

MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, NOVEMBER 1, 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 **October 4, 2018**
5. **Maple Road Improvements – Southfield to Woodward**
6. **Collector Street Paving Program Improvements**
7. **Continuing Education: Autonomous Vehicles**

Guest Speaker: **Scott Shogan, PE, PTOE**
Connected/Automated Vehicle Market Leader, WSP

8. Meeting Open to the Public for items not on the Agenda
9. Miscellaneous Communications
10. Next Meeting – **December 6, 2018**
11. Adjournment

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**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, OCTOBER 4, 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, October 4, 2018.

Chairperson Johanna Slanga convened the meeting at 6:03 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Doug White; Alternate Board Member Daniel Isaksen

Absent: Board Member Katie Schafer; Student Representative Alex Lindstrom

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

Fleis & Vanderbrink ("F&V"):
Justin Rose, Traffic Engineer

MKSK: Brad Strader

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF SEPTEMBER 6, 2018

Motion by Mr. White

Seconded by Ms. Folberg to approve the MMTB Minutes of September 6, 2018 as presented.

Motion carried, 6-0.

VOICE VOTE

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Yeas: White, Folberg, Edwards, Isaksen, Rontal, Slanga,

Abstain: None

Nays: None

Absent: Schafer

5. CONTINUATION OF PUBLIC HEARING

2019 Local Streets Program - Paving Street Widths

- a) N. Glenhurst Dr. (Oak to Raynale St.)**
- b) Raynale St. (Glenhurst Dr. to Chesterfield)**
- c) Brookwood Ln.**
- d) Kenwood Ct. (western portion only)**

The continued public hearing opened at 6:03 p.m.

Ms. Ecker gave a presentation which began by walking through the residential street width standards that were passed by the City Commission within the last two months. The Commission wanted to do this because they feel it is their responsibility as governing officers to make the infrastructure better such as:

- Promote a walkable city;
- Multi-modal planning to accommodate walkers, cyclists, drivers, and transit users by following National Standards and Best Practices.

The City Commission directed the MMTB to create residential street standards so that every year something consistent would be done and there would not be a big debate every time another street comes up for replacement. Also they were directed to study infrastructure costs and come up with consistent approaches throughout the area.

Birmingham's Residential Street Standards are based on recommended Standards and Best Practices from:

- American Assoc. of State Highway and Transportation Officials ("AASHTO");
- Institute of Transportation Engineers ("ITE");
- Urban Land Institute ("ULI");
- Congress for New Urbanism;
- National Assoc. of City Transportation Officials ("NACTO"); and
- Peer cities.

The yield condition neighborhood street width going down to 26 ft. allows for parking on both sides of the street. A yield condition is created when there is opposing traffic and one of the motorists needs to stop and yield to the other. This slows traffic and is generally considered to make the street safer.

Birmingham's Residential Street Standards use established practices as a base and are also based on:

- Emergency response access;

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- Winter weather;
- Existing street widths;
- Characteristics of different neighborhoods.

➤ New and Existing Unimproved Residential Streets

When streets are improved or newly constructed the standards below are applied:

- 26 ft. in width from curb to curb;
- 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.

➤ Existing, Improved Residential Streets

When previously built streets are reconstructed, this standard shall generally be applied:

- If existing street width is 28 ft. or less, street may generally be reconstructed at the existing width unless an exception is met.

➤ Exceptions and Modifications

- High or low frequency use of on-street parking;
- Daily traffic volumes exceed 1500 vehicles;
- Street is a published school bus route or is a frequent emergency response route;
- Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use that generates high traffic volumes;
- The road as proposed would result in the removal of two or more trees;
- 85th percentile speed is more than 5 mph over the posted speed limit and/or documented operational or safety concerns.

Ms. Ecker clarified that an exception or modification for one of the above reasons could be granted if the residents want it. However, the street would have to be built between 20 ft. and 30 ft. in width based on the new Residential Street Standards.

Mr. O'Meara noted that most of the Quarton Lake area still has unimproved streets. The subject streets were built in the 1940s with curb and gutter and permanent pavement that needs to be replaced. The water and sewer lines also have issues that need to be addressed. For those reasons this area was nominated in the budget as needing work.

Ms. Ecker pointed out that Raynale St. doesn't seem to meet any of the exceptions or modifications that would demonstrate they should consider varying from the 26 ft. wide standard. The only thing would be that it is somewhat near a school and busses travel along it as well.

Even at school pick-up and drop-off times N. Glenhurst Dr. did not have many cars parked along the street. It did not come close to the 1500 average daily traffic volume.

➤ Residential Street Width Recommendations per City Standards

- Raynale St. - Reduce to 26 ft. in width with parking on both sides to create a yield condition street;

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- N. Glenhurst Dr. - Reduce to 26 ft. in width with parking on both sides to create a yield condition street;
- Brookwood Ln. - Maintain 24 ft. width with parking on both sides (existing yield condition street);
- Kenwood Ct. - Maintain 24 ft. width with parking on both sides (existing yield condition street).

➤ Parking Counts

Commander Grewe explained that additional parking counts were taken on Glenhurst Dr. during school arrival and dismissal times. Counts were first taken on Thursday, September 20. The weather was rainy that day, so counts were taken the next day too (Friday, September 21) in the event that weather had impacted the counts. Parked car counts were only slightly higher on Friday than on the day before (during inclement weather).

N. Glenhurst Dr., north of Oak St. during morning drop-off and afternoon pick-up:

8:40 a.m. = 5 cars

3:45 p.m. = 3 cars

Ms. Folberg pointed out that at the last meeting photographs were presented by residents that show huge parking numbers on N. Glenhurst Dr.

Mr. O'Meara acknowledged that both N. Glenhurst Dr. and Raynale St. carry school busses.

Ms. Ecker explained for Ms. Folberg that generally bike lanes are not seen on residential streets that carry less than 1500 vehicles a day because there is already very little traffic and it is going slowly enough for a bike to ride down the street in the existing condition.

Chairperson Slanga opened up discussion to the public at 6:40 p.m.

Mr. John Martin was present with his wife, Chris Martin. They reside on the corner of Lyonhurst and Raynale St. Mr. Martin said they don't experience speeding. The street width allows them to back out without being concerned about an accident. There is no one living on Raynale St. or N. Glenhurst Dr. that in any way supports this design. Most residents have a concern about spending City money to fix something that is a non-problem. Mr. O'Meara verified there is a slight savings by narrowing the street but it is not a major decision factor.

Ms. Debby Greene, 1388 Kenwood Ct., noted that the notification signs were removed from their neighborhood the day after the last meeting and have not been up for a month. Otherwise there would be more residents in attendance. Repair the streets, but do not create an issue where there is none.

Ms. Suzanne Lasser, 1120 N. Glenhurst Dr., said the parking count there is fallacious because of circumstances that occur. When the plan was done it accommodated smaller cars that got better gas mileage. Now that has all changed. GM and Ford are no longer

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going to manufacture sedans. It will all be vans, trucks and SUVs. That will create a more dangerous situation when they are parked on narrow streets. Their streets are wider. Keep them as they are.

Ms. Dianne D'Angelo, 1235 N. Glenhurst Dr., said three other families that couldn't be present tonight agree with her comments. What she is hearing is the reason to do this is for safety and because everybody else is doing it. She doesn't see a problem with being different. As far as safety goes, speeding has not been an issue. Many of the residents have two-car garages and the third car is parked on the street. She thinks that more narrow would be less safe, especially for emergency vehicles. In response to her question about how many people have been injured on N. Glenhurst Dr. because of speeding, Commander Grewe stated there have been no injury accidents in the last three years. Ms. D'Angelo added there are better ways to spend the money. She gets the feeling this smacks of totalitarianism. She doesn't know anyone on her street that wants this done.

Ms. Barbara Trunski, 1220 N. Glenhurst Dr., mentioned that those who live north of Raynale St. were never informed about what is going on. She feels that whatever is done south of Raynale St. will impact them. Further, as people have said, there was no notice about tonight's meeting. She feels they are one of the few areas in the City that has decent streets. That is why they picked their house. With all the cars parked on the narrow streets it is not possible to get by and they are terrible to drive on. Why make their roads bad so they are like the rest of the City. Because houses are constantly being knocked down or having major renovations there are always going to be huge construction and delivery vehicles parked everywhere.

Mr. John Greene, 1388 Kenwood Ct., noted that his wife spoke earlier. He added that with the notice signs being down it feels to him as a citizen that they are trying to wear everyone down by having the same meeting without publicity. Kenwood Ct. is 24 ft. in width and there have been times when they have had to leave their car down the street because of not being able to get through to their driveway. No one has come forth that wants to go to the narrow streets.

Mr. Steve Hall, said he and his wife Susan live at 1120 Lyonhurst. Fourteen residences abut Raynale St. None of them are in favor of this project. They don't know of any speeding or accidents that have happened on Raynale St. They live in Harrowgate Estates. The proposal is to narrow half of Raynale St. in Harrowgate Estates and half of N. Glenhurst Dr. in Harrowgate Estates. The comment made in the proposed project is that in the year following those other halves will be taken care of; but they will require a Special Assessment District because they are unimproved roads. The problem is there must be approval from all of Raynale St. and all of N. Glenhurst Dr. before starting. That will be a big hurdle. If complete approval is not obtained then half the street would be narrow and half would be wide. Therefore, he suggests that the whole neighborhood plan needs to be in place before tackling any one piece.

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Additionally, there is the issue of schools. He thinks their street gets three busses in the morning and three in the afternoon. What the policy doesn't address is that to get to the school other streets must be used. Quarton School has made a big effort to recruit students from outside the area. That drives traffic. Covington is a special school and gets its students from a larger area.

If a school is going to be drawing from a big area, it impacts traffic and that issue is not addressed in the policy statement. Also he doesn't see anything in the policy statement that talks about the future. Half of the residents on Raynale St. have been there for forty years and as they age they will be using more and more contractors for everyday maintenance. Furthermore, houses will be torn down and new ones built, all with associated construction traffic.

Therefore, he suggests that the planning process, given this new policy, needs to change to work on a neighborhood basis before embarking on a project; otherwise there will be a risk of not maintaining the consistent streets policy for a neighborhood.

Mr. Alan Lasser, 1120 N. Glenhurst Dr., asked what harm there is in not following the new rules. Why not just follow what the neighborhood wants? Chairperson Slanga answered that the elected officials for this City asked this board to advise them. This board can change the plan if they feel it is necessary.

Mr. Mike Kal said that he and his wife, Marty, live at 1851 Raynale St. He suggested that with the proposed changes Raynale St., based on everything that has been heard over the last two meetings, will be less safe.

The Chair closed the public hearing, and asked for comments from the Board.

Mr. Isaksen stated he is not comfortable with voting against a policy that the City Commission has made official. Maybe this board needs to send a message to the Commission that the policy is not popular with the residents and it needs to be changed on that basis.

Dr. Rontal noted this body has been appointed by the City Commission to study the problem and to listen to the citizenry. The Board is trying to balance those two things. Perhaps the order of events should be to repave to existing widths unless a series of things exist that indicate the infrastructure needs to be changed, such as high speed, frequent accidents, etc. If there is no problem, why make such a huge change.

Discussion revealed that 30 ft. as a maximum street width was introduced at the City Commission level.

Dr. Rontal motioned to send a message to the City Commission that we need to re-visit the City residential street width standards in terms of triggering events for changing the

width because the citizenry has decided that it is not happy with where we are at. The motion failed for lack of a second.

Motion by Ms. Folberg

Seconded by Dr. Rontal to keep Kenwood Ct. and Brookwood Ln. at their existing width.

Dr. Rontal noted in terms of the idea of spending the City's money and fixing what needs to be fixed, the money to rebuild the streets is going to be roughly the same regardless of the width.

Ms. Folberg said with respect to N. Glenhurst Dr. the pictures reveal that at times during the day parking is sufficiently aggravated that she is not comfortable recommending going down to a 26 ft. width.

Motion carried, 6-0.

VOICE VOTE

Yeas: Folberg, Rontal, Edwards, Isaksen, Slanga, White

Nays: None

Absent: Schafer

Motion by Ms. Folberg

Seconded by Dr. Rontal that N. Glenhurst Dr. and Raynale St. be repaved at their existing width, which is 32 ft.

Ms. Folberg explained the thinking behind her motion is that it makes more sense for that neighborhood, and it will yield more consistent streets. Also, there are no safety issues. Further, it seems to her that wider streets are safer for bicycles.

Public comments on the motion were taken at 7:40 p.m.

Mr. Steve Hall, 1120 Lyonhurst, did not think there would be any problem with the neighbors in supporting the motion.

Ms. Debby Greene, 1888 Kenwood Ct., said the motion is what the residents want. She doesn't think there is anything wrong with that being a valid reason for the decision making.

Ms. Barbara Trunski, 1220 N. Glenhurst Dr., received clarification that the Commission will receive all of the reasons and thinking behind the motion that was made. Ms. Ecker told her notification signs will go up and there will be another chance for public comment when this matter comes before the City Commission.

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Ms. Suzanne Lasser, 1120 N. Glenhurst Dr., complimented the Board for listening to the residents and what they want.

Ms. Edwards said if the City wants the roads repaved at 26 ft. in width and the Board only wants to take the exceptions into consideration, then they don't even need a public hearing because it is set in stone. Ms. Folberg answered that a public hearing is needed to alert them to a change.

Motion carried, 4-2.

ROLLCALL VOTE

Yeas: Folberg, Rontal, Slanga, White

Nays: Edwards, Isaksen

Absent: Schafer

6. REQUEST FOR REMOVAL OF ON-STREET PARKING SPACE FOR ELM ST. SOUTH OF MAPLE RD.

Commander Grewe recalled that at the April 5, 2018 meeting the Board denied the request from a resident of All Seasons to remove the parking spot.

On August 1st, the Police Dept. received an e-mail from Ms. Cindy Zamplas asking that this parking spot be removed. Ms. Zamplas works at Victoria law firm at the corner of Maple Rd. and Elm St. and stated that their driveway is often blocked by Birmingham fire trucks when they respond to All Seasons. Ms. Zamplas stated the removal of this parking spot would allow emergency vehicles space to park along the curb and not interfere with traffic on Elm St. or access to their parking lot.

Asst. Chief Paul Wells of the Birmingham Fire Dept. was contacted who stated this parking spot has caused problems when they respond to a high frequency of medical runs at All Seasons and often multiple runs at the same time. He stated when this happens there is no room for the extra fire vehicles on-site, which causes them to park on Elm St. Wells said when this happens they are forced to park blocking a private driveway and/or traffic on Elm St. He stated eliminating this spot will reduce the impact on traffic and private lot access and make entering and exiting All Seasons parking lot with their vehicles much easier.

Commander Grewe confirmed that removal of this same space was turned down previously by this board. Mr. Isaksen noted there is some new information and the difference for him is the Fire Dept.'s input that they don't like the spot.

Motion by Ms. Edwards

Seconded by Mr. Isaksen to remove one parking spot on Elm St. located in front of 160 Elm.

Motion carried, 6-0.

VOICE VOTE

Yeas: Edwards, Isaksen, Folberg, Rontal, Slanga, White

Nays: None

Absent: Schafer

7. MAPLE RD. AND PIERCE ST. CROSSWALK SIGNING

Mr. O'Meara said they have asked F&V to consider the fact that people have complained about motorists not stopping when they see a pedestrian and they want to make the intersection more pedestrian friendly. The recommendation that came back was to add yellow diamond signs with the pedestrian picture and arrows. Commander Grewe said that stopping for pedestrians is technically a rule within the State law. His opinion was that these signs do a great job by bringing attention to the crosswalk.

Mr. Justin Rose said because it is at an existing intersection this sign should be sufficient.

It was agreed this signage is a matter of people getting used to it.

Motion by Mr. Isaksen

Seconded by Dr. Rontal to install W11-2 signing at the crosswalk on the west side of the intersection of Maple Rd. and Pierce St.

Motion carried, 6-0.

