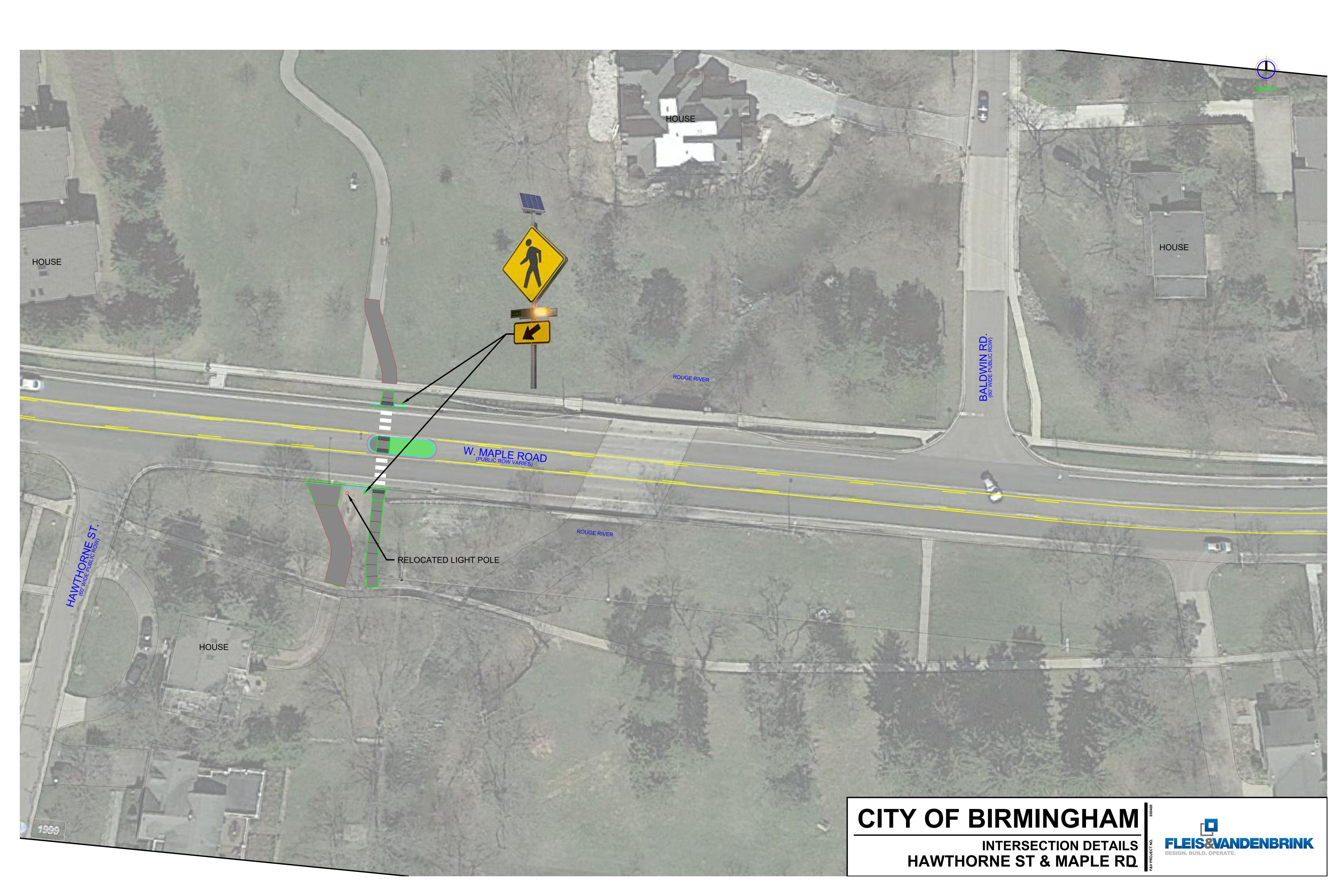
Staff mailed the attached postcards to all property owners located on W. Maple Rd. from Chesterfield Ave. to Southfield Rd. We also notified subdivision associations where possible. The cover sheet of the MMTB webpage was updated to include information on both of the above island locations, as well as the potential island proposed between Suffield Ave. and Pilgrim Ave. Several written comments have been received, which are attached.

After receiving input from the public, the Multi-Modal Transportation will have the opportunity to finalize a recommendation to the City Commission, if they are so inclined. Based on the recommendation, staff will then put together a cost estimate, and forward it to the City Commission for their consideration.

SUGGESTED RECOMMENDATION:

To recommend the installation of pedestrian islands on W. Maple Rd. at \_\_\_\_\_\_ in accordance with the attached plans.







#### CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD PUBLIC HEARING THURSDAY, DECEMBER 7, 2017 AT 6 PM ROOM 205, MUNICIPAL BUILDING

The Multi-Modal Transportation Board is studying a proposal to install pedestrian crosswalk islands at three locations on W. Maple Rd.: 1) Between Suffield & Pilgrim; 2) At the Lakepark Dr. traffic signal; and 3) Between Hawthorne Rd. and the Rouge River Bridge. The Board would like public input before a final recommendation is made to the City Commission. Please see the Multi-Modal Transportation Board page at www.bhamgov.org for more information and illustrations.

#### CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD PUBLIC HEARING THURSDAY, DECEMBER 7, 2017 AT 6 PM ROOM 205, MUNICIPAL BUILDING

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Engineering Department City of Birmingham 151 Martin Birmingham, MI 48009

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

Engineering Department City of Birmingham 151 Martin Birmingham, MI 48009

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



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## Multi-Modal Transportation Board

The goal of the Multi-Modal Transportation Board shall be to assist in maintaining the safe and efficient movement of motorized and non-motorized vehicles and pedestrians on the streets and walkways of the City and to advise the City Commission on the implementation of the Multi-Modal Transportation Plan, including reviewing project phasing and budgeting. Board members shall be electors or property owners in the City. If you have any questions or comments regarding the Multi-Modal Transportation Board, please contact <u>Mark Clemence</u>, Deputy Chief of Police at 248.530.1875 or Jana Ecker, City Planner at 248.530.1841.

## **MULTI-MODAL TRANSPORTATION BOARD**

#### PROPOSAL: W. MAPLE RD. CORRIDOR PEDESTRIAN CROSSING IMPROVEMENTS – CHESTERFIELD AVE. TO SOUTHFIELD RD.

**PUBLIC HEARING SCHEDULED FOR THURSDAY, DECEMBER 7, 2017, at 6 p.m**., Room 205, City Hall, at 151 Martin St. After 5 p.m, please enter through the Police Dept. door located on Pierce St.

#### Location #1 – On W. Maple between Hawthorne Rd. and Baldwin Ave. See <u>Conceptual drawing of Location # 1 - Hawthorne Rd. and Baldwin Ave.</u>

The City maintains a trail system following the Rouge River corridor. There is now an opportunity to install an improved, marked pedestrian crossing island at this location to allow pedestrians wishing to use the trail a safer option when crossing Maple Rd. This improvement was recommended in the City's Multi-Modal Transportation Master Plan. of the island at Hawthorne is provided. The island would be constructed in the left turn lane, in an area where the lane is not being used. Landscaping would be installed in the area to the east of the crosswalk, as shown. Signs would be installed for each traffic direction, equipped with a pedestrian activated Rectangular Rapid Flashing Beacon, drawing attention to the crosswalk when pedestrians are present.

#### Location #2 – On W. Maple at Lakepark Drive See <u>Conceptual drawing of Location #2 – At Lakepark Dr</u>.

Also in accordance with the Master Plan, an island is proposed at the existing crosswalk on the east side of the Lakepark Dr. intersection. The island would help reduce the speeds of motorists, and encourage pedestrians to cross Maple Rd. at the signalized intersection. Similar to the other islands, a landscape feature would be <a href="http://www.bhamgov.org/government/boards/MMTB\_board.php">http://www.bhamgov.org/government/boards/MMTB\_board.php</a>

included in the construction. A picture of this proposal at is included.

### Location # 3 - On Maple from Suffield to Pilgrim Avenue

#### See Conceptual drawing of Location #3 – Suffield Ave. to Pilgrim Ave.

The Master Plan also recommended the construction of a pedestrian island on the block between Suffield Ave. and Pilgrim Ave. The island would provide another means for a safer crossing for pedestrians wishing to cross Maple Rd. in this area. Similar to the first location, Rectangular Rapid Flashing Beacons would be installed to help call attention to the area when pedestrians are crossing. While this location was recommended in the plan, the Multi-Modal Transportation Board is not certain that the demand for crossings here would be as great as at the other two locations. Input from residents in the area would be helpful as this proposal is being considered.

#### <u>Summary</u>

The Multi-Modal Board wishes to receive input from area residents prior to making a final recommendation. If you would like your position known, but cannot attend the meeting, please forward written comment to the Engineering Dept. at <u>sdelpup@bhamgov.org</u> preferably no later than Thursday, November 30, 2017, for the Board's review. If you have questions, you may contact Paul O'Meara at the email address above, or at 248-530-1836.

#### PROPOSAL: S. ETON RD. CORRIDOR IMPROVEMENTS – LINCOLN AVE. TO 14 MILE RD.

Over the past year, the Board has been studying potential improvements to the entire S. Eton Rd. corridor from Maple Rd. to 14 Mile Rd. Previous discussions at the Board level have resulted in a recommendation to the City Commission that includes:

- A pedestrian island at Maple Rd.
- Narrowing of S. Eton Rd. from Maple Rd. to Yosemite Blvd. to allow an improvement to the sidewalk on the west side of the street.
- Narrowing of S. Eton Rd. from Yosemite Blvd. to Villa Ave. to allow for wider sidewalks, as well as a green parkway with new street trees between the sidewalk and the road (on-street parking would be eliminated).
- Removal of parking on the southbound side of the street, from Villa Ave. to Lincoln Ave., and using this paved area to install a two-way bike path separated from vehicle traffic by the use of a raised buffer.

The City Commission, while aware of the above proposal, has not taken any action on it to date. Attached is an <u>aerial map north of Lincoln</u>, and an <u>aerial map south of Lincoln</u>.

The Board has passed a motion recommending changes to S. Eton Rd. from Maple to 14 Mile Rd.

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

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

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

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

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

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

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

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

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

#### Chesterfield Ave.:

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

#### Lakepark Ave.:

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

#### East of Hawthorne Ave.:

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

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

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

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

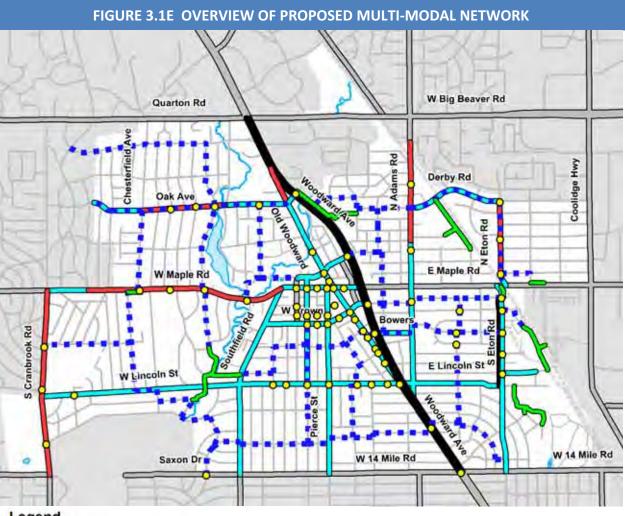
#### Summary

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

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

#### SUGGESTED RECOMMENDATION:

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



#### Legend

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

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

#### Web Survey Results:

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

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#### 

#### **3.3 ROAD CROSSING IMPROVEMENTS**

#### DESCRIPTION

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



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

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

#### RECOMMENDATIONS

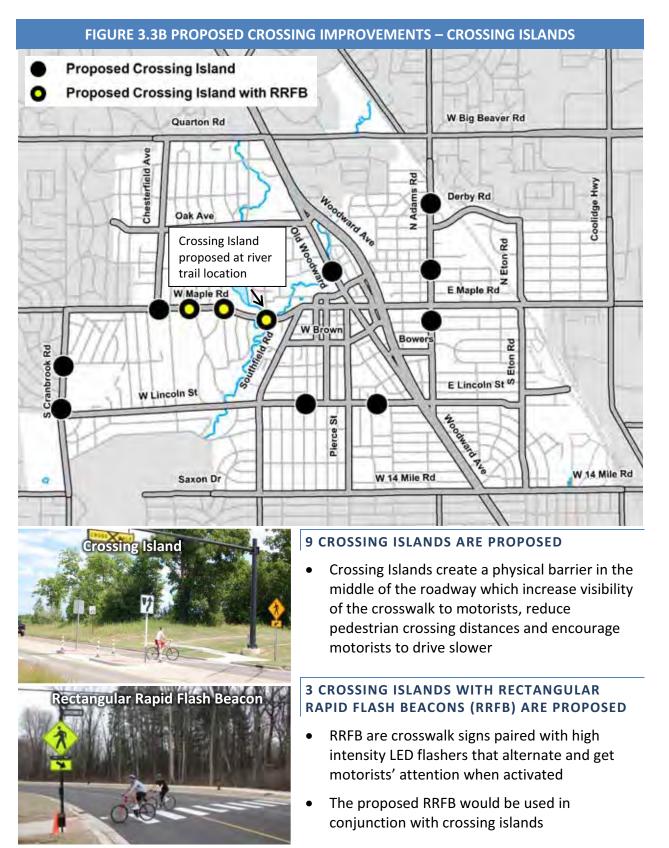
The exact solution for every crossing has not been determined; rather, the location and recommended countermeasure has been identified. Please note that these are initial recommendations and that each crossing needs to be studied further prior to implementation. Please refer to the Network Implementation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

