

MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, SEPTEMBER 6, 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 **August 2, 2018**
5. **Public Hearing: 2019 Local Streets Program – Paving Street Widths**
 - a) N. Glenhurst (Oak to Raynale)
 - b) Raynale (Glenhurst to Chesterfield)
 - c) Brookwood
 - d) Kenwood (western portion only)
6. **Request for Removal of On-Street Parking Space on Elm**, south of Maple Road
7. **Maple Rd. & Pierce St. Crosswalk Signing**
8. **Moped / Scooter Parking Downtown**
9. Meeting Open to the Public for items not on the Agenda
10. Miscellaneous Communications
11. Next Meeting – **October 4, 2018**
12. Adjournment

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**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 2, 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, August 2, 2018.

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

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Doug White, Student Representative Alex Lindstrom

Absent: Board Members Daniel Rontal, Katie Schafer; Alternate Board Member Daniel Isaksen,

Administration: Lauren Chapman, Asst. City Planner
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"):
Julie Kroll

MKSK: Brad Strader
Haley Wolfe, Landscape Architect

2. INTRODUCTIONS

The new student representative, Alex Lindstrom, introduced himself to the Board. He is a junior at International Academy. Everyone welcomed him.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF JULY 12, 2018

Motion by Ms. Edwards

Seconded by Ms. Folberg to approve the MMTB Minutes of July 12, 2018 as presented.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Folberg, Slanga, White

Abstain: None

Nays: None

Absent: Rontal, Schaefer, Isaksen

5. MAPLE RD. IMPROVEMENTS (PHASE II OF OLD WOODWARD PROJECT)

Recommendation on alternatives to City Commission:

Mr. Strader said they would like to get additional feedback on several topics before finalizing a presentation to the City Commission later in August. He reminded this project is funded by MDOT and so it must be consistent with MDOT standards.

Key topics for tonight's discussion are as follows:

1. Parking layout options
2. More information on street tree selection
3. Landscape options for narrow segments
4. Additional options at Maple/Park/Peabody
5. Additional options at Maple and Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple and Southfield

Parking Layout Options

MDOT recommends 22 ft. long parking spaces and a no parking zone at the corners. The City typically has parking much closer to the corner than MDOT. The City may be able to seek a design exception from MDOT to extend the parking closer to the corners. MKSK's recommendation to the City Commission based on MMTB input from last month will be to go with this design without the Xs and give up four spaces. Areas at the corners can be used for more landscaping and bumpouts if they can't extend the parking.

In response to Ms. Slanga, Mr. O'Meara said the positive thing about the Xs is that they allow maneuvering space to get in and out quickly so as not to back up traffic. However, there are less parking spaces. Mr. Strader noted that wherever they can get a bumpout or an amenity for pedestrians they will add it in. He recalled the discussion last month was to recover some of the lost parking if possible. ADA spaces are put at the ends so there is so much of an impasse throughout the day for turning trucks. Conclusion was to meet with MDOT to see what the flexibility is with the different options.

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Street Tree Selections

Ms. Ecker noted the City will try to put in the bigger, broader canopy trees wherever there is room. Ms. Wolfe noted segments of Maple Rd. sidewalk are more narrow and columnar trees still provide street character with some shade. Board members liked the Armstrong Maple for narrow sidewalks because of its orange-red, yellow Fall color. For the wider sidewalk zones, they preferred Thornless Honey Locust.

Landscape Options for Narrow Segments

Board members considered:

- Option 1 - Silva cells and structural soils;
- Option 2 - Raised planter pots;
- Option 3 - Flush tree grates;
- Option 4 - Linear raised planters with seating.

Consensus was to choose Option 3 for the sidewalk treatment, as it is the most narrow option with a tree rather than a planter. It is the best opportunity to provide shade, plus it is ADA compliant by being flush with the sidewalk. Board members also liked Option 4 for wider sidewalks because of the seating.

Additional options at Maple/Park/Peabody

Ms. Kroll ran Syncro simulations for the board to evaluate. She showed a model of a typical crossing with a push-button activated control to stop right turns. It would be a free-flow movement unless someone pushes the button to stop. Ms. Ecker said with a push-button, pedestrians will be able to cross the first part and the second part will have a stop sign. The members preferred the typical intersection and crossing design that did not include a separate diverter lane for the right hand turn lane.

There was discussion about doing something else with Park other than making it a two-way street. However, there were benefits of keeping it one-way. Ms. Ecker said that generally speaking they try to follow the 2016 Plan which suggests two-way traffic. Further, it will bring value to the vacant site near the Hunter House.

Additional options at Maple and Bates Intersection

- Option A - Left turn lanes, either lose parking or narrow sidewalks;
- Option C-1 - Left turns would be banned at Bates from 7 AM to 7 PM, with the street, tapered towards Chester so there is more sidewalk space between Chester and Bates.
- Option C-2 - No left turn lanes - keep on-street parking all the way to Chester but less room on the sidewalk.

After reviewing the Syncro model, everyone was in favor of Option C-1. Bates will operate the same as Henrietta.

Additional options at Maple from Chester to Henrietta

Mr. Strader stated that the left turn volumes are low. EB turns are higher than the WB. When the center turn lane is taken away, the potential for rear-end collisions increases. Ms. Kroll indicated there have been 3.2 crashes/year. Four crashes were caused by stopped traffic, either in the queue or to park. So, no left turns are recommended from 7 a.m. to 7 p.m.

Mast arm signal at Maple and Southfield

It was shown that the mast arms afford a better view into the Museum from Southfield. The new configuration for the entryway allows the opportunity for gateway features from the west such as signage, landscaping, lighting, seating.

Mr. Strader said they will take this input, repackage it for the City Commission and after the Commission's direction they will come back with the whole design in an animated model.

6. 2019 LOCAL STREETS PROGRAM - PAVING STREET WIDTHS

Mr. Fletcher noted one of the projects planned for the 2019 construction season is the Quarton Lake Subdivision reconstruction. The project involves the complete reconstruction of the following streets:

Raynale St. – N. Glenhurst Dr. to Chesterfield Ave.;
Brookwood St. – N. Glenhurst Dr. to Raynale St.;
N. Glenhurst Dr. – Oak Ave. to Raynale St.;
Kenwood Court – Glenhurst Dr. to 220 ft. to East.

It should be noted that these are the only improved streets in the area that have not been worked on in more than 30 years. The following is a detail of what is proposed. He recalled that the Multi-Modal Transportation Board ("MMTB") recently recommended a written policy on determining the width of new and reconstructed streets in Birmingham. The policy was approved by the City Commission at their meeting of July 23. The finalized version of the policy has been used as a reference in making the following recommendations. A summary of existing conditions is provided below, followed by a recommendation based on the City's new residential street width standards.

Raynale St.: The existing pavement on this block was installed at thirty-two (32) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. The road width is wider than the twenty-six (26) ft. width requirement (per the Residential Street Width Standards). The existing right-of-way is sixty (60) ft. wide. A total reconstruction (new concrete pavement and underground utilities) is proposed for this street. A 26 ft. pavement width is recommended that will narrow the pavement, and provide more green space and City trees. The center line will remain the same.

Brookwood St.: The existing pavement on this block was installed at twenty-four (24) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a

later date. The existing right-of-way is fifty (50) ft. wide. City trees would be an issue if they try to widen the street to 26 ft. Therefore the recommendation is to keep the road width at 24 ft. A total reconstruction (new pavement and underground utilities) is proposed for this street.

N. Glenhurst Dr.: The existing pavement on this block was installed at thirty-two (32) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. The road width is wider than the twenty-six (26) ft. width requirement (per the Residential Street Width Standards). The existing right-of-way is fifty (50) ft. wide. There are no existing City trees in the greenbelt (area between the road and sidewalk), due to the right-of-way and pavement widths. It should be noted that the City recently received a petition to reconstruct N. Glenhurst between Pine St. and Oak Ave. The pavement width of this section of N. Glenhurst is proposed to be constructed at twenty-six (26) ft., in accordance with the Residential Street Width Standards. The center line would remain the same. If the petition is successful, it will likely become a part of this project for logistic purposes as well as to take advantage of economy of scale (better pricing).

Kenwood Court: Kenwood Court was originally constructed as a dead end with a length of approximately 220 ft. The existing pavement was installed at twenty-four (24) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. In the early 1990's Kenwood Court was extended an additional 250 ft. The existing pavement was also installed at twenty-four (24) ft. wide. This street has two (2) right-of-way widths, fifty (50) ft. on the original section (west) and forty (40) ft. on the newer section. Because this street was constructed in two (2) different eras, the rehabilitation needs are different. Because of not wanting to jeopardize the existing large mature trees in the greenbelt, the recommendation is to keep the pavement at 24 ft. wide. A total reconstruction is proposed for the west half of the block (oldest) and resurfacing is proposed for the east half, as it is newer and does not require utility work. The existing curbs will remain in place on the newer section as well.

Motion by Ms. Folberg

Seconded by Ms. Edwards to accept the suggested recommendations changing the typo in (C) to twenty-six (26) ft.:

A. Reconstructing Raynale St. at twenty-six (26) ft. wide between N. Glenhurst Dr. and Chesterfield Ave.;

B. Reconstructing Brookwood St. at twenty-four (24) ft. wide (matching existing) between N. Glenhurst Dr. and Raynale;

C. Reconstructing N. Glenhurst Dr. at twenty-six (26) ft. wide between Oak Ave. and Raynale St.;

D. Reconstructing the west half of Kenwood Ct. (approximately 250 ft.) at twenty-four (24) ft. matching the existing and resurface the remaining portion of Kenwood Ct.;

E. Schedule a public hearing at the regularly scheduled meeting of the Multi-Modal Transportation Board for September 6, 2018 at 6 p.m.

Motion carried, 4-0.

VOICE VOTE

Yeas: Folberg, Edwards, Slanga, White

Nays: None

Absent: Rontal, Schaefer, Isaksen

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

Ms. Folberg passed out two articles. One was from the Detroit Free Press that talks about Detroit starting scooter sharing. The second article was from MPR which mentions bumps along the way for scooter sharing and walking. She noted that in Detroit the pricing for bike share is \$8/day, \$18/month, and \$80/year. She doesn't see bike share as being a casual use at that price.

Dockless scooter share is priced at \$1up front and then \$.15/minute. This may be a better option than bike sharing.

Ms. Ecker advised that details on bike share and scooter share will be brought back to the MMTB in September. The scooter share company runs everything. In Detroit the scooters are required to be used in the bike lanes and not on the sidewalk.

Ms. Edwards stated she would like to see a task force from the public working to encourage bike share in Birmingham. They would investigate if there are more bikes how to make biking safe and how to encourage a biking environment.

Discussion followed that the City should consider doing some public relations activities that promote cycling in the City, such as bike events, group rides, public service messages for drivers to stop for cyclists and pedestrians, or drafting an ordinance to require bikes to be on the streets and not sidewalks. Board members thought that a slow roll like group ride for cyclists in Detroit would be fun for the community.