VOICE VOTE

Yeas: Isaksen, Rontal, Edwards, Folberg, Slanga, White

Nays: None

Absent: Schafer

8. MOPED/SCOOTER PARKING DOWNTOWN

Ms. Ecker advised there are unused triangular spaces 100 sq. ft. in size along Old Woodward Ave. in Downtown between the new bump-outs and the angled parking. The City has been asked to examine these spaces as potential parking locations for mopeds. What is being proposed would not change the configuration of the road but there is an opportunity to fit in three scooter, moped, or motorcycle spots.

Birmingham does not have a policy for a required size or dimension of moped spaces or motorcycles. Nor does the City have a requirement for the provision of these spaces.

Preliminary examples have been drawn into the unused triangular spaces of the Old Woodward Ave. plans for review.

Example 1: Three 3 ft. wide spaces

Example 2: One 4.5 ft. space and one 3 ft. space

Responding to Dr. Rontal, Ms. Ecker said the direction at this point is that there would be no charge for these spots. As of now, no post signs are meant for the spaces. The recommendation is that stencils of mopeds or motorcycles be painted on the ground in each of the spots.

Mr. Isaksen said the 4.5 ft. x 8 ft. spot would fit a large motorcycle. His inclination was toward Example 2 because it offers more options.

Commander Grewe stated that parking over a line in a designated spot is a violation and it would be the same thing here. The determination is made by looking at the ground. If Example 2 is used, anyone could park. If Example 1 is used, they are saying no to motorcycles unless they are small enough to fit. Adding these spots will give mopeds legal places to park, although there aren't a lot of mopeds around town.

Motion by Mr. Isaksen

Seconded by Ms. Edwards that in the unused triangular spaces along Old Woodward Ave. install three 3 ft, x 6 ft. parking spots for mopeds with a stencil of a moped mark on the pavement.

Motion carried, 6-0.

VOICE VOTE

Yeas: Isaksen, Edwards, Folberg, Rontal, Slanga, White

Nays: None

Absent: Schafer

9. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Mr. Strader updated the Board on the Maple Rd. design project. F&V, City staff and MKSK have been working on design refinements and will be presenting a refined design to the City Commission for their input. They have had meetings with M-DOT on the issue of losing parking. This Board had said to get rid of the Xs if more parking can be recovered. They have worked through a number of design sequences and have been able to reduce the amount of lost parking from 20 spaces down to 10, even with the bumpouts. That is partly because M-DOT has allowed them to go a little closer to the crosswalks and go with the typical Birmingham design standards. So they are back to the Xs now.

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Additionally, at the Park, Peabody, Maple Rd. intersection they have come up with an alternative they think meets this Board's objectives. The bumpout will be on the NE corner and there won't be an island. Vehicles will stop and there will be a pedestrian activated signal so the pedestrians can press a button and the westbound to northbound traffic will stop.

Ms. Ecker reminded everyone that this will be preliminary conceptual approval by the City Commission and it will then come back to this board.

10. MISCELLANEOUS COMMUNICATIONS (none)

11. NEXT MEETING NOVEMBER 1, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 8:21 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: October 26, 2018

TO: Multi-Modal Transportation Board

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

SUBJECT: Maple Rd. Reconstruction – Southfield Rd. to Woodward Ave.
Conceptual Plans

The City's multi-modal transportation consultant (the MKSK/F&V team) has been working with the Multi-Modal Transportation Board (MMTB) to finalize plans for the reconstruction of Maple Rd. between Southfield Rd. and Woodward Ave. An initial presentation was provided to the City Commission at its meeting of October 8, 2018. Comments raised by the City Commission requiring further review and refinement are summarized below:

1. ADA Accessible Spaces Design

Staff was under the impression that the ADA requirements for reconstruction of streets with marked parallel parking spaces had been revised to require extra wide parking spaces, as presented on slide 17 of the attached presentation. As can be seen, the widened parking spaces would disrupt the flow of the City sidewalk and landscaping theme. The City Commission asked that we verify if this design is suggested or mandatory.

Since the meeting, F&V has confirmed that the widened parking spaces are suggested but not required. With that in mind, the accessible parking space locations will remain as proposed, but the size of the spaces will remain the same as the other parking spaces on the street.

2. Columnar Tree Recommendation

The Commission did not endorse the idea of installing columnar trees in areas of narrower sidewalks, such as adjacent parking spaces. It was noted that the sidewalk areas will be wider than they are now, and columnar trees have not been installed on Maple Rd. historically. The City Commission asked that all canopy trees be installed, but was open to larger and smaller varieties of canopy trees.

MKSK reviewed this idea, and have revised the conceptual plans to delete the columnar trees. Zelkova trees are now being recommended, in addition to Honey Locusts.

3. Southfield Rd. Intersection

The Commission commented that the southbound lane seems excessively wide. F&V has since studied the intersection in more detail to confirm the required size of the right turn truck turning radius. The design now included in this package has been designed to ensure that a WB62 truck can make the right turn off of Maple Rd. Extra pavement to the right of this turn is being recommended in order to support this movement.

F&V will be collecting traffic counts at this intersection to confirm the number and size of trucks that are making various turning movements currently to verify that the appropriate design is advanced to the City Commission. Pedestrian counts will be taken as well.

4. Taper east of Old Woodward Ave.

The Commission commented that the length of the taper from three lanes to two lanes east of Old Woodward Ave. seemed excessive. F&V looked at the design closer, and determined that the taper length could be shortened, and still meet AASHTO requirements. Doing so actually allowed for the installation of two more parking spaces as well, which is now reflected on the plan.

5. Maple Rd. east of Park St.

The City Commission had two comments relative to the far easterly block:

- a. The consultant was asked to look at traffic demands closer to determine if one of the five lanes on this section of Maple Rd. can be deleted, which would then allow the sidewalks to be wider.
- b. The installation of an additional marked crosswalk on the east side of the Park St./Peabody St. intersection should be added.

F&V has studied several options for traffic management on this block, labeled as:

Alternative 1 – Elimination of the right westbound lane.

Alternative 2 – Elimination of the right eastbound lane.

Alternative 3 – Five Lane Cross-section, using ten foot wide lanes.

As described in detail in the memo, removal of any of the five lanes on this segment of Maple Rd. is problematic, and not recommended. However, discussions with MDOT staff have been held about narrowing the lanes to 10 ft. wide each. Given the circumstances, it appears likely that a design exception will be approved for this option, therefore, the staff recommendation is to install five 10 ft. wide lanes on this block. Doing so will the installation of 11.5 ft. sidewalks on both sides of the street, a substantial improvement over the existing condition.

Regarding the installation of an east leg crosswalk at the Park St./Peabody St. intersection, F&V notes that the timing of the traffic signal at this intersection is critical for the success of traffic flows in this area. The longer distance that pedestrians would have to walk here would require a red time that is longer than can be fit into the timing sequence. The addition of a crosswalk

here is not recommended. Fortunately, the distance to the crosswalk to the east (at Woodward Ave.) is only 130 ft.

Based on the items noted by the City Commission, and subsequently refined, the following recommendation is provided for the Board.

SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board makes the following recommendations relative to the Maple Rd. conceptual design from Southfield Rd. to Woodward Ave.:

1. Three ADA accessible parking spaces will be provided in the corridor. The spaces shall be sized the same as the other parking spaces in the project area, and located near an intersection so as to be able to make use of the proposed ramps at the intersection.
2. Columnar trees will be deleted in favor of trees similar to those used on the Phase 1 project.
3. The Southfield Rd. intersection realignment will be refined to permit all truck turning movements, as shown.
4. The taper length east of Old Woodward Ave. will be reduced to the minimum required, thereby allowing the addition of two more parking spaces on the E. Maple Rd. block.
- 5a. The cross-section of Maple Rd. east of Park St. will be reconstructed with five 10 ft. wide lanes, pending approval of a design exception from MDOT.
- 5b. The addition of a Maple Rd. crosswalk on the east leg of the Park St./Peabody St. intersection will not be pursued given that the traffic signal timing scheme will not allow it.

October 26, 2018

VIA EMAIL

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

RE: Maple Road & Park Street Intersection Alternatives Analysis

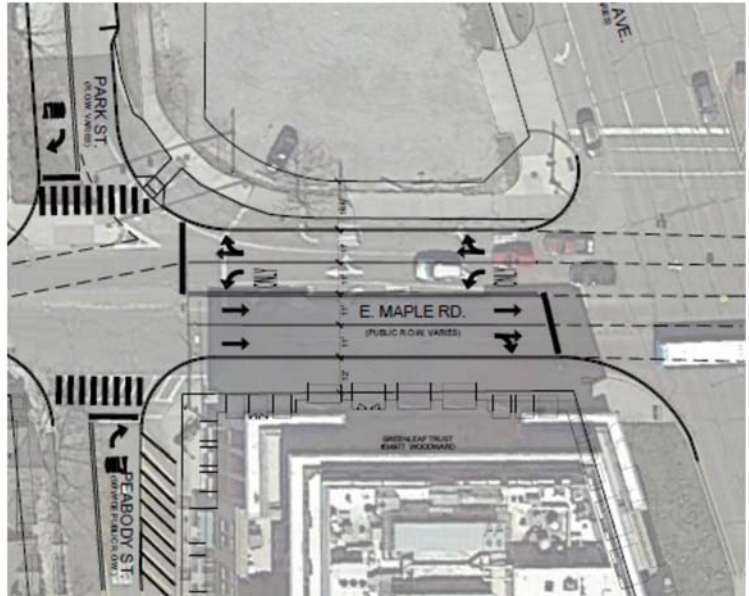
Dear Mr. O'Meara,

The purpose of this letter is to provide a summary of the additional alternatives analysis performed for both the stretch of Maple Road between Park Street and Woodward Avenue, the pedestrian crossings at Maple Road and Park Street intersection, as well as the Maple Road and Southfield intersection, per the City Commission comments. The following alternatives were considered for the design of Maple Road between Park Street and Woodward Avenue:

- Alternative 1: Four lanes, removing westbound right turn lane
- Alternative 2: Four lanes, removing one eastbound through lane
- Alternative 3: Five lanes, using design variance to 10 foot lane widths

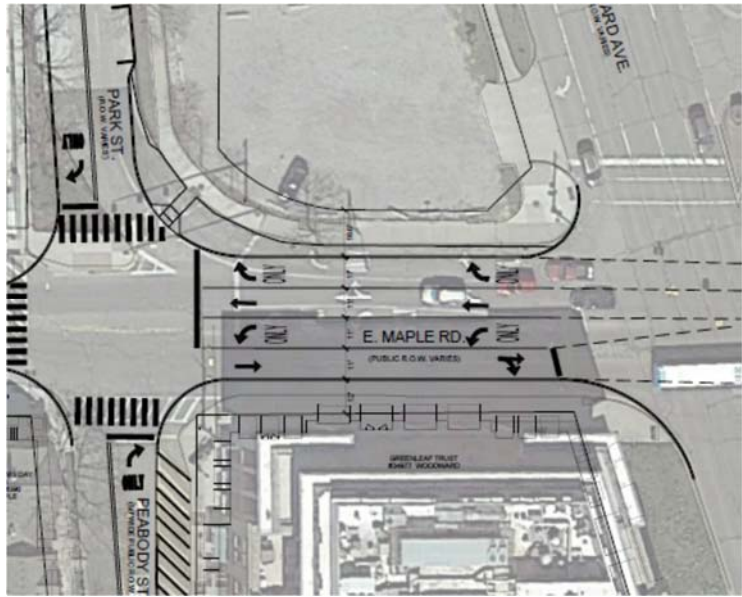
ALTERNATIVE 1: FOUR LANES, REMOVING WESTBOUND RIGHT TURN LANE

This configuration would allow for eastbound traffic to operate similar to the existing conditions; westbound traffic entering the downtown, however, will operate much more poorly. As shown, due to the high number of westbound left turners, the left turn lane could not be removed. Therefore, the existing through lane must be reconfigured to a through / right lane. While operationally this doesn't appear to pose a huge problem as far as delays, this configuration will lead to the blocking of Woodward, which is unacceptable. Because of this blocking and the associated queuing of Maple Road east of Woodward (backing up well past Adams Road), this alternative is **NOT RECOMMENDED**.



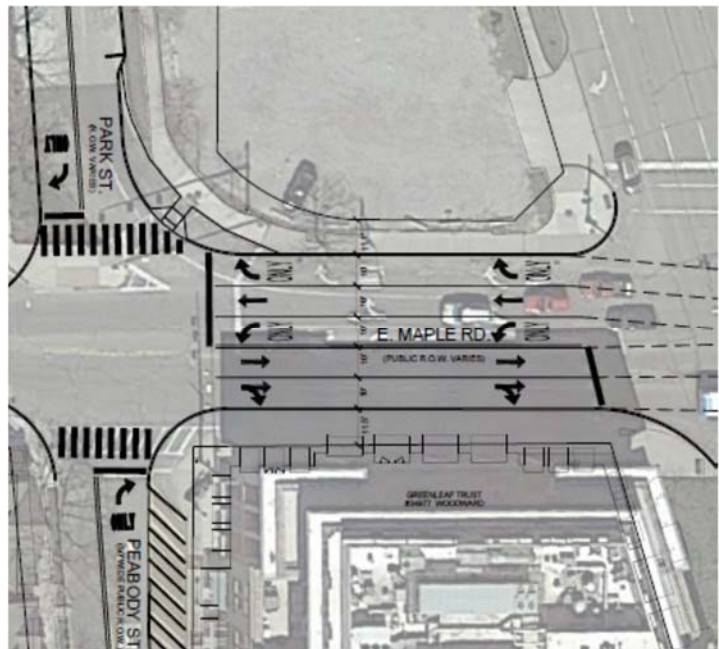
ALTERNATIVE 2: FOUR LANES, REMOVING ONE EASTBOUND THROUGH LANE

This configuration would allow for westbound traffic to operate similar to the existing conditions; eastbound traffic leaving the downtown, however, will operate much more poorly. As shown, the existing two eastbound through lanes would have to be consolidated into a single through / right lane. This configuration will create a delay of **302.8 seconds**, or a Level of Service of F. Because of this large delay, and the associated queuing of Maple Road through the downtown past Southfield Road, this alternative is **NOT RECOMMENDED**.



ALTERNATIVE 3: FIVE LANES, USING DESIGN VARIANCE TO ALLOW 10 FOOT LANE WIDTHS

This configuration would allow for all traffic to operate similarly to existing conditions. Per conversations with MDOT, a design variance to go from 11' lanes to 10' lanes would likely be approved, as Maple Road is not a National Network truck route. By going from 11' lanes to 10' lanes, the sidewalk along the south side of Maple Road would be extended by 5' for a total of 11.5' on both the north and south sides of the road, allowing for a continuation of streetscaping elements through the downtown all the way to Woodward Avenue. This will create a great entrance to the downtown and will allow for optimal traffic operations. Therefore, this alternative is **RECOMMENDED**.



MAPLE ROAD AT PARK / PEABODY

The City Commission commented that they were in favor of adding a pedestrian crossing on the east leg of the Maple Road at Park/Peabody intersection. Based on the timing of the signal at Maple Road and Woodward Avenue, the optimal phase timing for Park and Peabody to prevent queuing onto Woodward is a maximum of 27 seconds. Based on ADA standards for pedestrian walk speed and MDOT guidance for minimum walk times, the minimum phase timing for Park and Peabody would be 32 seconds if the eastern leg had a pedestrian crossing (9 seconds for walk, 20 seconds for pedestrian clearance, and 3 seconds for the end of yellow/all red phase). With the pedestrian crossing staying on the west leg only, the minimum phase timing would be 23 seconds (9 seconds for walk, 11 seconds for pedestrian clearance, and 3 seconds for the end of yellow/all red phase). Based on the signal timing and the proximity to the Woodward pedestrian crossing, the crossing on the east leg is **NOT RECOMMENDED**.

MAPLE ROAD AT SOUTHFIELD ROAD

At the City Commission meeting, the commissioners expressed concerns about the width of the intersection and some of the lanes. In order to decrease the width of the turns and to allow for better turning movements, the intersection of Maple Road at Southfield Road was proposed to be moved further to the west along Maple Road. As shown in the attachments, the intersection would still need to be relatively wide, and would also encroach on the existing park space. Therefore, this is **NOT RECOMMENDED**.