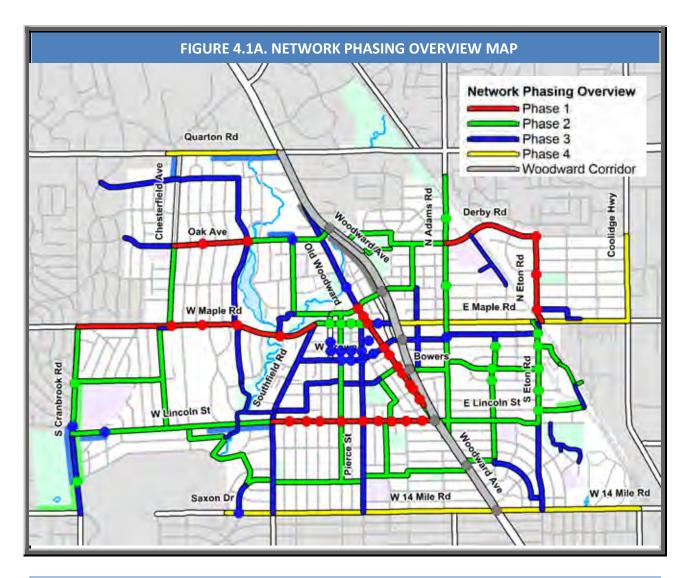
At signalized intersections it is recommended that leading pedestrian signals and signal countdowns be implemented.

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

Web Survey Results:

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





#### **CONCURRENT STUDIES**

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

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

#### 4.2 PHASE 1

#### **PHASE 1: OVERVIEW**

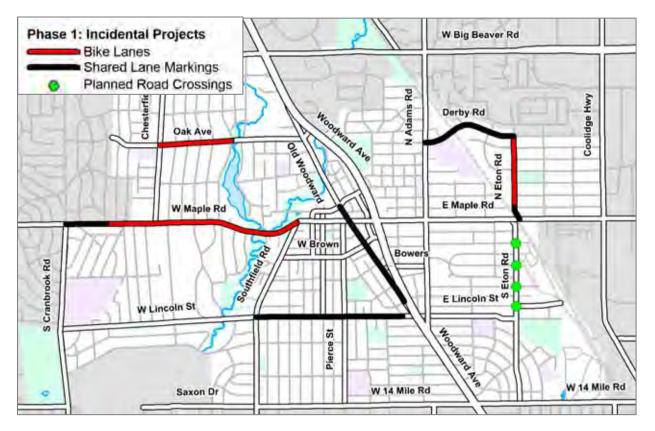
Many of the routes in Phase 1 may be implemented as part of the City's Capital Improvement Plan (CIP). A Capital Improvement Plan is a short-range plan, usually five to ten years which identifies capital projects and provides planning schedules and options for financing the plan. CIP roadway projects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

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

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

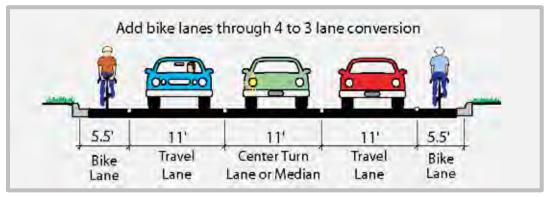
#### PHASE 1: INCIDENTAL PROJECTS

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

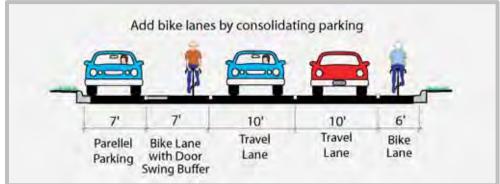


Add bike lanes to W Maple Road between Waddington Street and Southfield Road through a four-lane to three-lane conversion as part of the 2015 road resurfacing project.

#### W MAPLE ROAD

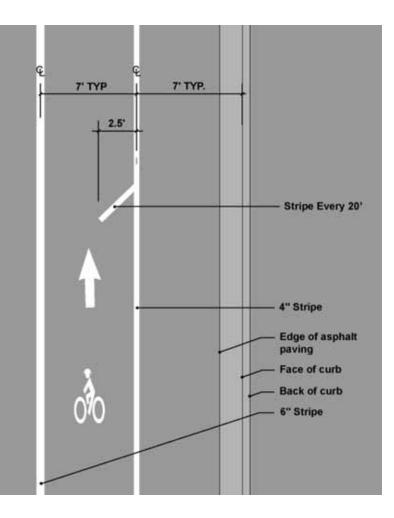


Add bike lanes to N Eton Road between Derby Road and Yorkshire Road by consolidating the parking to the west side of the road as part of the 2014 road reconstruction project.



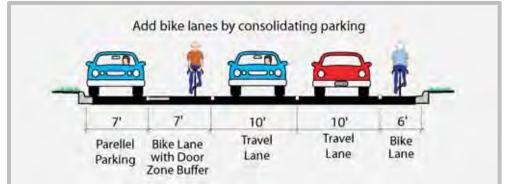
#### N ETON ROAD

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

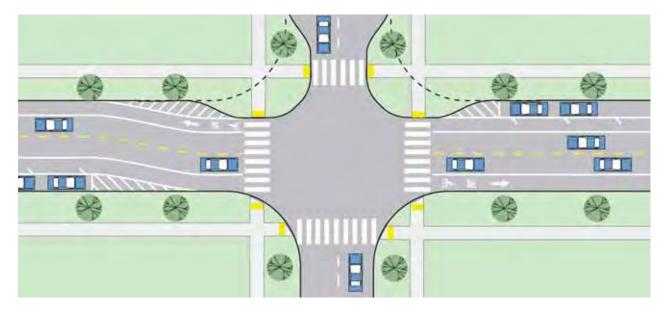


Add bike lanes to Oak Avenue between Chesterfield Avenue and Lake Park Drive by consolidating the parking to one side of the road as part of the 2016 road reconstruction project. To provide additional traffic calming the consolidated parking should alternate from the north side of the road to the south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

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







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

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Add shared lane markings to the following corridors:

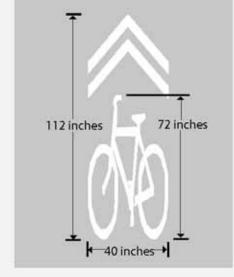
- Derby Road between N Adams Road and the Railroad Overpass (2013 reconstruction project)
- Derby Road between the Railroad Overpass and N Eton Road (2014 resurfacing project)
- Lincoln Street between Southfield Road and Ann Street (2014 resurfacing project)
- N Eton Road between Yorkshire Road and E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

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

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

#### Guidelines to Follow When Adding Shared Lane Markings:

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



#### PHASE 1: PROPOSED COLORED SHARED LANE MARKING

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



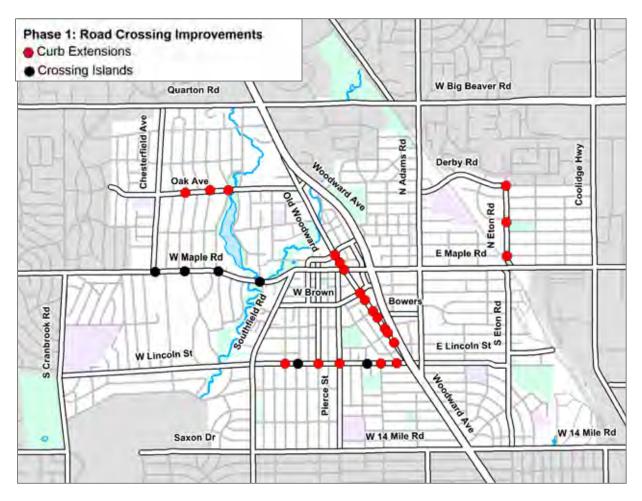
PHASE 1 COLORED SHARED LANE MARKING:					
Road	From	То	Quantity	Unit	
Colored Shared Lane Markings (placed every 200' - 250' with solid green paint the entire length):					
W Lincoln St	Ann St	Woodward Ave	0.10	MI	
Bowers	S Old Woodward Ave	Woodward Ave	0.05	MI	



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

#### PHASE 1: PROPOSED ROAD CROSSING IMPROVEMENTS

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



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

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

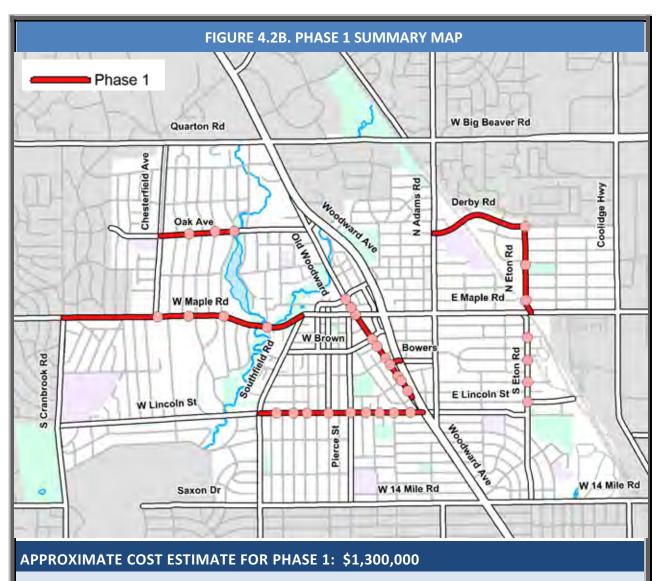
Curb extensions are proposed on N Eton Road between Derby Road and E Maple Avenue with the 2014 road reconstruction project.

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

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

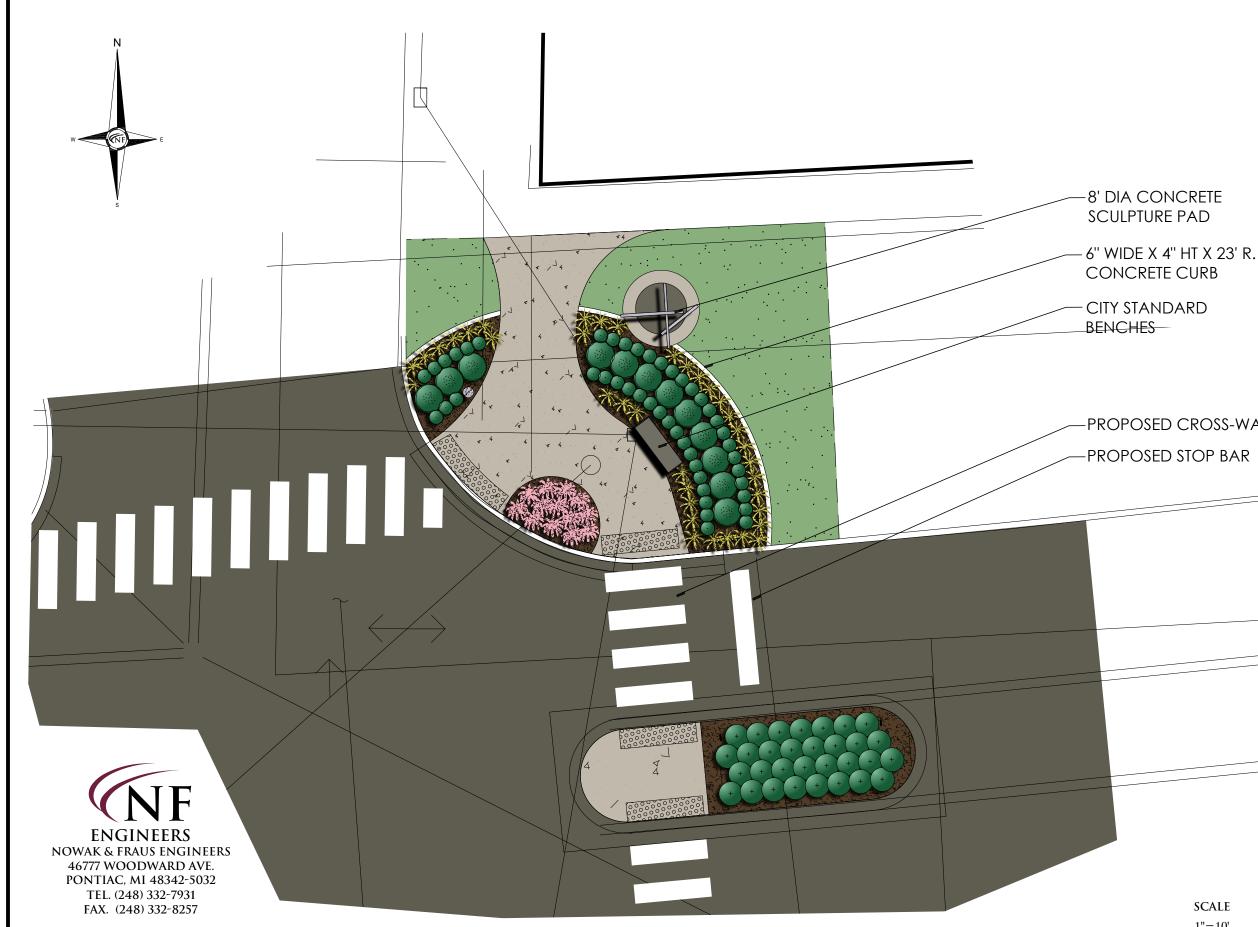
- Suffield Avenue curb extensions on north side of road
- Puritan Avenue curb extension on south side of road
- Lake Park Drive curb extension on north side of road