9. MISCELLANEOUS COMMUNICATIONS (none)

10. NEXT MEETING SEPTEMBER 6, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 7:28 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: August 29, 2018

TO: Multi-Modal Transportation Board

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

SUBJECT: Quarton Lake Subdivision Paving Project
Public Hearing

At the August meeting of the Multi-Modal Transportation Board (MMTB), the Board reviewed an initial conceptual proposal from staff for the reconstruction of several street segments in 2019. Two street segments, N. Glenhurst Dr. and Raynale St., are currently 32 ft. wide. In accordance with the City's new street width policy, the Board passed a motion recommending that these street segments be reconstructed at 26 ft. wide. The project also includes two other street segments, that being Brookwood Lane and Kenwood Ct. These streets are presently 24 ft. wide. No changes are being recommended for either of those streets, again, in accordance with the City's policy.

A public hearing was scheduled for the Board's regular meeting of September 6, 2018. In order to notify the neighborhood, postcards were sent to each address, directing residents to the City's website if more information was desired. In addition, four neighborhood signs were posted at each entrance to the area to help notify residents of these proposed changes.

As of this writing, we have received several comments about the proposal. The written comments received to date can be summarized as follows:

N. Glenhurst Dr. – Two residents opposed to reducing the width.

Raynale St. – Three residents opposed to reducing the width.

Kenwood Ct. – One resident requesting the reduction of the center grass island in the cul-de-sac, and commenting on poor drainage at the end of the block. (I spoke with the resident on Kenwood Ct., and explained that we were not rebuilding the cul-de-sac portion of this street, given its relatively young age, and that only resurfacing was proposed. She understood, and indicated that she could accept that this change is not feasible at this time. Relative to the drainage problem, we have verified that the drain at the end of this street is intentionally restricted to reduce the chance of basements backing up. As part of the engineering design, a review of the storm sewer system capacity is currently underway. If it is determined that the restrictor can be removed at the end of the project, thereby fixing this issue, we will proceed in that direction.

After receiving input from the neighborhood at the public hearing, the Board will need to make a final recommendation to the City Commission relative to the final design for these streets. A suggested recommendation is provided below for your consideration.

SUGGESTED RECOMMENDATION:

After review of the Multi-Modal Master Plan, as well as conducting a public hearing, the Multi-Modal Transportation Board recommends to the City Commission that the final designs for the Quarton Lake Street Paving Project proceed in accordance with the City's Residential Street Width Policy, rebuilding the following street segments at the following width, as measured between the face of the curbs:

N. Glenhurst Dr., Raynale St. to Oak St. – 26 ft. (reduced from 32 ft.)

Raynale St., N. Glenhurst Dr. to Chesterfield Ave. – 26 ft. (reduced from 32 ft.)

Brookwood Lane – N. Glenhurst Dr. to Raynale St. – 24 ft.

Kenwood Ct. – N. Glenhurst Dr. to 220 ft. east – 24 ft.



Street Width Values are Existing Distance Between Curbs (ft)

															Lane1
Date/Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
5/9/2017	0	6	21	83	65	29	11	2	0	0	0	0	0	0	217
5/10/2017	0	16	27	72	81	54	8	0	0	0	0	0	0	1	259
5/11/2017	0	7	15	61	103	66	17	1	0	0	0	0	0	0	270
5/12/2017	0	0	2	4	14	10	2	0	0	0	0	0	0	0	32
Lane1 Total	0	29	65	220	263	159	38	3	0	0	0	0	0	1	778

85 percentile = 27

															Lane2
Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
5/9/2017	0	0	41	73	83	55	7	0	0	0	0	0	0	0	259
5/10/2017	0	3	57	88	105	77	11	3	0	0	0	0	0	1	345
5/11/2017	0	5	34	74	100	65	25	1	1	0	0	0	0	0	305
5/12/2017	0	1	1	13	16	13	5	1	0	0	0	0	0	0	50
Lane2 Total	0	9	133	248	304	210	48	5	1	0	0	0	0	1	959

85 percentile = 27

Combined															
Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
5/9/2017	0	6	62	156	148	84	18	2	0	0	0	0	0	0	476
5/10/2017	0	19	84	160	186	131	19	3	0	0	0	0	0	2	604
5/11/2017	0	12	49	135	203	131	42	2	1	0	0	0	0	0	575
5/12/2017	0	1	3	17	30	23	7	1	0	0	0	0	0	0	82
Combined Total	0	38	198	468	567	369	86	8	1	0	0	0	0	2	1737

85 percentile = 27



MEMORANDUM

Engineering Dept.

DATE: July 27, 2018

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: 2019 Local Streets Paving Project
Parking Survey Results

The following results were tabulated by the Police Dept. for the current parking demand within the 2019 paving project area during the week of July 23:

Street	Daytime	Overnight
Glenhurst	9%	7%
Raynale	18%	14%
Brookwood	9%	0%
Kenwood	13%	13%

8/26/2018

To: Multi-Modal Transportation Board

We are residents of Brookwood Street. We are opposed to narrowing the streets in our neighborhood. It is becoming impossible to navigate the streets in this city. We are especially opposed to the narrowing of Raynale from North Glenhurst to Chesterfield and Glenhurst from Oak to Raynale.

Both have school buses traveling on them many times a day and can barely navigate them as it is. Glenhusrt especially during the school hours is congested with cars that park on it and then parents walk their children across the street to Quarton School. We also don't feel we need more "green space". We thought you were trying to make the city more bike friendly. Some children are riding their bikes to Quarton . A bike lane would be more useful than green space.

Another issue we have in this neighborhood is constant construction. There are many days we can barely get down these streets because of all the truck traffic.

A third issue is the lawn services that line the streets during the summer and snow removal companies during the winter.

All these factors have already made Birmingham change from a peaceful neighborhood to constant congestion and traffic. Narrowing these streets in both dangerous and doesn't contribute to making the streets more walkable and safe for biking.

We are asking you not to pursue this plan.

Thank you,
Susan and Bill Conway
998 Brookwood St.
Birmingham, Mi 48009



Jana Ecker <jecker@bhamgov.org>

Public hearing re pavement reconstruction

1 message

Susan Conway <suelee25@me.com>
To: jecker@bhamgov.org

Thu, Aug 16, 2018 at 4:33 PM

My name is Susan Conway. I live at 1881 Kenwood Ct in Birmingham. I will not be able to attend the meeting on September 6 regarding pavement reconstruction but would like to mention two things regarding Kenwood Ct. I live at the end of Kenwood Ct and I suggest the island/ cal-de-sac in front of my house (that contains the fire hydrant) be made smaller. I have noticed often that garbage trucks, fire trucks, snow plows, and many delivery trucks cannot get around the cal-de-sac without having to back up two or three times and often end up driving over the curb and onto the lawn of the residents that live around the island. Also when it rains hard all of the water from Kenwood Ct runs down towards the cal de sac and the drain is constantly backed up and the water accumulates at a very high level and often flows up onto my grass and my neighbors grass.

Please let me know if these issues can be addressed at the meeting without my attendance.

Thank you,

Susan Conway
248-804-4499



Jana Ecker <jecker@bhamgov.org>

North Glenhurst Drive street width

1 message

Barbara Trunsky <btrunsky@comcast.net>

Mon, Aug 27, 2018 at 4:27 PM

To: jecker@bhamgov.org

Cc: mbaka@bhamgov.org

Hello Ms. Ecker,

I want to find out what the agenda is for the city hall meeting on Thursday, September 6 at 6:30pm. I live on North Glenhurst Drive between Raynale and Redding and **I do not want my street narrowed**. We actually have one of the nicest blocks in the entire city since people can actually park on the street and vehicles can still drive by with plenty of room to pass. It would be a shame to make our road nearly unpassable like most of the other roads in the city.

I fear that many people will not find out about this meeting in time to attend. The Birmingham website is hard to navigate and I don't believe that it has been updated yet. I called and was lucky enough to talk to someone who could at least tell me when the meeting was.

Please advise at your earliest convenience.

Thank you,

Barbara Trunsky



Paul O'Meara <pomeara@bhamgov.org>

Re: Objections to narrowing N. Glenhurst Drive & Raynale

1 message

Susan Delpup <sdelpup@bhamgov.org>
To: Barbara Trunsky <btrunsky@comcast.net>
Cc: Paul O'Meara <pomeara@bhamgov.org>

Tue, Aug 28, 2018 at 8:12 AM

Dear Mr. and Mrs. Trunsky,

Thank you very much for taking the time to communicate your opinion on the Glenhurst project. I am copying Paul O'Meara, our City Engineer, on this reply, to make sure that your thoughts are passed along to all concerned.

Regards,

On Mon, Aug 27, 2018 at 8:49 PM, Barbara Trunsky <btrunsky@comcast.net> wrote:

To: The Multi-Modal Transportation Board

From: Barbara & Roger Trunsky

Re: Planned reconstruction of the pavement on N Glenhurst Drive, and adjacent streets and related work

Dated: August 27, 2018

We have lived at 1220 N. Glenhurst Drive between Raynale and Redding for almost 20 years.

We have recently learned that there is a plan being proposed to reduce the widths of N. Glenhurst Drive and Raynale from 32 feet to 26 feet.

N. Glenhurst Drive (between Oak and Redding) and Raynale are one of the few areas in the entire city where one can actually park on the street and vehicles can still drive by with good visibility and with plenty of room to pass.

Most of Birmingham consists of narrow roads that require one to pull over and wait for oncoming traffic to pass. The continuous construction going on in our city with all of the parked vehicles that brings, along with the narrowed roads, is a safety hazard for both pedestrians and vehicles. It is especially dangerous for children who may not be as adept at crossing congested streets with poor visibility.

We do not need an extra-wide sidewalk for pedestrians especially when the consequence will be to make it more dangerous for pedestrians to cross the street.

If you are truly concerned about speeding, make N. Glenhurst Drive and Raynale a 4-way stop. And, while you are considering the safety of pedestrians, a 4-way stop at N. Glenhurst Drive and Oak should also be strongly considered. It is a miracle that no one has been killed at that intersection due to cars speeding eastbound down Oak around the curve with limited visibility.

We do not need additional green space on our already beautiful streets with our large, well-established trees. Narrowing the roads, expanding the sidewalks and planting a few young trees in the right of way would most likely end up jeopardizing the tree roots of our current trees and would eventually cause their demise.

We strongly object to Birmingham's plan to take one of the few truly safe and beautiful areas of the city and make it more dangerous by narrowing the roads.

Sincerely,

Barbara & Roger Trunsky

--

Sue DelPup

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



Jana Ecker <jecker@bhamgov.org>

Re: Opposition to changing the width of Raynale ...

1 message

Susan Delpup <sdelpup@bhamgov.org>

Wed, Aug 29, 2018 at 8:02 AM

To: Steve Hall <Steve@sehallco.com>

Cc: Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Mr. Hall,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Tue, Aug 28, 2018 at 8:37 PM, Steve Hall <Steve@sehallco.com> wrote:

To the Multi-Modal Board:

I STRONGLY OPPOSE ANY PLAN TO NARROW RAYNALE STREET. DO NOT REDUCE ITS WIDTH.

My reasons for this are:

1. Raynale is totally functional as it is today, except for long-overdue paving.
2. Reducing the width of Raynale will greatly increase dangers to:
 - a. Drivers, including Moms going to/from Quarton School with their kids
 - b. School bus drivers and kids getting on and off the buses
 - c. Construction crews and their trucks and equipment
 - d. Contractors for lawn care, maintenance projects, tree trimmers, home improvement projects, cleaning, HVAC repairs, electrical services, cable-TV services, etc.
 - e. Garbage trucks
 - f. US Mail and other delivery vans and personnel
 - g. Emergency vehicles
3. We all have plenty of green space today. There is no need for more – that will cost us more time and money to maintain.
4. Speeding on Raynale is NOT a significant issue and never has been.
5. Given NO legal mandate for street width, there is no need to spend more money to change something that works well with NO problems. The old adage is true: *"If it ain't broke, don't fix it."*

See the attachment for more details.