Both Maple Road and Southfield Road are major mile roads and as such are frequently used by large trucks. Adding mountable curb to shorten the width of the southbound lane was also discussed, however this is not optimal as it will require pedestrians waiting to cross the southern leg of the intersection at the ADA ramp to be in conflict with large trucks turning both right and left; therefore, using pavement markings to channelize the right and left turners is **RECOMMENDED**. (see attached sketches)

SUMMARY

Maple Road between Park Street and Woodward Avenue

Alternative 1: Four Lanes, No Westbound Right Turn Lane

- This alternative will allow for similar eastbound operations through the downtown, however there will be a significant increase in the delay for westbound traffic. This alternative is not recommended.

Alternative 2: Four Lanes, One Eastbound Through Lane

- This alternative will allow for similar westbound operations, however there will be a significant increase in the delay for eastbound traffic with queuing throughout the downtown. This alternative is not recommended.

Alternative 3: Five Lanes, Design Variance to 10' Lane Widths

- This alternative will operate in a manner similar to existing conditions, with the added benefit of widening the southern sidewalk by 5 feet. This will allow for streetscape elements to be added to this block while not adversely affecting traffic operations. This alternative is recommended.

Maple Road at Park/Peabody

- Due to signal timing issues, a pedestrian crossing on the east leg of the intersection is not recommended.

Maple Road at Southfield Road

- Pavement markings are recommended to better channelize motorists into more standard sized lanes, but the pavement is required for truck turning.

If you have any questions or concerns, please contact our office.

Sincerely,

FLEIS & VANDENBRINK



Justin Rose, PE
Project Manager

JPR:jpr

Attachments:



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: October 25, 2018

TO: Multi-Modal Transportation Board

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

SUBJECT: Collector Street Paving Program
Contract #2-19(P)
Multi-Modal Master Plan Review

Park St. – Oakland Blvd. to Hamilton Ave.
Peabody St. – E. Maple Rd. to E. Brown St.
Bowers St. – Woodward Ave. to S. Adams Rd.
Elm St. – Bowers St. to Woodward Ave.

The above commercial street segments are budgeted for maintenance work in 2019. The work varies from asphalt resurfacing to full depth pavement replacement. Other than Park St., no curb and gutter sections are planned for removal, other than patching. With that in mind, no street widths are being changed with this project.

As is typically done, staff has reviewed the Multi-Modal Transportation Plan (MMTP) to verify if any multi-modal improvements should be incorporated into the project at this time. The following summarizes this review:

1. Park St. – Oakland Blvd. to Hamilton Ave.

The existing pavement on this segment is in poor condition. The original concrete street was resurfaced in 2004. The overlay has not held up well, leading to the conclusion that the original pavement should be retired. The street was paved at 30 ft. wide, and is currently being used with three 10 ft. wide lanes. Due to the large number of left turns into the Park St. Structure, maintaining the current three lane configuration is strongly recommended.

The MMTP does not call for any improvements on this segment.

As on all projects, handicap ramp improvements will be included. Since the project is within the Central Business District, the City's crosswalk standards will apply. The crosswalk at the Oakland Ave. end of the job is just beyond the north limits of the proposed pavement replacement. Since the asphalt is in poor condition, it is recommended that the asphalt be repaired, and the handicap ramps widened to provide for a 12 ft. wide crossing, as required in the crosswalk standards. An existing mid-block crossing between the Park St. Parking Structure

and the main entrance to 300 Park St. should be improved to include 8 ft. wide ramps and improved pavement markings. The location of the crosswalk will be adjusted slightly to make it perpendicular to the street. The crosswalk at Hamilton Ave. was rebuilt in 2016, and meets the requirements of both the ADA and the crosswalk standards. No further work is planned at this time.

Staff Recommendation:

In accordance with the City's crosswalk standards policy:

- Replace handicap ramps and pavement markings at the Oakland Blvd. intersection with new 12 ft. wide walking surface.
- Replace handicap ramps and pavement markings at the mid-block crossing with new 8 ft. wide walking surface.

2. Peabody St. – Maple Rd. to Brown St.

The existing pavement is in poor condition, but the curb and gutter system has been replaced on almost the entire length. This block is the access for the City's Peabody St. Parking Structure, as well as three private parking garages. Closing it for any length of time would be very disruptive for the adjacent business community. With this in mind, we plan to save the existing curbs, sidewalks, and driveways, and replacing the original pavement with a new deep strength asphalt section. Using this model, it is expected that the street closure could be kept to less than one week.

The MMTP does not call for any improvements on Peabody St.

A review of the crosswalks on this segment revealed:

- a. At Maple Rd., the intersection will be completely reconstructed and enhanced in 2020. The intersection work is outside of the scope of this project, but will be addressed the year after.
- b. Given the proximity of the Peabody St. Parking Structure main north stair tower, locating a mid-block crossing near the north end of the structure would be an enhancement for pedestrians attempting to cross the street here. The best location for a mid-block crossing would be directly in front of the stair tower, as shown in the attached photo. Unfortunately, there are currently four vehicle driveways in the immediate area, with a fifth one proposed for an underground parking garage as a part of the upcoming construction at 34965 Woodward Ave. Secondly, assuming the adjacent building project is underway when Peabody St. is repaved, the sidewalk on the east side of the street will be closed for safety reasons. In order to ensure that a mid-block crossing is added in the future, the Engineering Dept. will be asking the developer to add this feature to their plans wherein a marked mid-block crossing would be installed to align with their front door, which would also be about the mid-point of the block.
- c. The existing crosswalk at the Brown St. intersection does not meet current City standards. It will be upgraded to 8 ft. wide ramps and pavement markings.

Staff Recommendation:

- Require construction of a mid-block crossing as a part of the new construction at 34965 Woodward Ave.
 - At Brown St., replace the handicap ramps and pavement markings to meet the City's current standards at the mid-block crossing at 8 ft. wide.
3. Bowers St. – Woodward Ave. to Adams Rd.
 4. Elm St. – Bowers St. to Woodward Ave.

Resurfacing of Bowers St. was originally planned in 2005. The proposal was modified in favor of a proposed street narrowing and streetscape enhancement project that was postponed in hopes that adjacent buildings planned on both sides of the street would be reconstructed, allowing the design of the streetscape to be finalized. Unfortunately, the proposed buildings were never built. In the meantime, the pavement surface and the existing water main system has continued to deteriorate, and work must now be scheduled for 2019. Assuming that the adjacent properties will still be redeveloped, the City plans to replace the water main, repair curbs and sidewalks where needed, and replacing the thin asphalt surface. The underlying concrete would remain in place. Similarly on Elm St., concrete repairs will be made where needed, and the road will be upgraded with a new asphalt surface over the existing concrete.

As shown on the attached MMTP, Bowers St. is identified as part of a Neighborhood Connector Route that has not yet been constructed. The plan suggests that sharrows be installed along the corridor as a part of the larger route. No other lane marking changes are proposed. Since the sharrows will be more appropriate when installed as a part of the larger route, it is recommended that this work be done at the time the entire route is approved and installed.

The MMTP also called for crosswalk improvements at the Woodward Ave. intersection, which were completed earlier this year by MDOT. Handicap ramp and crosswalk improvements are required at the Elm St. and Adams Rd. intersections. Since the City's crosswalk standards calls for 8 ft. wide ramps and pavement markings, enhanced crosswalks will be implemented at both of these intersections.

The MMTP does not call for any improvements on Elm St. A widened crosswalk is also proposed on Elm St. where it meets Woodward Ave.

Staff Recommendation:

- On Bowers St., replace handicap ramps at the Elm St. and Adams Rd. intersections to meet the City's current crosswalk standards at 8 ft. wide.
- On Elm St., replace handicap ramps at the Elm St. and Woodward Ave. intersection to meet the City's current crosswalk standards at 8 ft. wide.

SUGGESTED RECOMMENDATION:

To recommend to the City Commission the following improvements to be included in the Collector Streets Paving Program, in accordance with the Multi-Modal Transportation Plan:

Regarding Park St.:

- Replace handicap ramps and pavement markings to meet the City's current standards such that the Oakland Blvd. crossing has a 12 ft. wide walking surface, and the mid-block crossing has an 8 ft. wide walking surface.

Regarding Peabody St.:

- Postpone construction of a mid-block crossing until new construction at 34965 Woodward Ave. is completed.
- Replace handicap ramps and pavement markings to meet the City's current crosswalk standards such that the Brown St. crossing has an 8 ft. wide walking surface.

Regarding Bowers St. and Elm St.:

- Replace handicap ramps and pavement markings to meet the City's current crosswalk standards such that the Bowers St. intersections of Elm St. and Adams Rd., as well as the Elm St. intersection at Woodward Ave. have 8 ft. wide walking surfaces.

Collector Streets Paving Project

Contract #2-19(P)

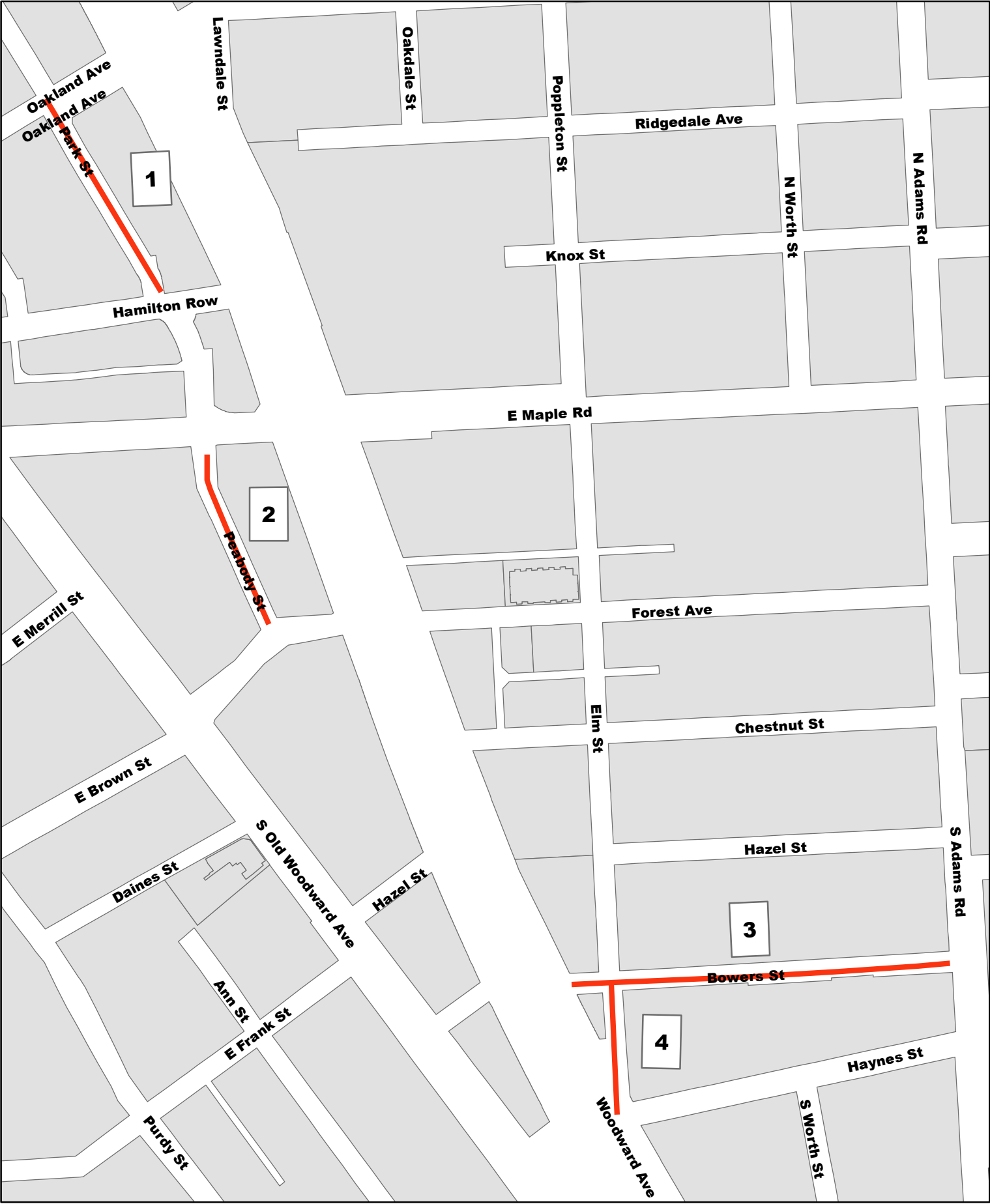
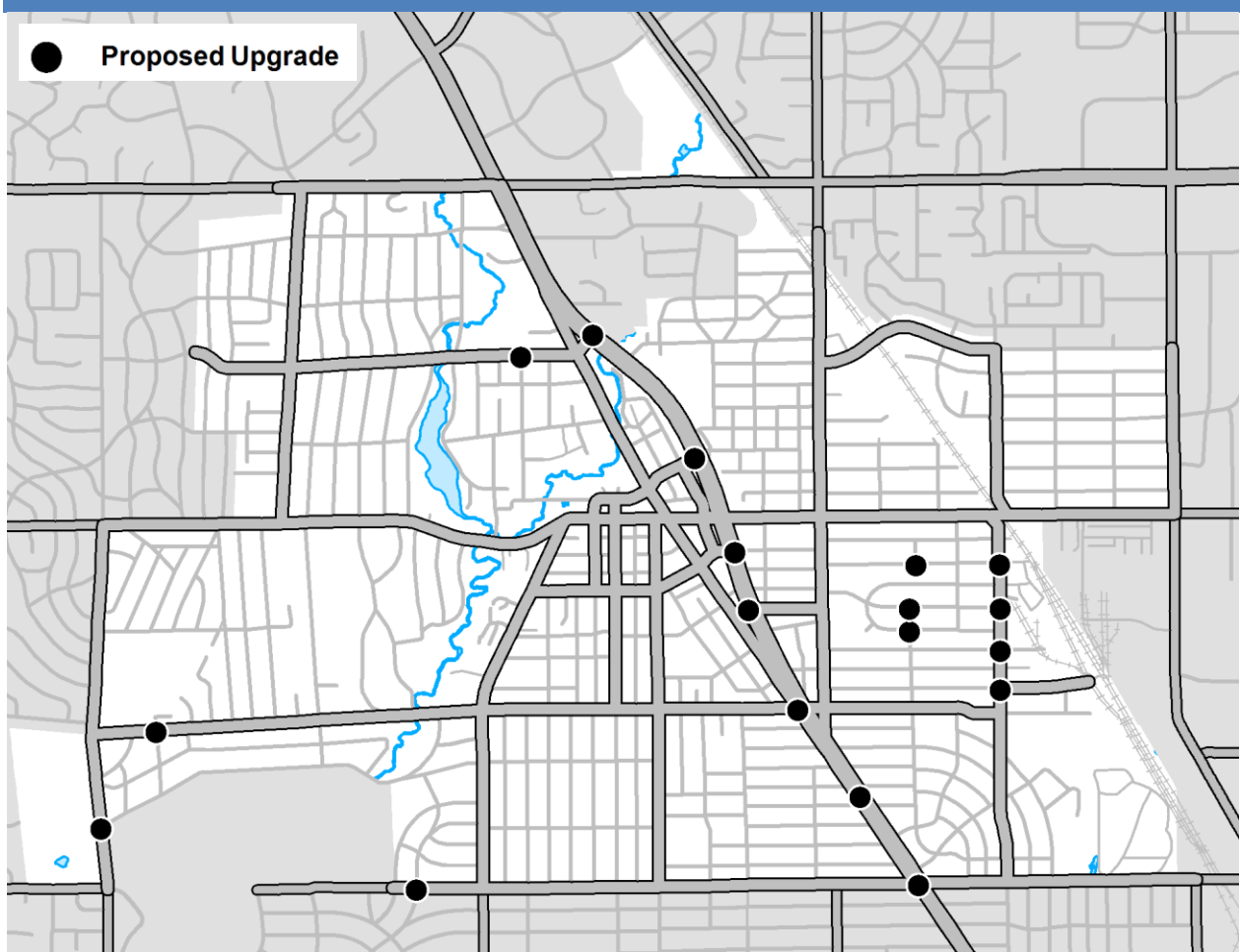


