MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, JUNE 7, 2018
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 **May 3, 2018**
5. **Election of Chair and Vice-Chair**
6. **Rail District Standard Bike Rack & Locations**
7. **Speed Board Request on Woodward Avenue**
8. **Bike Share Program**
9. Meeting Open to the Public for items not on the Agenda
10. Miscellaneous Communications
11. Next Meeting – **July 5 or 12, 2018**
12. Adjournment

Notice: Due to Building Security, public entrance during non-business hours is through the Police Department—Pierce St. Entrance only. Individuals with disabilities requiring assistance to enter the building should request aid via the intercom system at the parking lot entrance gate on Henrietta St.

Persons with disabilities that may require assistance for effective participation in this public meeting should contact the City Clerk's Office at the number (248) 530-1880, or (248) 644-5115 (for the hearing impaired) at least one day before the meeting to request help in mobility, visual, hearing, or other assistance.

Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-5115 (para enos un dia antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, MAY 3, 2018

City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, May 3, 2018.

The meeting convened at 6:04 p.m.

1. ROLL CALL

Present: Board Members Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer, Alternate Board Member Daniel Isaksen

Absent: Board Member Johanna Slanga

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

Also Present: Brad Strader from MKSK

Motion by Ms. Folberg
Seconded by Mr. Isaksen to nominate Daniel Rontal as temporary chair for tonight.

Motion carried, 5-0.

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

Ms. Edwards recommended that Johanna Slanga become that permanent chairperson unless someone else wants the job. A vote on this matter will be postponed until Ms. Slanga is present.

2. INTRODUCTIONS (none)

Chairman Rontal advised that Vionna Adams, Andy Lawson, and Michael Surnow have resigned. The board thanks them for their service.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF MARCH 1, 2018

Ms. Edwards made the following change:
Page 3 - Option 3, fourth line, remove the fourth sentence and replace with "Ms. Folberg commented that 24 ft. is too narrow."

Motion by Ms. Edwards
Seconded by Mr. Isaksen to accept the MMTB Minutes of May 3, 2018 with the change.

Motion carried, 4-0.

VOICE VOTE
Yeas: Edwards, Isaksen, Folberg, Schafer
Abstain: Rontal
Nays: None
Absent: Slanga

5. RESIDENTIAL STREET WIDTHS

Chairman Rontal recalled the Multi-Modal Transportation Board ("MMTB") recently reviewed conceptual designs for three local streets planned for reconstruction in 2018. A public hearing was held, and a final recommendation for the streets was passed on to the City Commission on a vote of 4-3. At the public hearing, several residents appeared before the board asking that Bennaville Ave. not be reduced in width (as proposed). A smaller number of residents appeared asking that the block of Chapin Ave. east of Cummings St. also not be reduced in width.

When the City Commission reviewed the issue at their meeting of January 22, 2018, they endorsed after much discussion the recommendations of the MMTB, also on a vote of 4-3. As a part of the discussion, the Commission expressed confusion as to what the City's policy is for determining the width of a new street. As a result, the MMTB was asked to study the issue in further detail, and to send information and policy direction back to the Commission.

At the MMTB meeting on March 1, 2018, the board identified the goals for identifying a standard road width for residential roads, which include:

- Functionality;

- Consistency;
- Accident reduction;
- Traffic calming;
- Expediency in planning and engineering; and/or
- Infrastructure costs.

Ms. Ecker advised that on April 5, 2018, the MMTB discussed three different options for residential street width standards. After much discussion, the MMTB directed staff to consolidate the options into a final version. The consolidated draft of the proposed standards and criteria for variance from the standards is presented this evening. There are two portions of the draft; one is a cross-section that shows how wide the lanes would be, and it is written out. A flow chart is proposed as well so it is easy to understand how and why decisions are made. In addition, an intent section talks about the different standards that were referenced when coming up with the plan, and design standards are described for new, existing, and unimproved streets.

Ms. Folberg received confirmation that re-doing a street such as Wakefield which is not paved and doesn't have a curb requires a consensus of existing homeowners because an assessment is involved. The property owners only pay an assessment when their street goes from gravel or chip seal to fully built out.

Talking about improved streets, Ms. Ecker explained that sidewalks are treated separately from the pavement. Mr. O'Meara continued that an improved street must have permanent pavement along with a curb and gutter system.

STREET DESIGN STANDARDS:

1. New And Existing, Unimproved Residential Streets that are Being Improved: When streets are improved or newly constructed, the standards below shall be strictly applied:

a. Standard Streets: 26 ft. in width from curb to curb.

b. If the right-of-way is less than 50 ft., the street width shall be a minimum of 20 ft. with parking allowed on one side only (generally the side without fire hydrants).

2. Existing, Improved Residential Streets: When previously built streets are reconstructed, this standard shall generally be applied. Exceptions may be considered when factors, such as those described in Section 4 below, are evident.

a. Standard Streets: 26 ft. in width from curb to curb.

b. Existing Street is 28 ft. or less in width: Street shall generally be reconstructed at the existing width.

3. Public Notice And Public Hearing: Whenever there is a street project where a change in the existing width is being considered, the MMTB shall have a public hearing to inform residents of the project and provide an opportunity for comment. If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered. However, engineering

or safety factors listed in Section 4 below must also be present to support a design exception.

4. <u>Exceptions and Modifications to the Width Standards</u>: Any modification must be consistent with the Intent of these standards and the engineering publications upon which they are based. Street width exceptions may only be approved to a minimum of 20 ft. and a maximum of 30 ft. Modifications to street widths may only be considered under certain specified conditions.

Board members made changes to the specified conditions as follows:

- Condition 4 (d) should read - "Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use with access that generates higher traffic volumes."
- Condition 4 (e) should read - "Presence of street trees, especially healthy, mature trees such that rebuilding the road as proposed would result in the removal of two or more trees in any given block.
- Condition 4 (g) reads - "Street may be as narrow as 20 ft. with parking on one side only if right-of-way is less than 50 ft."

5. <u>Boulevard Streets</u>: Reconstruction of streets with a boulevard, median, or other unique design feature shall be reconstructed to match the current configuration unless geometric changes are needed based on safety or engineering analysis.

The chairman voiced concern that a street's effective width gets narrower in the winter with snow plowing. There is no way a 10 ft. fire truck can get down his street in the winter. He thought the board should study effective widths of streets and decide whether emergency vehicles can get through streets under a certain width in the winter. If not, the side designated for parking can be alternated every other year. Ms. Ecker said the Fire Dept. has indicated there are really only a couple of streets where they have difficulty.

The discussion concluded that with this document the board is not boxed into one particular solution, but guidelines are given. Documented factors for an exception must exist.

The board agreed to add a seventh goal for identifying a standard road width for residential streets: Storm Water Runoff Management.

Motion by Ms. Edwards
Seconded by Ms. Folberg to recommend approval to the City Commission of the revised Residential Street Width Standards with the inclusion of seven additional goals where the seventh is "Storm Water Runoff Management." Also, in section 4 (d) change "church" to "religious institution." In section 4 (e) add at the end of the sentence "on any given block." Finally, in section 4 (g) remove the typo at the end.

There were no comments on the motion from members of the public at 6:35 p.m.

Motion carried, 5-0.

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

6. RAIL DISTRICT STANDARD BIKE RACK AND LOCATIONS

Chairman Rontal noted there is not a standard bike rack standard for the Rail District. Tonight the board has been given choices for bike racks along with their prices.

Ms. Chapman recalled the design suggestions for the Rail District streetscape were that it be hip and edgy, have clean lines, potentially use black wrought iron and/or brushed steel elements and a graphic that represents ties to the railroad.

U-racks (the City standard) have been installed in the Rail District by developers. City staff has identified 18 locations for bike racks within the District. City Staff recommends that bike racks be embedded into the surface rather than mounted onto the surface. Embedded racks tend to be more secure and more stable than surface mounted racks.

Board members were enthused by the logo for the Rail District and thought it might be installed on black U racks in highly visible places in the District, if it is not cost prohibitive. Ms. Ecker thought that staff could get some quotes for that and bring them back to the board. Also staff will come back at the next meeting with a map for the board's consideration that includes some suggested locations for placement of the racks.

It was thought that racks on Eton should be priorities and maybe one in front of Kenning Park.

7. BUS SHELTER LOCATION PRIORITIES

Ms. Chapman advised that over the past several years, the City has implemented a bus shelter installation program.

FAST is a new service powered by SMART, which offers limited stops to connect people throughout the region quickly and easily. The new high-frequency service travels along three of metro Detroit's busiest corridors, Gratiot, Woodward Ave., and Michigan, and only stops at designated FAST stops. In addition to the City's ongoing shelter installation program, SMART plans to install 20 enhanced shelters this summer along each corridor at FAST stops. SMART staff is considering installing shelters in Birmingham on

Woodward Ave. northbound at 14 Mile Rd., and northbound and southbound at Maple Rd.

There is a standard Birmingham shelter on northbound Woodward Ave. at 14 Mile Rd. If SMART installed a FAST style shelter at that stop, the City could relocate the shelter to another bus stop. The City can install standard Birmingham shelters, but SMART would only be willing to do the concrete work. If the City accepts SMART's FAST style shelters, they will provide all the funding and work.

Some aspects of the shelters are still under design and may change. City staff believes that the SMART FAST style shelters are a good choice because they look similar to the standard Birmingham shelters, have valuable enhancements, and contribute to a regional identity.