Thank you.

8/29/2018

City of Birmingham MI Mail - Re: Opposition to changing the width of Raynale ...

Steve Hall

1120 Lyonhurst (NE corner of Lyonhurst and Raynale)

--

Sue DelPup

Admin. Assistant

Planning/Engineering

City of Birmingham

151 Martin

Birmingham, MI 48009

Ph: 248-530-1850 Ext. 1837

Fax: 248-530-1290



Jana Ecker <jecker@bhamgov.org>

Re: Opposition to changing the width of Raynale ...

1 message

Susan Delpup <sdelpup@bhamgov.org>

Wed, Aug 29, 2018 at 8:03 AM

To: "Susan B. Hall" <SusanB@bfpc.com>

Cc: Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Ms. Hall,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Tue, Aug 28, 2018 at 9:23 PM, Susan B. Hall <SusanB@bfpc.com> wrote:

To the Multi-Modal Board:

WE STRONGLY OPPOSE ANY PLAN TO NARROW RAYNALE STREET. DO NOT REDUCE ITS WIDTH.

Our reasons for this are:

1. Raynale is totally functional as it is today, except for long-overdue paving.
2. Reducing the width of Raynale will greatly increase dangers to:
 - a. Drivers, including Moms going to/from Quarton School with their kids
 - b. School bus drivers and kids getting on and off the buses
 - c. Construction crews and their trucks and equipment
 - d. Contractors for lawn care, maintenance projects, tree trimmers, home improvement projects, cleaning, HVAC repairs, electrical services, cable-TV services, etc.
 - e. Garbage trucks
 - f. US Mail and other delivery vans and personnel
 - g. Emergency vehicles
3. We all have plenty of green space today. There is no need for more – that will cost us more time and money to maintain.
4. Speeding on Raynale is NOT a significant issue and never has been.
5. Given NO legal mandate for street width, there is no need to spend more money to change something that works well with NO problems. The old adage is true: *"If it ain't broke, don't fix it."*

See the attachment for more details.

Thank you.

[Susan Hall](#)[1120 Lyonhurst](#)

8/29/2018

City of Birmingham MI Mail - Re: Opposition to changing the width of Raynale ...

| [Birmingham](#)

--

Sue DelPup

Admin. Assistant

Planning/Engineering

[City of Birmingham](#)

[151 Martin](#)

[Birmingham, MI 48009](#)

[Ph: 248-530-1850](#) Ext. 1837

[Fax: 248-530-1290](#)



Jana Ecker <jecker@bhamgov.org>

Re: Raynale - Opposition to reducing width.pdf

1 message

Susan Delpup <sdelpup@bhamgov.org>

Wed, Aug 29, 2018 at 1:02 PM

To: "Kell, Michael V." <mkell@howardandhoward.com>

Cc: Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Mr. Kell,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Wed, Aug 29, 2018 at 11:29 AM, Kell, Michael V. <mkell@howardandhoward.com> wrote:

Dear Members of he Board,

I am opposed to the narrowing of Raynale Street.

Attached you will find the work product of a recent meeting of unhappy residents. I attended the meeting.

The present width of Raynale is an **advantage** to the residents, not a **disadvantage**. That is, of course, obvious to all who think fairly about it and the question which naturally arises, "**Why** is narrowing being proposed at all?" The reasons forwarded as a basis to execute the work are, most charitably, unpersuasive. Broad boulevards are far more attractive than narrow lanes. By narrowing Raynale, you are diminishing the value of my home. As a result, I intend to follow the progress of this proposal closely, though your Board and through the City Commission's consideration of your thought process and articulated rationale.

I plan on attending your meeting and I will have questions for the Board. Do not hesitate to have the City Attorney attend.

Respectfully submitted,

Michael Kell, Esq.

[1851 Raynale Street](#)[Birmingham, MI 48009](#)



COMMUNICATION: Please copy all Patent and Trademark instructions to IPDocket@h2law.com to ensure proper handling. In addition, please send all original documents for these matters to our head office in Royal Oak, MI.

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--

Sue DelPup

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



Jana Ecker <jecker@bhamgov.org>

Re: Narrowing of Raynale

1 message

Susan Delpup <sdelpup@bhamgov.org>

Wed, Aug 29, 2018 at 1:01 PM

To: John Martin <jcmaalert@hotmail.com>

Cc: Paul O'Meara <pomeara@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>

Dear Mr. and Mrs. Martin,

Thank you very much for taking the time to communicate your opinion on the Raynale project. I am copying Paul O'Meara, our City Engineer, and Jana Ecker, Planning Director, on this reply to ensure that your thoughts are passed along to all concerned.

Regards,

On Wed, Aug 29, 2018 at 11:19 AM, John Martin <jcmaalert@hotmail.com> wrote:

Engineering Dept/Multi-Model Board

WE STRONGLY OPPOSE ANY PLAN TO NARROW RAYNALE STREET. DO NOT REDUCE ITS WIDTH.

Our reasons for this are:

1. Raynale is totally functional as it is today, except for long-overdue paving.
2. Reducing the width of Raynale will greatly increase dangers to:
 - a. Drivers, including Moms going to/from Quarton School with their kids
 - b. School bus drivers and kids getting on and off the buses
 - c. Construction crews and their trucks and equipment
 - d. Contractors for lawn care, maintenance projects, tree trimmers, home improvement projects, cleaning, HVAC repairs, electrical services, cable-TV services, etc.
 - e. Garbage trucks
 - f. US Mail and other delivery vans and personnel
 - g. Emergency vehicles
3. We all have plenty of green space today. There is no need for more – that will cost us more time and money to maintain.
4. Speeding on Raynale is NOT a significant issue and never has been.
5. Given NO legal mandate for street width, there is no need to spend more money to change something that works well with NO problems.
6. Please see the attachment for additional comments.

John/Kris Martin

1131 Lyonhurst

8/29/2018

City of Birmingham MI Mail - Re: Narrowing of Raynale

[Birmingham, MI 48009](#)

[\(248\) 885-1277](#)

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Sue DelPup

Admin. Assistant
Planning/Engineering

[City of Birmingham](#)

[151 Martin](#)

[Birmingham, MI 48009](#)

Ph: [248-530-1850](#) Ext. 1837

Fax: 248-530-1290

To: Engineering Department (the "Department")
City of Birmingham
151 Martin St.
Birmingham, MI 48009

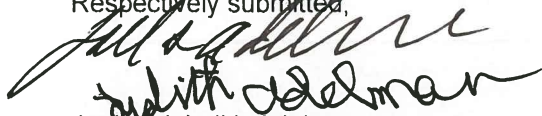
From: Joel and Judith Adelman
1060 N. Glenhurst Dr.
Birmingham, MI. 48009

Re: Planned reconstruction of the pavement on N. Glenhurst Dr. and Raynale St. (the "Project")

Date: August 21, 2018

We live (and have lived for 46 years) at the above address. We received the notice from the Department announcing a public hearing on the Project. As suggested in the notice, we viewed and studied the information and illustrations on web site of the Multi-Modal Transportation Board (the "Board"). We write to express our objections to an aspect of the Project, namely the proposed reduction in the width of N. Glenhurst Dr. and Raynale St. from 32 to 26 feet. Currently, these two streets are among the very few streets in Birmingham neighborhoods where, if there are parked cars or trucks on the street, two vehicles traveling in opposite directions can safely pass each other without having to pull over and wait for oncoming traffic to pass. We have traveled extensively on the neighborhood streets with widths of 26 feet and have encountered much congestion as several vehicles are forced to pull over and wait for oncoming traffic to clear; this problem is exacerbated by the constant presence of construction vehicles parked on, and traveling through, the streets of the neighborhoods as a result of the current high level of residential construction in Birmingham. We also believe that narrowing the width of the two streets, in light of the increased congestion that doing so would surely cause, would pose a safety hazard for pedestrians, and especially children, as they attempt to navigate their way across the street in the face of a line of cars waiting for oncoming vehicles to pass. Finally, we see little advantage to be gained from the supposed benefits outlined on the Board's website: the additional green space, rather than being an advantage, will burden the homeowners with the additional work and expense of maintaining an enlarged green space and there is very little benefit to the homeowners in having a few young trees planted in the right of way. Finally, as we said above, rather than increasing pedestrian safety, we believe that narrowing the width of these two streets will reduce pedestrian safety and pose a safety hazard to children.

Respectively submitted,



Joel and Judith Adelman

Contact information:
Email: j1060n@gmail.com
Home phone: 248-540-0681
Cell phone: 248-891-2424





MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: August 8, 2018

TO: Multi-Modal Transportation Board

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

SUBJECT: 160 Elm St. Parking Spot

At the April 5th 2018, meeting the board discussed one parking spot on Elm St just south of Maple on the west side of the road. There was a request from a resident to remove the spot due to it creating difficulty for people exiting the driveway at All Seasons. At this meeting the board denied the request to remove the parking spot. See attached minutes from the April 5th meeting.

On August 1st, the police department received an email from Cindy Zamplas asking that this parking spot be removed. Ms. Zamplas works at the law firm at the corner of Maple and Elm 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 or access to their parking lot. Ms. Zamplas also provided photos that are attached to show the problem that has occurred.

Assistant Chief Paul Wells of the Birmingham Fire Department was contacted who stated this parking spot has caused problems. He advised that 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. Wells stated when this happens they are forced to park blocking a private driveway and/or traffic on Elm. Due to the frequent responses to this location Wells requests this spot be eliminated. He stated eliminating this spot will reduce the impact to traffic and private lot access and make entering and exiting All Season parking lot with their vehicles much easier.

SUGGESTED RESOLUTION

To remove one parking spot on Elm St. located in front of 160 Elm.

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, APRIL 5, 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, April 5, 2018.

Chairperson Vionna Adams convened the meeting at 6:03 p.m.

1. ROLL CALL

Present: Chairperson Vionna Adams; Board Members Lara Edwards, Amy Folberg, Daniel Isaksen, Katie Schafer

Also Present: Alternate Board Member

Absent: Board Members Daniel Rontal, Johanna Slanga, Michael Surnow

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

Also Present: Brad Strader from MKSK

Mr. O'Meara announced that Andy Lawson has retired from the board. Katie Schafer volunteered to take his position and was appointed as the pedestrian advocate.

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

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

Motion by Ms. Folberg

Seconded by Mr. Isaksen to accept the MMTB Minutes of March 1, 2018 as presented.

Motion carried, 5-0.

Multi-Modal Transportation Board Proceedings

April 5, 2018

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VOICE VOTE

Yeas: Folberg, Isaksen, Adams, Edwards, Schafer

Nays: None

Absent: Rontal, Slanga, Surnow

5. RESIDENTIAL STREET WIDTHS

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

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

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

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

MKSK and F & V reviewed the national standards and best practices from a variety of sources regarding the recommended residential street width. The board directed staff to draft general standards for residential street widths, and to present criteria that could be used to determine if an exception should be granted. Accordingly, three options have been prepared for the board's consideration.