FIGURE 3.3C PROPOSED CROSSING IMPROVEMENTS – UPGRADES

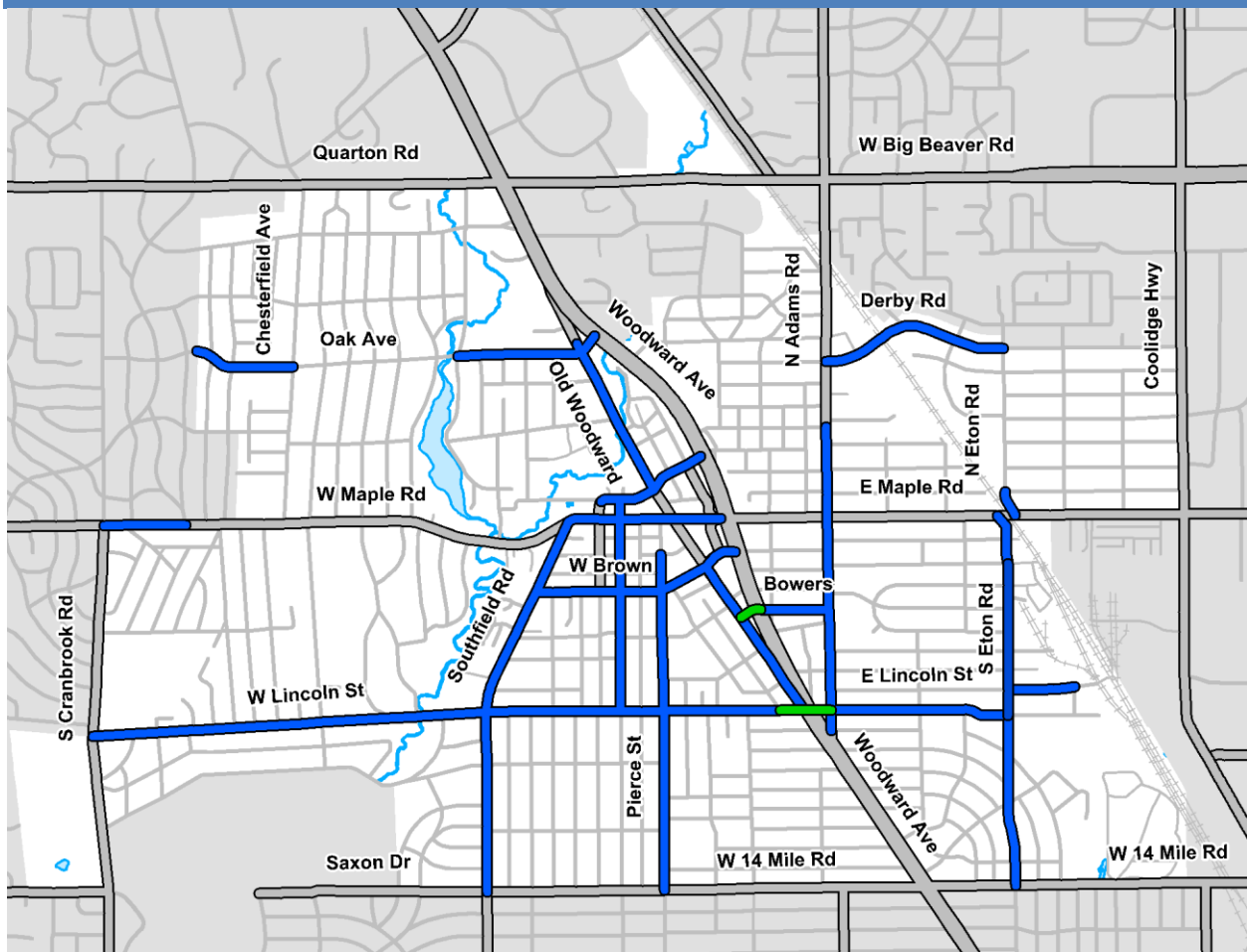


18 ROAD CROSSING UPGRADES ARE PROPOSED

Many of the proposed improvements include upgrades such as ramps, detectable warnings, pedestrian signals, and high visibility crosswalk markings.

Please refer to the Network Implementation Plan and Special Area Concept Plans for more details.

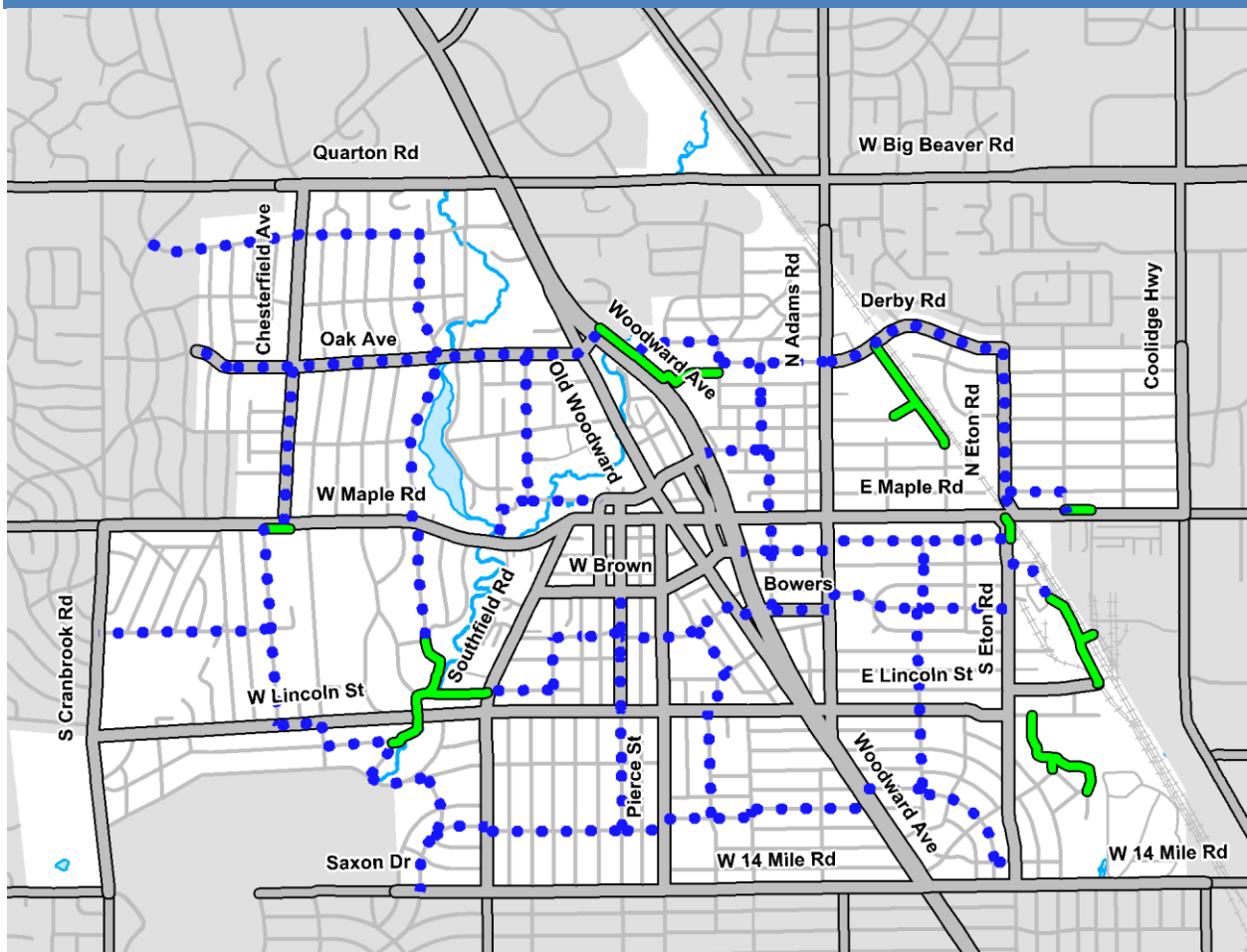
FIGURE 3.6A PROPOSED SHARED LANE MARKINGS



Shared Lane Markings

- Proposed Shared Lane Markings
- Proposed Colored Shared Lane Markings

APPROXIMATELY 10.7 MILES OF NEW SHARED LANES MARKINGS ARE PROPOSED AND 0.2 MILES OF COLORED SHARED LANE MARKINGS ARE PROPOSED

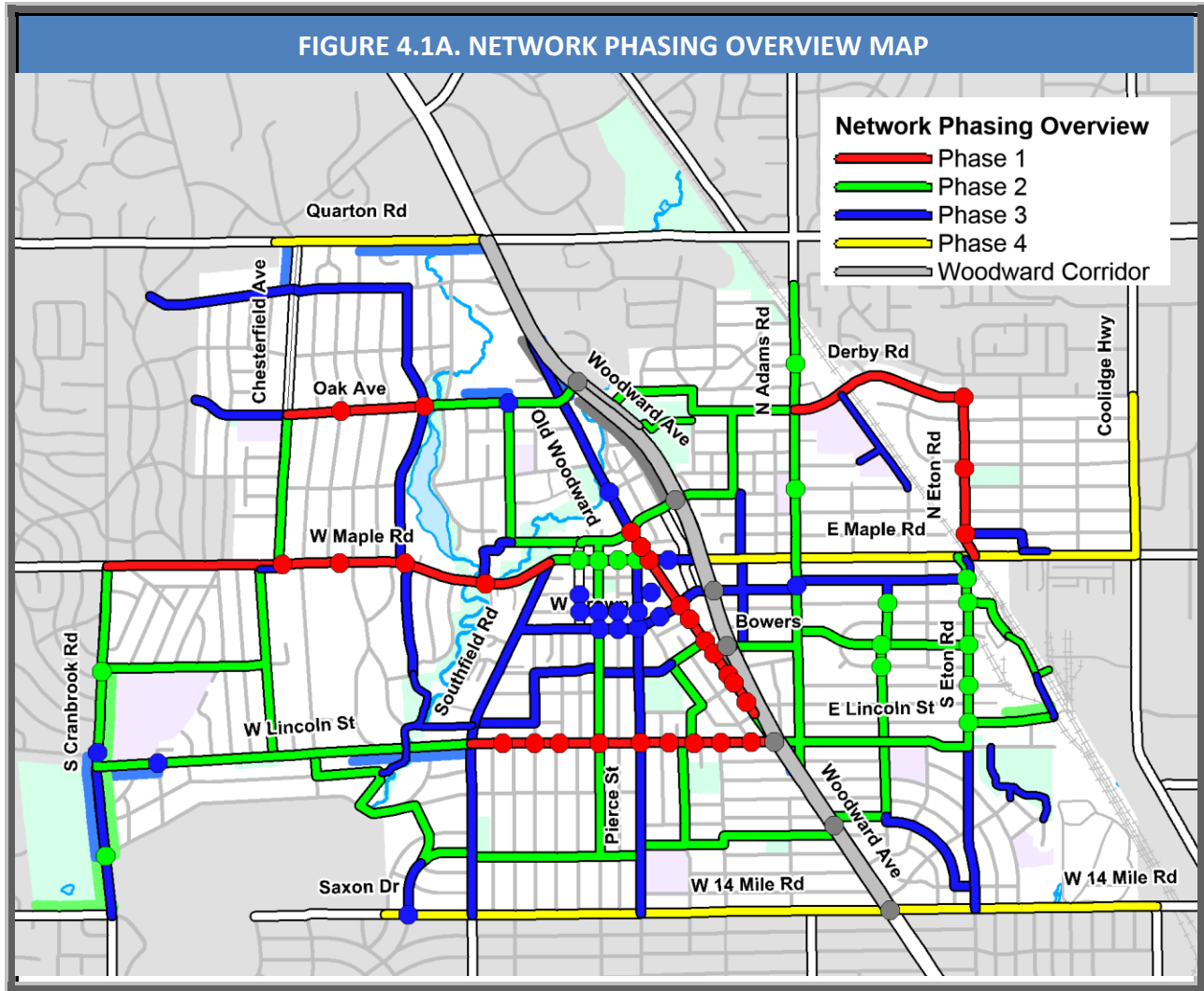
FIGURE 3.7A PROPOSED NEIGHBORHOOD CONNECTOR ROUTES**Proposed Neighborhood Connector Routes**

- • • • • Proposed Routes on Local Roadways
- Proposed Off-Road Trail

APPROXIMATELY 15.4 MILES OF
NEIGHBORHOOD CONNECTOR ROUTES
AND 2.25 MILES OF PAVED OFF-ROAD
TRAILS ARE PROPOSED

Web Survey Results:

- Around 73% of respondents would be comfortable riding a bike along a Bike Route on a Residential Road



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.