Ms. Ecker said the question is whether to allow SMART to do their branded bus shelters throughout the Birmingham section of their route. SMART would pay for them and they would have many more amenities, however they would have red accents. Mr. Isaksen said he would like Birmingham's shelters to look like every single other bus shelter on the entire length of Woodward Ave. This is a metro wide effort and Birmingham should be part of that effort.

Ms. Ecker advised that SMART would be responsible for maintaining the SMART standard shelters if they install them. It is staff's understanding that DPS would maintain the grounds.

Motion by Mr. Isaksen
Seconded by Ms. Edwards to recommend to the City Commission that the attached list of priority locations for bus shelters be used as a guide when new bus shelters are considered for installation.

AND

To recommend to the City Commission that City staff work with SMART to install three SMART enhanced FAST style shelters at SMART FAST bus stops on Woodward Ave. northbound at 14 Mile Rd. and northbound and southbound at Maple Rd.

AND

To relocate the existing standard Birmingham shelter on northbound Woodward Ave. at 14 Mile Rd. to westbound 14 Mile Rd. at Woodward Ave. in order to facilitate the installation of a SMART enhanced FAST style shelter at the existing bus stop.

AND

To recommend to the City Commission approval of the location of the next bus shelter at westbound E. Maple Rd. and Coolidge.

The Chairman called for public comment at 6:55 p.m.

Mr. Strader confirmed that Mr. Robert Kramer at SMART told him if the MMTB approves the red shelter, SMART will take care of all the cost of installation and repairs, including cracked windows, and look to the City or business sponsor for trash pickup and any landscaping maintenance.

Motion carried, 5-0.

VOICE VOTE
Yeas: Isaksen, Edwards, Folberg, Rontal, Shafer
Nays: None
Absent: Slanga

8. COMPLETE STREETS TRAINING SESSION

Mr. Strader explained that his presentation focuses mostly on pedestrians and bikes and not so much on autos. The training objective is to provide a basic understanding of what complete streets are and what they mean to your community. The Michigan Complete Streets Coalition came up with a definition for Michigan that was enacted in Michigan Public Act 135 of 2010. A system of streets. . . "planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot or bicycle." That is when Complete Streets got its big push in Michigan that has changed the way streets are designed.

Also in 2010 one of the laws that was changed in Michigan was to acknowledge Complete Streets in Act 33 of 2010 (Planning Act). The Birmingham Planning Board follows the Planning Act in terms of a Master Plan that directs land uses and infrastructure and is a guide for capital improvements.

In Michigan, State funding for roads is called Act 51 of 2010 (Michigan Transportation Fund). It classifies roads into major and minor streets and provides the formula for how the City gets its funds funneled through the State. MDOT may work with communities or municipalities to look at Complete Streets design changes on a trunk line such as Woodward Ave. MDOT has an undefined amount that is supposed to go for maintaining pedestrian and bicycle ways and in the Upper Peninsula maintaining snow mobile trails.

Nationally and in Michigan there are ten Complete Street principles:

1. Set the vision.
2. Accommodate all legal roadway users.
3. Emphasize interconnected networks.
4. Address all roadways and inter-jurisdictional issues to have consistency where possible.
5. Define process for exceptions based on criteria.
7. Integrate best practices.
8. Context sensitive design to fit the characteristics of that part of the city.

9. Establish performance standards.
10. Develop an implementation plan which is the role of the MMTB in Birmingham.

Benefits:

- Increased safety - slower traffic speeds reduce crash severity.
- Reduce the risk of crashes by 28% by Installing pedestrian and bicycle facilities.
- Improved public health - reduces obesity, heart disease, diabetes. Increase in physical activity reduces stress.
- A 30% reduction in sick-leave absenteeism, health care use, and worker's comp and disability for businesses that provide walk/bike opportunities for employees.
- Reduction in health care costs and insurance premiums.
- Cleaner environment because of reduced greenhouses gas emissions: fewer and shorter car trips.
- Reduced oil dependence.

Multi-Modal quality of service:

- Procedures in the new 2010 Highway Capacity Manual were amended to add Multi-Modal Transportation.
- Considers the quality of service for pedestrians, bicycles, and transit.

Traffic impact studies have turned into transportation impact studies that evaluate all modes - autos, biking, walking, transit. They set minimum level of service standards for each.

Options for multi-modal travel along streets:

- Sidewalks with sheltered bike parking;
- Protected or buffered bike lanes;
- Parking separated bike lanes;
- Roadside multi-use paths or two-way cycle tracks;
- Shared roadways (sharrows);
- One-way or two-way cycle tracks.

How transit fits into complete streets:

- Good shelters;
- Good sidewalk connections;
- Bus stops are located where people can cross at a signal;
- Align the door of a building at a corner where there is a pedestrian crossing.

9. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ONTHE AGENDA
(no public was present)

- The Chairman recalled that he asked last fall about possibly studying the crosswalks at Grant and Bird because they are pretty worn out. People speed up and it is hard for them to slow down one block from the school when the crosswalks are worn and

not very visible. Commander Grewe stated their painting program should be starting soon and they will make sure that crosswalk gets done.

10. MISCELLANEOUS COMMUNICATIONS

- Ms. Chapman announced that SEMCOG is having their Commuter Challenge 2018 for the entire month of May. The "challenge" is for single-passenger drivers to travel to work in some way other than driving alone (carpool, bus, vanpool, bike, walk, or work from home).

- Mr. O'Meara updated the board on one of their past initiatives. The City Commission approved leading pedestrian interval that was talked about a few months ago. Four intersections have now been implemented with the leading pedestrian interval. Also, he noted there will be a mural contest for the wood boarding around the Old Woodward Ave. construction area.

11. NEXT MEETING JUNE 7, 2018 at 6 p.m.

12. ADJOURNMENT

No further business being evident, the board members adjourned at 7:49 p.m.

_____
Jana Ecker, Planning Director

_____
Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Planning Department

DATE: May 23, 2018

TO: Multi-Modal Transportation Board

FROM: Lauren Chapman, Assistant City Planner

APPROVED BY: Jana L. Ecker, Planning Director

SUBJECT: Rail District Streetscape- Bike Racks

On August 18, 2008, the Rail District Sub-committee recommended the Presidio line from Landscape Forms in a black powder-coated finish, and the pedestrian scale Hadco luminaire lights utilized in the Crosswinds development in a black finish. The Committee also recommended the use of the Ginko tree grates, newsracks, and Pi bike racks.

On February 25, 2009, the Planning Board recommended the Presidio furniture from Landscape Forms with a black finish for use in the Rail District, as recommended by the Rail District Sub-committee.

On April 20, 2009, the City Commission voted to approve the light fixtures and poles in the Presidio design in green, and the benches and trashcans in the traditional downtown Birmingham green design and finish. Bike racks were not included in the approval; developers have installed U racks (the City standard) in the District.

In 2018, City staff identified eighteen locations for bike racks within the District. City Staff recommends racks be embedded into the surface because embedded racks tend to be more secure and more stable than surface mounted racks.

At April's Multi-Modal Transportation Board meeting, members requested City staff research CycleSafe's custom Bike U Racks. Included in this memo is information about the Custom U Racks and pricing information on previously considered bike rack models, in order to serve as a point of comparison. Also included are proposed locations for bike racks in the Rail District.

Custom Bike U Racks

Laser Cut

The Rail District's logo may be too intricate for CycleSafe's laser cutter. Laser Cut custom racks start at $850 each. The cost increases depending on the intricacy of the design. Since the Rail District logo is an intricate design the price will probably be more than $850. For the Insignia Rack, CycleSafe would provide the rack and the City would have to provide logos that could be affixed to the rack. The Insignia is $341 per rack. For either the Laser Cut or the Insignia models there must be a minimum order of 6.