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



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

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



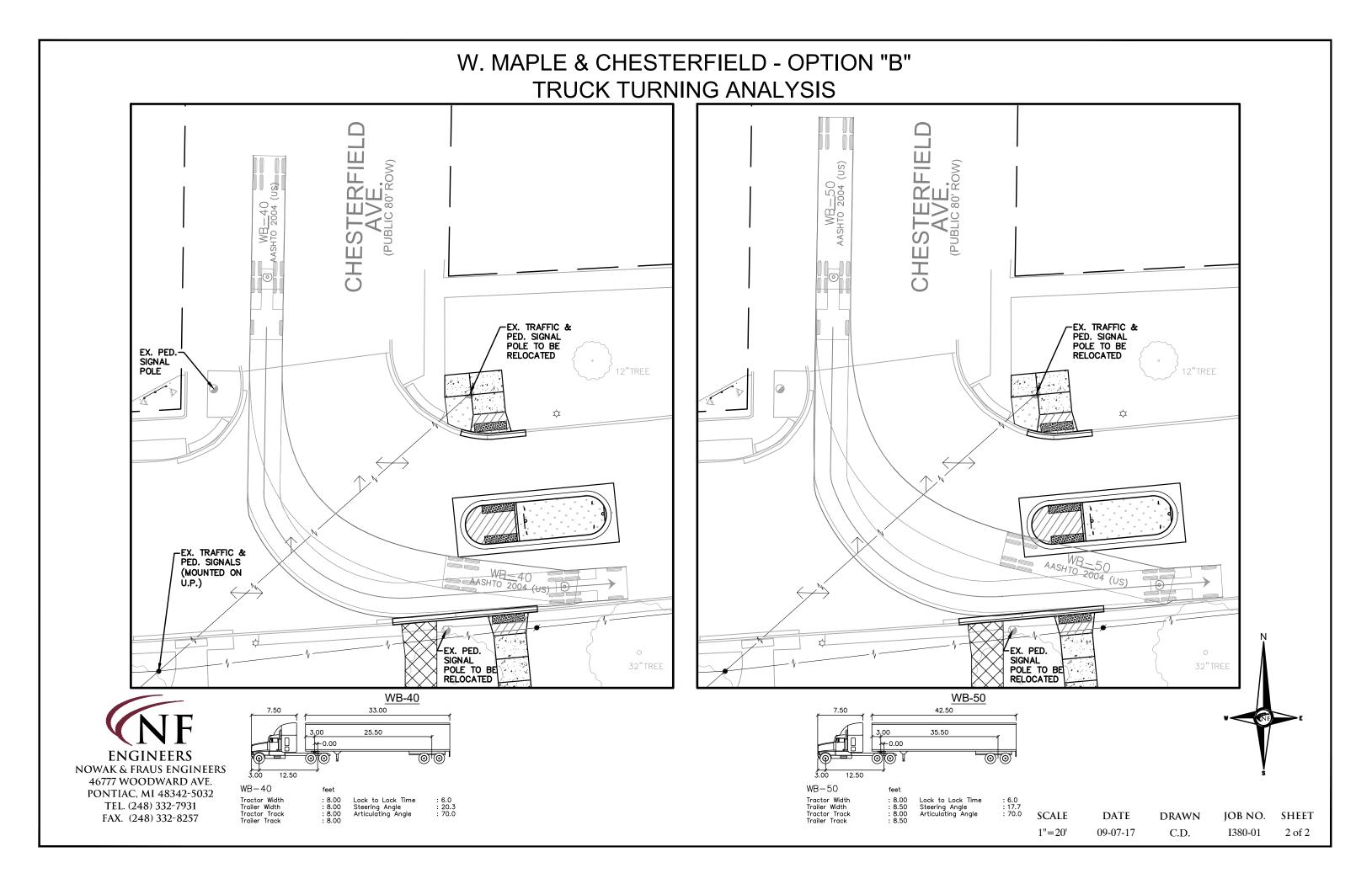
SCALE	DATE	DRAWN	JOB NO.	SHEET
1"=10'	09-19-17	G.O.	I380-01	1 of 1

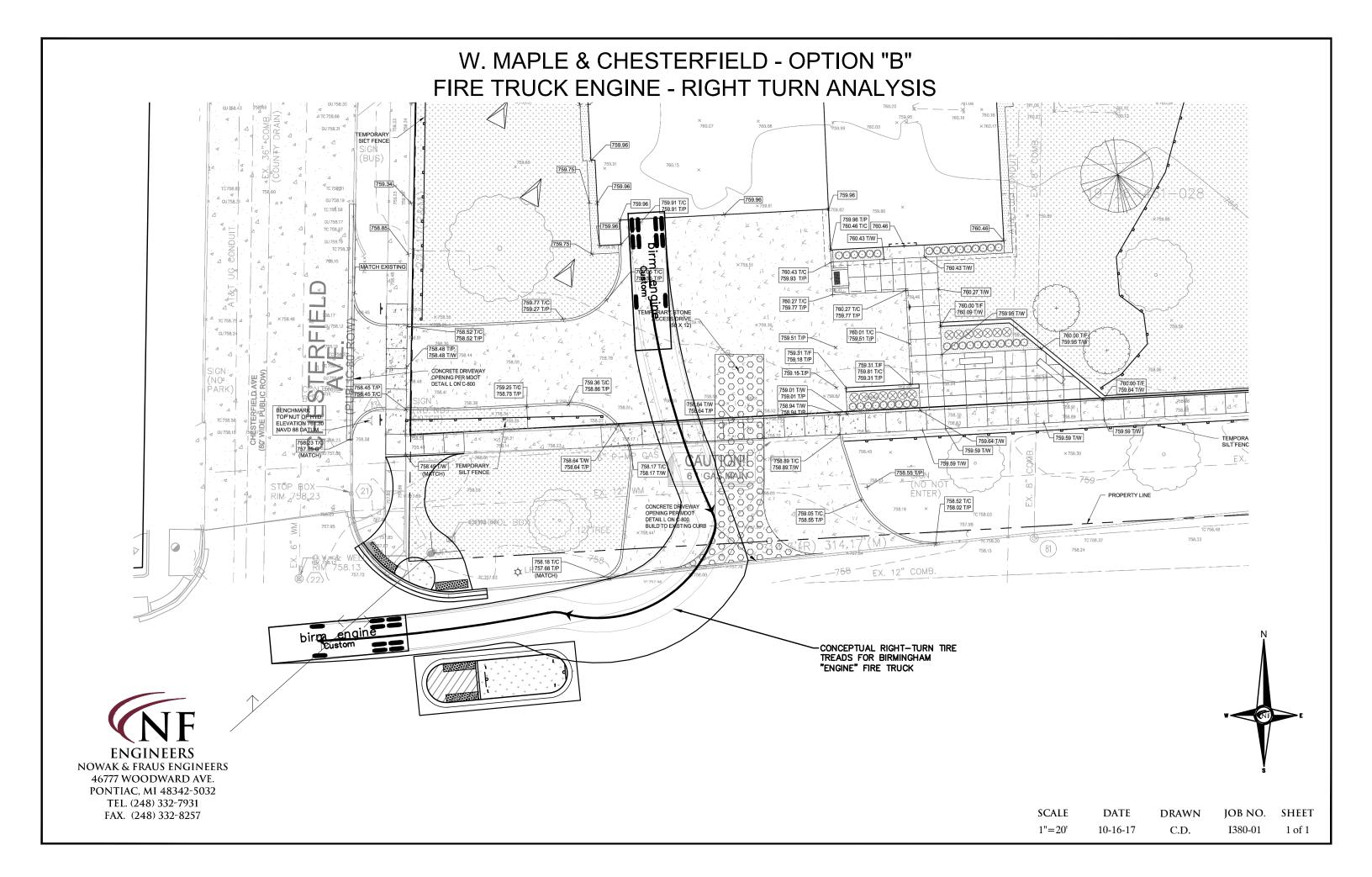
SCALE	DATE	DRAWN	JOB NO.	SHEET
1''=10'	09-19-17	G.O.	I380-01	1 of 1