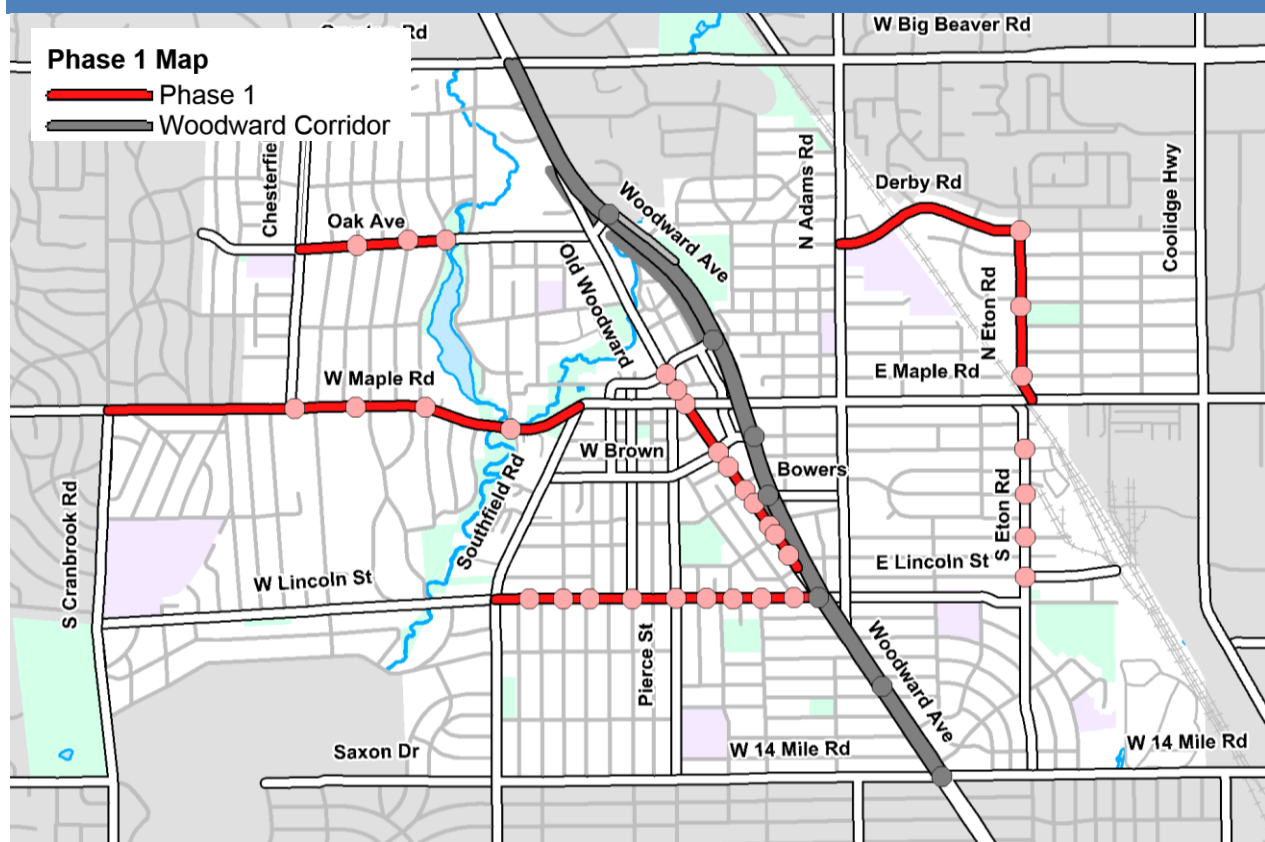
4.2 PHASE 1

PHASE 1: OVERVIEW

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

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

FIGURE 4.2A. PHASE 1



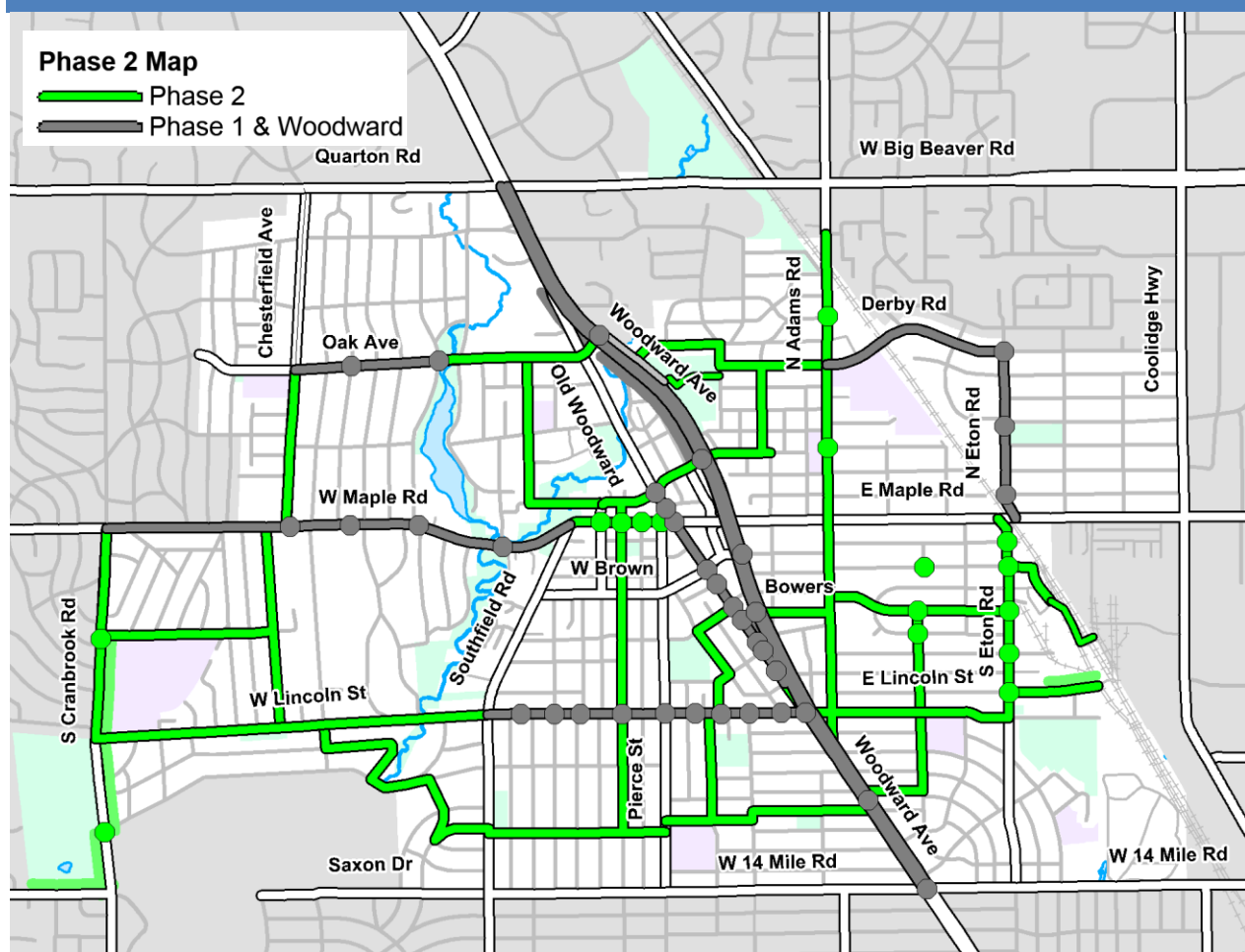
4.3 PHASE 2

PHASE 2: OVERVIEW

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

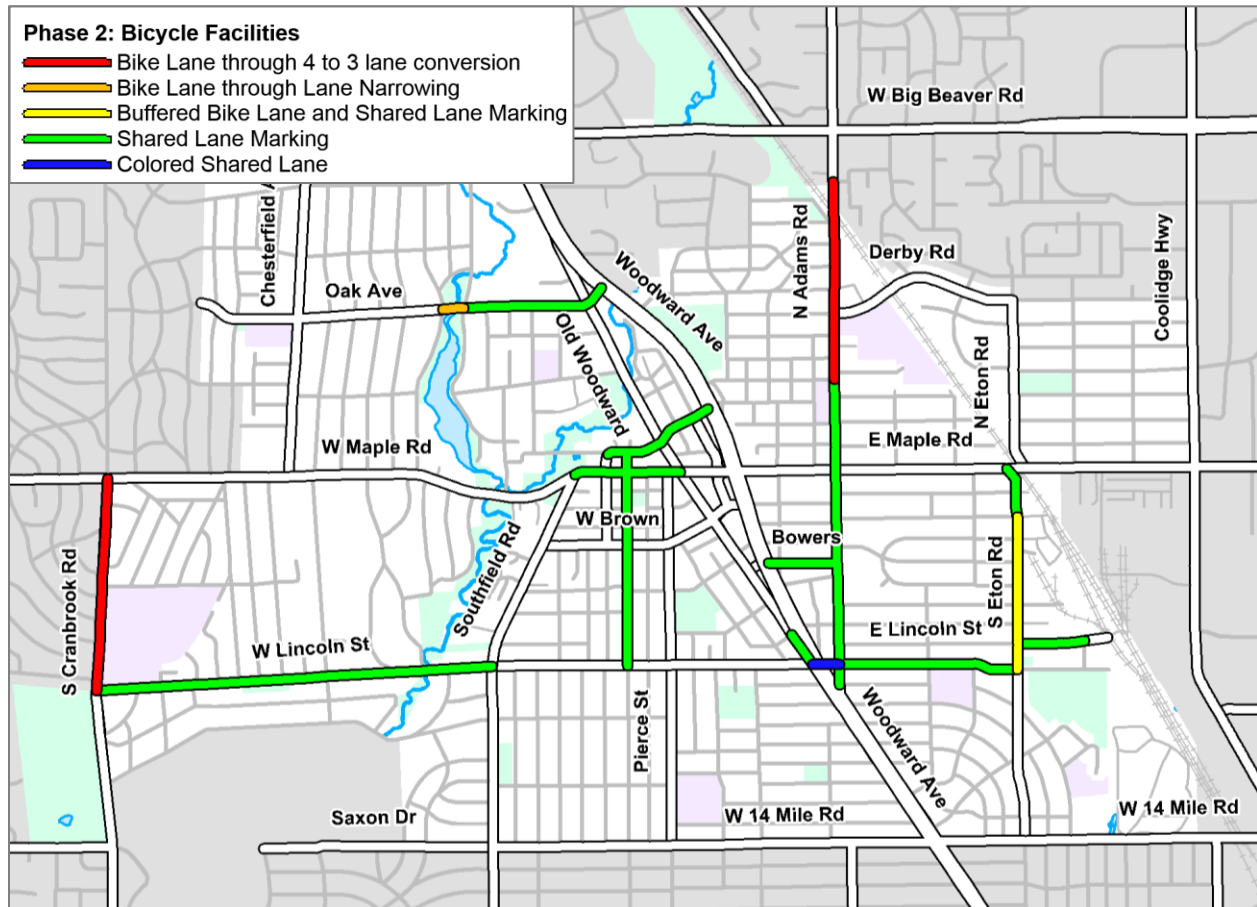
The following pages provide a more detailed breakdown of Phase 2.

FIGURE 4.3A. PHASE 2



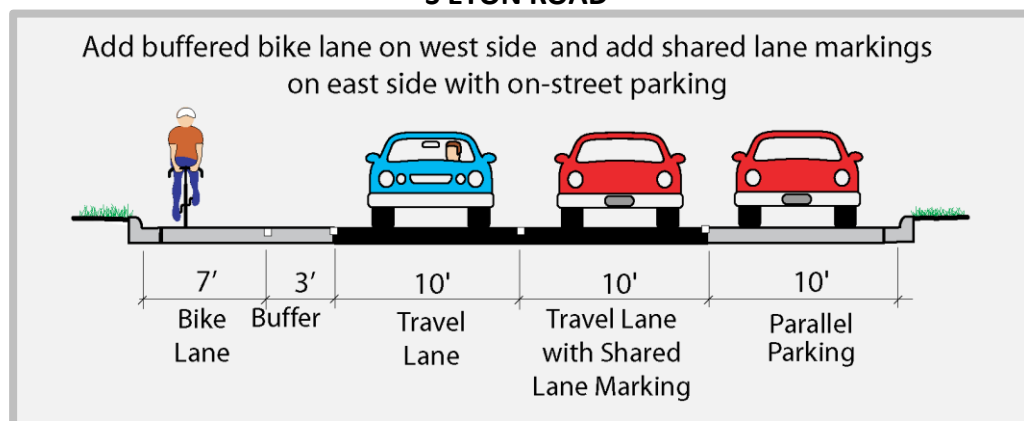
PHASE 2: PROPOSED BIKE FACILITIES

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



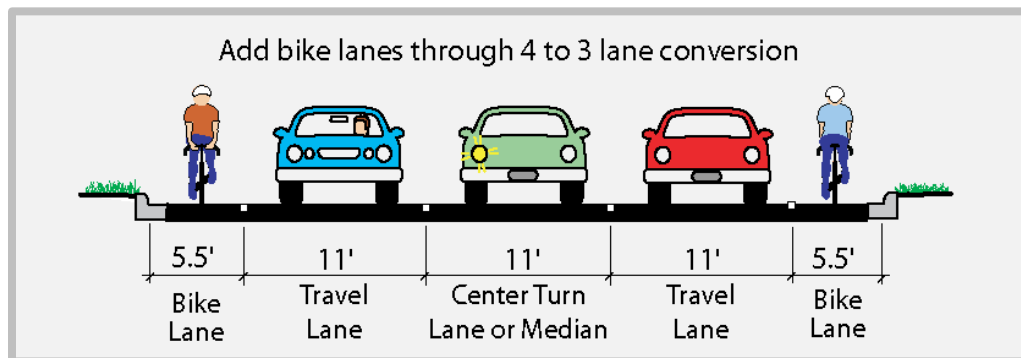
On S Eton Road between Yosemite Boulevard and E Lincoln Street, remove parking on the west side of the street and add a buffered bike lane. On the east side of the street keep on-street parking and add a shared-lane marking. The buffer between the bike lane and travel lane should be cross hatched.

S ETON ROAD



Add bike lanes to S Cranbrook Road between W Maple Avenue and W Lincoln Street through a four-lane to three-lane conversion. Add bike lanes to N Adams Road between Madison Street and Evergreen Drive through a four-lane to three-lane conversion. Please note that prior to implementation a micro-simulation may be necessary to see how school traffic timing affects both corridors.

S CRANBROOK ROAD AND N ADAMS ROAD



Add bike lanes to Oak Avenue between Lake Park Drive and Lakeside Drive by adding an edge stripe 6' out from the curb on both sides of the road.

Add shared lane markings to the following roadways:

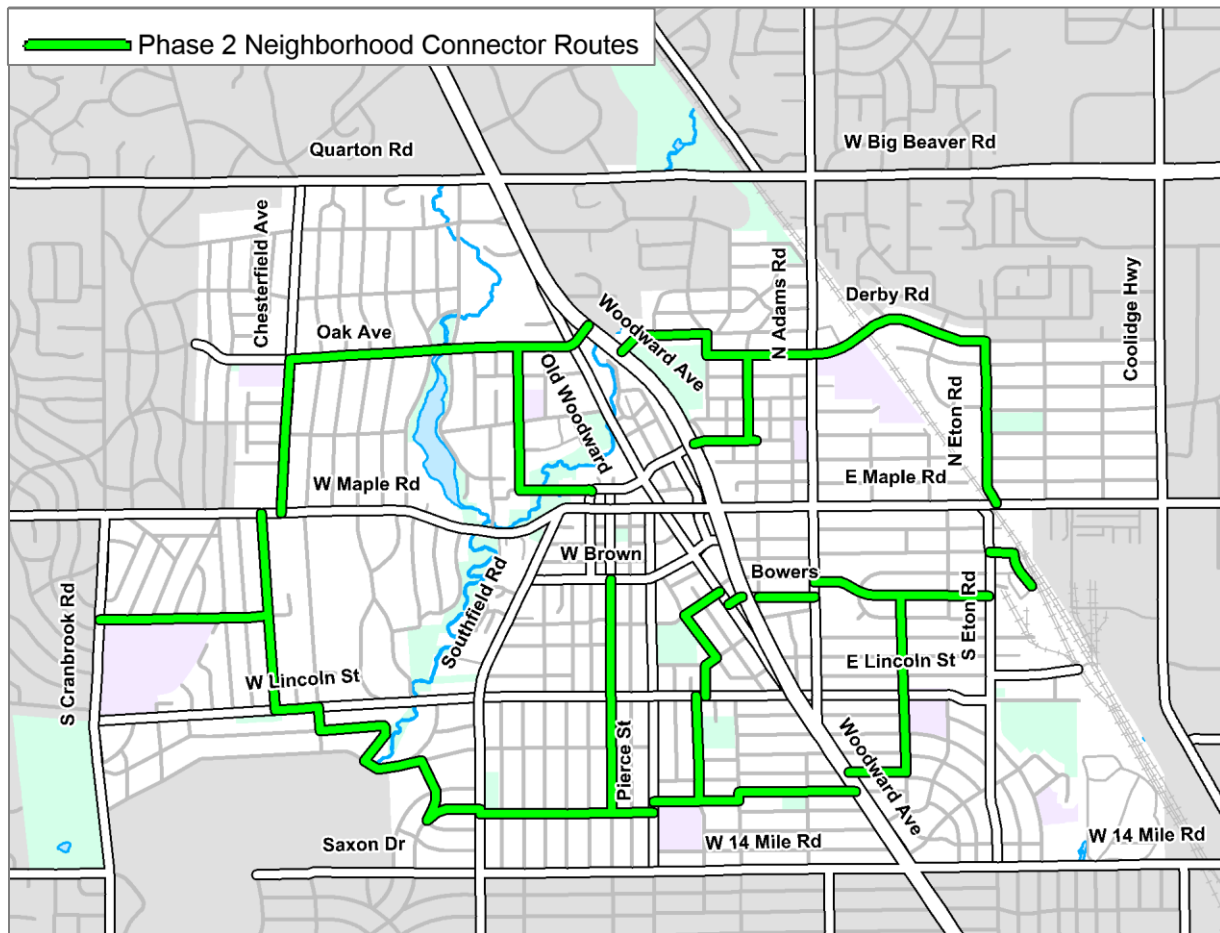
- W Lincoln Street between S Cranbrook Road and Southfield Road
- E Lincoln Street between Adams Road and S Eton Road
- S Eton Road between W Maple Rd and Yosemite
- N Eton Road between Yorkshire Road and W Maple Road
- Bowers Street between Woodward Avenue and Adams Avenue
- Oakland Avenue between N Old Woodward Avenue and Woodward Avenue
- Willits Street between N Chester Street and N Old Woodward Avenue
- W Maple Road between Southfield Road and N Old Woodard Avenue
- S Bates Street between W Lincoln St and Willits Street
- Cole Street east of S Eton Street
- Adams Road between Madison Street and Woodward Avenue
- Oak Avenue between Lake Park Drive and Woodward Avenue
- Chesterfield Avenue between Oak Avenue and W Maple Road
- One-way on S Old Woodward Ave between Landon Rd and E Lincoln St

Add colored shared lane markings to E Lincoln Street between Woodward Avenue and Adams Road.