Insignia

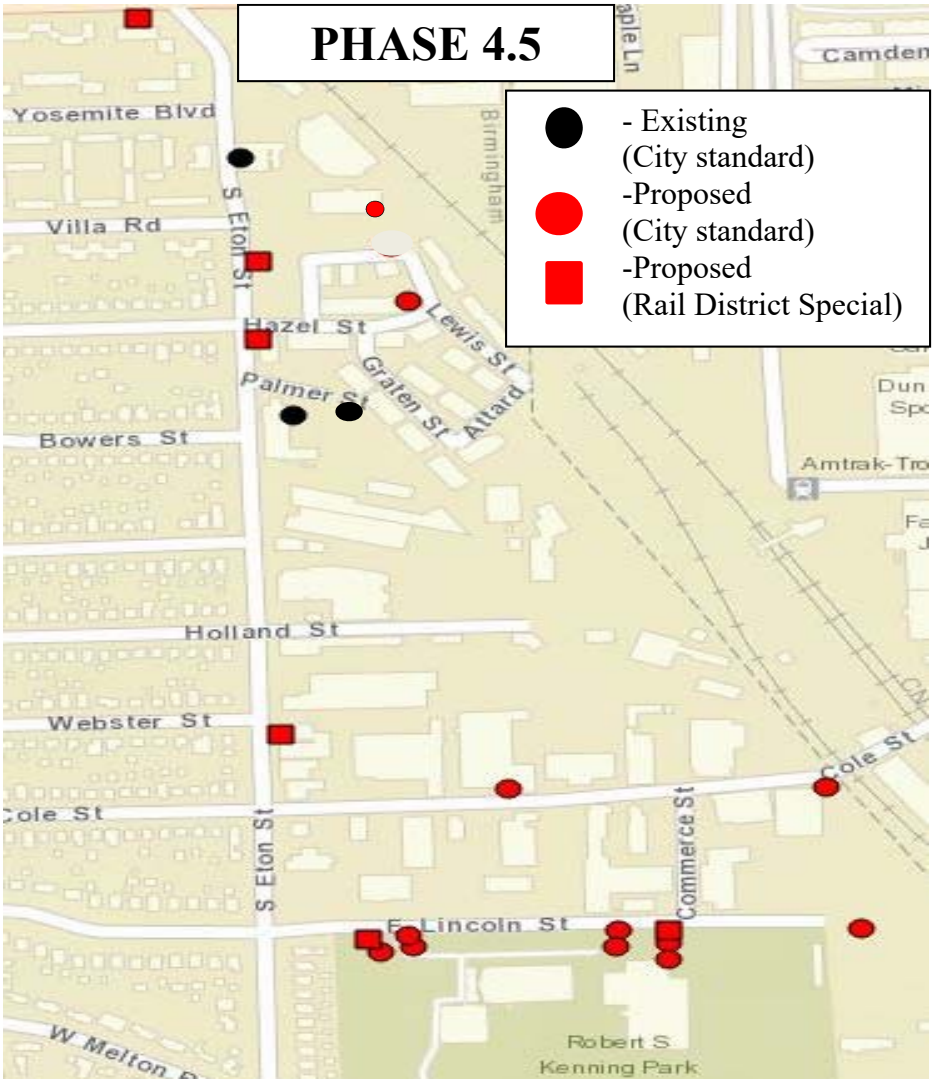
Conclusion and Analysis

	Model	Quoted cost per rack	Bikes per rack	Cost per bikes parked
Landscape Forms	Bola	$330	2	$115
	Emerson	$375	2	$187.50
	FGP	$360	2	$180
	Key	$520	2	$260
	MultipliCITY	$385	2	$192.50
	Reeder	$410/$660	2	$205/$330
	Ride	$440	2	$220
	Ring	$405	2	$202.50
CycleSafe	Classic U	$153	2	$76.50
	Classic U with Crossbar	$244	2	$122
	Circle Rack	$456	2	$228
	Cycle Park	$312	2	$156
	Custom Bike U	$341 Insignia $850+ Laser Cut	2	$170.50 Insignia $425+ Laser Cut
	Modern	$312	2	$156
	Vintage	$312	2	$156

The least expensive option is the City's current standard rack, CycleSafe's Classic U Rack ($153 / $76.50 per bike parked). The average cost of all models is $396/ $198 per bike parked. The most expensive option is the Laser Cut Custom Bike U Rack ($850+/$425+ per bike parked). The cost per rack for the Triangle District's standard Loop rack is $360. After ordering bicycle maintenance stations and accessories, $617.30 is anticipated would be left in the budget for bicycle infrastructure. A minimum of $2,046 is needed to order 6 Custom Bike U Racks; therefore, if the Board votes to have some racks display Rail District branding, then the racks would not be ordered until next year. For that reason, custom racks in the Rail District are not recommended. However, if the board chose to pursue that option, the locations for such racks are noted with an * in the following chart.

Proposed Bike Rack Locations in the Rail District

Location Number	Address	Adjacent Business	Additional Information	Number of Racks
1	2255 Cole	Rain Marketing (near Jabs)	Pour pad	1
2*	401 S Eton	Irongate	Pour pad	1
3*	501 S Eton	Whistle Stop Diner	Near news rack	1
4*	933 S Eton	Invnt		1
5*	1160 E Maple	Bus Stop	Out of district boundaries	1
6	2021 & 2023 Hazel			1
7	2051 Villa	Elite Fitness		1
8	2400 Cole	Amson (near Goldfish)	Pour pad	1
9-17**	2300 E Lincoln	Kenning Park	Pour pads	9
18	2424 E Lincoln	Newingham Dental		1



The MMTB is asked to select and prioritize proposed bike rack locations in the Rail District for recommendation to the City Commission.

Suggested Recommendation

To recommend approval of the purchase and installation of 18 City standard permanent bike racks to the City Commission as proposed on the attached chart and map (with no special racks) of Phase 4.5 of the City's Bicycle Parking Plan.

OR

To recommend to the City Commission that the Insignia model bike rack, embedded and with a black powder coat finish, produced by CycleSafe be a custom bike rack for use in the Rail District at the locations specified on the map of Phase 4.5 of the City's Bicycle Parking Plan subject to funding being allocated and budgeted in future years.

AND

To recommend approval of the installation of 12 City standard permanent bike racks and 6 Rail District special racks to the City Commission as proposed on the attached chart and map of Phase 4.5 of the City's Bicycle Parking Plan subject to funding being allocated and budgeted in future years.

City of Birmingham
A Walkable Community

MEMORANDUM

DATE: **May 15, 2018**

TO: **Multi-Model Transportation Board**

FROM: **Jana L. Ecker, Planning Director**
Cmdr. Scott Grewe, Police Department
Paul T. O'Meara, City Engineer

SUBJECT: **Speed Board on Woodward**

In March the city received a request from a resident to have a speed monitoring/display board on northbound and southbound Woodward north of Oakland. The resident expressed concerns regarding the speed of vehicles southbound on Woodward, north of Birmingham, as they enter the City from a less congested area, and vehicles speeding northbound Woodward from Oakland due to entering a less congested area. The resident is concerned due to pedestrian crossings at Oakland and Oak. (See attached email)

Woodward (M1) is an MDOT roadway. The resident stated he had already contacted MDOT whose safety engineer advised the request would have to come from the City.

Attached to this report are MDOT's criteria regarding Changeable "YOUR SPEED" Signs. There must be a formal speed study on file less than two years old. MDOT was contacted who advised there was no recent speed study available. MDOT stated if a speed study was requested the City must agree that changes in speed limits may occur based on the 85th percentile speed prior to a test being completed. After the test is completed and the speed limit is deemed appropriate, the City can complete a permit application for the placement of a changeable "YOUR SPEED" sign. The city would be responsible for all associated costs of a sign. The city must also agree to follow up speed studies conducted by MDOT at six and twelve months. If the studies do not show significant decrease in speed of more than 5 MPH MDOT reserves the right to remove the sign.

The resident was contacted and made aware of the formal process required through MDOT. The resident asked that no speed study be conducted out of concern the speed limit may be increased however suggested the "YOUR SPEED" sign still be installed.

The installation of such a sign on MDOT must go through the MDOT process. While speaking with MDOT they were not aware of an area like Woodward where this type of speed display board is in use. They expressed concern of not being able to provide accurate information and stated when multiple vehicles are going in the same direction the drivers would have no way of knowing whose speed is being displayed.

Staff shares the same concerns as the resident, a speed study with the MDOT terms, is something the City would not want to participate in at this time. Staff also believes that posting a speed board that may cause confusion to drivers (not knowing whose speed is being displayed) would not be appropriate.

SUGGESTED RECOMMEDATION:

To request MDOT conduct a speed study for northbound and southbound Woodward between Oakland and Oak as required by MDOT for the installation of a “YOUR SPEED” sign.

OR

Deny the request and take no action at this time.

On Fri, Mar 23, 2018 at 7:25 PM, John Rusche <jprusche@aol.com> wrote:

> Hi Joe,
> The list of improvements to Birmingham this year is impressive. I know you have to be extremely busy. I would like to add one more to the list. I asked Lori Swanson MDOT's M1 engineer and James Hartman MDOT's safety engineer if there were plans to add "Your Speed" radar signs near the new Oak pedestrian crossing. They said the signs need to be requested by the City of Birmingham.
>
> It would be the icing on the cake if you could request them for both the north and south approach to Oak. In both directions drivers tend to exceed the 45 mph limit. Northbound traffic is "released" from the congestion and traffic signals between 14 Mile and Maple and can't resist opening it up around the Poppleton Park curve. Southbound traffic has been driving 50 mph through Bloomfield and they don't slow down as they approach Oak.
>
> Thank you for the consideration.
>
> John Rusche
> 358 Henley Street
> Birmingham, MI 48009
> H 248-731-7068
> C 248-219-8114

City of Birmingham
A Walkable Community

Scott Grewe <sgrewe@bhamgov.org>

Woodward and Oakland Speed Board

John Rusche <jprusche@aol.com> Fri, May 4, 2018 at 7:46 PM
To: Scott Grewe <sgrewe@bhamgov.org>

Hello Commander,

Thank you very much for the follow up. Please feel free to share these thoughts with the MMTB.

Living near Poppleton Park I fear the results of a speed study on the "Poppleton curve." I don't believe it is likely that the majority of drivers adhere to the 45 mph speed limit, especially in spring-summer-fall on Friday and Saturday nights. If the speed limit were adjusted to accommodate these people, then we would see the exact opposite of our intent. In my perfect world there would be ample resources for the Birmingham police to patrol and issue speeding and noise violation tickets. I don't think the resources are there. I think my suggestion of a "Your Speed" board would be an inexpensive way to help ensure the new Oak crosswalk feels safe.

I can't attend the June MMTB meeting, but plan to be there on July 5.