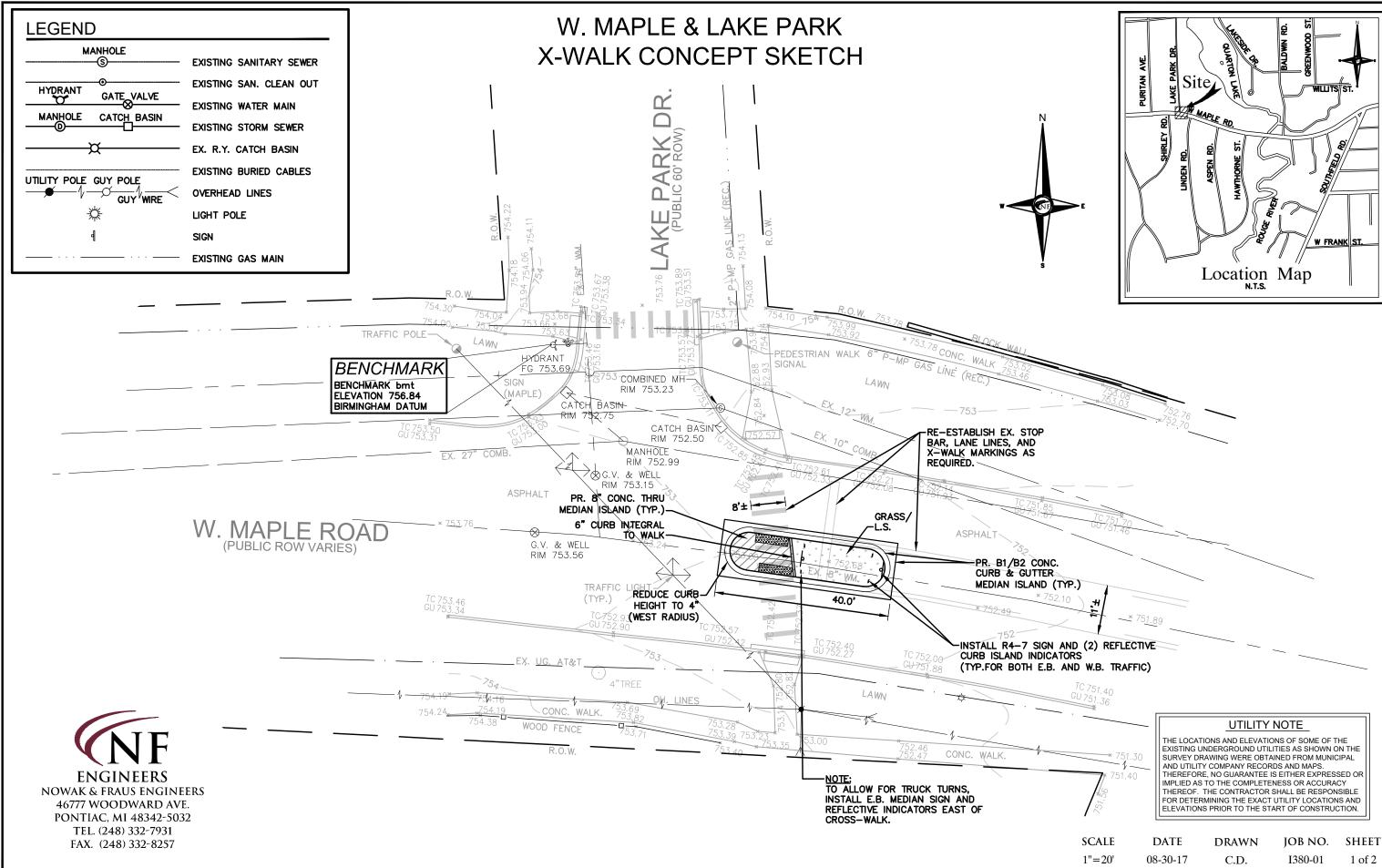
-PROPOSED STOP BAR

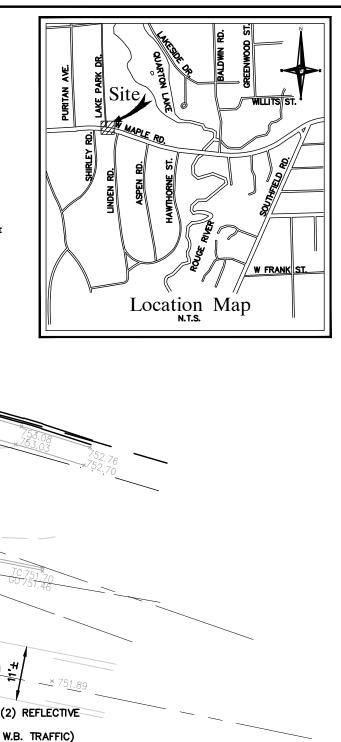
-PROPOSED CROSS-WALK

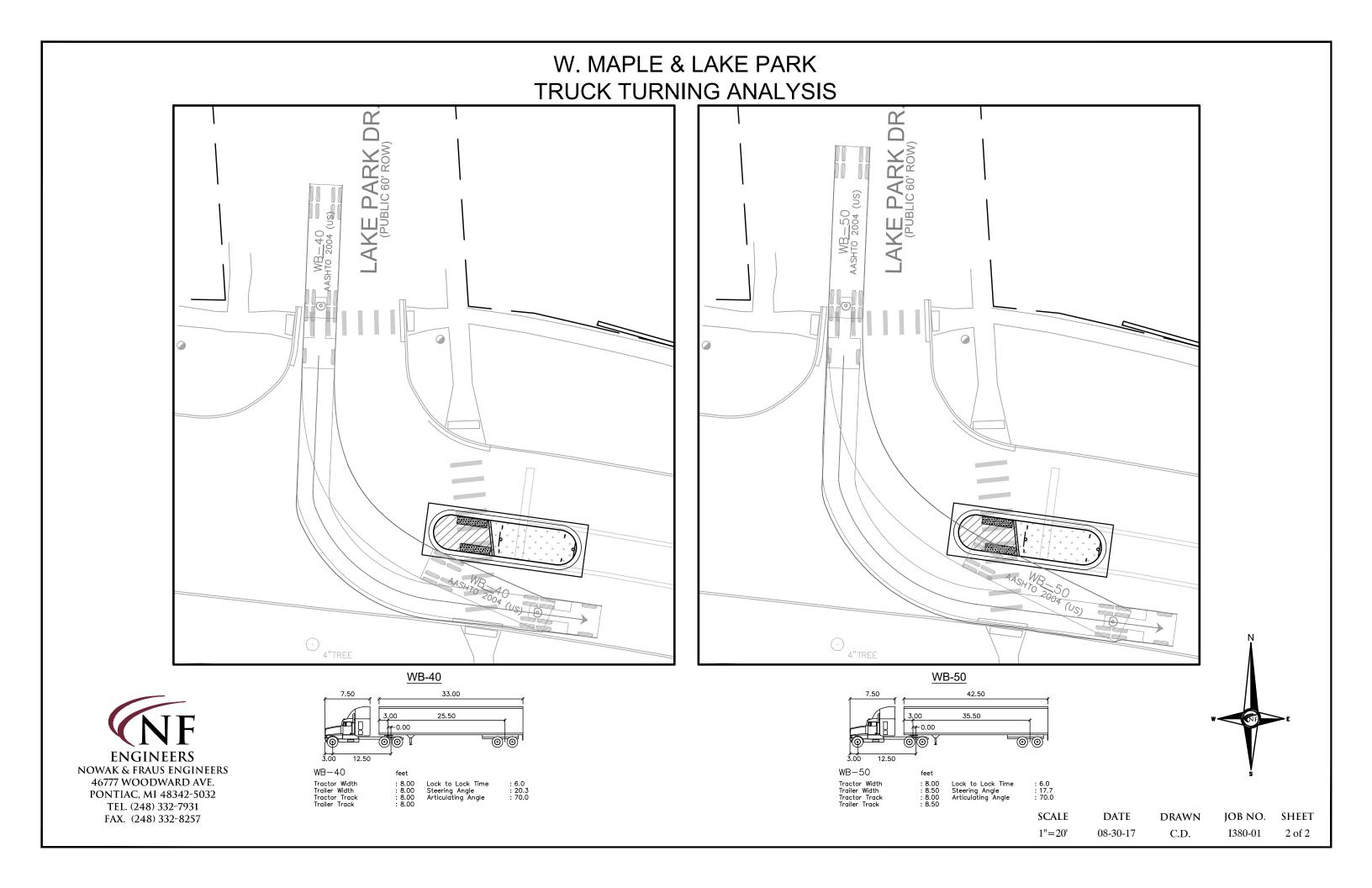
# CHESTERFIELD EPT Ζ R X $\propto$ $\checkmark$ Δ W. MAPLE Ш $\checkmark$ Δ











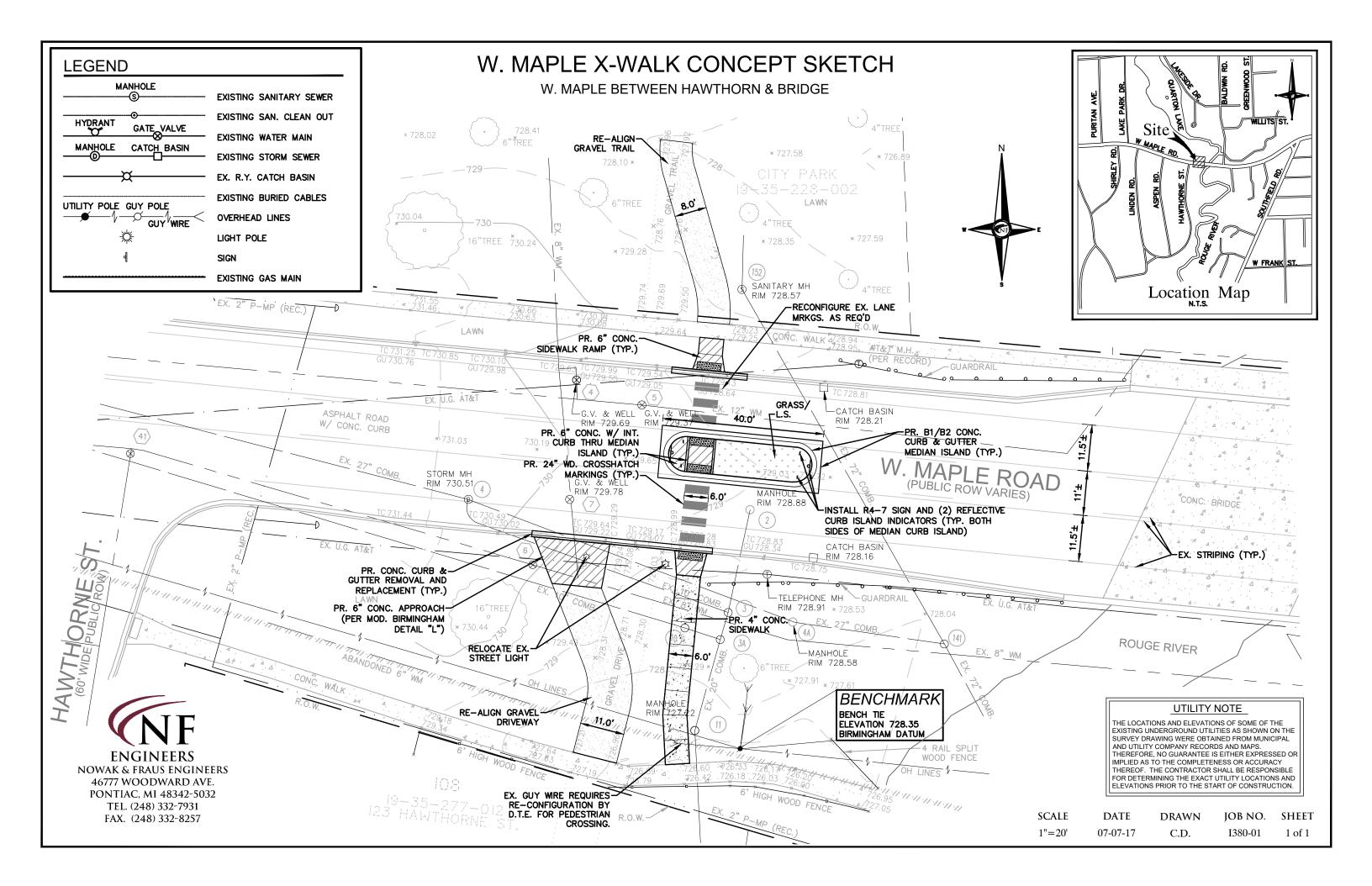




Image capture: Oct 2016 © 2017 Google United States



Jana Ecker <jecker@bhamgov.org>

# **Clemence - Liaison for Traffic**

1 message

Ann Steglich <asteglich@comcast.net> To: mclemence@bhamgov.org, jecker@bhamgov.org

Wed, Nov 15, 2017 at 2:35 PM

To whom it may concern,

People spent so much time, energy, money, our tax dollars and years trying to slow down the traffic on Maple Rd. between Cranbrook and downtown/Southfield and make it safer. Now someone wants to spend more. There is no reason why people can't walk to a light and there is no need to islands inbetween or at the lights. The new configuration seems to slow down getting out of the side streets onto Maple. What use to take me no longer than a minute to get across Maple, now takes almost 5 minutes to get across Maple with cars piling up behind me.

All I can see is that this is another big cost to the taxpayer and a road block as it is build. There is the construction cost, then the plants that go into the island and then maintenance to the plants, including watering, replacing plants that are driven over, etc.

I think if there is money to be spent on roads, give it to the taxpayer as their cost is lowered every time they are required to pay for new pavement on the road in front of their house. Actually, the builders should be charged a road fee for every construction they have. Between the huge dirt trucks with an added same length trailer attached and then the cement trucks, the two lane roads have been torn apart along with the front lawns of the homeowners. My street use to curve at my house and now the road has been straightened out.

Forget the islands on Maple!!!

Ann Steglich

1052 Fairfax



# Re: multimodal islands Baldwin & Hawthorn

1 message

Paul O'Meara <pomeara@bhamgov.org> To: Susan Delpup <sdelpup@bhamgov.org> Cc: Kristy a <kristybarrett1@yahoo.com>, Jana Ecker <Jecker@bhamgov.org> Wed, Nov 15, 2017 at 12:35 PM

Hi Kristy -

Thanks for your comment. The island location being selected is unfortunately the only area along this section where such a crossing would be safe. We cannot build it in the area of the bridge railings or guard rail, we cannot build it to the west of Baldwin because that would obstruct left turns on to Baldwin, and we cannot build east of Baldwin because the sight distance with the curved road is not sufficient.

Hopefully the above helps. Feel free to call or write me directly if you have other questions or comments.

On Wed, Nov 15, 2017 at 11:50 AM, Susan Delpup <<u>sdelpup@bhamgov.org</u>> wrote: Kristy,

Thank you for taking the time to write regarding the proposed pedestrian island. I am copying Jana Ecker, Planning Director, and Paul O'Meara, City Engineer, so that all involved receive your input.

Regards,

On Wed, Nov 15, 2017 at 11:44 AM, Kristy a <kristybarrett1@yahoo.com> wrote:

Please consider moving the proposed island between Baldwin and how thorn closer to Baldwin. The Rouge River walking path that goes through Booth Park then behind the Historical Museum exits close to Baldwin. Many people currently cross to the south side of W. Maple at Baldwin. Additionally, there is already a connection walkway there with an ADA compliant sidewalk decline. This is a natural place to put an island for crossing. The next safety crossing from north to south Maple is at Southfiled Rd.