Mr. Strader said the options are about 85% similar. Hopefully the items the board is looking for have been captured in one or more of the options. Option 1 that was prepared by MKSK states that the design standard shall be 26 ft. wide. It describes what a "Yield" or "Courtesy Street" is and then the factors for a variation from that.

Mr. O'Meara explained that Option 2 came from Ms. Ecker. She created a hybrid based on taking his ideas and Mr. Strader's ideas and adding separate categories for a new street that hasn't existed yet; rebuilding a previously paved street; and an existing street

Multi-Modal Transportation Board Proceedings

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that has never had curbs. The one big difference is if a street is 26 to 28 ft. it wouldn't have to be changed to be 26 ft.

Option 3 was summarized by Mr. O'Meara. If a street is 26 or 28 ft., the recommendation is to put it back to the same width. Mr. Strader noted there really isn't that much difference between 28 and 26 ft. If the street is already built to one of those standards, just replace that standard. ~~After comments from Ms. Folberg~~ **commented that 24' is too narrow for**, ~~it was agreed to remove the standard that cul-de-sacs and or dead-end streets be reduced to 24 ft. in width.~~ There were also questions relative to the distinction for a long block vs. shorter blocks. If a change from existing or other than 26 ft. is proposed, a survey to all property owners to comment to the MMTB is required before the public hearing.

Instances where streets have a lot of people parking versus those where there is almost no parking demand were considered. Ms. Folberg suggested if the street is between 26 and 28 ft., move forward with that unless there have been complaints about traffic or speeding.

Ms. Schafer talked about the phenomenon of people creating parking spaces within the right-of-way on unimproved streets. Mr. O'Meara thought that people feel it is dangerous to park in the actual pavement because it is usually only 20 ft. wide. This is allowed in the City if the street is uncurbed. He added that when streets get rebuilt with curbs, those parking areas are required to be removed.

In terms of notification to the residents, the board liked the idea of putting up a sandwich board at the entrance/exit to the neighborhood.

With regard to rebuilding a street, Ms. Folberg said she would tend to go with what people want except when those decisions are not based on urban planning practices and engineering standards and guidelines. Mr. O'Meara added it would help to have initial conversation with the board to identify where they want to go. Data could then be collected from the survey and outreach conducted in a second meeting prior to the public hearing in order to be well prepared.

Ms. Folberg said as part of the public survey, people should be educated about the reason for the proposal. Mr. Strader added maybe they ought to insert a preamble to the proposal saying the City understands all of the residents' concerns but the standards are based on nationally accepted design manuals; the fire code; consideration of safety for pedestrians and bicyclists; reducing crashes and appropriate speeds; and emergency exits. That would form the intent and basis for the proposal.

Mr. O'Meara confirmed that Ms. Ecker, Mr. Strader and he would sit down and consolidate the three options into one document.

6. BICYCLE RACK PLACEMENT - PHASE 4

Overview of Program

Ms. Chapman recalled that on April 9, 2012, the City Commission approved the Downtown Bicycle Parking Plan. The plan consists of three phases that call for the installation of 101 bike racks at 80 different locations. Nearly all of the racks that the City Commission approved in the Downtown Bicycle Parking Plan have been installed. Nine of the Phase 3 racks are proposed to be located within the boundaries of the Old Woodward reconstruction project area. The board will review those locations closer to the end of the construction.

Phase 4

In the 2017-2018 budget the City Commission approved allocating \$15,000 for the installation of additional bike racks. City staff has identified locations for 36 bike racks throughout the City. Thirty-six racks were ordered from the approved vendor and one has already been installed. The total cost of the racks was \$5,805. At this time, staff is requesting location approval for this round of bike racks. Several of the locations proposed are in the Triangle District.

The MMTB recommended the Loop bike rack to be standard for the Triangle District. Four of the locations are on the west side of S Adams. The west side of the street is outside of the official boundaries of the Triangle District. City staff recommends that the same racks be used on both sides of the road. Presented is a list and a map of proposed locations for new racks.

Ms. Edwards thought the Rail District would be an opportunity to do something that stands out as a totally different aesthetic. She would be comfortable with the racks in Kenning Park being postponed and the ones in front of business to be different.

Motion by Mr. Isaksen

Seconded by Ms. Edwards to recommend approval of the installation of 17 permanent bike racks to the City Commission as proposed on the attached chart excluding the sites to the east of Eton and the site at E. Maple Rd. and Eton. as part of Phase 4 of the City's Bicycle Parking Plan.

Motion carried, 5-0.

VOICE VOTE

Yeas: Isaksen, Edwards, Adams, Folberg, Schafer

Nays: None

Absent: Rontal, Slanga, Surnow

Ms. Chapman noted this matter will not go to the City Commission until it is completed.

7. BICYCLE MAINTENANCE STATIONS

Ms. Chapman advised the City Commission has allocated \$15,000 for bicycle parking in the FY 17-18 budget. City staff identified locations for 36 new bike racks, and the total cost of the racks for two different models was \$9,655. This leaves \$5,345 in the budget to spend.

City staff would like the MMTB to consider using some of the remaining funds for bicycle maintenance stations. The Multi-Modal Transportation Plan recommends the City provide active transportation hubs at key locations around town such as Booth Park, Quarton Lake Park, City Hall, and in the Rail District. Ms. Chapman thought the stations could be placed in Shain Park near City Hall and in Kenning Park in the Rail District as well as in Booth Park and Quarton Lake Park. There is one maintenance station in the Rail District already and it is at Griffin Claw, installed by them. It is the Fixit style in a dark green color along with an air pump.

Active transportation hubs assist people who are already walking and/or bicycling to find community resources and introduce people to new walking and bicycling opportunities. The Multi-Modal Transportation Plan describes Active Transportation Hubs as including among other amenities a bicycle maintenance station with air pump. City staff believes that installing bicycle maintenance stations would be an important step in encouraging and accommodating bikes as a transportation mode and establishing active transportation hubs.

Ms. Chapman reported on the features and pricing of four different models of bike maintenance stations. They all include commonly used tools for simple bike maintenance.

Board members agreed that a sign on the maintenance station would create some public awareness about its purpose.

She recommended the Fixit and the Air Kit 2 due to the products' low costs, previous use in the City, and simple and clean aesthetics. If the board chooses the recommended products, the total cost of four of each of the products plus shipping and taxes would be \$4,642, bringing the total for bike racks (Triangle and City standard), bicycle maintenance stations, concrete pads, and air pumps to \$13,830. This leaves \$541 available to spend on additional accessories, racks, or signage.

Motion by Ms. Edwards

Seconded by Ms. Folberg to recommend to the City Commission that the Fixit bicycle maintenance stand with a Hunter Green powder coat finish be the new standard bicycle maintenance stand for the City.

AND

To recommend to the City Commission that the Air Kit 2 public bike pump with a Hunter Green powder coat finish be the new standard public bike pump for the City.

AND

To recommend to the City Commission approval of the purchase and installation of four bicycle repair stations, four air pumps and 4 Dero bike repair signs at: Booth Park, Quarton Lake Park, Shain Park, and Kenning Park.

VOICE VOTE

Yeas: Edwards, Folberg, Adams, Isaksen, Schafer

Nays: None

Absent: Rontal, Slanga, Surnow

8. ELM ST. PARKING SPACE

Mr. O'Meara recalled that in December, 2016, the Multi-Modal Transportation Board (MMTB) reviewed a request from a resident of the adjacent All Seasons senior living facility to remove the first marked parking space on Elm St. south of Maple Rd. The resident referenced that the location of the space made it difficult for vehicles to drive southbound off of Maple Rd. when northbound vehicles are in the same area waiting for the signal to turn green.

Staff and F&V reviewed the issue and agreed that the parking space was making it difficult for vehicles to turn safely off of Maple Rd. and proceed south during times of high traffic demand. The board made a recommendation to remove the space, which was approved by the City Commission.

Staff has now received a request from a different resident within the All Seasons property asking that the City consider removing the second parking space south of Maple Rd. The space is located directly across the street from the main entrance to the All Seasons parking lot. The resident is indicating that it is difficult to turn in and out of the facility due to the parking space.

After review internally by all three City departments, staff agrees that the removal of this parking space may be problematic. It is clear that there is a demand for the ability to park here, as street parking is often occupied in this neighborhood. Further, there are other areas where private driveways meet the street and parking is legal on the opposite side of the street. Removal of the parking space here may lead to additional such requests in the future. If the board agrees, it is suggested that a public hearing be scheduled for the next meeting of the MMTB and that all owners and tenants within a 300 ft. radius of the parking space be notified about the discussion. Getting input from

the stakeholders in the area will help determine the best direction to pursue on this issue.

Mr. Isaksen wondered if this even warrants the trouble and expense of contacting the neighborhood and holding a public hearing. Commander Grewe said he is looking for direction from the board to go forward or to just deny the one request. Several board members expressed that they are not hugely sympathetic to it. Commander Grewe said an important thing to note when they talked about driveways in the past is that there has always been a concern about backing out of the driveway and having a car directly behind. No one will be backing out of the main entrance to All Seasons.

Motion by Ms. Edwards

Seconded by Ms. Folberg to respectfully reject the request for removal of the parking place at 160 Elm St.

VOICE VOTE

Yeas: Edwards, Folberg, Adams, Isaksen, Schafer

Nays: No

Absent: Rontal, Slanga, Surnow

9. MAPLE AND COOLIDGE CROSSWALK IMPROVEMENTS

Mr. O'Meara reported that every year, the Engineering Dept. conducts an inspection of all City sidewalks within a certain residential area of the City, as well as one-fourth of the Central Business District. Once defects are located, staff then assembles a contract bidding document, and solicits bids to address the defects.

For 2018, the residential area being inspected is north of Maple Rd., extending from Adams Rd. to Coolidge Hwy. During the inspection, defects were noted in the area of the handicap ramp located at the intersection of Maple Rd. and Coolidge Hwy. Once a defect has been noted in a handicap ramp area, the City is required by federal law to remove and replace the ramps to ensure that they meet current code requirements within the Americans with Disabilities Act ("ADA").

The current crosswalks have several issues; therefore, a major change is proposed. Problems noted (other than the defective concrete) include the diagonal angle of the crosswalks, and the misalignment of the north leg crosswalk in relation to the adjacent median island. The intent is to work with the Telecom provider to get their fiber optic obstacles out of the way so the ramp can be installed where it should be.

With respect to the intersection as a whole, only 25% of it is located within the City of Birmingham, with the remainder being in the City of Troy. In the case of both of the adjacent segments of both streets, Birmingham has joint jurisdiction with Troy. After reviewing the issue with Troy, it was confirmed that they have no current plans for changes or improvements to the intersection.

Multi-Modal Transportation Board Proceedings

April 5, 2018

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A plan has been prepared that improves the condition of the crosswalks extending across the north and west legs of the intersection. Improvements include:

1. Installing two separate handicap ramps, and removing the current joint ramp, so that both crosswalks can be remarked at a straight right angle to the streets. This will reduce the total length of time that a pedestrian needs to be in the street when crossing either of these streets.
2. Reconstructing the south end of the median island to ensure that it is ADA compliant, and to allow it to be better used for a refuge in the event a pedestrian is required to wait in the middle between signal cycles.
3. Improving crosswalk pavement markings using the City's current crosswalk marking standards. These changes will be implemented by the sidewalk contractor hired by the City sometime during the 2018 construction season. All work will be done in accordance with current ADA and City of Birmingham standards.