Best regards,

John Rusche

358 Henley Street

Birmingham, MI 48009

H 248-731-7068

C 248-219-8114

From: Scott Grewe <sgrewe@bhamgov.org>
Sent: Friday, May 4, 2018 11:44 AM
To: John Rusche <jprusche@aol.com>
Subject: Woodward and Oakland Speed Board

[Quoted text hidden]

CHANGEABLE "YOUR SPEED" SIGNS

As a means to control speeds along select state trunklines, a local governmental agency may request, through the permit process, to deploy permanent changeable "YOUR SPEED" sign per each direction provided that the following criteria is met. Please note that the use of this device alone will not deter speeding. Other means such as law enforcement and/or properly set speed zones will minimize speeding. Portable speed trailers, which can provide the same information as the changeable "YOUR SPEED" sign, should be encouraged prior to the installation of a permanent type sign.

Criteria:

1. If the most current speed study is older than two years, the local governmental agency must request a formal speed study from Michigan Department of Transportation (MDOT) and the Michigan State Police (MSP). MDOT/MSP will evaluate the existing speed limit.

   - If the speed zone appears to be inappropriate then modify the existing speed limit through the speed study process. See Notes 501A, 506A, and 508A for further information on speed studies and setting speed limits.

   - If the speed zone is set properly, the local governmental agency may complete a permit application for the placement of a permanent changeable "YOUR SPEED" sign.

2. The local governmental agency is responsible for cost of materials, installation, maintenance, and all other associated costs.

3. As part of the permit, the municipality shall agree to follow up speed studies conducted by the department at six and twelve months after the installation of the changeable "YOUR SPEED" sign. If the studies do not show a significant decrease in speed of more than 5 MPH, the department reserves the right to remove all changeable "YOUR SPEED" signs.

4. The installation is limited to one permanent changeable "YOUR SPEED" sign per each direction.

The design of the changeable "YOUR SPEED" sign shall meet the requirement of the current Michigan Manual on Uniform Traffic Control Devices. The permanent sign supports shall meet MDOT's Sign Support Standards. The display of the "YOUR SPEED" sign should be limited to no higher than the 20 MPH above the posted speed limit to discourage motorists from attempting to post a high readout.

City of Birmingham
A Walkable Community

MEMORANDUM

Planning Division

DATE: **May 23, 2018**

TO: **Multi-Modal Transportation Board**

FROM: **Lauren Chapman, Assistant City Planner**

APPROVED BY: **Jana L. Ecker, Planning Director**

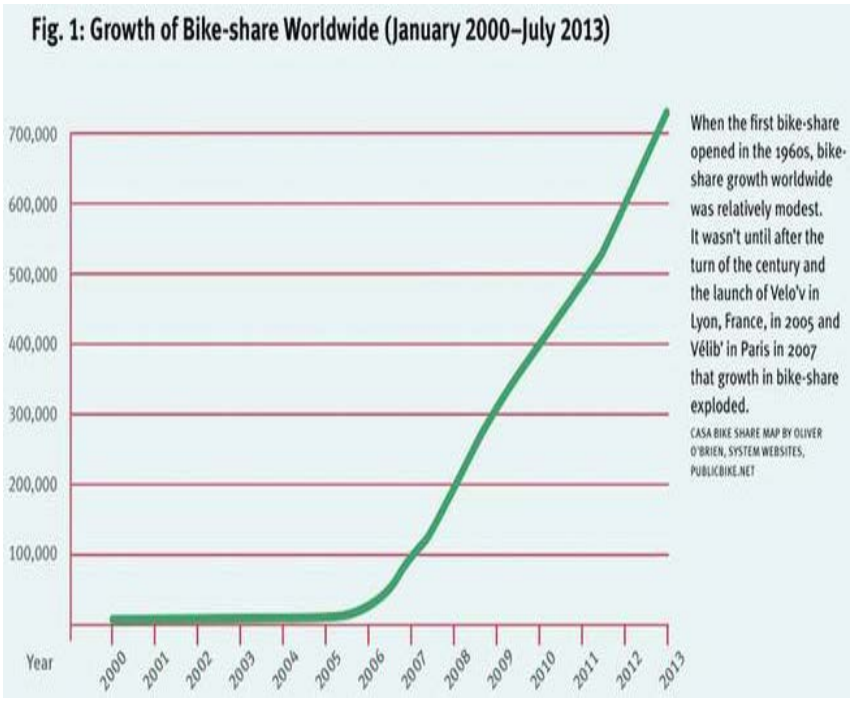
SUBJECT: **Implementing a Bike Share in Birmingham**

The City of Birmingham is currently exploring the possibility of implementing a bike share program. The purpose of this report is to detail how bike shares work, examples of cities with bike shares, and what options Birmingham may wish to pursue.

INTRODUCTION

Bike share is a solution to the environmental, health, and transportation infrastructure challenges that face modern communities. Bike shares can:

- Link modes of transit
  - A comprehensive transportation network can maximize the reach of existing transit options by adding an additional way to get around.
- Improve public health
  - Bike sharing gets people active. The health benefits of bike sharing outweigh the risks by a ratio of 77:1. Many Americans want to ride bikes more often, but 48% say they lack access to a functional bike.
- Reduce congestion
  - Washington D.C.'s bike share reduced congestion by roughly 3%, with each bike annually offsetting on average 250 miles of car travel. Bike shares offset emissions and reduce pollution.
- Grow economies
  - Bike share stations in Montreal raised nearby property values by an average of 2.7% — or $8,650. Bike sharing helps people reach businesses and introduces them to new ones. Each ride in Minneapolis' bike share added $7-14 to the local economy.
- Increase civic engagement
  - Bike share programs are placemaking tools that foster social connections by moving people out of vehicles and into their communities.



Bike share is growing significantly in the United States and worldwide. In 2011, there were over 370 bike sharing systems made of 236,000 bicycles, and by 2013, there were over 530 schemes worldwide, made of an estimated fleet of 517,000 bicycles. As of 2014, public bike sharing systems were operating in 50 countries on five continents, operating approximately 806,200 bicycles at 37,500 stations.

It is important to note that bike sharing and bike lanes have somewhat of a "chicken and egg" situation. Meaning that one does not have to come first; having bike lanes could complement implementation of a bike share and having a bike share could justify the installation of new bike lanes and bolster use of existing lanes.

HOW BIKE SHARES WORK

Although users of such systems generally pay to use bicycles that they themselves do not own, sharing systems differ from traditional for-profit bike rental businesses. Local community organizations initiated the first bike sharing projects, either as charitable projects intended to provide an additional transportation opportunity for disadvantaged people or to promote bicycles as a non-polluting form of transportation. In an effort to reduce losses from theft and vandalism, many bike sharing schemes require a user to provide a monetary deposit or other security, or to become a paid subscriber. Most large-scale urban bike sharing programs utilize numerous bike checkout stations, and operate much like public transit systems, catering to visitors as well as local residents.

Most publicly owned bicycle sharing systems utilize funding from governmental and/or charitable sources. Varieties of organizations have developed many bicycle sharing schemes over the years, all based on one or more of the following systems:

<u>Unregulated</u>
Bicycles are simply released into a city or given area for use by anyone. In some cases, such as a university campus, the bikes are designated only for use within certain boundaries. Users are expected to leave the bike unlocked in a public area once they reach their destination. Because users are not required to return a bike to a centralized station, ready availability of such bicycles is rare, and since another user may take an unlocked bike at any time, the original rider may need to find alternative transport for the return trip. Bike sharing programs without locks, user

identification, and security deposits have also historically suffered large loss rates from theft and vandalism.

Civic and environmental activists started one of the first community bicycle projects, the Yellow Bike Project, in the United States in Portland, Oregon in 1994; in this program, a number of bicycles were simply released to the streets for unrestricted use. While the program was successful in terms of publicity, it proved unsustainable due to theft and vandalism of the bicycles. The Yellow Bike Project was eventually terminated, and replaced with the Create A Commuter program, which provides free used bicycles to certain preselected low-income and disadvantaged people who need a bicycle to get to work or attend job training courses, and the 2016 Biketown system.

Deposit
A small cash deposit releases the bike from a locked terminal and can only be refunded by returning it. Since the deposit is a fraction of the bike's cost, this does little to deter theft. Other bike sharing programs have implemented rules requiring users to provide a valid credit card, along with substantial security deposits and mandatory security locks.

Docked (station based)
Bicycles are kept either at volunteer-run hubs or at self-service terminals throughout an area. Individuals registered with the program identify themselves with a membership card, a smart card, via cell phone, or other methods at any of the hubs to check out a bicycle for a short period, usually three hours or less. In many schemes, the first half-hour is free. The individual is responsible for any damage or loss until the bike is returned to another hub and checked-in.

Public-private partnerships operate many of the docked systems. Several European cities have signed contracts with private advertising agencies that supply the city with bicycles freely or for a minor fee. In return, the city allows the agencies to advertise both on the bikes themselves and in other select locations in the city. Some programs are financed as a part of public transportation scheme.

These programs attempt to reduce losses from theft by requiring users to purchase subscriptions with a credit/debit card and by equipping the bike with complex anti-theft and bike maintenance sensors. The operator withdraws money from the user's credit card account if user does not return the bike within the subscription period, or significantly damages the bike.