Kristy Barrett

--

# Sue DelPup

Admin. Assistant Planning/Engineering City of Birmingham 151 Martin Birmingham, MI 48009 Ph: 248-530-1850 Ext. 1837 Fax: 248-530-1290

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

248-530-1836 pomeara@bhamgov.org



# **Re: Islands on Maple**

1 message

Susan Delpup <sdelpup@bhamgov.org>

Wed, Nov 15, 2017 at 2:27 PM

To: Julie Leonard <julieleonard270@icloud.com>, Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <pomeara@bhamgov.org>

Julie,

Thank you for taking the time to write regarding the proposed pedestrian island. I am copying Jana Ecker, Planning Director, and Paul O'Meara, City Engineer, so that all involved receive your input.

#### Regards,

On Wed, Nov 15, 2017 at 1:57 PM, Julie Leonard <julieleonard270@icloud.com> wrote:

To Whom it May Concern,

I like the idea of the islands to help create a safer area for pedestrians to cross.

My concern comes with the island between Puritan and Suffield. The traffic turning left onto Maple from Arlington is busy and it's often difficult to find an opening in traffic. It's usually necessary to turn left into the middle lane and then wait for traffic West bound on Maple to clear before merging. The island will restrict the amount of space that can be used.

Also, would you be able to have the sign say "Yield to Pedestrians" rather than "Stop for Pedestrians"? I think people see the word Stop and think it's a Stop sign rather than just stopping for pedestrian traffic.

Thanks.

Julie Leonard 270 Suffield Ave

Birmingham

# Sue DelPup

Admin. Assistant Planning/Engineering City of Birmingham 151 Martin Birmingham, MI 48009 Ph: 248-530-1850 Ext. 1837 Fax: 248-530-1290



# **Re: Crossings on Maple**

1 message

#### Susan Delpup <sdelpup@bhamgov.org>

Thu, Nov 16, 2017 at 9:23 AM To: Eric Voeffray <evoeffray@gmail.com>, Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <pomeara@bhamgov.org>

Eric,

Thank you for taking the time to write regarding the proposed pedestrian islands. I am copying Jana Ecker, Planning Director, and Paul O'Meara, City Engineer, so that all involved receive your input.

#### Regards,

On Wed, Nov 15, 2017 at 6:49 PM, Eric Voeffray <evoeffray@gmail.com> wrote:

Hello, I wanted to give my input on the crossings, especially the one near Suffield. These crossings are desperately needed. We live on Fairfax and frequently cross Maple to visit friends on Pleasant or Arlington. These days, crossing, especially with children, is quite difficult and feels dangerous. Traffic is often so constant that crossing becomes quite a challenge, and you end up running across when it feels the least dangerous. This seems crazy in a walkable community. We have actually discussed starting to drive, even though it is such a short walk, simply because it is safer. I am a strong supporter of all 3 crosswalks.

In addition, Oak has become a tougher road to cross since it was improved. Since then, traffic and speeds have increased. At busy times it is more challenging then it should be to cross Oak. Again, especially with kids you need to cross guickly, and pick the best moment, especially at morning or evening rush hours, or on weekends. The multi modal plan included bump outs at Suffield, which would help. The speeds between Chesterfield and Lake Park are too fast.

Thanks for your time, Eric Voeffray 621 Fairfax

Sent from my iPhone

# Sue DelPup

Admin. Assistant Planning/Engineering City of Birmingham 151 Martin Birmingham, MI 48009 Ph: 248-530-1850 Ext. 1837 Fax: 248-530-1290



# **Re: Maple Road Crosswalk Islands**

1 message

#### Susan Delpup <sdelpup@bhamgov.org>

Mon, Nov 20, 2017 at 8:27 AM To: Kurt Luedtke <kurtluedtke@gmail.com>, Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <pomeara@bhamgov.org>

Kurt,

Thank you for taking the time to write regarding the proposed pedestrian islands. I am copying Jana Ecker, Planning Director, and Paul O'Meara, City Engineer, so that all involved receive your input.

#### Regards

On Thu, Nov 16, 2017 at 7:02 PM, Kurt Luedtke <kurtluedtke@gmail.com> wrote:

Given the heavy traffic on Maple Road, I'm not sure any of these islands make much sense. There's already a light at Lakepark to facilitate pedestrians crossing. Another island between Suffield and Pilgrim seems a pedestrian convenience at significant cost to motorists. The one near the Rouge River bridge may tempt pedestrians to cross just at the point where traffic is acclerating on the downslopes. Are you sure this isn't the walkable community run amok?

Kurt Luedtke

# Sue DelPup

Admin. Assistant Planning/Engineering City of Birmingham 151 Martin Birmingham, MI 48009 Ph: 248-530-1850 Ext. 1837 Fax: 248-530-1290



# **Re: Maple Road Crosswalk Islands**

1 message

Kurt Luedtke <kurtluedtke@gmail.com> To: Paul O'Meara <pomeara@bhamgov.org> Cc: Jana Ecker <Jecker@bhamgov.org>, Susan Delpup <sdelpup@bhamgov.org> Sat, Nov 25, 2017 at 12:45 PM

On reflection, and having driving Maple Road several times since my first response, I think a case might be made for a pedestrian walkway at the Rouge/Lincoln Park crossing IF we knew how many would in fact use that crossing, which I think would vary substantially with the season and the weather. If we knew those numbers--(another study?!)--and we wanted to be really innovative, I wonder if such a thing as a crossing that was seasonal might be designed to be installed, to come and go on the half-year.

# Kurt Luedtke

On Mon, Nov 20, 2017 at 11:39 AM, Paul O'Meara pomeara@bhamgov.org> wrote:
Thanks for your comment Mr. Luedtke. I will include your comments for the Board's review prior to the next meeting.

On Mon, Nov 20, 2017 at 8:27 AM, Susan Delpup <<u>sdelpup@bhamgov.org</u>> wrote: Kurt,

Thank you for taking the time to write regarding the proposed pedestrian islands. I am copying Jana Ecker, Planning Director, and Paul O'Meara, City Engineer, so that all involved receive your input.

Regards

On Thu, Nov 16, 2017 at 7:02 PM, Kurt Luedtke <kurtluedtke@gmail.com> wrote:

Given the heavy traffic on Maple Road, I'm not sure any of these islands make much sense. There's already a light at Lakepark to facilitate pedestrians crossing. Another island between Suffield and Pilgrim seems a pedestrian convenience at significant cost to motorists. The one near the Rouge River bridge may tempt pedestrians to cross just at the point where traffic is acclerating on the downslopes. Are you sure this isn't the walkable community run amok?

Kurt Luedtke

### -

Sue DelPup

Admin. Assistant Planning/Engineering City of Birmingham 151 Martin Birmingham, MI 48009 Ph: 248-530-1850 Ext. 1837 Fax: 248-530-1290

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

#### 11/27/2017

248-530-1836 pomeara@bhamgov.org



# W. Maple Rd. Pedestrian Islands

1 message

jfmei@aol.com <jfmei@aol.com> To: pomeara@bhamgov.org Sat, Nov 25, 2017 at 12:50 PM

Cc: Elbert Dulworth <edulworth@fumc.org>, edulworth@fumcbirmingham.org, lewlakfam@gmail.com, swarthout@gmail.com

Dear Mr. O'Meara,

As a member of the First United Methodist Church of Birmingham Board of Trustees, I would like to provide our comments relative to the above subject as requested in your November 15, 2017 memo.

After review of the Pedestrian Island proposals, we conclude that the only location that affects the church is the island located east of the church east entrance. We believe this island will cause traffic to back-up when westbound vehicles attempt to enter our east entrance.

Additionally, it is our opinion that this pedestrian crossing in the middle of a block would be safer if located at the corner of Puritan and W.Maple, people expect to cross at corners.

Please include these comments in your deliberations relative to the installation of the Pedestrian Island east of First United Methodist Church of Birmingham.

Thank you for your consideration of our comments.

Sincerely yours, Frank Mei

Frank Mei Mobile: 1-248-210-6841 Sent from my iPad



41000 Woodward Avenue Suite 395 East Bloomfield Hills, MI 48304 11/20/2017 Joe Tana

November 15, 2017

Multi-Modal Transportation Board City of Birmingham City Hall Birmingham, MI 48009

### **RE:** West Maple Road Pedestrian Islands

DECEDVED NOV 2 0 2017 CITY OF BEFMINGHAM COMMUNITY DEVELOPMENT DEPARTMENT

Dear Board Members:

<sup>-</sup> I am writing to you to share my support for the proposed installation of Pedestrian Islands on West Maple Road. I have lived at the corner of Maple and Pilgrim for 30 years and have observed countless instances of people having close calls with vehicles as they attempted to cross Maple in this area. The addition of these islands would provide people with a much safer designated path to cross from north to south and vice versa. In addition, since the change of Maple to three lanes, I have seen many drivers use the turn lane as a travel lane to merge into traffic. This lane is intended to be used for turns only, and the installation of these islands would discourage that practice and make it much more difficult for people to use it in this manner. Such a measure would serve to make the roadway safer, and I am all for it.

Thank you for your attention to this matter and for your continued service to the City.

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fuly yours.

Michael S. Clawson

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MSC/jfj

Office 248.433.4366 Fax 248.433.4363 Cell 248.318.9801

msc@mikeclawsonlaw.com

To: Multi Modal Transportation Board

Subject: West Maple Road Pedestrian Islands

Our objection to placing a Pedestrian Island on Maple between Pilgrim and Suffield is for the following reason.

My wife and I have lived at 316 Pilgrim for fifty eight years and feel

We know something about Maple and Pilgrim traffic.

Our street Pilgrim carries more traffic than any of adjacent streets. Pilgrim is a straight shot to Quarton Rd. When you are driving East on Maple and preparing to turn, we turn our turn signal on about a block ahead and slide into the left turn lane preparing to turn on to Pilgrim. By placing the proposed Pedestrian Island between Pilgrim and Suffield, ones will not have sufficient time to change lanes and make their left turn onto Pilgrim. In addition the traffic preparing to cross Maple from Arlington and Shirley is a problem currently and will be even greater if the proposed island is placed there.

I go to our Birmingham Y several times a week and when entering Y the Island is a problem for traffic travelling west bound on Lincoln. I have yet To see anyone on the pedestrian crosswalk. My wife and I feel that Pedestrian Cross Walks on Maple are unnecessary and would be more dangerous. Another serious problem I see is when our Fire Department has to proceed East And in a very short distance has to face traffic pulled over while very quickly you have

A Pedestrian Island they have to face. I believe our Fire Department is more important to the City's safety. I don't think Islands should even be considered when there are so few people crossing now. The present system is working just fine.

Don and Phyllis Byerlein 316 Pilgrim Tel: 248-646-3378

On ace's Phyllis Byelein



Mr. Andy Lawson, Pedestrian Advocate

% Multi Modal Transportation Board City of Birmingham Dear Andy,

I have sent the following letter to your Board, our Mayor and Mayor Pro-tem expressing our feelings on the proposed Pedestrian Island Crossings. I note you are one of the Representatives And wanted you to have a copy. On another matter. Today my wife and I were being driven by our daughter today from Starbuck's on Maple and Lasher and she proceeded to slide into the left turn lane To turn onto Pilgrim (our street) when a woman driver decided to enter the turning Lane in front of us, then saw us and quickly ducked back into regular lane luckily

Otherwise we would have been hit head on.I believe she was trying to pass cars in her . lane I think the Board ought to have with the money to be spent for these Islands be spent on Warning Signs, that No Passing Center Lane Allowed. The signs would be at Southfield and Cranbrook.

Don and Phyllis Byerlein

Mr. andy Lawson

To: Multi Modal Transportation Board Nov. 16, 2017 Subject: West Maple Road Pedestrian Islands Our objection to placing a Pedestrian Island on Maple between Pilgrim and Suffield is for the following reason. My wife and I have lived at 316 Pilgrim for fifty eight years and feel We know something about Maple and Pilgrim traffic. Our street Pilgrim carries more traffic than any of adjacent streets. Pilgrim is a straight shot to Quarton Rd. When you are driving East on Maple and preparing to turn, we turn our turn signal on about a block ahead and slide into the left turn lane preparing to turn on to Pilgrim. By placing the proposed Pedestrian Island between Pilgrim and Suffield, ones will not have sufficient time to change lanes and make their left turn onto Pilgrim. In addition the traffic preparing to cross Maple from Arlington and Shirley is a problem currently and will be even greater if the proposed island is placed there.