PHASE 2 BICYCLE FACILITIES:				
Road	From	To	Quantity	Unit
Bike Lanes through 4 to 3 lane conversion (stripe removal, pavement markings and signage):				
S Cranbrook Rd	W Maple Rd	W Lincoln Rd	0.57	MI
N Adams Rd	Evergreen Dr	Madison St	0.55	MI
Buffered Bike Lane (pavement markings and signage in one direction)				
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	LF
Bike Lanes through Lane Narrowing:				
Oak Ave	Lake Park Dr	Lakeside Dr	0.06	MI
Shared Lane Markings (placed every 200' - 250'):				
W Lincoln St	S Cranbrook Rd	Southfield Rd	1.00	MI
E Lincoln St	Adams Rd	S Eton Rd	0.51	MI
S Eton Rd	W Maple Rd	Yosemite	0.07	MI
N Eton Rd	Yorkshire Rd	W Maple Rd	0.08	MI
Bowers St	Woodward Ave	Adams Rd	0.2	MI
Oakland Ave	N Old Woodward Ave	Woodward Ave	0.16	MI
Willits St	N Chester St	N Old Woodward Ave	0.15	MI
W Maple Rd	Southfield Rd	N Old Woodward Ave	0.27	MI
S Bates	W Lincoln St	Willits St	0.6	MI
Cole St	East of S Eton St		0.25	MI
Adams Rd	Madison St	Woodward Ave	0.9	MI
Oak Ave	Lake Park Dr	Woodward Ave	0.46	MI
Chesterfield Ave	Oak Ave	W Maple Rd	0.45	MI
Shared Lane Markings (placed every 200' - 250' in one direction):				
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	MI
S Old Woodward Ave	Landon Rd	E Lincoln St	0.12	MI
Colored Shared Lane Markings (placed every 200' - 250' with solid green paint the entire length):				
W Lincoln St	Woodward Ave	Adams Rd	0.10	MI

PHASE 2: PROPOSED NEIGHBORHOOD CONNECTOR ROUTES

The following map displays the neighborhood connector routes that should be implemented first. Initially, implementation along these routes is as simple as providing wayfinding signage identifying the direction of the route and key destinations. Eventually, other enhancements such as rain gardens, traffic calming measures, and street art may be incorporated. Please note that some of these routes are dependent on road crossings which are proposed in Phase 1 and Phase 2.



In Phase 2 only wayfinding signage is proposed. In the future, the City may consider adding some additional enhancements such as mini traffic circles, pavement markings, chicanes, street diverters, and pedestrian street lighting.

PHASE 2 NEIGHBORHOOD CONNECTOR ROUTES:				
Road	From	To	Quantity	Unit
Wayfinding Signs:				
Midvale	S Cranbrook Rd	Larchlea Dr	0.47	MI
Larchlea Dr	W Maple Rd	W Lincoln St	0.57	MI
W Lincoln St	Larchlea Dr	Pleasant St	0.13	MI
Pleasant St	W Lincoln St	Fairway Dr	0.08	MI
Fairway Dr	Pleasant St	Northlawn Blvd	0.30	MI
Northlawn Blvd	Fairway Dr	Latham St	0.18	MI
Latham St	Northlawn Blvd	Worthington Rd	0.16	MI
Worthington Rd	Latham St	Southfield Rd	0.16	MI
W Southlawn Blvd	Southfield Rd	Peirce St	0.36	MI
Pierce St	W Southlawn Blvd	W Southlawn Blvd	0.03	MI
E Southlawn Blvd	Pierce St	Grand St	0.24	MI
Grant St	E Southlawn Blvd	Emmons Ave	0.03	MI
Emmons Ave	Grant St	Woodward Ave	0.35	MI
Chapin Ave	Woodward Ave	Troy St	0.17	MI
Torry St	Haynes St	Chapin Ave	0.45	MI
Pathway (north of Torry St)	Bowers St	Haynes St	0.08	MI
Bowers St	Adams Rd	S Eton Rd	0.52	MI
Adams Rd	Bowers St	Bowers St	0.03	MI
Bowers St	Woodward Ave	Adams Rd	0.18	MI
Bowers St	S Old Woodward Ave	Woodward Ave	0.07	MI
S Old Woodward Ave	E Frank St	Bowers St	0.03	MI
E Frank St	Purdy St	S Old Woodward Ave	0.11	MI
Purdy St	E Frank St	George St	0.15	MI
George St	Floyd St	Purdy St	0.03	MI
Floyd St	George St	E Lincoln St	0.08	MI
E Lincoln St	Edgewood Rd	Floyd St	0.03	MI
Edgewood Rd	E Lincoln St	E Southlawn Blvd	0.3	MI
S Bates St	W Brown St	Southlawn Blvd	0.66	MI
Washington Blvd	W Lincoln St	W Southlawn Blvd	0.34	MI
Chesterfield Ave	Oak Ave	W Maple Rd	0.44	MI
Oak Ave	Chesterfield Ave	Woodward Ave	0.87	MI
Greenwood St	Oak Ave	Willits St	0.4	MI
Willits St	Greenwood St	N Chester St	0.2	MI
Woodward Ave Sidepath	Oak Ave	Wimbleton Dr	0.13	MI
Wimbleton Dr	Woodward Ave	Oxford St	0.26	MI
Oxford St	Wimbleton Dr	Mohegan St	0.06	MI
Mohegan St	Oxford St	N Adams Rd	0.3	MI
Poppleton St	Mohegan St	Oakland Ave	0.25	MI
Oakland Ave	Poppleton St	Woodward Ave	0.15	MI
Derby Rd	N Adams Rd	N Eton Rd	0.53	MI
E Eton St	Derby Rd	E Maple Rd	0.48	MI
E Maple Rd Sidepath	S Eton Rd	N Eton Rd	0.06	MI
S Eton St Sidepath	E Maple Rd	Yosemite Blvd	0.09	MI
Villa Ave	S Eton Rd	Villa Rd	0.09	MI
Villa Rd	Villa Ave	Proposed Pathway	0.12	MI
Proposed Pathway extending from Villa Rd to Troy Transit Station			0.2	MI

Google Maps 324 Park St



Image capture: Aug 2017 © 2018 Google

Google Maps 308 Park St



Image capture: Aug 2017 © 2018 Google

Google Maps 215 Peabody St



Image capture: Aug 2017 © 2018 Google



Jana Ecker <jecker@bhamgov.org>

Re: maple, islands, Crosswalks, etc!

1 message

Joe Valentine <jvalentine@bhamgov.org>

Tue, Oct 23, 2018 at 1:59 PM

To: Mark Nickita <mnickita@bhamgov.org>, "Andrew M. Harris" <aharris@bhamgov.org>, Carroll DeWeese <cdeweese@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>, Austin Fletcher <afletcher@bhamgov.org>, Mark Clemence <Mclemence@bhamgov.org>, Scott Grewe <Sgrewe@bhamgov.org>, Lauren Wood <Lwood@bhamgov.org>

Thanks Mark! This has been a big year for road improvements, which we'll keep developing. I will gladly pass along your comments to staff for all of their efforts in making these improvements happen. Your acknowledgement is appreciated.

Thanks again,
 Joe

On Tue, Oct 23, 2018 at 8:53 AM Mark Nickita <mnickita@bhamgov.org> wrote:

Hey joe

I Took my Vespa out last night for a cruise thru town, observing our latest advancements.

West maple is really coming together well. The new pedestrian islands are a solid addition to the area. They send a clear message to drivers that this is a pedestrian zone and neighborhood. That, and the narrowing of west maple overall, has had such a large impact to enhance the west maple neighborhood.

Also, pleased to see the 24" continental pattern crosswalks added to the west maple islands - especially the redoing/updating of the crosswalk at the Park st intersection

Gladly, Our new crosswalk standard is getting implemented throughout the city, and it sends a strong message of increasing our overall pedestrian orientation .

Also, The new Main Woodward MDOT crosswalks are excellent. it is clear, when you enter Birmingham along main Woodward, and it's obvious that we are serious about making the pedestrian zones clear and impactful.

Well done to you and the team!

Let's continue on, much more to do - making Birmingham the best place for people first - as our priority!

Thx!!

Mark

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

Like me on Facebook
Mark Nickita

Twitter
@MarkNickita

--
Joseph A. Valentine
 City Manager

Thank you for printing content from www.citylab.com. If you enjoy this piece, then please check back soon for our latest in urban-centric journalism.



Children pass in front of a self-driving GM Bolt EV during a media event in San Francisco. // Elijah Nouvelage/Reuters

Self-Driving Cars Could Be Bad for Walkable Cities

DANIEL PIATKOWSKI OCT 4, 2018

Almost exactly a decade ago, I was cycling in a bike lane when a car hit me from behind. Luckily, I suffered only a couple bruised ribs and some road rash. But ever since, I have felt my pulse rise when I hear a car coming up behind my bike.

As self-driving cars roll out, they're already being billed as making me—and millions of American cyclists, pedestrians and vehicle passengers—safer.

As a driver and a cyclist, I initially welcomed the idea of self-driving cars that could detect nearby people and be programmed not to hit them, making the streets safer for everyone. Autonomous vehicles also seemed to provide attractive ways to use roads more efficiently and reduce the need for parking in our communities. People are certainly talking about how self-driving cars could help build more sustainable, livable, walkable, and bikable communities.

But as an urban planner and transportation scholar who, like most people in my field, has paid close attention to the discussion around driverless cars, I have come to understand that autonomous vehicles will not complement modern urban planning goals of building people-centered communities. In fact, I think they're mutually exclusive: We can have a world of safe, efficient, driverless cars, or we can have a world where people can walk, bike and take transit in high-quality, human-scaled communities.

Changing humans' behavior

These days, with human-driven cars all over the place, I choose my riding routes and behavior carefully: I much prefer to ride on low-speed traffic, low-traffic roads, buffered bike lanes or off-street bike paths whenever possible, even if it means going substantially out of my way. That's because I'm scared of what a human driver—through error, ignorance, inattention, or even malice—might do to me on tougher roads.

But in a hypothetical future in which all cars are autonomous, maybe I'll make different choices? So long as I'm confident self-driving cars will at least try to avoid killing me on my bike, I'll take the most direct route to my destination, on roads that I consider much too dangerous to ride on today. I won't need to worry about drivers because the technology will protect me.

Regulating people instead of cars would be cheaper than designing and building new streets for self-driving vehicles.

Driverless cars will level the playing field: I'll finally be able to ride where I am comfortable in a lane, rather than in the gutter—and pedal at a comfortable speed for myself rather than racing to keep up with, or get out of the way of, other riders or vehicles. I can even see riding with my kids on roads, instead of driving somewhere safe to ride like a park (of course, this is all still assuming driverless cars will eventually figure out how to avoid killing cyclists).

To bikers and people interested in vibrant communities, this sounds great. I'm sure I won't be the only cyclist who makes these choices. But that actually becomes a problem.

The tragedy of the commons

In the mid-size Midwestern college town I call home, estimates suggest about 4,000 people commute by bike. That might not sound like many, but consider the traffic backups that would result if even just a few hundred cyclists went out at rush hour and rode at leisurely speeds on the half-dozen arterial roads in my city.

Technology optimists might suggest that driverless cars will be able to pass cyclists more safely and efficiently. They might also be directed to use other roads that are less clogged, though that carries its own risks.

But what happens if it's a lovely spring afternoon and all those 4,000 bike commuters are riding, in addition to a few thousand kids and teenagers running, riding, or skating down my local roads? Some might even try to disrupt the flow of traffic by walking back and forth in the road or even just standing and texting, confident the cars will not hit them. It's easy to see how good driverless cars will enable people to enjoy those previously terrifying streets, but it also demonstrates that safety for people and efficiency for cars can't happen at the same time.

People versus cars

It's not hard to imagine a situation where driverless cars can't get anywhere efficiently—except late at night or early in the morning. That's the sort of problem policy scholars enjoy working on, trying to engineer ways for people and technology to get along better.

One proposed solution would put cars and bicycles on different areas of the streets, or transform certain streets into “autonomous only” thoroughfares. But I question the logic of undertaking massive road-building projects when many cities today struggle to afford basic maintenance of their existing streets.

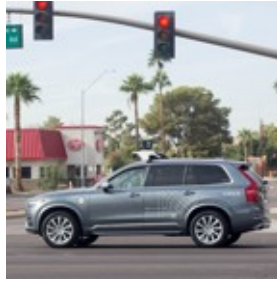
An alternative could be to simply make new rules governing how people should behave around autonomous vehicles. Similar rules exist already: Bikes aren't allowed on most freeways, and jaywalking is illegal across most of the U.S.

Regulating people instead of cars would be cheaper than designing and building new streets. It would also help work around some of the technical problems of teaching driverless cars to avoid every possible danger—or even just learning to recognize bicycles in the first place.

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However, telling people what they can and can't do in the streets raises a key problem. In vibrant communities, roads are public property, which everyone can use for transportation, of course—but also for commerce, civil discourse, and even civil disobedience. Most of the U.S., however, appears to have implicitly decided that streets are primarily for moving cars quickly from one place to another.

There might be an argument for driverless cars in rural areas, or for intercity travel, but in cities, if driverless cars merely replace human-driven vehicles, then communities won't change much, or they may become even more car-dependent. If people choose to prioritize road safety over all other factors, that will shift how people use roads, sidewalks and other public ways. But then autonomous vehicles will never be particularly efficient or convenient.

This article was originally published on [The Conversation](#). Read the [original article](#).

About the Author**Daniel Piatkowski****FEED**

[Daniel Piatkowski](#) is an assistant professor of community and regional planning at University of Nebraska-Lincoln.

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October 15, 2018 · 4:52 AM ET

Heard on Morning Edition

DEENA PRICHEP



Scooters and bicycles are spreading across several major U.S. cities while policymakers are scrambling to find ways to ensure that riders are safe.

David Paul Morris/Getty Images

Over the past year, companies have been rolling out electric scooters by the thousands in cities across the country — from Washington, D.C. to Milwaukee, to Lubbock, Texas. People download the app, find a nearby scooter and then just unlock and ride. But as these shared scooters have spread, so have concerns about safety.

Portland, Oregon is in the middle of a four-month e-scooter pilot program. You see these scooters everywhere — parked on sidewalks (they don't require docking stations like most shared bikes do,) taking fast corners, zipping through traffic. But one thing you don't see much of are helmets.

On a recent weekend, a 32-year-old woman who didn't want to give her name because she's breaking the city's helmet rule is riding for the first time with some of her friends. None of them are wearing helmets, which both the city and the scooter company require — with good reason.

"One of our friends almost just got run over. The brake lights on theirs don't work," she says.

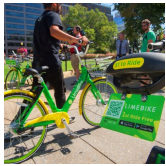
Part of the draw of these scooters is their flexibility — most riders we talked to hopped on a scooter on the spur of the moment. And, given the fact that most people would not want to share helmets with strangers (nor could integrity and safety be ensured if they did,) they don't come with helmets attached. So people end up riding without any safety gear.

Article continues after sponsorship

Yes, this is against the rules, but many people just don't want to carry helmets around. Data from bicycles suggest that people participating in share programs have lower rates of accidents than those using their own vehicle. And many transportation advocates point to the fact that helmet requirements deter bike usage.

Still, helmets provide protection. Riding a scooter is very different from riding a bike. They accelerate without you pedaling, have a different center of balance, and take some getting used to — for both riders and the cars driving around them.

And people on e-scooters are starting to show up in emergency rooms with injuries. "We've seen things from broken bones to punctured lungs to shattered pelvis," says Catherine Juillard, a trauma surgeon at Zuckerberg San Francisco General and an assistant professor at the University of California, San Francisco.



TECHNOLOGY

#ScootersBehavingBadly: U.S. Cities Race To Keep Up With Small Vehicle Shares

While many cities are collecting transportation injury data, San Francisco is taking a comprehensive, science-based approach through its Vision Zero SF Injury Prevention Research (VZIPR) Collaborative. Juillard is a member.

The collaborative aims to standardize data collection and work with the city to get a fuller picture of exactly what these injuries reveal. Are they happening at particular intersections, are people fracturing skulls or spraining ankles, or are some types of scooters more dangerous than others? And based on that, they'll figure out the next steps. Other cities are watching closely.

"Technology and disruption — when they enter the sector of transportation, [they're] also entering the sector of public health. So it becomes a different ballgame, and we need to make sure that we're doing it safely," Juillard says.