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

(no public was present)

11. MISCELLANEOUS COMMUNICATIONS (none)

12. NEXT MEETING MAY 3, 2018 at 6 p.m.

13. ADJOURNMENT

No further business being evident, the board members adjourned at 7:24 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

8/8/2018

City of Birmingham MI Mail - 772 E. Maple Rd and Elm St. - concern over emergency vehicles and parking spot on Elm St.



Scott Grewe <sgrewe@bhamgov.org>

772 E. Maple Rd and Elm St. - concern over emergency vehicles and parking spot on Elm St.

2 messages

Cindy Zampas <cindy@woodland2014.com>
To: "sgrewe@bhamgov.org" <sgrewe@bhamgov.org>
Cc: "pwells@bhamgov.org" <pwells@bhamgov.org>

Wed, Aug 1, 2018 at 4:05 PM

Hello Commander Grewe,

Thank you for returning my phone call today regarding the parking spot on Elm St. located directly in front of the driveway for All Seasons Assisted Living. I work at the Law Firm of Victoria and have an office on the 2nd floor and I am able to clearly see the traffic issues on Elm Street caused by this parking space. All Seasons Assisted Living brings frequent emergency vehicles to the street and when this happens you can see from the photos below it causes traffic issues and more importantly may cause emergency vehicle access problems.

Assistant Chief Wells visited the site today and we went over my concerns and the photos below. He had asked me to send the attached photos for your review. As you can see from the 1st photo that the white truck could not pass around the parked car and had to back up into our parking lot. The 2nd photo where the fire truck blocked our access to the street, wherein we could not have been able to leave our parking lot in an emergency. I am not faulting the superior work of the fire department, they could not move up because of the parked car. I sincerely appreciate your attention in this matter. I truly believe the removal of this parking space is important to the safety of all concerned. If you have any other questions, please call me at 248-723-1600.

Again thank you so much for investigating this parking space issue.

Sincerely,

Cindy Zampas



August 28, 2018

VIA EMAIL

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

RE: Pedestrian Island Signing at Maple Road & Pierce Street Intersection

Dear Mr. O'Meara,

The purpose of this letter is to provide a review of the signing at the Maple Road & Pierce Street intersection as it relates to advising drivers of a pedestrian crossing at this intersection. The new streetscape plan was recently completed and includes a small median island adjacent to the existing sidewalk. The pedestrian crossing before and after construction is show below.



A centerline panel was previously provided at the pedestrian crossing, advising "STOP for Pedestrian in Crosswalk". With the current intersection design, there is no pedestrian signage provided. From field observations, the pedestrian crossing was observed to be difficult for drivers to see. Particularly from the eastbound approach, where the raised median blocks a portion of the striped crosswalk.



Therefore, the City requested a review of the signing at this unsignalized crossing to determine what additional pedestrian signing (if any) should be implemented at this location. F&V referenced the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide*, *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)*, MDOT Guidance for Installation of Pedestrian Crosswalks on State Trunkline Highways, and the NCHRP Report 562 *Improving Pedestrian Safety at Unsignalized Crossing*. Based on our review of this documentation we have developed the following recommendations.

Recommendation	Currently Provided	NACTO	MMUTCD	MDOT	NCHRP 562
High Visibility Crosswalk	Yes	X	X	X	X
W11-2 Signing	No	X	X	X	X

High Visibility Crosswalk

All of the guidance recommends a high visibility crosswalk. The crosswalk at this intersection was recently upgraded to provide a continental style with 24-inch striping. This exceeds the recommendations for a high visibility crosswalk, therefore this recommendation is met.

W11-2 Signing

The MMUTCD guidance states that a W11-2 sign should be used to alert road users to locations where frequent unexpected entries into the roadway might occur, including pedestrians. The signs should be used only at locations where the road user's sight distance is restricted or the condition, activity, or entering traffic would be unexpected.

MDOT, NACTO and the NCHRP 562 report all recommend the use of a W11-2 sign to advise drivers of a pedestrian crossing at uncontrolled locations. An uncontrolled location includes both mid-block and unsignalized intersections where the vehicles do have traffic control.



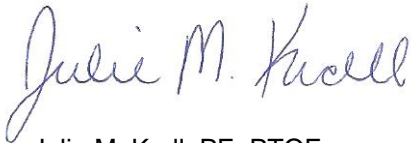
Recommendations

Based on our review of guidance documents, we recommend the addition of the W11-2 signing at the crosswalk to alert drivers to the crossing at the unsignalized intersection. The signing at this intersection should be placed adjacent to the right-side of the crosswalk on the approach to the intersection. At this location, the signing can be provided by attaching the sign to the adjacent light posts. This is shown on the attached figures.

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

Sincerely,

FLEIS & VANDENBRINK

A handwritten signature in blue ink that reads "Julie M. Kroll". The signature is written in a cursive, flowing style.

Julie M. Kroll, PE, PTOE
Sr. Project Manager

JMK:jmk

Attachment: Figure-Recommended signing placement







MEMORANDUM

Planning Division

DATE: August 24th, 2018
TO: Multi-Modal Board
FROM: Brooks Cowan, City Planner
APPROVED BY: Jana Ecker, Planning Director
SUBJECT: Motorcycle and Moped Parking

There are unused triangular spaces 100 square feet in size along Old Woodward in downtown between the new bump-outs and the angled parking. The City's current policy is that no parking is allowed in these areas. It was also decided that no structures such as bike racks would be placed in these spaces in order to provide room for the street sweeper to get through.

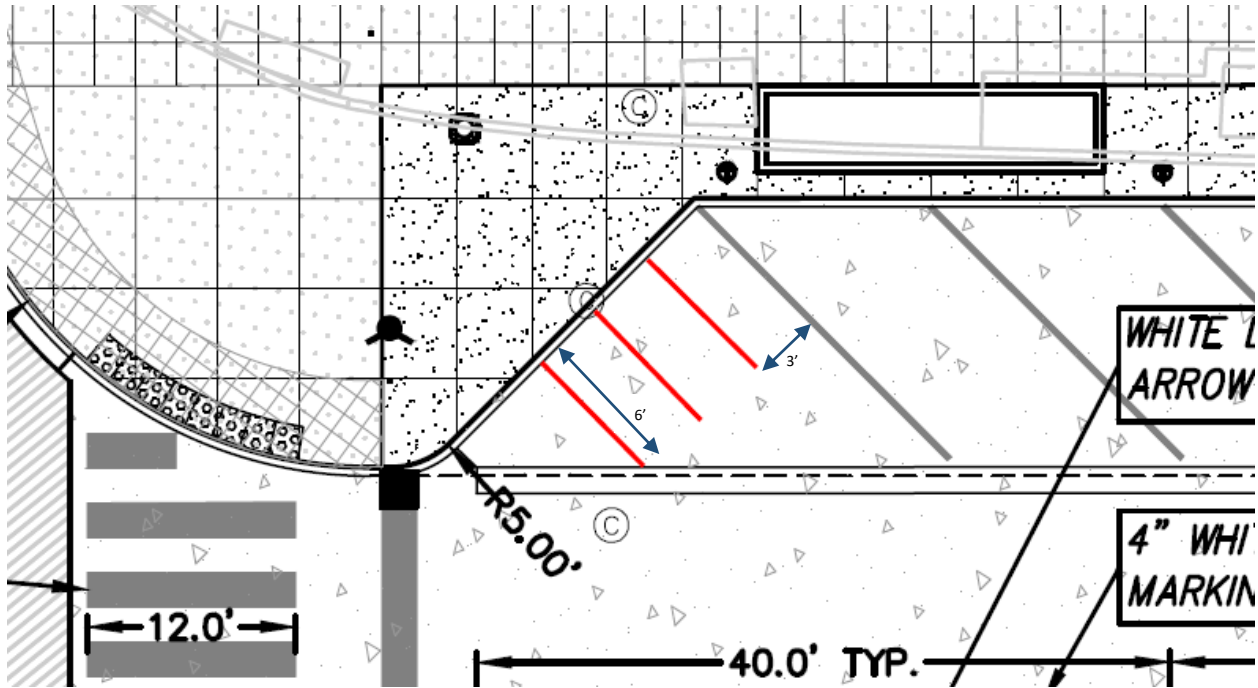
The City has been asked to examine these spaces as potential parking locations for mopeds. Mopeds are defined by the state of Michigan as a two or three wheeled vehicle equipped with a motor that does not exceed 50 cubic centimeters piston displacement, produces 2.0 brake horsepower or less, and cannot propel the vehicle at a speed greater than 30 miles per hour on a level surface. The power drive system shall not require the operator to shift gears. Electric scooters and other personal assistive mobility devices fall under the definition of moped. Two or three wheeled vehicles that exceed these parameters are considered motorcycles.

Mopeds must be registered by the Secretary of State and are considered motor vehicles that must follow the same traffic rules as other motor vehicle operators. Also, mopeds are not allowed on the sidewalk in accordance with Michigan Vehicle Code Chapter 257.660(6), therefore the City does not permit mopeds to be parked on the sidewalk or locked to bike racks. Current parking opportunities for motorcycles and mopeds are the 180 square foot spaces suited for automobiles which could be considered an inefficient use of space.

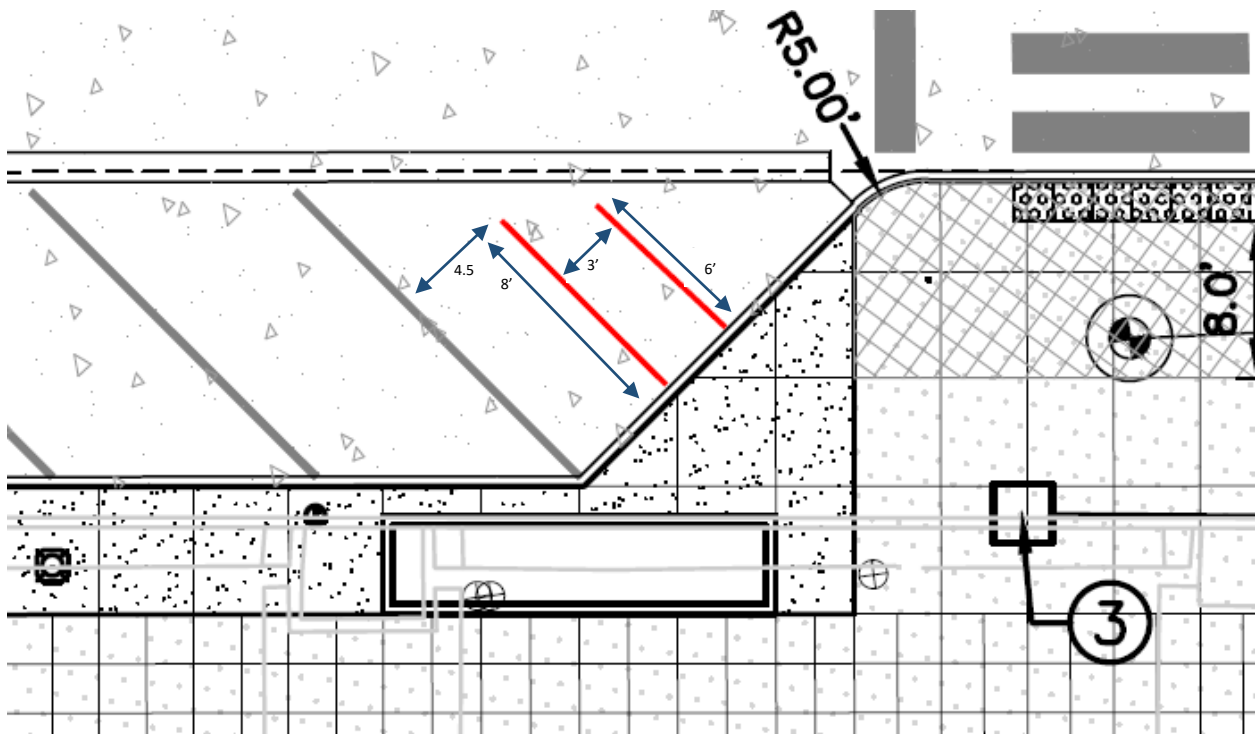
Birmingham does not have a policy for a required size or dimension of moped spaces or motorcycles. Nor does the City have a requirement for the provision of these spaces. The City of Lansing, MI has a requirement of 4.5' by 8' for combined motorcycle and moped parking, while Sacramento, CA and various cities have 3'x6' spaces for both. The City of Madison, WI has a requirement of 3' by 6' exclusively for moped parking. Preliminary examples have been drawn into the unused triangular spaces of the Old Woodward plans for review. The triangular spaces have enough room for one 4.5'x8' spaces and one 3'x6' space, or three 3'x6' spaces. The MMTB may wish to consider if these triangular spaces should be for mopeds only, or for motorcycles as well.