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Don and Phyllis Byerlein 316 Pilgrim Tel: 248-646-3378

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City of	Birmingham
	A tranade Community

# MEMORANDUM

Engineering Dept. Planning Dept. Police Dept.

DATE:	November 30, 2017	
TO:	Multi-Modal Transportation Board	
FROM:	Jana Ecker, Planning Director Scott Grewe, Police Commander Paul T. O'Meara, City Engineer	
SUBJECT:	2018 Local Street Paving Projects Further Analysis	

At the meeting of November 2, 2017, staff reviewed the potential for Multi-Modal improvements on the three streets planned for reconstruction in 2018. The following briefly reviews the discussion from that meeting for each street, and what has been prepared in the meantime.

#### BENNAVILLE AVE - EDGEWOOD AVE. TO GRANT ST.

At the last meeting, it was noted that the existing street is 32 ft. wide, and that the City's standard today for a new local street of this nature is 26 ft. Reconstructing the road at the narrower width would reduce the length of the crosswalks at each end of the block, which would be an improvement for pedestrians. The attached drawing has been prepared to help clarify the change in width that would result.

Potential benefits include crosswalks lengths being reduced approximately 6 feet, wider parkways, and slower vehicle speeds.

Potential drawbacks include restricted maneuvers in and out of driveways, particularly during times of high parking demand, reduced space for bicycles, and reduced space for emergency vehicles.

Should the Multi-Modal Transportation Board favor a change to 26 ft., it is recommended that a public hearing be held to gain input from the residents. No hearing would be required if the Board chooses to support reconstruction of the street in its present form.

#### RUFFNER AVE. - GRANT ST. TO WOODWARD AVE.

Ruffner Ave. was originally constructed at 28 ft. wide in the residential section, and 32 ft. wide in the commercial section. Staff is recommending reducing the width a small amount to 26 ft. for the residential section to help reduce the need of tree removals. The commercial section can be reconstructed at its current width, but 3 ft. bumpouts are recommended at the Woodward Ave. intersection. The attached aerial view was prepared to check for truck turning space.

Since this street serves as the connection for Woodward Ave. commercial deliveries accessing the rear alley of the adjacent commercial properties, a WB-40 vehicle was used for this analysis. The right turn on to Ruffner Ave. can be completed as shown with the proposed bumpout, even when a vehicle is parked on the south side of the street. On the north side, a bumpout of any larger size would cause a conflict. Since right turns are easier on the south corner, a larger bumpout could fit. Such a design would not be symmetrical, and it is unclear that such a proposal would be approved by the Michigan Dept. of Transportation (MDOT). Since changes are recommended on both streets, and since bumpouts may impact deliveries to the businesses, it is suggested that a public hearing be held. Notification postcards would be sent to both the residents on Ruffner Ave., and the businesses on both blocks north and south of this street.

#### CHAPIN AVE - GRANT ST. TO WOODWARD AVE.

Chapin Ave. was originally constructed at 26 ft. wide on its westerly block, and 28 ft. at its two easterly blocks (both residential and commercial). Staff recommends building both residential blocks at 26 ft., in accordance with current standards, and in order to work with existing large trees. Since the commercial block of Chapin Ave. is already relatively narrow, it would remain at the current width, with no bumpouts proposed.

As shown on the attached aerial photograph, right turns from a WB-40 are already in conflict with parked cars, given the space provided with this street width. No changes are recommended. As indicated by the truck turning diagram, a small bumpout could be installed on the south side. Similar to Ruffner Ave. above, such a design would not be symmetrical, and could be difficult to get approved by MDOT.

It is acknowledged that the changes suggested for Chapin Ave. are minor. However, since it is being discussed in conjunction with other nearby streets, it is suggested that all property owners in the area of this project be invited to the hearing as well, so that their input can be received.

#### <u>SUMMARY</u>

The following resolution is provided should the MMTB favor the suggested changes on these streets:

#### SUGGESTED RESOLUTION:

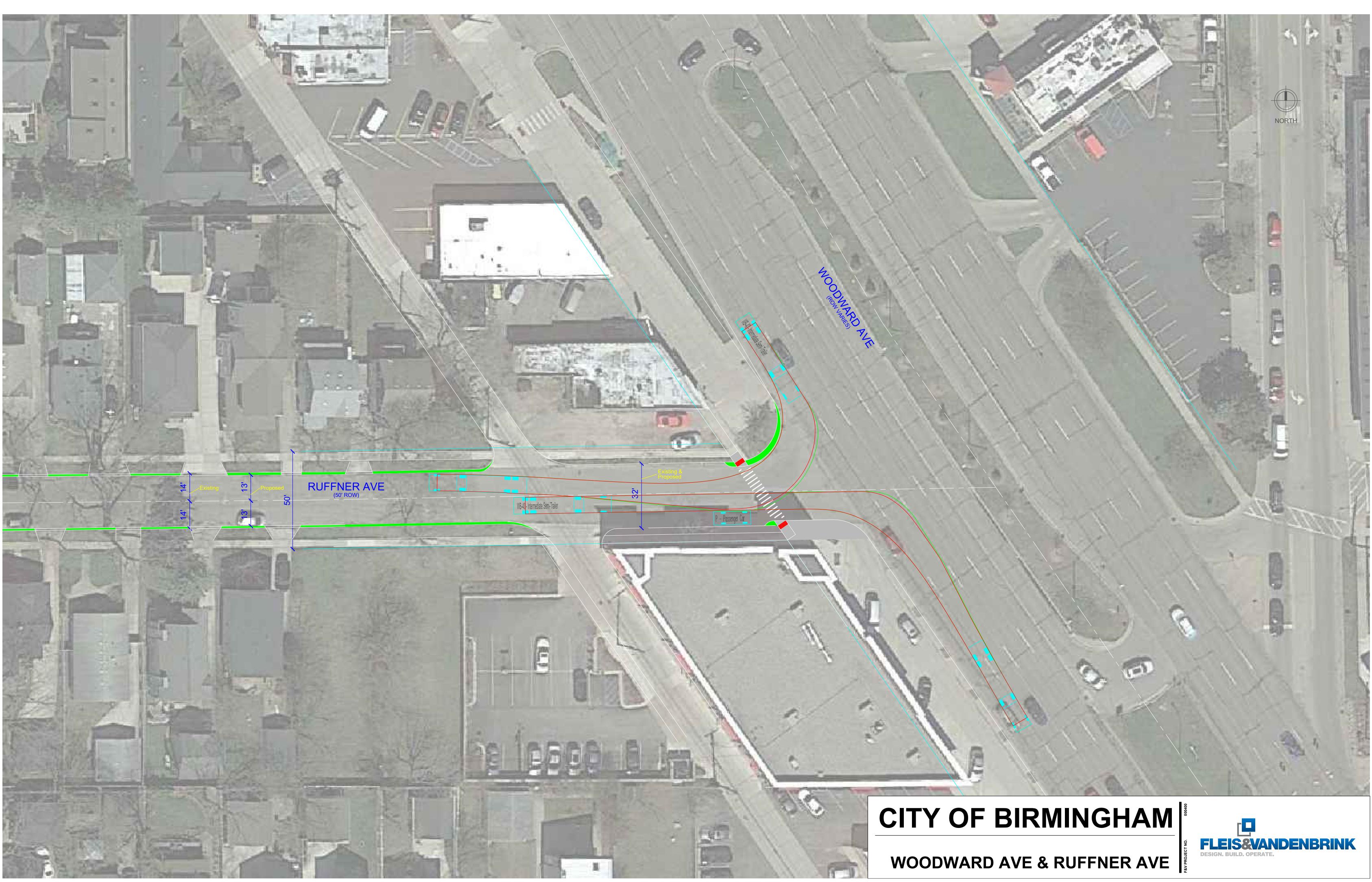
To schedule a public hearing at the regularly scheduled meeting of the Multi-Modal Transportation Board of January 4, 2018, at 6 PM, to consider the following multi-modal improvements as a part of the City's planned 2018 Local Street Paving Program:

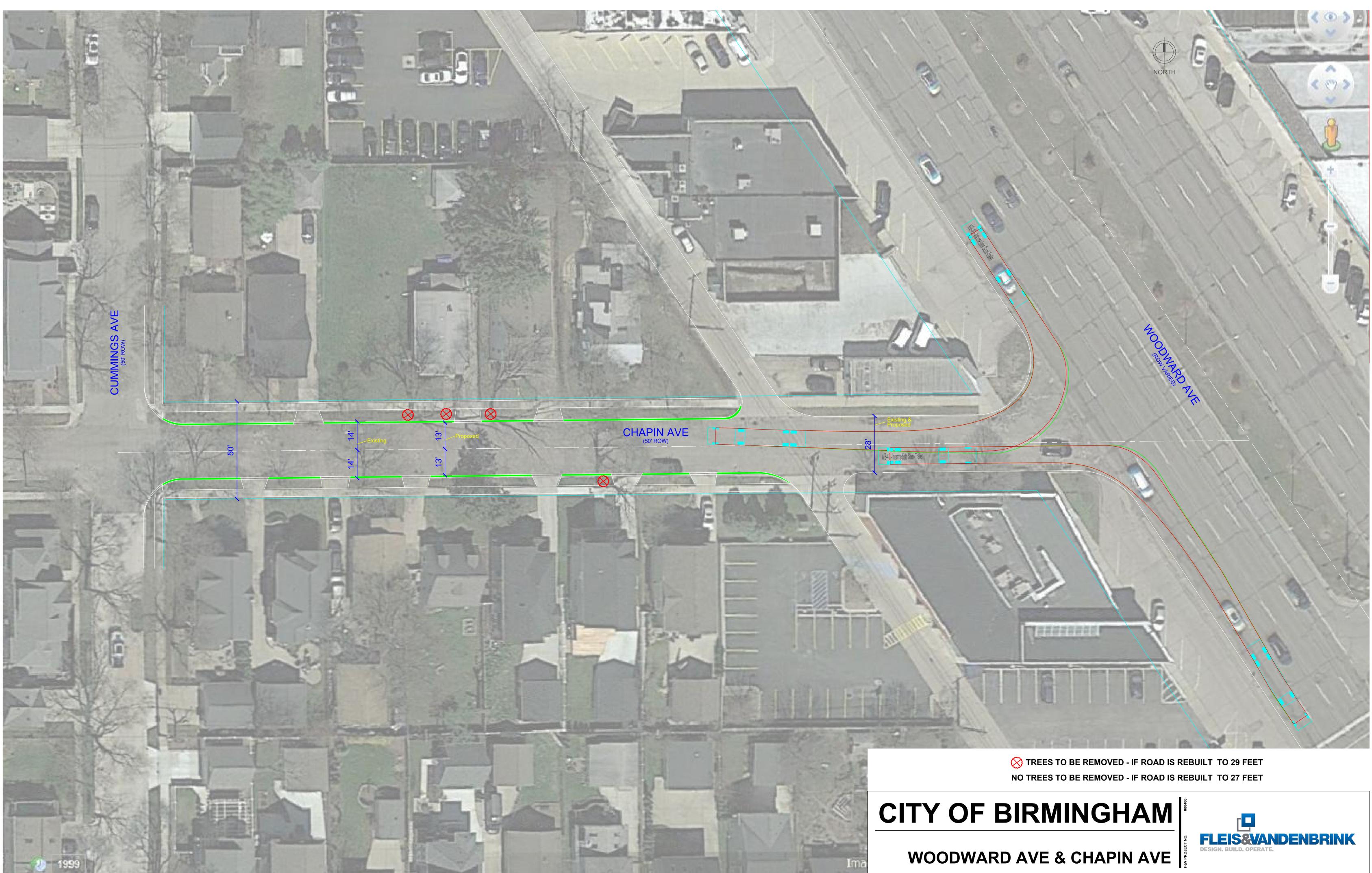
- A. Reconstructing Bennaville Ave. at 26 ft. wide from Edgewood Ave. to Grant St.
- B. Reconstructing the residential section of Ruffner Ave. at 26 ft. wide from Grant St. to the Woodward Ave. alley, maintaining the 32 ft. wide existing width on the commercial section adjacent to Woodward Ave., and adding 3 ft. wide bumpouts at Woodward Ave.

C. Reconstructing the residential section of Chapin Ave. at 26 ft. wide from Grant St. to the Woodward Ave. alley, and maintaining the 28 ft. wide street width on the commercial section adjacent to Woodward Ave.

And to notify the adjacent impacted property owners accordingly.









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

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

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

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

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

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

The following is a detail of what is proposed.