Dockless
Dockless bike shares are designed whereby a user need not return the bike to a station; rather, the next user can find it by GPS. In China, there has been a rapid increase in the size and use of private app driven dockless bike share networks. Dockless bike shares are able serve all areas of the community, including those traditionally underserved by public transportation or traditional bike shares. Riders may have to find an alternative mode for return trips, as another user could have checked out the bike they initially rode. Due to the heavy reliance on smart-phones, this scheme may not be as equitable as other schemes.

Long-term checkout (also known as bike library systems)
Bicycles may be lent for free, a refundable deposit, or a small fee. A user checks out a bike and typically keeps it for days, and is encouraged or obliged to lock the bike between uses. A

disadvantage of this system is a lower usage frequency per day, around three uses on average as compared to ten to fifteen uses typically experienced with other bike sharing schemes.

Advantages of long-term use include rider familiarity with the bicycle and a mode of travel that is nearby and instantly ready for use. A user can check out a bicycle like a library book and return it at any time. Additionally, a liability waiver can be collected at checkout. A person with a "library bike" can choose it for some trips instead of a car, thus lowering car usage. The long-term rental system generally results in fewer repair costs to the scheme administrator, as riders are incentivized to obtain minor maintenance in order to keep the bike in running order during the rental period. Most of the long-term systems implemented to date are funded solely through charitable donations of bicycles, using unpaid volunteer labor to maintain, and administer the bicycle fleet. While reducing or eliminating the need for public funding, such a scheme imposes an outer limit to program expansion.

Partnership with other transportation providers

Some bike share programs collaborate with other transportation providers, such as bus and rail systems. Recently, car share operations began experimenting with collaborating with bike share operators.

BIKES

Many bike share programs paint their bicycles in a bright solid color; this helps to advertise the program and deter theft. Many large-scale bike sharing programs have designed bikes using specialized frame designs and other parts to prevent disassembly and resale of stolen parts. When users can return bicycles to any station in the system, they are more likely to use a bike for one-way rides. Thus, one bike may take ten to fifteen rides a day with different users and can be ridden up to 6,200 miles a year.

Most bike shares use traditional two-wheeled bikes. However, other bikes can accommodate users who struggle to or cannot use traditional bikes. Adaptive bikes are designed to be inclusive of riders with disabilities, although they are not exclusively for special needs individuals. In 2017, the city of Wauwatosa, Wisconsin collaborated with Zagster to incorporate an adaptive bike share station into their existing Bublr network. It is thought to be the first adaptive bike share station in Wisconsin, and the dual partnership is thought to be the first of its kind in the United States. Zagster offers six models of adaptive bicycles for mixed use in Zagster bike share systems. Below is information on several models of adaptive bikes.

Front-Loading Trailer

- Has two wheels in the front with an attached front trailer box
- Trailer box features a fold-down step for an easier, more stable entry and exit
- Trailer box can accommodate a service animal, child, or small adult passenger
- Due to the low-set backrest, this option isn't recommended for those in need of additional trunk/back support

Hand Tricycle (Handcycle)

- Provides an opportunity for people with limited mobility below the waist to ride independently

- Ideal for those in need of back or lateral support
- Some upper body strength is needed in order to pedal

In-line Recumbent Tandem

- Allows two cyclists to ride together with greater stability
- Riders are seated one behind the other and both seats provide trunk/back support
- Both riders are responsible for pedaling, however, only front rider can steer
- The rear seat is a great option for visually impaired people, people with problems balancing, or people who struggle with decision-making

Recumbent tricycle

- Features a low-to-the-ground seat and a backrest for those in need of additional trunk or back support
- Provides a stable, comfortable ride

Side-by-Side Tandem

- Allows two cyclists to ride together with greater stability
- Riders sit next to each other and both seats provide trunk/back support
- Both riders are responsible for pedaling and steering.
- The two riders have a good view and can communicate well with each other due to the positioning of the seats

Two-Wheeled Tandem

- This model offers all the features of a standard two-wheeled bicycle while allowing for two riders
- The front rider should be a confident bicyclist who is able to balance on a two-wheeled bicycle and can generate a powerful start
- The rear seat is a great option for visually impaired people, individuals who need problem-solving support, and those who are apprehensive about balancing a two-wheeled bicycle on their own

Upright Tricycle

- Offers more stability for those who struggle to balance on a two-wheeled bicycle, but wish to ride independently
- Doesn't provide back or trunk support

BIKE SHARE AGENCIES

Operator	Headquarters	Type(s)	Year founded	US Locations	Average Cost		
					Day	Month	Year
BCycle	Waterloo, WI	Docked	2010	31	$6	$10	$65
Cyclehop	Santa Monica, CA	Docked	1997	12	$7 /hr	$25	$99
LimeBike	San Mateo, CA	Dockless	2017	35	$1 /ride	$30	-
Ofo	Beijing, China	Dockless	2014	25	$1 /hr	-	-
Shift Transit	Longueuil, Quebec	Docked	2008	3	$8	$18	$70

Zagster	Cambridge, MA	Docked; Dockless	2007	135	$3 /hr	$10	$25

BCycle

Trek Bicycle Corporation, a family and employee-owned business, owns and operates BCycle. Trek Bicycle Corporation was founded in 1975. BCycle's mission is to collaborate with campuses, corporations, and municipalities of all sizes to implement and maintain bike share systems that complement and improve existing transportation infrastructure. BCycle offers a suite of products that make riding an easy and enjoyable part of people's day, and an incredibly impactful part of any transportation network.

BCycle focuses on communities' needs on an individual basis in order to keep their system(s) running smoothly and efficiently at all times. BCycle listens to customers and the market in order to improve products that evolve with new technologies and community needs.

CycleHop

In 1997, CycleHop received the first U.S. patent for the "Automated Bicycle Rental Station." The CycleHop team encompasses 20 years of experience in the cycling industry, specifically in bike sharing, bicycle commuting, and cycle tourism. "Our mission is to inspire people to ride bicycles for the benefit of one's health, spirit, and planet. We realize this by partnering with communities and businesses to create spaces and programs that encourage people to ride."

Today, Cycle CycleHop hop focuses on:

- Planning, funding, and operating bike share programs for cities and businesses
- Sourcing bike share equipment and supporting clients
- Selling media and sponsorship to support bike share programs
- Consulting with cities and companies

CycleHop sites locations to maximize ridership, connect the "last mile" of transit, serve the entire community, and optimize the system network. Cyclehop offers outreach programs, and the creation of fun brands that mirror the communities they serve. The company continually manages the brands to keep them fresh and positive. They roll out marketing campaigns, cultivate local partnerships, and focus on membership sales and member retention.

LimeBike

LimeBike aims to provide a sustainable solution to the first and last mile transportation problem by helping people move around cities in an affordable and convenient way while reducing their carbon footprint. The company's goal is to empower future generations to change their behavior so we can save this planet together. Serving cities is at the core of LimeBike's mission. From dockless bikes to electric alternatives, shared smart mobility solutions can reduce traffic congestion and promote healthy living. With comprehensive GPS data, cities have a powerful resource to help plan for and maintain safer roads and bikeways.

Ofo

Ofo is the world's first and largest station-free bike-sharing platform operation via an online mobile application. Ofo's goal is to continue to make bikes accessible to everyone and to date have more than 8 million bikes in over 180 cities across 16 countries.

Shift Transit

Shift Transit is a comprehensive bike share service provider that collaborates with cities and non-profits to take bike share vision from concept to reality. Shift Transit, with its' partner PBSC offers cities a unique one-stop shop solution by offering bikes, stations, software, station siting and planning, marketing, sponsorship procurement and minute-to-minute system operations.

Shift Transit has years of experience launching and managing large and successful bike share programs in North America. Shift Transit collaborates with clients – from the time a bid is awarded through program maturity –to ensure the agreed upon vision is executed. Shift Transit and PBSC are behind the bike share programs in Chattanooga, Tucson, and Detroit.

Zagster

Zagster plans, deploys and operates bike sharing programs for cities, universities, businesses and real estate properties. The company's goal: To make the bike the most loved form of transportation in every community.

Zagster manages all aspects of its programs, allowing partners to create and deploy scalable bike share systems that best suit their needs and work within their budgets. Zagster uses analytics that give communities real-time usage data. Zagster offers a comprehensive marketing program to get systems exposure and riders. Ridership data dashboards make it easy to gauge system success and adapt to usage trends over time.

Giving riders the freedom to check out bikes with only a phone creates a simple, streamlined bike share experience. Riders can join systems, unlock, and return bikes with the Zagster app. Riders without smartphones have full access to the bike share system via text message.

Zagster docks have integrated wheel wells that keep bikes upright and organized. Two sturdy docking cables -one securely attached to each station dock, and one retracted inside each bike- plug into the smart lock to keep bikes grounded between trips.
As part of an implementation proposal, Zagster may visit a city to demonstrate technology and work with stakeholders on key issues like permitting and way-finding, and to help you fundraise with local, regional or national sponsors.

Examples of cities with bike shares

City staff reviewed several cities and one county to explore how different communities approached implementing a bike share.