Stencils of Mopeds and/or Motorcycles would be painted on the ground to indicated the type of vehicle the space is intended for. As of now, no post signs are meant for the spaces.

Example 1: Three 3' wide spaces (Oakland and N. Old Woodward)



Example 2: One 4.5' space and one 3' space (N. Old Woodward and Hamilton)



Madison, Wisconsin: 3'x6' Moped Parking Example



Sacramento, California: 3'x6' Motorcycle and Moped Parking



MICHIGAN VEHICLE CODE (EXCERPT)
Act 300 of 1949

***** 257.660 THIS SECTION IS AMENDED EFFECTIVE SEPTEMBER 18, 2018: See 257.660.amended

257.660 Electric personal assistive mobility device, low-speed vehicle, or moped; operation; limitations; applicability to police officer; regulation by local government; prohibitions; regulation by department of natural resources.

Sec. 660. (1) A person operating an electric personal assistive mobility device, low-speed vehicle, or moped upon a roadway shall ride as near to the right side of the roadway as practicable and shall exercise due care when passing a standing vehicle or one proceeding in the same direction. A motorcycle is entitled to full use of a lane, and a motor vehicle shall not be driven in such a manner as to deprive a motorcycle of the full use of a lane. This subsection does not apply to motorcycles operated 2 abreast in a single lane.

(2) A person riding an electric personal assistive mobility device, motorcycle, or moped upon a roadway shall not ride more than 2 abreast except on a path or part of a roadway set aside for the exclusive use of those vehicles.

(3) Where a usable and designated path for bicycles is provided adjacent to a highway or street, a person operating an electric personal assistive mobility device may, by local ordinance, be required to use that path.

(4) A person operating a motorcycle, moped, low-speed vehicle, or electric personal assistive mobility device shall not pass between lines of traffic, but may pass on the left of traffic moving in his or her direction in the case of a 2-way street or on the left or right of traffic in the case of a 1-way street, in an unoccupied lane.

(5) A person operating an electric personal assistive mobility device on a sidewalk constructed for the use of pedestrians shall yield the right-of-way to a pedestrian and shall give an audible signal before overtaking and passing the pedestrian.

(6) A moped, low-speed vehicle, or commercial quadricycle shall not be operated on a sidewalk constructed for the use of pedestrians.

(7) A low-speed vehicle or commercial quadricycle shall be operated at a speed of not more than 25 miles per hour. A low-speed vehicle shall not be operated on a highway or street with a speed limit of more than 35 miles per hour except for the purpose of crossing that highway or street. A commercial quadricycle shall not be operated on a highway or street with a speed limit of more than 45 miles per hour except for the purpose of crossing that highway or street. An individual shall not operate a commercial quadricycle that is equipped with a motor unless he or she has a valid operator's license issued under this act. The state transportation department may prohibit the operation of a low-speed vehicle or commercial quadricycle on any highway or street under its jurisdiction if it determines that the prohibition is necessary in the interest of public safety.

(8) This section does not apply to a police officer in the performance of his or her official duties.

(9) An electric personal assistive mobility device shall be operated at a speed of not more than 15 miles per hour and shall not be operated on a highway or street with a speed limit of more than 25 miles per hour except to cross that highway or street.

(10) The governing body of a county, a city, a village, an entity created under the urban cooperation act of 1967, 1967 (Ex Sess) PA 7, MCL 124.501 to 124.512, or a township may, by ordinance, which is based on the health, safety, and welfare of the citizens, regulate the operation of electric personal assistive mobility devices or commercial quadricycles on sidewalks, highways or streets, or crosswalks. Except as otherwise provided in this subsection, a governing body of a county, city, village, entity created under the urban cooperation act of 1967, 1967 (Ex Sess) PA 7, MCL 124.501 to 124.512, or township may prohibit the operation of electric personal assistive mobility devices or commercial quadricycles in an area open to pedestrian traffic adjacent to a waterfront or on a trail under its jurisdiction or in a downtown or central business district. Signs indicating the regulation shall be conspicuously posted in the area where the use of an electric personal assistive mobility device or commercial quadricycle is regulated.

(11) Operation of an electric personal assistive mobility device is prohibited in a special charter city and a state park under the jurisdiction of the Mackinac Island State Park commission.

(12) Operation of an electric personal assistive mobility device may be prohibited in a historic district.

(13) The department of natural resources may by order regulate the use of electric personal assistive mobility devices on all lands under its control.

History: 1949, Act 300, Eff. Sept. 23, 1949;—Am. 1966, Act 207, Eff. Mar. 10, 1967;—Am. 1969, Act 134, Eff. June 1, 1970;—Am. 1975, Act 209, Imd. Eff. Aug. 25, 1975;—Am. 1975, Act 273, Eff. Mar. 31, 1976;—Am. 1976, Act 439, Imd. Eff. Jan. 13, 1977;—Am. 1994, Act 348, Eff. Mar. 30, 1995;—Am. 2000, Act 82, Eff. July 1, 2000;—Am. 2002, Act 494, Imd. Eff. July 3, 2002;—Am. 2006,

Act 339, Imd. Eff. Aug. 15, 2006;—Am. 2015, Act 126, Imd. Eff. July 15, 2015.

Compiler's note: For transfer of powers and duties of department of natural resources to department of natural resources and environment, and abolishment of department of natural resources, see E.R.O. No. 2009-31, compiled at MCL 324.99919.

For transfer of powers and duties of department of natural resources and environment to department of natural resources, see E.R.O. No. 2011-1, compiled at MCL 324.99921.

Using Your Mirrors

Check your mirrors every few seconds when you slow down, stop, change lanes or approach intersections. Also, check mirrors periodically to be aware of vehicles approaching or passing from behind.

Checking Around You

Mopeds have “blind spots” that you need to check by turning your head. When changing lanes, always look over your shoulder at the traffic behind you.

Position for Visibility

As a moped operator, you can often see things other vehicle operators cannot.

- * At intersections, check around buildings, parked vehicles and bushes to see if other vehicles are coming.
- * When parked, pull back onto the road from an angled position for a better view of traffic coming from both directions.

Night Riding

- * Reduce your speed. Use your headlight if you must ride a moped at night. Leave more room between you and others to allow more time to react in a dangerous situation. Check for rough spots in the road by watching the tail lights of vehicles in front of you.
- * Limit night riding. If you must ride at night, wear reflective clothing. It is difficult to see you and your moped in the dark.

Keeping Your Distance

Distance in Front

- * Remain a safe distance behind the vehicle in front of you when coming to a stop.
- * Keep at least a three- to four- second traveling distance between you and the vehicle in front of you to allow time to react if the driver ahead suddenly stops. It gives you time to see potholes, slippery spots and debris.

Distance to the Side

Be careful when a vehicle passes. Trucks can create gusts of wind that affect your steering. When you pass parked cars, allow for people opening doors and getting out of vehicles by moving to the left side of your lane. Move further over to the right when traffic passes you from behind.

Distance Behind

Monitor traffic behind you. If another vehicle follows you too closely, allow the vehicle to pass. Brake or signal early to communicate that you are turning, slowing down or stopping.

Intersections

Most moped/car crashes occur at intersections, so enter them slowly and assume others do not see you. If you turn right, watch for approaching vehicles turning left in front of you. If you turn left, enter the intersection and turn when oncoming traffic has cleared.

Emergencies

- * If you have a blowout, hold the handle grips firmly, and concentrate on steering and maintaining a straight course. If the front tire blows, shift your weight as far back as you can. If the rear tire blows, do not shift your weight. Do not use either brake. Slowly close the throttle and coast. When your moped is going slowly and it is safe, edge to the side of the road and stop.
- * If you have a mechanical breakdown, get off the road. When walking your moped, stay on the right shoulder with your moped between you and passing traffic.

Remember... Never drink alcohol or use drugs before riding a moped!

For Your Protection... Always wear an approved safety helmet!



Secretary of State
www.Michigan.gov/sos

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SOS-321 (PA 300, 1949 as amended; 40,000/\$2,204.78/\$0.06) 02/18

Riding A Moped Safely

If you are a moped operator, you must follow the same traffic rules as other motor vehicle operators. A moped is defined by law as a motor vehicle with two or three wheels that:

- Has an engine that does not exceed 100 cc piston displacement
- Does not have a gearshift
- Has a top speed of 30 mph or less on a level surface

Vehicles exceeding *any* of the criteria above must be registered and titled as a motorcycle. Other types of vehicles, such as electric scooters, “pocket rockets” and mini-choppers, may fit the definition of a moped or a motorcycle, but cannot be registered by the Department of State if they lack the equipment required by law to legally drive on public roads.

Registration Requirements

- * **Mopeds must be registered at a Secretary of State office** unless operated solely on private property. A three-year registration decal costs \$15 and is displayed on the back of your moped so it is visible to law enforcement officers. It expires April 30 in the year on the decal.

License Requirements

- * If you do not have a valid operator or chauffeur license and are at least age 15, you may apply for a moped license. You are not eligible for a moped license if your operator or chauffeur license is suspended, revoked or denied.
- * You must present proof of your Social Security number, legal presence, identity and two proofs of Michigan residency. For more information, visit www.michigan.gov/sos.
- * You must pass vision, knowledge and traffic sign tests to obtain a moped license. You do not have to pass a driver education course or a driving skills test.
- * If you are under age 18, a parent or legal guardian must sign your license application.
- * You must give up your moped license if you obtain a regular operator or chauffeur license.
- * The original moped license fee is \$7.50. Applicants under age 20 years, 6 months receive a moped license valid until their 21st birthday. Any other moped license expires four years from the

applicant's last birthday. The four-year renewal fee is \$6.