#### Bennaville Ave.

1

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

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

The options for this pavement include the following:

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

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

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

#### Ruffner Ave.

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

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

#### Chapin Ave.

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

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

Two suggested motions are provided below for your consideration:

#### For Bennaville Ave.:

#### SUGGESTED RECOMMENDATION A:

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

Or –

#### SUGGESTED RESOLUTION A:

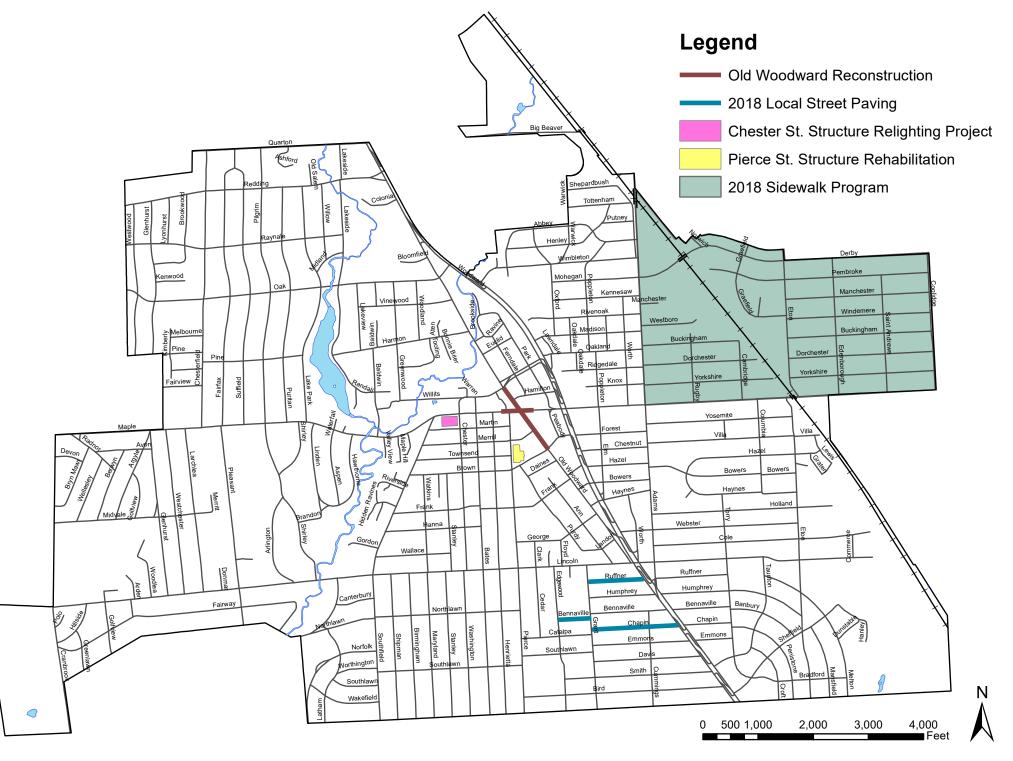
To endorse the installation of a 27 ft. wide pavement back of curb to back of curb on Bennaville Ave. between Edgewood Ave. and Grant St., and to schedule a public hearing at the regularly scheduled meeting of the Multi-Modal Transportation Board for December 7, 2017, at 6 PM.

#### For Ruffner Ave. and Chapin Ave.:

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

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

# Birmingham Engineering Department Projects, 2018



City of P	Birmingham
	A Walkable Community

# **MEMORANDUM**

Engineering Department Planning Department Police Department

DATE: December 1, 2017

TO: Multi-Modal Transportation Board

FROM: Lauren Chapman, Assistant Planner

APPROVED: Jana L. Ecker, Planning Director Commander Scott Grewe, Police Department Paul O'Meara, City Engineer

SUBJECT: Crosswalk Pavement Markings - Material Options

At the February 27, 2017 meeting the City Commission voted to adopt the following standard policy for the design of all future crosswalk pavement markings in the City of Birmingham:

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3, with the exception that all painted bars shall be 24 inches wide spaced as close to 24 inches apart as possible. Crosswalk widths shall be installed as follows:

# On Major Streets within the Central Business District, Triangle District, Rail District, or Adjacent to Schools:

- Total width of the crosswalk shall be 12 to 14 feet wide. Crosswalks at the upper width limit may be installed when traffic signals are present.
- The following shall be considered Major Streets (within the specific districts noted) for the purposes of this standard:

Woodward Ave.	Oakland Blvd.
Old Woodward Ave.	Chester St.
Maple Rd.	Brown St.
Southfield Rd.	S. Eton Rd.
Adams Rd.	E. Lincoln Ave.

# On Local Streets within the Central Business District, Triangle District, Rail District, or Adjacent to Schools:

• Total width of the crosswalk shall be 8 feet wide, unless the adjacent sidewalk main walking path is wider, at which point it shall be widened to match the main walking path width.

## At All Other Locations:

• Total width of the crosswalk shall be 6 feet wide.

Over the next several months the MMTB began discussing pavement marking material choices. After much discussion, at the September 9<sup>th</sup> 2017 meeting the Multi-Modal Transportation Board (MMTB) recommended:

"To use paint on all non-major street crosswalks. Use paint on all major streets that are not going to be completely re-built; but when those major street crosswalks are being re-paved and re-built all markings will be grooved and filled with thermoplastic. Reevaluate annually with the thermoplastics that are applied to make sure they are truly living up to their suggested retail life span."

This memo is intended to inform the board of the further research that has been conducted by City staff during attempts to find a specification for the new thermoplastic standard to be used in bidding documents.

# Overview

Staff form the Planning and Police Departments contacted a variety of contractors and product manufacturers and visited the City of Ann Arbor. These actions provided further insight on the previously recommended material and other pavement marking material options. Further research was conducted into paint, thermoplastic, polyurea and a newer material, HPS-8. Numerous contractors, a manufacturer, and the City of Ann Arbor all found HPS-8 to be a superior product and stated that thermoplastic does not bind well to concrete and that polyurea is a dependable material for both asphalt and concrete surfaces. Polyurea was the top choice of the MMTB originally but the board selected thermoplastic because polyurea was more expensive. However, further research has found that the cost differential between polyurea and thermoplastic was based on outdated information and that the two materials are much more similar in cost than originally reported.

# Paint Pavement Marking



Paint pavement marking is the most widely used material in pavement markings in Canada and the United States.

Waterborne paints are favored over solvent based paints because they are environmentally friendly, and lack heavy metals and volatile organic compounds without affecting the service life. Moreover, waterborne paints don't have a strong solvent odor that may induce respiratory complaints from users.

<u>Advantages and Disadvantages of Paints Pavement Marking:</u> One of the major advantages of paint markings is that they are significantly cheaper than any other method; however, they can be worn away rapidly on high volume roadways, and consequently these roadways need to be restriped more than once a year.

## Thermoplastic Pavement Marking

Thermoplastics are similar to paint, and applied as a liquid, but they require higher application temperature to create the liquid state. Thermoplastic markings are installed in a molten state using either an extrusion or spraying method.

Pavement surface condition is an important factor that affects thermoplastic application because old pavement



may not provide a sufficient chemical bond between asphalt and the thermoplastic marking material. Thermoplastics provide excellent performance when applied properly. The service life of thermoplastic marking paints normally ranges between forty eight months and eighty four months depending on different factors including application procedures, pavement type, traffic volume, snowplow activity and atmospheric conditions when placed.

### Advantages of Alkyd-based Thermoplastic

Thermoplastic has demonstrated a long service life on all traffic volume roads (low, medium, and high). They also have a high retroreflectivity level without using glass beads. In addition, thermoplastics can be applied in all weathering conditions. Finally, thermoplastic pavement markings have a very strong bond on asphalt surfaces.

### Disadvantages of Alkyd-based Thermoplastic

Thermoplastics are considered the most sensitive surface preparation and atmospheric to conditions during application. Concrete road surfaces needs coating with an epoxy primer before thermoplastic markings is installed. А study by the Florida Department of Transportation wrote "Thermoplastic markings are known to have poor adhesion on concrete surfaces. They lose their bond with the concrete



and tend to flake off. Failure has been observed within six to eight months. The markings

appear to hold better on asphalt surfaces [...] Overall, thermoplastics performed better on asphalt than on concrete."

# Polyurea Pavement Marking

Manufacturers have reported that polyurea has a service life of up to five years, but actual observed applications have a typical lifespan of three to four years. Polyurea markings are a sprayed, two-component durable pavement marking material. Various formulations of polyurea markings exist on the market. Polyurea pavement markings are used by the Michigan Department of Transportation (MDOT).

# Advantages of Polyurea

Polyurea materials are marketed as durable pavement markings that provide exceptional color stability, resistance to abrasion, and adhesion to all pavement surfaces. Polyurea markings appear to be less sensitive to pavement surface moisture than thermoplastics and can be applied at temperatures as low as freezing. The material is resistant to UV degradation. The material offers some advantages in that it sets within 180 seconds, does not require any beads to be dropped on top of it, it lasts longer, has little waste and limited clean-up, and will harden when the pavement is wet.

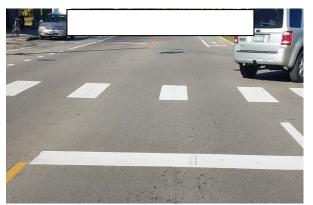
## Disadvantages of Polyurea Pavement Marking

One of the drawbacks associated with polyurea materials is that some must be applied by a special striping apparatus, which limits the number of contractors available to apply the material. Additionally, new material cannot be applied on top of old material. When polyurea markings need maintenance the material needs to be scraped off and new material applied.

# HPS-8 Pavement Marking

HPS-8 is a unique binder material made up of multiple polymers to give it very high durability, long term retroreflectivity, and fast cure, yet can be applied with standard thermoplastic equipment. HPS-8 is applied using the extrude method at thicknesses ranging from 60 to 120 mils.

HPS-8 can be surface applied onto asphalt or concrete roadways or inlaid for longer service life



and is engineered for durable long line usage even in extreme conditions. HPS-8 is resistant to snow plow damage and provides superior long life retroreflectivity.

### Advantages of HPS-8

Glass beads are intermixed into HPS-8 unlike thermoplastics where the beads are applied over the wet material, and thus result in extended retroreflectivity. A four year warranty is available for durability and retroreflectivity. Formulated for quick dry of <2 minutes at temperatures as low as 50 °F. HPS-8 is described as abrasion resistant and having a comparable durability to thermoplastic. HPS-8 is applied with the standard extrude thermoplastic equipment; hand liner or truck mount.



#### Disadvantages of HPS-8 Pavement Marking

The material has not been on the market for long so promises of durability have not yet been thoroughly proven.

#### **Cost Considerations**

The table below of cost was provided by Ennis-Flint a manufacturer of several pavement marking materials.

Material	Price per LF 4"	Average Life	Cost / Year – LF 4"
Alkyd Thermoplastic	.28	4 Years	.07
Polyurea	.24	4 Years	.06
HPS-8	.68	8 Years	.085

### **Observations from Ann Arbor**

Ann Arbor uses three types of pavement marking materials for crosswalks, thermoplastic, HPS-8 and polyurea. Ann Arbor prefers thermoplastic on asphalt because it is easier to maintain than polyurea. After the initial installation, the city is able to use a different thermoplastic made for maintenance, and spray it on top of the existing markings. When the thermoplastic is layered it actually has better retroreflectivity than it did for initial application. This is because new glass beads are exposed as the material wears down. Ann Arbor prefers to use polyurea on concrete. When polyurea needs to be maintained the old marking needs to be scraped off. Ann Arbor staff said that the process made the material less cost effective on asphalt. Ann Arbor has not always recessed road marking, but is beginning to do that more.

### Summary

Crosswalk markings and other transverse markings are required to be retroreflective, but are not subject to minimum levels. Despite not having a required minimum, all of the marking options that are up for consideration meet the highest minimum level that is required for longitudinal markings (250 mcd/m<sup>2</sup>/lux).

# Waterborne Paint

- Average estimated lifespan: 1 year
- Cheapest option
- Must be reapplied annually

# • Alkyd Thermoplastic

- Average estimated lifespan: 3-4 years
- Easy reapplication
- Good for asphalt
- Retroreflectivity increases when new material is applied on top of old material
- Not recommended for concrete

# • Polyurea

- Average estimated lifespan: 4-6 years
- o Established material
- Used by MDOT
- Recommended by Ann Arbor for concrete
- Must be scraped off for reapplication
- HPS-8
  - Average estimated lifespan: 6-8 years
  - o Newer material
  - Works better on asphalt than concrete
  - o Recommended by contractor and manufacturer
  - o Recommended by Ann Arbor

Thermoplastic is no longer recommended for major streets uniformly because it drastically underperforms on concrete. Paint continues to be recommended on other streets because it is the cheapest material as far as quotes are concerned. Paint is not recommended on major streets because it needs to be restriped at least once a year.