California has welcomed e-scooters — even changing the law so adult riders don't have to wear helmets. Whereas other places, like the city of Seattle, are so concerned about

injures that they're not allowing e-scooters at all.

As a trauma surgeon, Catherine Juillard has seen the dangers. But she also sees the potential — because San Francisco is a city dealing with a lot of car traffic. And so is Portland.

"We're going to have many more thousands of jobs, many more thousands of residents — we're not going to be building many more thousands of streets," says John Brady, spokesperson for Portland's Bureau of Transportation.

To continue to have a city that works — that *moves* — Portland wants to welcome innovation. Knowing you can just hop on a scooter for a few bucks might encourage more people to leave their cars at home. But Portland wants to make sure these innovations meet *all* of the city's transportation goals: moving people efficiently, cutting emissions, and making each trip as safe as possible.

"If at the same time we're seeing a rise in injuries, but we also see that people are getting out of their car, and potentially helping to relieve congestion, is that a trade-off from a public agency standpoint that we think is a good one? I don't know. And we don't know yet," Brady says.

Portland, of course, does not want a rise in injuries — they're handing out free helmets, and doing a public education campaign. Brady says the city has given out about 500 helmets (the city currently has 2,000 scooters on the street.) And the scooter companies are working on distributing free helmets across the country — both directly on the streets in the cities they serve, and through mail-in programs. Bird scooter company reports distributing over 50,000 helmets, and Lime (which also offers dockless bikes) reports having distributed tens of thousands of helmets.

But you only have to look at the scooters zipping by in the street to see that this is a big change in how people move around in a city. Cars and scooters are still learning how to be around each other, and not many people are wearing helmets. Cities and physicians will get a better sense of scooter dangers as the data come in over the next few months.

In the meantime, scoot safely. Or, you could always walk.



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Study: Half of SF's increase in traffic congestion due to Uber, Lyft



(Joe Fitzgerald Rodriguez/S.F. Examiner)

By Joe Fitzgerald Rodriguez on October 16, 2018 1:00 am

Uber and Lyft are making San Francisco traffic worse.

That's according to a new report from the San Francisco County Transportation Authority, which found that traffic congestion throughout The City — measured in miles driven, vehicle speed, and traffic delays — has worsened from 2010 to 2016, with half of that slowdown attributable to the rise of ride-hails.

The City's average traffic speed dropped from about 24 miles per hour in 2010 to about 20 M.P.H. in 2016, according to the report. And that impact is particularly noticeable during the evening commute, when ride-hail vehicles made up 60 percent of the increase in traffic from 6:30 p.m. onward, researchers found.

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congestion between 2010 and 2016 in partnership with the University of Kentucky using a combination of existing data “scraped” from Uber and Lyft without their permission and traffic data from INRIX, a global transportation analytics firm, among other sources.

Although the report attributed half of The City’s increase in traffic congestion during that period to ride-hails, it attributed the other half of traffic increases on the 70,000 new city residents and 150,000 new jobs added to The City during that same period.

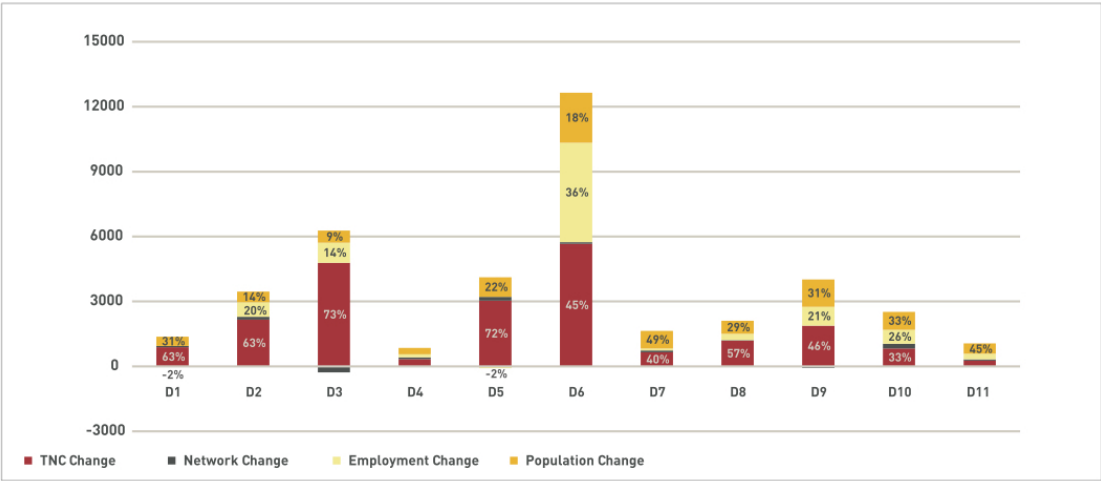
That study measured congestion from just about every angle experts use to slice up traffic: How much worse did traffic delays become? How many more miles did vehicles travel on city streets? How badly were those vehicles slowed down? And while not every street was looked at, due to lack of data, most major arteries in San Francisco were analyzed, said Joe Castiglione, deputy director of technology, data and analysis at the transportation authority.

“The question we’re trying to answer is, ‘Do (ride-hails) have an affect on congestion in San Francisco?’” Castiglione told reporters in a Monday briefing.

He added, simply: “They do.”



FIGURE 27. HOURS OF DELAY BY SUPERVISOR DISTRICT



A bar graph shows the increase in hours of delay, a measure of traffic congestion, by supervisor district in San Francisco. Red percentages indicate the increase in hours of delay due to ride-hails, here referred to as TNC's or "Transportation Network Companies," the California state designation for Uber and Lyft. Pale yellow bars represent delays caused by employment growth, marigold bars represent delays caused by population growth. (Courtesy San Francisco County Transportation Authority)

Perhaps unsurprisingly, both Uber and Lyft hotly contest the findings.

Lyft called the report "flawed and an incomplete picture of the transit challenges San Francisco faces." But while the company defended itself by arguing that Lyft usage was higher outside the evening commute, during bar-going hours, the company would not provide data on its utilization in San Francisco.



shows only a 1.4 percent growth in travelers to San Francisco from 2016 to 2017.

The transportation authority's results are similar to those found in other recent research. For instance, a study by University of Colorado researchers found Uber and Lyft increased the vehicle miles traveled in Denver by 83 percent.

In the San Francisco study, while ride-hails comprised roughly half of the increase in traffic congestion citywide, the transportation authority also noted ride-hail rides account for 25 percent of total vehicle congestion citywide, and about 36 percent of all traffic congestion in the downtown core of The City.

While Uber and Lyft keep their traffic data close to the vest, the transportation authority researchers plan to allow public access to the bulk of their research for public vetting. The transportation authority is also releasing a new interactive online map Tuesday to let the public dial down on specific San Francisco streets to see just how bad the traffic gets at any particular intersection, and if that intersection is more affected by Uber and Lyft or job and population growth.

That map reveals Uber and Lyft-related traffic woes look even worse in certain neighborhoods and at certain times.

Eastern neighborhoods largely bear the brunt of ride-hail related traffic congestion: Downtown, South of Market, Mission Bay and other District 6 neighborhoods saw a 12,000 hour increase in the average daily hourly delays from 2010 to 2016, half of which was attributable to ride-hails, the other half attributed to a mixture of new jobs and population boom.

To understand this measurement, if every vehicle experienced an hour of delay, for instance, and 12,000 vehicles drove through that neighborhood, that would equal 12,000 hours of vehicle delays.

Ride-hails comprised about 15 percent of all vehicle trips taken within San Francisco in 2016, according to the SFCTA.

Though you would expect downtown to be affected by ride-hails, other less obvious neighborhoods were impacted disproportionately by ride-hails, including North Beach and other District 3 neighborhoods, with Uber and Lyft causing a whopping 70 percent increase in traffic congestion there.

Specific intersections — especially key choke points near the entrances to the Bay Bridge and other major arteries — also see widely different effects from Uber and Lyft.

Drivers rolling up Bryant Street toward the Bay Bridge, where traffic congestion has doubled, can thank Uber and Lyft for about 80 percent of that. The Marina District's congestion also spiked, with traffic slowdowns on westbound Lombard Street near Van Ness Avenue attributable to the ride-hails, right on the approach to the Golden Gate Bridge.

City and state officials's responses to the study were across the map.

Supervisor Aaron Peskin, who also chairs the transportation authority, said the report "underscores the importance of our current collaborations with (ride-hails) to develop a per-trip tax to help mitigate the impacts of these trips, and informs our efforts to balance the availability of these new mobility options with our transit first policies."

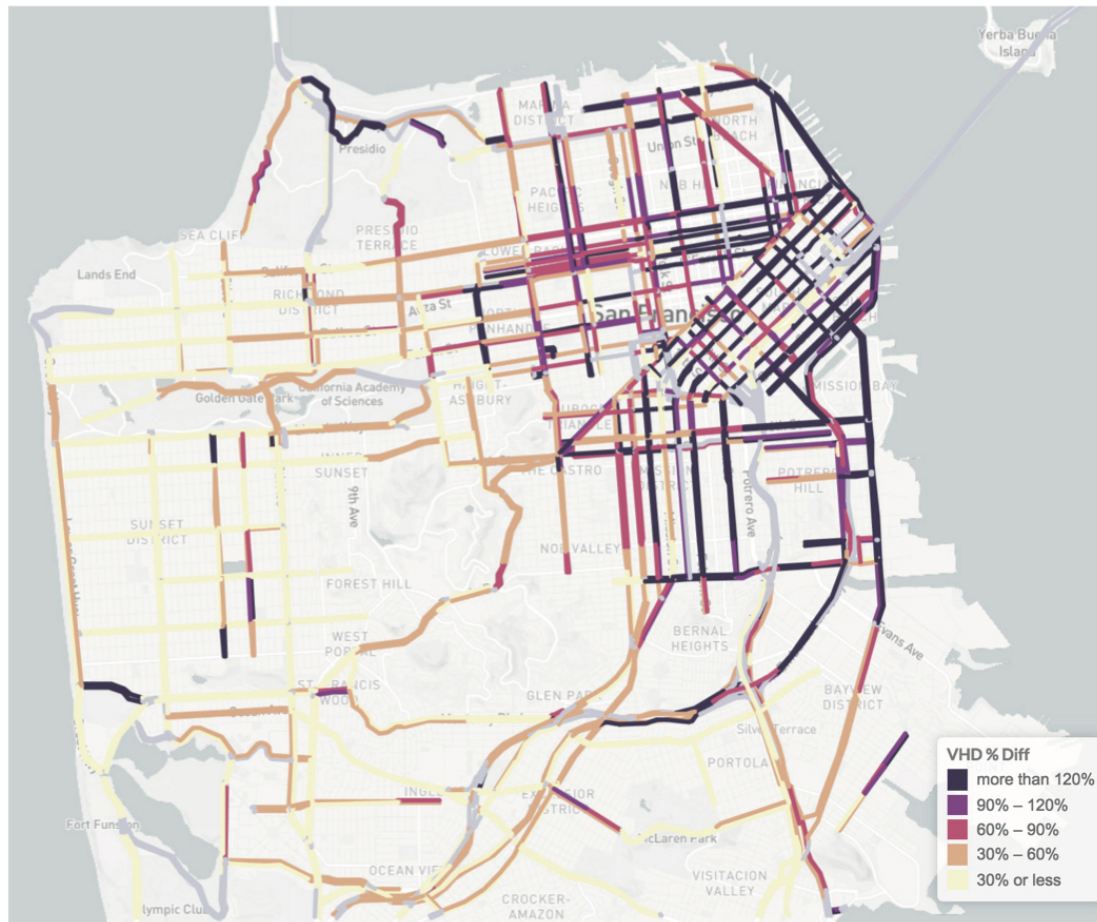
State Senator Scott Wiener, a vocal defender of ride-hail companies who also has supported regulations for them, including a potential new tax on ride-hail companies, said he feared San Franciscans would turn to Uber and Lyft as "scapegoats."

"I am seeing study after study which appear to be a basis to dramatically scale back ride-hails and turn them into taxi cabs," Wiener told the San Francisco Examiner. "We saw how that went with our cab industry not providing a level of service the public needed."

is also the Board of Supervisors, at its regular Tuesday morning meeting.

"There's a lot of hypotheses" out there about traffic, Castiglione told reporters. "But we are trying to do real analysis, and ground it in data and rigor."

FIGURE 4. % CHANGE IN VEHICLE HOURS OF DELAY



A color-coded map shows the percentage increase in traffic delays, measured in daily hours of vehicles along the traffic corridor signified, across San Francisco. The darker the line, the worse traffic congestion created by Uber and Lyft is. (A color-coded map shows the percentage increase in traffic delays, measured in daily hours of vehicles along the traffic corridor signified, across San Francisco. (San Francisco County Transportation Authority)

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Uber, Lyft ride-hailing services create traffic, parking issues in downtowns

Darrell Clem, Hometownlife.com

Published 9:02 a.m. ET Oct. 12, 2018



(Photo: Bill Bresler | hometownlife.com)

It's Saturday night in downtown Plymouth and an Uber driver has stopped in the middle of Main Street to drop off bar-hopping friends, creating a traffic backup and raising safety concerns.

Over on Penniman, Uber and Lyft drivers have lined up and effectively choked off the avenue to through traffic.

In downtown Northville, bar patrons who drank too much have contacted a ride-hailing service to get home, leaving their own cars in a city parking deck where overnight parking is prohibited.

While local officials laud ride-hailing services for helping to keep drunken drivers off the roads, they are dealing with unintended consequences in places like Plymouth and Northville.

And they are taking action to remedy the problem.

Plymouth has now designated two drop-off and pick-up points for Uber and Lyft drivers and riders — one at 816 Penniman, next to Kilwins chocolate shop, and another in an alleyway, commonly known as Fleet Street, behind Ironwood Grill. The latter uses 333 S. Harvey as the ride-hailing address.

More: [Family Video thrives after 40 years as other movie rental companies fade \(/story/money/business/2018/10/11/family-video-survives-marks-40th-year-competitors-fail/1567649002/\)](/story/money/business/2018/10/11/family-video-survives-marks-40th-year-competitors-fail/1567649002/)

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Signs have been posted, and Plymouth Downtown Development Authority Director Tony Bruscato said the measures have been implemented to ease potential safety problems and reduce traffic congestion on downtown streets, such as Main and Penniman.

"We hope it's advantageous for everybody," he said.

Plymouth Police Chief Al Cox said traffic congestion has been most severe during big bar nights, such as the night before Thanksgiving.

"We literally had Uber and Lyft drivers lined up from Main Street all the way to Harvey on Penniman," Cox said, referring to last Thanksgiving Eve.



This spot on Penniman Avenue in Plymouth, next to Kilwins, is a pick-up and drop-off point for Uber and Lyft ride-share services. (Photo: Bill Bresler | hometownlife.com)

At times, Uber and Lyft drivers can be seen stopped on a street and looking at their GPS to figure out where they are supposed to pick up their customers, snarling traffic and causing what Cox called "a major hindrance."

Plymouth police have issued civil infractions to Uber and Lyft drivers in an attempt to ease the problem. Drivers can be fined but get no points on their driving record.

Cox said it does appear the situation has eased. He and others hope the new drop-off points, in effect 8 p.m. to 3 a.m., will provide even more relief.

Bruscato said officials are trying to spread the word by working with bars and restaurants. Soon, he said, the city expects to deliver cards to those establishments that they, in turn, can give their patrons to advise them where to catch Uber or Lyft.

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Traffic issues aside, officials laud ride-hailing services for helping to keep drunken drivers off the roads. Cox said drunken driving arrests have fallen off.

"We know that people are using these services," he said.

In Northville, Downtown Development Authority Director Lori Ward said the biggest issue has been motorists who use the city's parking decks or surface-level parking spaces, then leave their vehicles overnight to catch an Uber or Lyft ride home after a night on the town.

Northville prohibits vehicles in its 2,000 city parking spaces from 3 a.m. to 5 a.m., under a city ordinance.

While drivers can be ticketed for the offense, Northville police say the ticket can be avoided if drivers notify the police department and provide their license plate number. Police say they would rather a drunken driver leave their car overnight and notify police dispatch, rather than risk driving home.