Rules of the Road

- * Operators under age 19 must wear an approved and properly fastened safety helmet when riding a moped on a public road. The helmet must meet U.S. Department of Transportation safety standards.
- * Sit on a regular, permanently attached seat.
- * Keep both hands on the handle grips. Never hang on to another vehicle for a “tow.”
- * Ride on the right edge of the road, out of the flow of traffic, when possible.
- * Make sure all moped equipment is in good working order.
- * **Never** operate a moped on freeways, more than two side-by-side, between lanes of traffic, or on sidewalks and bicycle paths.
- * **Never** allow an unlicensed operator to use your moped.
- * **Never** carry a passenger - it is illegal even if the moped has a passenger seat.

Perform Safety Check Before Riding

- * Keep tires properly inflated.
- * Check the front and rear brakes, the throttle and cables for kinks and broken strands.
- * Test the horn and all lights including the brake light and turn signals.
- * Make sure the chain is properly adjusted.
- * Adjust and clean mirrors.

Riding Techniques

Body Position

Sit straight and close enough to the handlebars to reach them with your arms slightly bent. Hold the handle grips firmly.

Turning

- * Approach turns carefully and limit your speed until you learn to judge the safest speed.
- * Lean with your moped. The sharper the turn, the more you must lean.
- * Use turn signals whenever you plan to enter traffic, turn or change lanes, even if you do not see another vehicle or pedestrian.

- * Remember to turn off your signals after turning! They could confuse other drivers.
- * Use your left arm to signal turns if your moped does not have electric turn signals.

Be Visible

- * Keep your headlight on at all times.
- * Wear brightly colored protective clothing that covers your arms and legs completely. Use reflective tape on your clothing, helmet and vehicle.
- * Wear protective boots and gloves.
- * Do not ride in another driver's blind spot. Stay behind and to the right of the vehicle in front of you, so you can see the vehicle's turn signals.

Braking

- * Flash your brake light to warn others, by squeezing the brake lever before slowing down.
- * If you squeeze the brake lever too hard, you may lock the front wheel and tip your moped over, particularly on wet or loose surfaces.
- * Apply both brakes at the same time.
- * Brake before entering a curve or turn.
- * If you must stop quickly, keep the front wheel straight (do not slide). Apply the rear brake firmly and the front brake gently. Then, quickly increase the pressure on the front brake.

Ride Defensively

Defensive driving is the key to safety. Expect the unexpected. Be aware of other vehicles and pedestrians. Be prepared for their mistakes. Watch for bicyclists, joggers, blind pedestrians, animals crossing the road, flying objects, gravel, icy or slippery roads.

The Road Ahead

- * Keep checking the road surface ahead. Slow down and test your brakes if you see slippery spots, oil, water, painted lane markings, manhole covers, bad bumps, loose gravel, grooves and gratings, broken or jutting pavement, railroad tracks or leaves.
- * Watch for vehicles leaving the curb or entering the road from side streets and driveways.
- * Look for places where you could leave the road safely in case of an emergency.



Jana Ecker <jecker@bhamgov.org>

Fwd: How metro Detroit communities are slimming down with road diets

1 message

Joe Valentine <jvalentine@bhamgov.org>

Fri, Aug 24, 2018 at 5:20 PM

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

fyi

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

From: **Mark Nickita, FAIA** <mark@archiveds.com>

Date: Fri, Aug 24, 2018 at 2:16 PM

Subject: How metro Detroit communities are slimming down with road diets

To: Joe Valentine <jvalentine@bhamgov.org>

FYI

Multiple cities are moving in the direction of narrowing their streets - because it is getting more clear to leaders that these actions slow traffic and make cities safer and more livable for their residents.

This article highlights our work on west maple road

Looks like we are getting more and more fellow communities to join us as we continue to move In This direction.

Mark

<http://www.modeldmedia.com/features/road-diets-061318.aspx>

How metro Detroit communities are slimming down with road diets



Jefferson Chalmers Historic Business District Nick Hagen

Transportation planners call the act of slimming down a street or highway a "road diet." Sometimes they use it to add features like turn lanes or bike lanes. Other times they use the technique simply to slow down traffic. Lately, road diets are on the rise as a tactic by Michigan communities to transform

the way we get around. But are they just fad diets, or do they carry benefits for commuters and communities?

[A 2012 Michigan Department of Transportation analysis](#) of four to three-lane conversions by the state of Michigan found, in almost all instances they studied, that crashes declined over time. The study also noted that as part of a broader plan they could open up traditional roads to greater use by pedestrians and bicyclists.

To get a better picture of what road diets mean for folks on the street, we spoke to surveyed several metro Detroit municipalities to get their perspective on how cutting down on lanes has impacted their communities.

Detroit: Creating inclusive roads

The Motor City has been generating a lot of buzz over the last few years for embracing new approaches to reconfiguring its roadways. Perhaps the most attention-grabbing aspect of this work has been its bike lanes. Detroit has installed over 200 miles of bike lanes in neighborhoods all across the city since 2011.

The new cycling infrastructure has included restriping to indicate lanes — both straightforward bike lanes and buffered lanes with some extra spacing to keep cars and cyclists apart, protected lanes featuring vertical posts called bollards to physically separate bikes and motor traffic, and green-paint near traffic signals to draw attention to the presence of cyclists.

Protected lane projects along Cass and East Jefferson avenues have been [the source of some controversy](#) due to their use of bollards as well as other design and maintenance issues. New lanes can also be found on Michigan, Livernois, Grand River, and West Vernor Highway, to name just a few more thoroughfares that have been revamped to be more inclusive of cyclists.

While this reworking of Detroit's streetscape has involved the elimination lanes to make room for bikes and other modifications like on-street parking, Ron Brundidge, director of the city of Detroit's Department of Public Works, rejects the use of the term "road diet" to describe these kinds of projects.

"The objective is not to 'slim down' the road by simply reducing travel lanes," he says. "Instead the purpose is to redesign streets in a manner that maximizes safety, while recognizing that public right of ways are to be built in a manner that allows for safe and efficient use by all modes of transportation, including pedestrians, bicyclists, vehicles, and transit."

This outlook reflects a [Complete Streets approach to road design](#), where all potential users are taken into consideration when building or modifying a roadway. Detroit has been assisted in its work by

advocacy groups like the [Detroit Greenways Coalition](#), a member of the city's Non-Motorized Transportation committee, which helps city planners in their efforts to maximize the use of the public right of way while incorporating Complete Streets principles in their work.

According to Brundidge, the city's recent road redesign efforts have made corridors safer by reducing vehicle speeds and decreasing the distance pedestrians have to travel across moving vehicle lanes. While there has been a bit of a learning curve for residents and commuters, he's confident that their outlook on the road modifications will improve as people start to get a clearer understanding of the city's objectives. That, however, depends on the city and supporters taking an active role teaching people about the benefits of bike lanes and other road enhancements.

"Community outreach and education are as important as the actual design and implementation of the infrastructure," he says.

The DPW director recognizes that several of its projects, like the redesign of East Jefferson Avenue, didn't incorporate an adequate level of outreach and education in the past, but he says going forward the city plans to make that a priority prior to the "first markings being installed in the pavement."

That said, he is a firm believe in the benefits of taking a Complete Streets approach to road design. "These projects make our roads safer for all users," he says. "They offer high value improvements at a relative low cost. As a result, there is always an option to restore the road to its prior configuration if the design does not work as planned."

Birmingham: Selling a diet to a skeptical public

In 2015, Birmingham commuters and residents got a first-hand taste of what a road diet can do when the city slimmed down a portion of West Maple Road. Following a recommendation from the city's multimodal plan, Birmingham's city commission voted that summer to temporarily revamp a 1.3 mile stretch of the road between Southfield and Cranbrook, hoping to slow traffic and make travel safer along the corridor.

Under the pilot program, that segment of Maple — located in a largely residential area of Birmingham — was restriped from four to three lanes with a center turn lane nestled between two traffic lanes. Bike lanes were also part of the temporary redesign.

The road diet went live in the fall of 2015. Despite the confidence of city officials, though, residents greeted the changes with vocal opposition.

"It was no easy challenge," recalls Birmingham city planning director Jana Eckert. "It was counterintuitive for folks to understand that narrowing a road could assist with congestion and safety by lowering speeds and lowering the severity and number of accidents. People were concerned that this was going to stop traffic dead and people wouldn't be able to get off side streets."

But city planners stuck to their guns, and when it came time to make a permanent decision the following year, they had numbers to back them up. [A study conducted](#) by the research firm Fleis & Vanderbrink showed that accidents along the roadway had decreased a total of 38 percent, while the average speed was reduced and cut-through traffic declined. With the exception of two streets, overall traffic volume remained unchanged.

Ultimately, the city commission decided to keep the three-lane configuration but chose to ditch the bike lanes.

"At the time bike lanes were just a little too much change," says Eckert, "As it stands, there is a four-foot shoulder with a strip that shows it's not part of the lane. So you could ride your bike there, but it is not an official bike lane."

Eckert says Birmingham residents have developed a more positive outlook on the changes to the road over time.

"We have slowed the complaints and get mostly positive feedback now," she says. "I can't tell you how many people have called and said, 'You know what, this is working great. I can't believe it, I don't understand it, but I love it.'"

Romeo: Inviting people in with a calmer road

If Birmingham does a good job of giving a birds-eye-view of what a road diet might look like in a densely populated suburban setting, Romeo offers a glimpse at what it can look like in a more rural area. The village of Romeo, located in the northwest corner of Macomb County, underwent a road diet on East St. Clair (also known as 32 Mile) in 2016.

Running from Main Street (Van Dyke) to Clinton Road, the reconfiguration was part of a repaving effort by the county. The project reduced the roadway from four lanes to three, with two traffic lanes and a turn lane. A wider sidewalk was also added on the north side of St. Clair.

Although the cost of the project was shared by the village of Romeo and Macomb County, the county spearheaded the project. John Crumm, planning director of Macomb County's Road Department, says there were both practical and aesthetic reasons for the road diet.

There's the safety factor, three-lane roads with turn lanes tend to be safer than four-lane roads. The County also wanted to provide some space in the future to connect Romeo to the Macomb Orchard Trail, the main multi-use hiking and biking trail in the area. But beyond that, county road officials also wanted to give visitors a chance to slow down and take in the scenery.

"We wanted to it have more of a look and feel of moving into a village, rather than a road that is a way of getting out of the village," he says. "Kind of an invitation to stop and see what's going on in Romeo."

Mike Lee, Romeo's city clerk and administrator, says the road reconfiguration has been mixed for the village. He likes the look of it but says it's also led to traffic jams.

"All of our parking is in the back of our properties in the village of Romeo," he says. "So when the turn lanes are full, the only lane they can turn into the back parking location backs up at the lights and that creates a stopping point for everybody else."

While this can be a problem for out of towners, especially trucks passing through, locals know to use side streets.

"If you live in the community, you know what's going on, and you have to take that into account," says Lee. "The way we have it looks nice, and it's great right now."

Royal Oak: The road diet connoisseur of metro Detroit

Royal Oak in Oakland County is no stranger to road diets. The city has tried several over the last few years and is now in the process of implementing more.

In 2016, Royal Oak conducted a pilot along two stretches of Main Street, between I-696 to Seventh Street and between 11 Mile and Catalpa, reducing them from four to three lanes and five to three lanes, respectively, and adding bike lanes.

Although the lanes did succeed at slowing traffic speeds by about five miles an hour, commuters resented the new configuration and longer waits at lights. Many simply acted as if the bike lane striping was invisible.