City	2010 Population	Year founded	Number of stations	Number of bikes	Type	Operator	Cost		
							Hour	Month	Year
Ann Arbor	113,934	2014	14	125	Docked	-	$6/ day	$10	$65
Beverly Hills, CA	34,687	2016	9	50	Dockless	Cyclehop	$7	$25	$99
Detroit	713,777	2017	43	430	Docked	Shift Transit	$8/ day	$18	$80
Huntington, IN	17,541	2016	3	10	Docked	Zagster	$3	$10	$25
Kent County, MI	602,992	2016	9	32	Long-term	Kent Dist. Library	Free 2 day rental		
Malden, MA	59,450	2017	-	-	Dockless	Ofo LimeBike			
Port Huron	30,184	2017	4	20	Docked	Zagster	$2	-	$20
Southfield	71,739	2017	7	23	Docked	Zagster	$2	-	$25

Dearborn and Midland are other cities in Michigan that have established bike shares. Zagster facilitates both cities' bike shares with similar pricing. City staff believes that Port Huron and Southfield are closer to Birmingham in population and location, respectively; therefore, there is no further exploration of the Dearborn and Midland bike shares in this memo.

Ann Arbor, MI - ArborBike

ArborBike is intended for short trips around town. Anyone over the age of 18 with a valid credit/debit card can become a member. Members have access to an unlimited number of one hour trips while their membership is active. As long as each trip is kept under one hour, no additional fees are incurred. Trips over one hour incur usages fees at a rate of $3 per half hour, or portion thereof. If a member wishes to ride for longer than one hour with no usage fees, he/she can return the bike to any station and check it back out again. Several local businesses and institutions sponsor ArborBike.

During the last year, while in conversations with the Clean Energy Coalition (CEC), it became clear to all that the system needed a new operator. The initial operator was BCycle. After months of negotiations, the CEC turned over all equipment to its public partners. TheRide, the City of Ann Arbor, the Ann Arbor Downtown Development Authority, and the University of Michigan are preparing to find and bring on board a new operator. It is the hope of all the partners that the procurement process can run quickly, and a new operator can be under contract in time to re-launch the system for the 2018 season.

Beverly Hills, CA- Beverly Hills Bike Share

The Beverly Hills Bike Share program was launched in 2016. The system has 50 bikes and nine hubs throughout the City. Riders can use the Social Bicycles smart phone app or the Beverly Hills Bike Share website to sign-up, find available bikes and hubs, and reserve bikes. Beverly Hills Bike Share is a part of Bike Share Connect, which merges it with Breeze Bike Share (Santa Monica), and WeHo Pedals (West Hollywood), and Bruin Bike Share (UCLA). This allows people to ride any one of 830 bikes at 135 hubs with one membership.

For the Pay As You Go plan, minutes are purchased in advance and balance of available time is reduced when used, with no expiration. Bikes can only be locked to bike share hubs or public bike racks. The rider is solely responsible for any moving violations and/or fines incurred while using the bike, including any fees for parking the bike in prohibited locations. In addition to Pay As You Go and monthly and annual plans, The Beverly Hills Bike Share offers a student plan that costs $7 a month. The minimum age is 18 to check out a bike with a credit card and 16 to ride.

Detroit, MI- MoGo

MoGo is a station-based system that offers bikes for public use. Wayne State University's Office of Economic Development planted the seeds for MoGo in 2012. Several local foundations and corporations helped fund a feasibility study in 2013, this served as the road map for implementing a bike share in Detroit. MoGo became a nonprofit affiliate of the Downtown Detroit Partnership in 2015.

MoGo is made possible through a partnership with the City of Detroit Department of Transportation, who helped secure federal non-motorized transit funding for MoGo and select the system's equipment provider and operator, PBSC Urban Solutions and Shift Transit. MoGo is available 24 hours a day, 7 days a week, and 365 days a year, with the exception of severe weather.

MoGo received a Transportation Alternatives Program Grant in for FY 2016. The project received $1,075,001 and provided a match of 37%. The grant helped provide for the purchase and installation of 35 bike share stations and related bike share amenities throughout greater Downtown Detroit. The project aligned with the construction of the QLine and is expected to alleviate traffic congestion and parking challenges in Downtown Detroit.

Adaptive MoGo is a six-month pilot program that provides cycling options for riders of all abilities. With 13 different cycles, Adaptive MoGo accommodates a wide range of rider needs. Adaptive MoGo is made possible through a partnership with Wheelhouse Detroit & Programs to

Educate All Cyclists (PEAC). Wheelhouse Detroit's staff can properly fit riders at Wheelhouse Detroit's Riverfront location, this is where all Adaptive MoGo trips start and end. Wheelhouse Detroit staff does not provide transfers to and/or from adaptive cycles. For riders needing additional support, they can come with a companion cyclist. All companion cyclists will receive a free daily MoGo pass. Riders with mobility devices are welcome to store their devices at Wheelhouse Detroit for the duration of an Adaptive MoGo trip.

Adaptive MoGo is available at Wheelhouse Detroit's riverfront location until October 31, 2018. Riders purchase an Adaptive MoGo Seasonal Pass or a Single Trip. All trips must be reserved online. Access, Monthly, and Annual Passes do not provide access to Adaptive MoGo trips. All Adaptive MoGo trips are two hours or less, trips over two hours incur overage fees, which riders must pay at the time of return. The table below has pricing information for Adaptive MoGo.

Pass Type	Trip Duration	Cost	Overage Fee	Payment Method(s)
Seasonal	Unlimited 2-hr trips until October 31	$30	$8/hr after initial 2hr trip	Cash/Card
Single Trip	Single 2-hr trip	$12	$8/hr after initial 2hr trip	Credit/Debit Only

Huntington, IN

There are bike stations at Huntington University, the library, and Drover Park. The plan is designed for additional stations in the future as needed. A city official stated that they "started this program to create another amenity for our citizens—something to get people outside and active. It's also something to attract tourists to explore Huntington. This will also be something to promote our growing multi-purpose trails and our on-street bicycle route systems. This project is a small part in a larger goal to become a designated bicycle-friendly community through the League of American Bicyclists."

Kent County, MI- BikeKDL

Nine branch locations of the Kent District Library (KDL) have bicycles available for checkout. Each KDL Cruiser (available from roughly May 1 to October 31) comes with a basket, a bike lock and key.

Anyone age 18 or older with a KDL card in good standing can check out KDL Cruisers. Adults can sign waivers for children as long as the adult accompanies the children on the ride. Participants must sign a borrower's agreement and waiver. Riders can check out bikes for up to two days and must return bikes directly to a staff member at the branch where they checked out the bike before the library's closing time. Overdue fees are $20 per day.

BikeKDL also orchestrates group rides and bicycle classes. The Greater Grand Rapids Bicycle Coalition provides the classes with space offered by KDL.

Malden, MA

In 2017, a pilot program with two dockless bike sharing programs debuted in the City of Malden. Ofo's bright yellow bikes and LimeBike's lime green bikes offer riders a convenient, inexpensive, healthy method of transportation that is good for the environment.

The City of Malden ended the Station-free Bike Sharing pilot program on December 8, 2017. The program was scheduled to run until the end of the calendar year or until a significant change in the weather and with the approaching cold and predicted snow.

The Mayor stated that, "What we have learned from the program is that there is indeed an interest by residents in utilizing bike sharing. Looking at the data from this pilot, we can better understand the needs of residents and balance that with the number of bikes accessible in a potential permanent program."

In the six weeks of the program, nearly four thousand riders participated, culminating in nearly 10,000 trips and nearly 7,000 miles. City officials acknowledged that improperly parked bicycles were the top complaint, but they feel confident that this issue would be addressed if the City moves forward with a permanent program.

Port Huron, MI

City officials and local business owners have said they hope the bike share brings more tourism to Port Huron. The program was announced in spring of 2017. Members get their first hour free. Users will incur a $24 overtime charge if they kept the bike longer than a day.

Blue Water Area Transit, St. Clair County Community College, the Downtown Development Authority, Blue Water Convention and Visitors Bureau, and Port Huron law firm Fletcher Fealko Shoudy and Francis are partners.

Southfield, MI

The city of Southfield, in partnership with Zagster, launched a bike share program that provides residents and visitors with a convenient, affordable and healthy way to get around town. The Southfield City Centre Advisory Board sponsored a trial for the first year of the bike share program in 2017.

Twenty-one cruiser bikes and two accessible bikes are available at seven stations located throughout the city for riders to use. Riders must be 18 or older. Student annual memberships are available for $10. Rides for members are free for the first hour, then $2 per hour; rides for non-members cost $2 per hour with a maximum charge of $20 per day for both members and non-members. There

is no additional cost for membership; however, all riders must register to participate.

NEXT STEPS

Conduct a feasibility study

A feasibility study can provide the information necessary to determine if bike sharing makes sense for the City, and if so, how to move forward with implementation. A feasibility study is meant solely as a planning tool to arm decision-makers with the information necessary to determine if bike sharing makes sense for their communities, and if so, how to move forward with implementation. A feasibility study should last for at least a year, two to three years is ideal however. Less than a year does not allow for riders and potential riders the opportunity to gain familiarity with the system or for the system to gain momentum. The estimated cost for a feasibility study is $100,000; however, Zagster offers a free feasibility study.

If the City decides to implement a bike share, the following options are available:

1.) Manage Own Bike Share

If the City wants to manage a bike share without the assistance of an outside agency, the bike share would likely be a long-term checkout system operated by DPS. A long-term checkout system would not likely have high ridership numbers because many City residents may own or otherwise have access to a bicycle. However, it could still serve as a valuable amenity for the community.