# SUGGESTED RECOMMENDATION:

**OPTION 1:** Polyurea on all major streets within the Central Business District, Triangle District, Rail District, and waterborne paint on all other streets. Depending on visibility needs and average daily traffic, polyurea may be used for crosswalks adjacent to schools.

**OPTION 2:** Polyurea on all major concrete streets and alkyd thermoplastic on all major asphalt streets within the Central Business District, Triangle District, Rail District, and waterborne paint on all other streets. Depending on visibility needs and average daily traffic, polyurea or thermoplastic may be used for crosswalks adjacent to schools.

**OPTION 3**: Polyurea on all major concrete streets and HPS-8 on all major asphalt streets within the Central Business District, Triangle District, Rail District, and waterborne paint on all other streets. Depending on visibility needs and average daily traffic, polyurea or HPS-8 may be used for crosswalks adjacent to schools.



Eton Rd 1 message

Molly <mol7@comcast.net> To: pomeara@bhamgov.org

Thu, Oct 26, 2017 at 6:55 PM

Good evening Mr O'Meara,

My name is Molly Mitchell and my Father is Robert Mitchell. My father has owned his home on Mansfield since 1964. The city streets today are not safe as they once were. The new construction on Eton Rd north of Lincoln has not helped the situation.

This new improvement idea does not help the flow of traffic on this road. This is a neighborhood, hopefully this was realized when permits were issued to build up the east side of Eton. These new buildings have congested the roads, restaurants require parking that is not available, and now our street is servicing as a cut through at exponential speeds. Whole Foods has also created a traffic congestion that greatly impacts Pembroke. The use of south bound Eton at Lincoln has also created an area of disregard. This area by drivers has become a two lane street, which is not designated. I have called multiple times in regards to traffic, although I have yet to see any changes in the road. This concerns me as people drive recklessly and without regards to others.

The jetties to be places at the end of the roads cause difficulties and congestion. These curbs make turning extremely difficult in any car larger than a smart car. Whom ever designed these did not drive and navigate the roads with a larger vehicle or drive in the winter. These curbs should not be continued within our neighborhood.

The Eton road plan is to much for this already narrow street. We are opposed to this plan and would hope that Birmingham would make some major revisions. The idea of bike lanes is nice, but the space is not there.

Some easy changes could include: First the areas prior to the stop signs could be painted yellow as they are on Lincoln. Designated parking signs could also help for flow.

Finally the cross walk signs are a danger. If there is a desire to utilize these, place a stop sign. Those signs create the possibility for an unnecessary accident. That is not an area that individuals need to be crossing.

I thank you for your time and diligence for our city.

Robert Mitchell Molly Mitchell 1713 Mansfield Rd Birmingham, MI 48009

Sent from my iPhone



#### s. Eton corridor improvements

1 message

Joseph Scilla <jscilla56@outlook.com> To: "pomeara@bhamgov.org" <pomeara@bhamgov.org> Thu, Oct 26, 2017 at 5:04 PM

This appears to a proposal put forth by bicycle enthusiasts. A better proposal might be something along the

Lines of improving the sidewalk on the east side of S. Eton to accommodate bicycles, while adding another

Lane on west side or maybe a left turn lane.. For one, there has been a considerable increase in traffic over the last 10-20 years and Also, it has always been a tight squeeze to navigate the two S-curves on Eton when driving between a parked car and oncoming traffic.

Regards,

Joe Scilla

Sent from Mail for Windows 10



Paul O'Meara <pomeara@bhamgov.org>

## Re: S. ETON RD. CORRIDOR IMPROVEMENTS - LINCOLN AVE. TO 14 MILE RD.

1 message

Robert Lawrence <lawrence.rob@comcast.net> To: pomeara@bhamgov.org Cc: Jecker@bhamgov.org Tue, Oct 31, 2017 at 9:54 AM

Hello,

#### Support, concern, and questions:

As a commercial property owner (2055 E 14 Mile Road) and a home owner (1620 Northlawn) *I generally support* the efforts of the S. Eton Corridor Improvements as they relate to the multi-modal transportation initiatives.

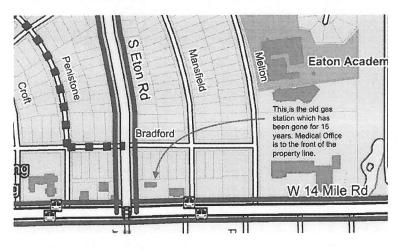
*<u>I have a concern</u>*: The 2-foot wide green space between the bicycle path and the existing sidewalk may create difficulties for snow removal at driveway entrances and add complications for normal auto related ingress and egress from commercial properties like mine at 2055 E 14 Mile (drive opens to Eton).

<u>My Questions:</u> Has there been an engineering study to determine safe turn radius specifications for curbs/islands/bike paths relative to "wide driveway commercial properties" such as mine? Who will be responsible for snow removal from the bike paths?

Thank you for your service and consideration. Rob.

Robert Lawrence 33717 Woodward Ave. #411 Birmingham MI 48009 Cell: 248-705-2086

**PS:** The map you're using for the Network Map does not correctly represent the position/size of the property at the NE corner of Eton & 14 Mile. http://greenwaycollab.com/Projects/Birmingham/BMMTPNETWORKMAP\_11\_25\_2013.pdf



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# Forget the zombie law, we need to design safer roads: Micallef

Why target distracted pedestrians fixated on their phones when making roads safer makes much more sense?



A crossing guard returns to the curb at Bloor at Mill Rd., seconds after a white SUV turned lef stop sign held up. (SHAWN MICALLEF / FOR THE TORONTO STAR)

By **SHAWN MICALLEF** Columnist Fri., Nov. 3, 2017

#### Forget the zombie law, we need to design safer roads: Micallef | Toronto Star

Around 3:30 p.m. on Halloween day, the intersection of Bloor St. W. and Mill Rd. in Etobicoke's Markland Wood neighbourhood was busy. With St. Clement and Millwood Junior schools both half a block away, kids in costume were everywhere, anticipating an evening of trick or treating. With those schools, and a plaza with a McDonald's on the southeast corner, the crossing guard here was doing a brisk business shuttling young and old across the intersection while holding his stop sign aloft.

While he was standing in the crosswalk halting traffic, I watched a white SUV turn left from Bloor, southbound onto Mill and pass in front of him. The crossing guard, still in the street, his sign still up, threw up both his arms above his head in disgusted frustration.

Markland Wood is part of Liberal MPP Yvan Baker's Etobicoke Centre riding. On Monday, Baker unveiled the Phones Down, Heads Up Act, his private member's bill. A so-called "zombie law" targeting "distracted walking," it would allow fines to be levied against anybody crossing the street while using a phone or electronic device.

At Bloor and Mill on Tuesday, none of the children crossing the street were on their phones, nor was the crossing guard, and the only zombie around was in that SUV. Statistics prove that collisions caused by inattentive driving have skyrocketed since mobile phones became widely used, while pedestrian collisions due to inattentiveness have either stayed level or even dropped in some places, yet Baker chooses to target pedestrians.

His bill would do nothing about the Halloween driver I saw, nor would it have helped a couple in 2013 who were hit by a driver making a similar left from Bloor a few blocks away at Markland Dr. The 87-year male in the couple was killed and I feel confident assuming he wasn't Snapchatting at the time. Seventeen years ago, also at Bloor and Markland and when mobiles phones were hardly ubiquitous and few people even texted, a woman in her 40s was struck in the crosswalk while on her nightly walk and dragged a kilometre by an elderly driver making a right turn. Her body finally became dislodged and lay in a driveway for half an hour before being noticed. Yet Baker wants to talk about pedestrians and their phones.

Why care about a private member's bill from an obscure backbencher? It was telling who and what Baker didn't address: road design and drivers. In the photos Baker used at his press conference, even his "phone zombies" were walking in crosswalks where, if the light was green, they'd legally be allowed to cross. If it was red, there's already a law against that.

His riding of Etobicoke Centre runs from the Toronto-Mississauga border east to the Humber River, and so much of the street design throughout the riding, like the rest of the city, is built like Bloor is here: highway scaled but running through residential neighbourhoods. If Baker had any political courage he would direct his efforts towards comprehensive road redesign rather than towards the people being killed on those streets.

Proposed 'zombie law' looks to halt cellphone crossings in Ontario

Toronto MPP wants to ban people from crossing the street while using their cellphones. Safety advocates are slamming the proposed "zombie law" saying distracted drivers are the main cause of pedestrian injuries.

If you go London, a city of 8 million people, the roads do not look like ours: they're narrower, speed humps are everywhere, there are lots of bike lanes, and crosswalks are often on humps that slow drivers. Some have said the road carnage here in Toronto is like gun control in the U.S.: we can't talk about how deadly our roads are, and when we do it's as if nothing can be done, as if it's a natural disaster.

Safer road design is a political choice.

It's curious that Toronto's Ward 3 fits entirely inside Etobicoke Centre where the local councillor Stephen Holyday has been hostile to efforts to make our streets safer. In March, at the Public Works and Infrastructure Committee (PWIC) he sits on, he delayed Toronto's "complete streets" guidelines that aim to redesign our roads so they're safer for all users including drivers, pedestrians, transit users and cyclists. Holyday wanted more study to protect what he called "the silent majority of users," meaning car drivers.

Last month at PWIC he moved a motion to end the Bloor St. bike lane pilot project rather than make it permanent, saying it destroys his constituents' commute into the city. "I guess people are going to feel safer in that infrastructure," he even admitted of protected lanes, but it's clear convenience is more important than safety to him.

To be sure, it's a good idea not to look at your phone when crossing the street. I was occasionally guilty of this, but I've trained myself to look up when crossing. It's habitual now, like looking to the right when getting off a streetcar. My hand and phone are still in the same position, so I probably look pretty silly, but my head is up and eyes are looking for cars, a habit motivated by how easy it is to be nailed while just walking where and when you're supposed to walk in this city.

#### Forget the zombie law, we need to design safer roads: Micallef | Toronto Star

As with so many things, this good habit would be better spread through a public health campaign than with the time and effort Baker is expending on his zombie law. Take a walk in the Toronto ravines: there are warnings of potentially dangerous things like flash flooding, coyotes or poison ivy. Across the Humber River from Baker's Etobicoke Centre riding on the multi-use trail, just south of the Dundas St. bridge, is a City of Toronto sign warning of wild parsnip.

It's almost startling. Parsnip always seemed like one of those benign vegetables served at special occasions like Thanksgiving, but because of that sign I look out for wild variety, and maybe I'll stay away from the domesticated kind too because, in truth, parsnip doesn't taste good anyway. Warnings and public health campaigns can work wonders and change the behaviour of many people. However, years of road safety campaigns aimed at drivers haven't reduced the carnage on our streets.

Everyone is a pedestrian at some point, even the "silent majority" who drive. This is not "us vs. them" but all of us. The carnage happens both downtown and in places like Etobicoke, too, and people in Markland Wood will continue to be injured or killed until the politicians representing them find some political courage to redesign our streets.

Shawn Micallef writes every Saturday about where and how we live in the GTA. Wander the streets with him on Twitter @shawnmicallef



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#### 11/7/2017

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Paul O'Meara <pomeara@bhamgov.org>

### Fwd: Paris crosswalk standard

1 message

Joe Valentine <jvalentine@bhamgov.org>

Mon, Nov 20, 2017 at 9:41 AM

To: "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@bhamgov.org>, Mark Nickita <mnickita@bhamgov.org>, Patty Bordman <pbordman@bhamgov.org>, Pierre Boutros <pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com> Cc: Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Mark Clemence <Mclemence@bhamgov.org>, Scott Grewe <Sgrewe@bhamgov.org>

fyi

------ Forwarded message ------From: **Mark Nickita** <<u>mnickita@bhamgov.org</u>> Date: Mon, Nov 20, 2017 at 5:02 AM Subject: Paris crosswalk standard To: Joe Valentine <<u>jvalentine@bhamgov.org</u>>

Joe, FYI

Just a note regarding global crosswalk standards. Here in Paris, they use essentially the same standard as we do in Birmingham. The Continental pattern, with approx 2' wide stripes.

They differ in a couple of areas, typically using vinyl and not paint for the striping. And the crosswalks seem to be notably wider, as a rule, than our typical striping.

I see this as the predominant standard in most pedestrian areas that I study.

overall, I think it we are moving in the right direction. Pleased to see that We have made advancements in this area over the last couple of years. With more to come



Thanks Mark





City of Birmingham MI Mail - Fwd: Paris crosswalk standard







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

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