Ward said efforts are being initiated to have discussions with restaurant and bar owners to determine how best to address the parking situation. She said efforts are being made to find a solution.

In Birmingham, another community with a busy downtown area, Police Chief Mark Clemence said the city hasn't had the same problems.

"The city has not had a problem with Uber or Lyft drivers creating traffic congestion or unsafe conditions for drivers in downtown Birmingham," he said.

Meanwhile, former Uber driver Jeff Fleshner, who decided to stop his service last year, said measures such as those taken in Plymouth are the right move. He said similar efforts have worked for sports venues, such as Ford Field and Comerica Park, in Detroit.

"Absolutely it makes sense so that riders will know where to go and Uber drivers don't have to run around looking for them," he said. "When everybody gets used to the signs that are posted, it makes it easier for the riders and the drivers."

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Tony Bruscato, Plymouth's Downtown Development Authority director, talks about the new drop-off and pick-up spots for Uber and Lyft drivers and riders. (Photo: Bill Bresler | hometownlife.com)

Contact Darrell Clem at dclem@hometownlife.com. Follow him on Twitter: [@CantonObserver](https://twitter.com/CantonObserver).

Read or Share this story: <https://www.hometownlife.com/story/money/business/2018/10/12/uber-and-lyft-services-create-traffic-parking-issues-downtowns/1581058002/>



Jana Ecker <jecker@bhamgov.org>

Fwd: Why a safe walking and biking community matters

1 message

Joe Valentine <jvalentine@bhamgov.org>

Tue, Oct 16, 2018 at 12:14 PM

To: Jana Ecker <jecker@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Austin Fletcher <afletcher@bhamgov.org>, Scott Grewe <Sgrewe@bhamgov.org>

Fyi

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

From: **Team Municibid** <team@municibid.com>

Date: Tue, Oct 16, 2018 at 9:44 AM

Subject: Why a safe walking and biking community matters

To: <jvalentine@bhamgov.org>



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CITY JOURNAL

EYE ON THE NEWS

Death in D.C.

On witnessing an urban tragedy

Brian C. Anderson

October 16, 2018

Opaline Bar and Brasserie at Washington D.C.'s Sofitel Hotel was too crowded, so I'd gone out to find another breakfast spot. I wasn't dressed for the autumn morning chill—the temperature must have dropped 30 degrees from the day before, when I'd arrived in the city for an event—so after walking a few blocks, I started back. Time to pack and get over to Union Station for my New York-bound train, anyway. I could eat at the station.

I stood at the corner of H Street and 15th Street, waiting for the crosswalk signal. The late-morning rush-hour traffic flew north on 15th. The light changed, the walk sign said go, and I began to cross, looking down, somewhat distracted, as I often am. Then—a thud; someone screaming, *“What the fuck have you done?!”* and an awful sight: a black pickup truck, and the woman it had slammed into as it spun left from H Street into the crosswalk, unconscious on the pavement, her coffee spilled by her side. She was broken and clenched. Her nose bled. I'd never seen anyone killed in front of me, but she looked dead.

Chaos broke out. Someone on a bike stopped traffic. I ran with another witness into Opaline, shouting “Is anyone a doctor?” An Asian-American man, wearing an untucked white shirt, got up at the far end of the restaurant and ran outside to help. Soon, the metro police arrived, and later, an ambulance—the victim's feet were all I could see as she was loaded into it. The black pickup truck remained where it was; I never got a look at its driver. My body still shook an hour later.

Back home the next day, I learned the upsetting news online: the woman—Carol Joan Tomason, 70, from North Carolina—had died from her injuries. Was she married? Was

her husband's voice the one I had heard screaming? Did she have grandchildren? I called the D.C. cops, who sought information about the incident, and told them what I saw.

The capital region's streets—far busier than when I lived in the area, back in the 1990s—have been particularly dangerous to pedestrians and bicyclists of late. A few days before Tomason was killed, four high school kids, waiting for their 7 am school bus in Aspen Hill, Maryland, were hit by a car that jumped onto the sidewalk along Georgia Avenue; one of the students, a 15-year-old boy, suffered grave injuries. A few weeks earlier, an Arlington man on a bike had been struck and killed by a car that ran a red light, and another man, on an electric scooter, died after an SUV slammed into him in Dupont Circle. Public concern about pedestrian, cyclist, and scooter safety is mounting.

In early 2015, newly elected D.C. mayor Muriel Bowser pledged to eliminate traffic deaths in the city by 2024. Those efforts have a ways to go. Last year, the *Washington Post* reports, D.C. saw 30 traffic deaths, up from 26 in 2015. Nearly 40 percent of the victims were pedestrians. Washington's pedestrian death rate, relative to population, is 46 percent higher than New York City's. New York is a walker-centric city that has made some effective moves over the last several years to bring down pedestrian death and injury totals.

In car-friendlier D.C., the solutions would be similar. Give pedestrians more room and time to cross wide intersections, via pedestrian "islands" that jut out into streets, and traffic lights that favor walker safety, not driver speed. Lower speed limits, and enforce them. Build more bike (and scooter) lanes and wider crosswalks, which not only protect pedestrians and cyclists, but naturally slow car and truck speeds by narrowing their passageways. Most important, fix D.C.'s entropic subway system, so that people will be less inclined to drive into the city in the first place.

In many thriving urban centers these days, the biggest risk of violence most people face isn't a random shooting or stabbing but, like Carol Joan Tomason, getting hit by several tons of steel. It doesn't have to be this way.

Brian C. Anderson is the editor of City Journal.



Jana Ecker <jecker@bhamgov.org>

FW: City of Columbus Puts In Place Beginnings of Restrictions on Shared Mobility Devices

1 message

Bradley Strader <bstrader@mkskstudios.com>

Wed, Oct 3, 2018 at 8:50 AM

To: Paul O'Meara <Pomeara@bhamgov.org>, "Jana Ecker (jecker@bhamgov.org)" <jecker@bhamgov.org>

See below – Columbus Shared Mobility Device (Scooter) Regulations**Subject:** FW: City of Columbus Puts In Place Beginnings of Restrictions on Shared Mobility Devices

The City of Columbus is finally announcing their position on scooters, and it's surprisingly sensible. We'll see if that changes when they draft the legislation on operation of these "devices."

Lauren Cardoni
transportation planner



For Immediate Release

Aug. 28, 2018
Contact: Jeff Ortega
(614) 645-5181
jmortega@columbus.gov

City of Columbus Puts In Place Beginnings of Regulations on Shared Mobility Devices

Department of Public Service Working With Other City Agencies

The City of Columbus Department of Public Service is implementing rules and regulations surrounding Shared Mobility Devices, more commonly known as shared scooters and bicycles for short-term rental. These guidelines, which take effect immediately, were developed after collaborative discussions between Public Service, Public Safety, the City Attorney's Office and Smart Columbus.

“Shared mobility devices present a mobility option that can fill a need in Columbus, if handled appropriately,” said Mayor Andrew J. Ginther. “I tasked our Department of Public Service to come up with common-sense guidelines to manage right of way concerns as a first step to a thorough and thoughtful plan that works in our city.”

The regulations include:

- Companies seeking to offer Shared Mobility Devices for public use must obtain permits from the department to operate in the city. A maximum of eight companies at any one time may offer their products in the city.
- The devices must be parked in an upright position and cannot be parked in the vehicle portions of the street, including parking spots and loading zones. They also cannot be parked in doorways, and they cannot block pedestrians on sidewalks or curb ramps, fire escapes, inside bus shelters, in driveways or on unauthorized private property or unapproved non-public spaces.
- The City of Columbus may designate parking/staging spots for the devices in the city to assist with keeping order in the public's right of way.
- Each company that receives a permit to offer Shared Mobility Devices in the city is limited to offering up to 500 devices. The Director of Public Service has the authority to increase this number based on demand and usage. The devices offered must not be able to go faster than 15 MPH.
- Companies offering Shared Mobility Devices are required to educate riders on responsible and legal use of their devices.
- Companies offering Shared Mobility Devices must deploy at least some of devices in neighborhoods outside of the Central Business District as designated by the Office of the Mayor.
- Companies offering Shared Mobility Devices must put in place access to the service for those without credit cards.
- Companies with existing operations will have 30 days to come into compliance.

At the direction of Mayor Ginther, the Department of Public Service is continuing a multi-agency look at additional policies on a range of other issues connected to the regulation of Shared Mobility Devices.

These rules largely govern the storage of shared mobility devices in the public's right of way. The Ginther administration will be drafting legislation in the near future that will look at the operation of shared mobility devices.



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Detroit honeymoon now over for Bird, Lime rental scooters

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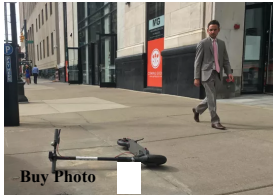
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JC Reindl and Marc Daalder, Detroit Free Press

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(Photo: JC Reindl, Detroit Free Press)

For Detroiters and those electric rental scooters, the honeymoon is over.

In the 2½ months since [the first batch of Bird scooters](http://www.freep.com/story/money/business/2018/08/21/bird-scooter-detroit/1003486002/) arrived in downtown, there have been numerous near-misses between racing scooters and pedestrians — and some sidewalk collisions resulting in injuries.

The number of incidents seems to have grown since a second scooter company, Lime, deployed its own Detroit fleet in late August, bringing the city's daily scooter total to between 500 and 600. That number fluctuates each day, depending on how many "Birds" or "Limes" are down for maintenance or have been vandalized.

There is also growing annoyance at the poor scooter parking etiquette of some riders who leave their scooters in the path of pedestrians or in places where they easily tip over. And others don't even bother to park their scooters upright and just drop them on the ground.

"They mainly leave them wherever they want to, wherever they feel like putting them," said valet parking attendant Michael Brown, whose job now includes rearranging the scooters that people place in front of the Ford Building on Griswold in downtown. "Sometimes they leave them in the middle of the sidewalk, too."

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So far, there is no widespread backlash in Detroit against scooters. City residents, workers and weekend visitors who try them out typically report having fun. Some people have fully embraced the scooters and use them every day to commute or just get around.

A third scooter company, Spin, says it is preparing to launch in Detroit within a month. It remains unclear when the companies plan to store their scooters for the winter. Bird Rides recently introduced a more rugged scooter — the Bird Zero — that may have better handling on ice and snow.

Yet there are now more mixed feelings in Detroit about scooters than when the Birds and Limes first hit the streets. It's an open question whether gripes and safety concerns will lead to tighter city regulations, particularly concerning the [rule that allows scooters on sidewalks](http://www.detroitmi.gov/Portals/0/docs/DPW/Dockless%20Scooters%20Memo%20of%20Interpretation_Final%20Version%207%2020%2018_1.pdf) so long as they present "a low risk of disturbance" to pedestrians, who still have right of way.

Some cities, including Ann Arbor and Columbus, Ohio, have completely banned the scooters from sidewalks.

Near misses

Detroit resident and downtown worker Corey Greenleaf, 41, said he is now extra vigilant when walking downtown after experiencing a few near-misses from scooters zipping by him on the sidewalk.

The built-in speed limit for scooters in Detroit is 15 mph. There have been unverified claims that some scooters can go faster.

"Whenever I walk, I turn my head first to see if they are coming because they just zoom by with no care at all, and it's frustrating," Greenleaf said. To stay out of the scooters' way, "I just stay to the extreme left or the extreme right."

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There are many parked scooters in downtown outside Chase Tower in downtown Detroit on Wed., Oct. 10, 2018. (Photo: Marc Daalder, Detroit Free Press)

Real collisions

There was a scooter-versus-pedestrian crash Wednesday near Campus Martius Park in downtown. The collision was hard enough to throw both individuals to the ground, although neither the rider nor pedestrian reported injuries needing medical attention.

A private security guard told the Free Press that she saw a female riding a scooter on the sidewalk in front of the food truck area when, at about 11:45 a.m., her scooter hit a man who was walking. Both individuals fell to the sidewalk, said the Liberty Security guard, who would only give her name as Officer Hill.

"Out of nowhere, before I could say anything, she was already on him, hit him, and down he went," Hill said. "She fell with him, so obviously (she) didn't just bump him ... she was trying to apologize. He accepted it. But he was pretty PO'ed."

City officials say they have yet to receive any complaints about the new rental scooters.

The Detroit Police Department did not respond to comment and information requests this week about scooter incidents.

More: [As Bird scooters take off in Detroit, one guy wants to make them free \(/story/news/local/michigan/detroit/2018/09/18/bird-scooters-take-off-detroit-one-guy-wants-make-them-free/1333342002/\)](https://www.freep.com/story/news/local/michigan/detroit/2018/09/18/bird-scooters-take-off-detroit-one-guy-wants-make-them-free/1333342002/)

More: [Detroit's Bird, Lime rental scooter craze hits an obstacle \(/story/money/business/michigan/2018/09/26/detroit-scooter-rental-bird-lime/1421514002/\)](https://www.freep.com/story/money/business/michigan/2018/09/26/detroit-scooter-rental-bird-lime/1421514002/)

More: [Detroit is packed with electric Bird scooters. Here's how they work \(/story/money/business/2018/08/21/bird-scooter-detroit/1003486002/\)](https://www.freep.com/story/money/business/2018/08/21/bird-scooter-detroit/1003486002/)

There are no precise numbers for scooter-related injuries. Doctors and staff at the Detroit Medical Center have reported seeing a few patients who were hurt because of scooters, but their injuries only get marked as scooter injuries if they were trauma-level, according to a DMC spokesman.

Most people who fall off a scooter don't report their injuries.

Zach Almayali, 21, of Detroit, who rides a Bird or Lime nearly every day, said he was once thrown off a scooter when he hit a road pothole. He suffered no sprains or broken bones, so he got up and kept riding.

10/16/2018

Detroit honeymoon now over for Bird Lime rental scooters

In street interviews this week, several scooter riders and nonriders said they witnessed near collisions between scooters and autos. These close calls typically involved reckless scooter riders in their teens or early 20s.

"Some of them just aren't looking where they are going," Greenleaf said. "I saw someone almost run into a bus the other day. They were riding in the (Rosa Parks Transit Center) and the bus turned, and they turned in front of the bus."

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There is no shortage of available MoGo bikes in downtown Detroit on Wed., Oct. 10, 2018. (Photo: JC Reindl, Detroit Free Press)

Wayward Birds, fallen Limes

The Free Press spotted numerous scooters this week that were left in walking paths along sidewalks or were on the ground. The back wheel of one fallen scooter even reached into the outdoor patio of the upscale Townhouse restaurant on Woodward.

Corey Mitchel, 38, of Harper Woods had to navigate around two side-by-side Lime scooters on the ground next to the Old Wayne County Building.

"It's crazy, they just throw this (expletive) down," he said. "Yesterday, I come out of break, there's a scooter sitting right in front of my door, laid down flat. I just walked over it."

The popularity of scooters may be cutting into ridership of the MoGo rental bikes, which, unlike Birds and Limes, must be picked up and returned to docking stations. Scooters can be set down and parked nearly anywhere.

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Chris Rogers, 27, of Taylor, approaches a Lime scooter outside the downtown YMCA in Detroit on Wed., Oct. 10, 2018. (Photo: JC Reindl, Detroit Free Press)

Chris Rogers, 27, of Taylor said that since the scooters arrived, he has stopped using MoGos when visiting or working in downtown.

"This is better than the bikes," he said. "With MoGo, you have to go to a certain location. You may have to walk a couple blocks, maybe half a mile. But the scooters, you can stop, drop off, and just be about your business."

In a statement, MoGo Executive Director Lisa Nuskowski said the total number of MoGo riders continues to grow and that there will soon be 44 bike stations in Detroit and, by next spring, an additional 30 MoGo stations in Berkley, Ferndale, Huntington Woods, Oak Park and Royal Oak.

"We believe that the city and region need more mobility options and that there is room for multiple modes in our growing transportation ecosystem," Nuskowski said.

The scooter companies pay cash to people who find and recharge low-battery scooters overnight. Bird recently lowered its standard recharge payment in Detroit to \$3 from \$5, although the maximum payment for hard-to-find scooters is still \$20.

A Lime representative did not respond to a comment request for this article.

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