2.) Contract With A Bike Share Agency

Several agencies collaborate with communities of various sizes to begin and maintain a bike share. Six of those agencies were explored earlier in this report. Pricing is highly dependent on what the City's goals for the program are. The number of desired bikes and stations are the key variables that determine the cost of implementation.

a. Joint Venture With Another City

In 2015, the Citi Bike system that began in New York City in 2013 expanded to Jersey City. One membership works for both Citi Bike New York and Citi Bike Jersey City.

The nearest Southfield bike share station is located on Evergreen just south of 11 Mile. Birmingham's city border at 14 Mile is approximately a 20-minute bike ride from that station. This close proximity could open the possibility for a partnership between the two cities. Southfield bike share is through Zagster. In order for the two systems to be compatible, Birmingham would also have to contract through Zagster.

MJ GALBRAITH | THURSDAY, MAY 10, 2018

Bike Dearborn uses Walk n Roll events to promote bike-friendly businesses, encourage others

Photo Credit: Ashley Deal

In an effort to encourage Dearborn businesses to become more bike-friendly, the cycling group Bike Dearborn is now meeting at local businesses rather than parks for its weekly rides.

This is the third season for the weekly Healthy Dearborn Walk n Roll event, which opened its season the first Wednesday of May. More than 100 bicyclists and 45 walkers gathered at Brome Modern Eatery for the opening ride.

Healthy Dearborn Walk n Roll events take place every Wednesday, May through October.

By meeting at local businesses, Bike Dearborn co-founder and ride leader Tracy Besek hopes that business owners will see the purchasing power of bicyclists. The simple installation of a bike rack can make a business bike-friendly, she says.

It’s a move that benefits both sides.

"The Walk n Roll events introduce riders to new businesses, and it shows business owners the positive impact of having bicyclists as patrons," Besek says. "And it showcases the sheer amount of potential customers."

Bicycle parking options also benefit employees, she says.

Bike Dearborn lists bike-friendly businesses on its website, including Blick Art Materials, Dearborn Brewing, Downey Brewing Company, Ford’s Garage, and Jack’s Bicycle & Fitness. Each has bike parking available.

Dearborn’s size and infrastructure barriers, like the Southfield Freeway, can hinder biking options in the city, but Besek is undeterred. And she believes it’s getting better, too.

"I’m optimistic about biking in Dearborn, but we have a ways to go. You can get anywhere by bike; it’s not easy sometimes, but it’s doable," she says. "Hopefully the city’s multi-modal transportation plan will help improve everything."

Visit Bike Dearborn online for a full-lineup of Healthy Dearborn Walk n Roll events and locations.

Got a development news story to share? Email MJ Galbraith here or send him a tweet @mikegalbraith.

Read more articles by MJ Galbraith.

MJ Galbraith is a writer and musician living in Detroit. Follow him on Twitter @mikegalbraith.

OUTDOOR RECREATION, PLACEMAKING, QUALITY OF LIFE, SENSE OF PLACE, TRANSPORTATION, WAYNE COUNTY

DEARBORN

City of Birmingham
A Walkable Community

Jana Ecker <jecker@bhamgov.org>

Fwd: Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now - CityLab

1 message

Joe Valentine <jvalentine@bhamgov.org> Mon, Apr 30, 2018 at 9:39 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>, Jana Ecker <Jecker@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Austin Fletcher <afletcher@bhamgov.org>, Scott Grewe <Sgrewe@bhamgov.org>, Tiffany Gunter <tgunter@bhamgov.org>

fyi
---------- Forwarded message ----------
From: **Mark Nickita, FAIA** <mark@archiveds.com>
Date: Mon, Apr 30, 2018 at 4:32 AM
Subject: Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now - CityLab
To: Joe Valentine <jvalentine@bhamgov.org>

FYI

Another reminder that looking at narrowing our lane width standard for streets is worth a serious review.

Studies show that it slows traffic and increases safety. Surely worth a thorough consideration

Mark

https://www.citylab.com/design/2014/10/why-12-foot-traffic-lanes-are-disastrous-for-safety-and-must-be-replaced-now/381117/?utm_source=fbb

Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now

<img src="https://cdn.citylab.com/media/img/authors/s/jeff-speck/headshot/headshot.jpg?mod=1522336485" alt="Jeff Speck"> Oct 6, 2014

<img class="c-lead-image__img" src="https://cdn.citylab.com/media/img/citylab/2014/10/OkeeView/300.jpg?mod=1494540593" alt="">

When state DOTs bring streets through cities, they apply highway standards (above, Okeechobee Boulevard in West Palm Beach, Florida). Screenshot via Google Maps

A friend of mine heads an office in the White House. I never see him anymore, except at the occasional black tie design dinner, where he is always good for a couple of gin and tonics as the crowd disperses. At the last such event, he asked me a question. Or maybe he didn't. But I answered it.

"What's the number one most important thing that we have to fight for?" I said. "You mean, besides corporations being people and money being speech?"

"Besides that."

"Well that's easy: 10-foot lanes instead of 12-foot lanes."

"Explain."

Series

The Future of Transportation

Go

And so I did, brilliantly. So brilliantly that the White House issued an Executive Order the very next day. Or so I imagined; such is the power of gin.

Sobered by my now palpable failure, I have steeled myself for the task of explaining here, in a manner that can never be disputed or ignored, why the single best thing we can do for the health, wealth, and integrity of this great nation is to forbid the construction, ever again, of any traffic lane wider than 10 feet.

(Before beginning, let me thank the traffic engineers Paul Moore and Theodore Petritsch, who taught me most of this stuff. Yes, there are some good ones out there. This article borrows heavily from an article by Petritsch, "The Influence of Lane Widths on Safety and Capacity: A Summary of the Latest Findings.")

A little background: First, we are talking only about high-volume streets here. Neighborhood streets can have much narrower lanes. The classic American residential street has a 12-foot lane that handles traffic *in two directions*. And many busy streets in my hometown of Washington, D.C., have

eight-foot lanes that function wonderfully. These are as safe and efficient as they are illegal in most of the United States, and we New Urbanists have written about them plenty before, and built more than a few. But what concerns us here are downtown streets, suburban arterials and collectors, and those other streets that are expected to handle a good amount of traffic, and are thus subject to the mandate of free flow.

Second, you should know that these streets used to be made up of 10-foot lanes. Many of them still exist, especially in older cities, where there is no room for anything larger. The success of these streets has had little impact on the traffic-engineering establishment, which, over the decades, has pushed the standard upward, almost nationwide, first to 11 feet, and then to 12. Now, in almost every place I work, I find that certain streets are held to a 12-foot standard, if not by the city, then by a state or a county department of transportation.

In some cases, a state or county controls only a small number of downtown streets. In other cases, they control them all. In a typical city, like Cedar Rapids or Fort Lauderdale, the most important street or streets downtown are owned by the state. In Boise, every single downtown street is owned by the Ada County Highway District, an organization that, if it won't relinquish its streets to the city, should at least feel obliged to change its name. And states and counties almost always apply a 12-foot standard.

Why do they do this? Because they believe that wider lanes are safer. And in this belief, they are dead wrong. Or, to be more accurate, they are wrong, and thousands of Americans are dead.

They are wrong because of a fundamental error that underlies the practice of traffic engineering—and many other disciplines—an outright refusal to acknowledge that human behavior is impacted by its environment. This error applies to traffic planning, as state DOTs widen highways to reduce congestion, in complete ignorance of all the data proving that new lanes will be clogged by the new drivers that they invite. And it applies to safety planning, as traffic engineers, designing for the drunk who's texting at midnight, widen our city streets so that the things that drivers might hit are further away.

The logic is simple enough, and makes reasonable sense when applied to the design of high-speed roads. Think about your behavior when you enter a highway. If you are like me, you take note of the posted speed limit, set your cruise control for 5 m.p.h. above that limit, and you're good to go. We do this because we know that we will encounter a consistent environment free of impediments to high-speed travel. Traffic engineers know that we will behave this way, and that is why they design highways for speeds well above their posted speed limits.

Unfortunately, trained to expect this sort of behavior, highway engineers apply the same logic to the design of city streets, where people behave in an entirely different way. On city streets, most drivers ignore posted speed limits, and instead drive the speed at which they feel safe. That speed is set by the cues provided by the environment. Are there other cars near me? Is an intersection approaching? Can I see around that corner? Are there trees and buildings near the road? Are there people walking or biking nearby? And: How wide is my lane?

All of these factors matter, and others, too. The simplest one to discuss, and probably the most impactful, is lane width. When lanes are built too wide, many bad things happen. In a sentence: pedestrians are forced to walk further across streets on which cars are moving too fast and bikes don't fit.

In the paragraphs that follow, I will lay out the evidence against 12-foot lanes, evidence compiled by traffic engineers, for traffic engineers. When presented with this evidence, DOT officials will face a mandate: provide conflicting evidence, or give in. In over a year of searching for conflicting evidence, I have failed to find any. The closest I came was the following conversation, with a DOT district commissioner in a western state, which I recorded faithfully within moments of it taking place:

"Yeah, you've got your studies that say that 10-foot lanes are safer than 12-foot lanes. But I've got a pile of studies *this* high," he insisted, waving at his hip, "that say the opposite."

"Wonderful," I said. "May I see them?"

"No. They're from the early days. I threw them out."

Emboldened by that exchange, I will again present the evidence at hand. First, we will investigate what the American Association of State Highway and Transportation Officials *Green Book*, the traffic engineers' bible, has to say on the subject. Then we will review the very few studies that compare crash statistics and driver speeds on lanes of different widths. These will allow us to draw some clear conclusions about safety.

Consulting the Green Book

For traffic engineers, AASHTO is the keeper of the flame. Its "Green Book," the *Policy on Geometric Design of Highways and Streets*, is the primary source for determining whether a road design is an accepted practice. As such, it is useful in protecting engineers against lawsuits; if something is in the *Green Book*, it's "safe."

Given the protection it affords, nobody questions the *Green Book*. Never mind that very little of it is evidence-based, and that there are no footnotes justifying its pronouncements. I mean, does the Bible have footnotes?

Whether or not it reflects reality, the *Green Book's* position on lane widths is more than relevant, since the engineers need its blessing to modify a standard. Theodore Petritsch relates this position as follows:

> For rural and urban arterials, lane widths may vary from 10 to 12 feet. 12-foot lanes should be used where practical on higher-speed, free-flowing, principal arterials. However, under interrupted-flow (signalized) conditions operating at lower speeds (35 MPH or less), narrower lane widths are normally quite adequate and have some advantages.

Here, the takeaway is clear: AASHTO says that 10-foot lanes are just fine—for what it's worth.

The Studies: Rare but Conclusive

A number of studies have been completed that blame wider lanes for an epidemic of vehicular carnage. One of them, presented by Rutgers professor Robert Noland at the 80th annual meeting of the Transportation Research Board, determined that increased lane widths could be blamed for approximately 900 additional traffic fatalities per year. Unfortunately, Noland is a mere Ph.D. and not a practicing engineer. His evidence apparently didn't mean squat to the TRB. If you don't have short-sleeved white shirt and a pocket protector, you may as well stay home.

Happily, it turns out that engineers have conducted studies of their own. Two of these deserve our rapt attention. The first study, called "Effective Utilization of Street Width on Urban Arterials," was completed by the TRB itself. It found the following:

> … all projects evaluated during the course of the study that consisted of lane widths exclusively of 10 feet or more [rather than 12 feet] resulted in accident rates that were either reduced or unchanged.

So far so good. A second study, called "Relationship of Lane Width to Safety for Urban and Suburban Arterials," was conducted by the conservative Midwest Research Center. Comparing 10- to 11-foot lanes to 12-foot lanes, it found:

> A safety evaluation of lane widths for arterial roadway segments found no indication, except in limited cases, that the use of narrower lanes increases crash frequencies. The lane widths in the analyses conducted were generally either not statistically significant or indicated that narrower lanes were associated with lower rather than higher crash frequencies.

It is clear, then, that at the very least, 10-foot lanes cause no more accidents than 12-foot lanes, and may cause fewer. But what about the severity of these accidents, a subject on which these studies appear to be mute?

Here we can make use of another study and some common sense. We all know that people drive faster in wider lanes, but we need the engineers to say it. Fortunately, the Texas Transportation Institute, as old-school as they come, has done just that. They state:

> On suburban arterial straight sections away from a traffic signal, higher speeds should be expected with greater lane widths.

Granted, this study covers only one type of road, but there is no reason to expect opposite results on, for example, straight urban roads. The same logic would apply, although perhaps less dramatically: people drive faster when they have less fear of veering off track, so wider lanes invite higher speeds.

To conclude this radical thought experiment, we need to confirm another commonsense assumption, that higher-speed crashes cause more injuries and deaths than lower-speed crashes. This has been amply demonstrated to apply to all road users, especially pedestrians. According to a broad collection of studies, a pedestrian hit by a car traveling 30 m.p.h. at the time of impact is between seven and

nine times as likely to be killed as one hit by a car traveling 20 m.p.h. This tremendously sharp upward fatality curve means that, at urban motoring speeds, every single mile per hour counts.

All of the above data, studies, and pronouncements, collected and disseminated by the mainstream traffic engineering establishment, point to the following conclusion: 10-foot lanes cause no more accidents than 12-foot lanes, and they may cause fewer. These accidents can be expected to be slower, and thus less deadly. Therefore, 10-foot lanes are safer than 12-foot lanes.

Protecting Capacity

Before finishing, we need to investigate the carrying capacity of different width lanes, since traffic volume remains a legitimate concern. If safety were the only goal of traffic planning, all streets would be one-lane wide—or better yet, zero lanes wide. The fact that they are not means that we, as a society, are more than willing to sacrifice lives for automobility. So, what's the data?

Here, as again reported by Petritsch, a thorough literature search conducted by the Florida DOT yielded these findings:

> The measured saturation flow rates are similar for lane widths between 10 feet and 12 feet. … Thus, so long as all other geometric and traffic signalization conditions remain constant, there is no measurable decrease in urban street capacity when through lane widths are narrowed from 12 feet to 10 feet.

It is striking to hear this news from FDOT, the agency that may preside over the greatest pedestrian massacre in U.S. history. Four out of the five deadliest American cities for walking are currently in Florida. This is by design: in no other state has the DOT had such a powerful influence on the design of urban streets.

Pointing Fingers

Alarmed by its horrifying safety ranking—and the barrage of resulting bad publicity—FDOT has taken bold measures to improve pedestrian safety. It released just last year a 44-page *Florida Pedestrian and Bicycle Strategic Safety Plan*. Unfortunately, while this document talks plenty about such things as driver, cyclist, and pedestrian education, only two of its pages deal remotely with the real culprit, traffic engineering. Here, we are told that FDOT intends to "implement pedestrian and bicycle best practices," a phrase that is fairly meaningless without further definition.

To its credit, the plan advocates for the application of a "complete streets" policy to benefit cyclists and pedestrians. But such policies, as we have learned, make sure that some streets include bike lanes and sidewalks, but rarely require the dimensional properties that make them safe. Nowhere in the entire *Strategic Safety Plan* are lane widths discussed, or any other design feature of the roadway that might encourage deadly speeds.

In fact, you can learn all you need to know about this effort by glancing at the cover of the report, which is stamped with the project motto: "Alert Today, Alive Tomorrow." Think about that statement,

and what it implies. In an encounter between a car and a pedestrian, whose life is at risk? Who, then, is expected to reform her behavior? Certainly not the driver—and most certainly not any engineers who endanger their populations with 12-foot lanes.

A Test Case

I believe that FDOT—and every DOT—is capable of reform, but experience suggests that this will only happen when enough people make a stink. In Florida, we will be able to gauge the DOT's willingness to enter the reality-based community by how it responds to a proposal recently made to restripe Okeechobee Boulevard, a deadly state highway that cuts through downtown West Palm Beach. Its nine lanes separate the Palm Beach County Convention Center from everything that conventioneers walk to, and are a nightmare to walk across or beside. These lanes, of course, are 12 feet wide.

Before and after drawings for Okeechobee Boulevard in West Palm Beach, Florida, show how narrowing 12-foot lanes to 10 feet creates ample room for protected bike lanes. (Image: Speck & Associates LLC)

What would happen if these lanes were reduced to 10-feet wide, as proposed? Three things. First, cars would drive more cautiously. Second, there would be roughly eight feet available on each side of the street for creating protected cycle lanes, buffered by solid curbs. Third, the presence of these bike lanes would make the sidewalks safer to walk along. All in all, an easy, relatively inexpensive win-win-win that DOT could fund tomorrow.

But will they? Only if they are capable of reform. Let's find out. The agency's bike and pedestrian coordinator, Billy Hattaway, is one of the good ones. But does he have the power to move FDOT to a 10-foot standard?

Moving beyond Florida, the task is clear. Our lives are currently being put at risk daily by fifty state DOTs and hundreds of county road commissions who mistakenly believe that high-speed street standards make our cities and towns safer. In my most considered opinion, these agencies have blood on their hands, and more than a little. There are many standards that they need to change, but the easiest and most important is probably the 12-foot lane. Armed with the facts, we can force this change. But only if we do it together.

It's time to push this discussion to its logical conclusion. Until conflicting evidence can be mustered, the burden of proof now rests with the DOTs. Until they can document otherwise, every urban 12-foot lane that is not narrowed to 10 feet represents a form of criminal negligence; every injury and death, perhaps avoidable, not avoided—by choice.

In the meantime, I welcome evidence to the contrary. We've shown them our studies; now let them show us theirs. Unless, of course, they've thrown them out.

This article is part of 'The Future of Transportation,' a CityLab series made possible with support from The Rockefeller Foundation.

Mark Nickita, FAIA, CNU, APA
Archive DS. architects+urbanists
Detroit+Toronto
www.ArchiveDS.com
Mark@ArchiveDS.com
O: 313.963.6687x2
M: 248.515.5631

Like us on Facebook
Archive DS
Mark Nickita

Twitter
@ArchiveDS
@MarkNickita

*Go to **ArchiveDS.com** for our frequently added blogs regarding urban development observations, solutions and strategies*

"never worry about action- only about inaction"
- Winston Churchill

--
Joseph A. Valentine
City Manager
City of Birmingham
151 Martin Street
Birmingham, MI 48009
(248) 530-1809 Office Direct
(248) 530-1109 Fax
jvalentine@bhamgov.org
Twitter: @JoeValentine151

To get the latest information regarding the City of Birmingham, please sign up for our communication tools by clicking here www.bit.ly/bhamnews.