"A lot of people disregarded the striping," says Matt Callahan, Royal Oak's city engineer. "They just drove down the road as if the bike lanes did not exist, which is dangerous for cyclists. We had cyclists who were riding the wrong way. We had a lot of things that were not working well with it."

Additionally, there were concerns among some elected city leaders that reducing the lanes would endanger several commercial developments. For these reasons, the city commission chose to forgo permanent road diets on those sections of Main Street.

But the city has been listening to voices in the cycling community. Cyclists are clamoring for a designated route to get from the south end to the north end of Royal Oak. For this reason, the city is now moving to create a route that includes sections of Washington Avenue and northern Main Street with Euclid as a connector. The plans call for reducing lanes and adding bike lanes with buffering in some parts and keeping sharrows — street markings indicating the road should be shared by cars and bikes — in other areas where it makes sense, like a stretch of road that features angled parking.

Choosing Main Street for the northern part of the route makes sense, says Callahan, because it provides access to Clawson. And using Washington to the south makes sense because it does a great job helping cyclists link up from I-696 and Woodward Avenue, and it isn't being used all that much by motorists.

"Have you heard the term 'Stroad'?" Callahan says about Washington. "Is it a street or a road? It was a Stroad. It served no purpose for being a 70-foot wide strip of pavement with the traffic it had. So we kept saying Washington is the best place to do this."

As if that's not enough road dieting, Royal Oak is also planning another diet for Campbell between Hilton Road and Fourth Street. Installed as part of a federal road resurfacing project, the new diet will reduce four lanes to three and feature a turn and bike lanes. Local cyclists will no doubt be excited to learn that the new configurations will connect Ferndale's bike route on Hilton with the existing lanes on Fourth Street in Royal Oak.

While it might seem that Royal Oak has been going a little head over heels with road diets at the moment, Callahan recognizes it's important to study the traffic conditions and context of an individual road before slimming down lanes and rushing into a new configuration.

"In urban areas, it does come down to the fact that road diets work well on based on traffic," he says. "If you have a lot of driveways and critical intersections with traffic signals, you have to pay attention to those things when you're designing them."

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

--
Joseph A. Valentine
City Manager

8/27/2018

City of Birmingham MI Mail - Fwd: How metro Detroit communities are slimming down with road diets

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Birmingham, MI 48009
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Opinion: Scooters are Fun Distraction From Real Transit Issues

August 5, 2018 10:00 am

 (<https://www.columbusunderground.com/author/walker>) Walker Evans
(<https://www.columbusunderground.com/author/walker>)

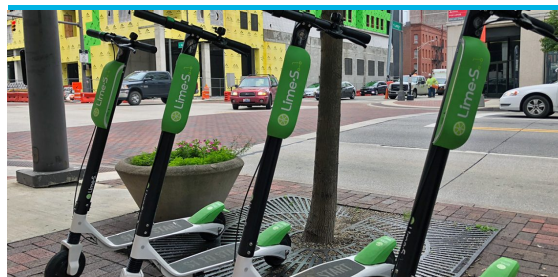


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Email (mailto:?subject=<https://www.columbusunderground.com/lime-scooters-bird-scooters-columbus-we1>)

The electric scooter revolution has arrived in Columbus. Multiple four-letter California-based companies (Bird (<https://www.columbusunderground.com/scooters-now-available-to-rent-in-and-around-downtown-bw1>), Lime (<https://www.columbusunderground.com/lime-scooters-now-available-in-columbus-bw1>) ... “Spin” hasn’t arrived just yet) have dumped out several truckloads of their vehicle fleets onto the sidewalks of Columbus during the month of July. While the vehicles may not technically be legal in the state of Ohio — more on that note in a few moments — they appear to be warmly received by riders, based solely on the anecdotal evidence of seeing them in use.

And while a joy ride on a warm summer day sounds like a fun excursion, there's value in contemplating the limitations of these vehicles, as well as some other factors at play.

Transportation for Some, or Transportation for All?

It may feel like an obvious statement, but riding an electric scooter is not a mode of transportation designed for all people. They're not for kids (must be 18 years or older to ride) which means they're not for family transportation. They're not for the elderly, they're not for the disabled, and they're not for anyone with any kind of larger baggage needs (suitcase, shopping bags, etc). Essentially, these vehicles are somewhat exclusively designed for young, able-bodied casual riders.

Additionally, you're not allowed to ride these scooters past sunset, which currently is 8:42 p.m. In December, that timeframe drops to nearly 5 p.m. That's a datapoint that may be moot anyway, as there's likely little demand to ride a scooter in snow, sleet or even just colder temperatures — and there's little information to be found online currently about how well these scooters' batteries will hold a charge if they're left sitting outside all day awaiting a rental.

Private Transportation or Greater Public Good?

Many people were upset — myself included — when car2go decided to pull their service out of Columbus (<https://www.columbusunderground.com/car2go-carsharing-services-to-leave-columbus-tm1>) with naught but a week's notice. But that type of quick and drastic change is a natural factor that comes with the privatization of an amenity that most would traditionally consider more of a public service. It's why bus routes don't change without community feedback, but Uber can charge "surge pricing" if they feel there's more money to be made when demand is highest. This shift to privatization can hurt our most vulnerable residents, as Brook Wojdyski summarized in an opinion piece on car2go (<https://www.columbusunderground.com/opinion-car2gos-exit-removes-critical-element-of-transit-bw1>):

"As a person who prides herself on not being a car owner, this announcement with only seven days notice before services end, is devastating and will impact my adoption decisions with other private companies. I loved the need car2go fulfilled, but now I see more than ever why public mass transit is so critical. COTA, our public mass transit authority, would have never been allowed to make such radical changes that impact residents with just seven days notice."

But Is Anyone Really Going to Rely on Riding a Scooter to Work?

Probably not. But that doesn't mean that the buzz around electric scooters can't cause an impact on traditional modes of public transportation. Let's talk through a hypothetical scenario:

If enough young and able-bodied individuals divert their transportation budget away from options like bus passes and opt instead to spend it with private e-scooter companies, then organizations like COTA make less money at the fare box and see lower ridership numbers (private companies do not need to disclose their ridership data publicly). When an organization like COTA needs to go to the public to approve a tax levy renewal to continue to support their public service while ridership is down, then voters are more likely to feel like their public dollars are not worth devoting to that type of service. If a levy fails and COTA's budget shrinks, then routes and hours of service may require cutbacks, meaning even fewer opportunities for the people who don't have the luxury of other alternatives. The single mom taking her kids 10 miles to a doctor's appointment in January isn't going to pop her family on an electric scooter if the bus route goes away.

It may sound like a bit of a stretch to claim that electric scooters could disrupt bus networks in a negative way, but the privatization of transit has certainly had an impact on public models. Just a few days ago, The New York Times reported again on the loss of riders of the New York subway system (<https://www.nytimes.com/2018/08/01/nyregion/subway-ridership-nyc-metro.html>), citing car sharing companies like Uber as having the biggest effect on a declining ridership.

IF PUBLIC TRANSIT CAN'T COMPETE WITH THE FREE MARKET, THEN IT'S NOT WORTH SUBSIDIZATION, RIGHT?

To put it simply, there's no such thing as a free market when it comes to transportation.

We love to pretend that the American Dream™ is a system based on individual liberties, freedom of choice, and rooted strongly in the independence that personal car ownership affords — but five seconds of research can easily reveal how much our federal government has subsidized everything from highway construction to oil pipelines to car manufacturing over the past century, stacking the deck hard against public transportation.

And if you think that the private automotive subsidizations of the 20th century are a thing of the past, then it's worth exploring how it's actually alive and well in the 21st century as well. A great local example is the Smart Columbus program, which has been made possible by a \$50 million grant from the US Department of Transportation, which is being used to fund both public sector and private sector transportation initiatives. As taxpayers, we're still continuing to support the endeavors of private companies with new ideas, whether we got a chance to vote on it or not.

It's worth keeping in mind that not all of these scrappy tech startups are really hurting for subsidizations from local governments. In June, Lime raised \$250 million in venture capital funding (<https://www.bloomberg.com/news/articles/2018-06-06/scooter-startup-lime-is-said-to-raise-250-million-in-round-led-by-gv>), placing their company valuation at \$1 billion. In the same month, Bird raised \$300 million in funding (<https://techcrunch.com/2018/06/28/bird-has-officially-raised-a-whopping-300m-as-the-scooter-wars-heat-up/>), upping their valuation to \$2 billion. Both companies were founded in 2017.

So How Exactly Are These Scooters Operating if They're Illegal?

"It's easier to ask forgiveness than it is to get permission." — Grace Hopper

That famous quote accurately summarizes the modus operandi of many Silicon Valley startups. Uber and Airbnb have both made waves in many cities around the world by thrusting themselves into a market without consideration of permitting, local legislation or variations in state law, and scooter companies are following suit. It's often a great strategy for these companies, because if the leaders of municipalities are slow to act, the tech startups can build a fan base of early adopters, leaving government officials stuck in the role of "fun police" if they try to limit or cease operations after the fact.

In the State of Ohio, electric scooters of this variety don't have specific designation, and they don't quite fall under the categories of "motorized scooters" (ie: Vespas) or "motorized bicycles" (ie: mopeds). They're not fully human-powered like bicycles, nor are they automobiles.

So legalities are currently a bit fuzzy. According to a recent Cleveland.com article (https://www.cleveland.com/entertainment/index.ssf/2018/07/bird_electric_scooters_now_in.html), licensing would be required if they fall under either of the motorized scooter/bike categories, and titles or plates would also be required depending on one or the other designation.

Regardless, since both Bird and Lime scooters are vehicles with an electric motor, they're not to be ridden on sidewalks. But, on-street operation of a motorized vehicle should technically require proper turn signals and brake lights, which they both lack. Helmets are not required in Ohio for motorized scooter or motorcycle operation, but protective eyewear is required to operate those vehicle types. Currently, Bird will mail a helmet to registered riders for free, while the Lime website instructs riders to always follow helmet laws. Neither mentions eyewear on their safety pages.

Whether or not any of these rules will be enforced by the Columbus Division of Police is yet to be determined. The City of Bexley confiscated all Bird scooters from city streets shortly after they were deployed, citing violations of both state and local laws. As of the time of publishing this article, both Bird and Lime scooters are available for use in Columbus.

Around the country, other cities have taken action to varying degrees of severity. The police department in Oklahoma City proclaimed recently that operating a Bird scooter is illegal (<https://newsok.com/article/5603597/okc-police-new-electric-scooters-illegal-to-use-on-streets-sidewalks>) but had yet to write any citations. The city of Newport Beach in California demanded the removal of all Bird scooters (<https://www.latimes.com/local/lanow/la-me-bird-scooter-newport-20180801-story.html>) shortly after they were deployed. Bird scooters were also removed from the streets of St. Louis, but were able to return after obtaining proper permitting (https://www.stltoday.com/news/local/metro/bird-scooters-return-to-st-louis-streets-after-getting-city/article_f8bc0c7e-c5d6-5a41-9a45-d647dcdcf7e0.html). City officials in Los Angeles are considering a temporary ban (<https://la.curbed.com/2018/8/1/17640456/bird-lime-scooter-ban-los-angeles>) until legislation can be sorted out to regulate the service. And cities like Denver (<https://www.denverpost.com/2018/06/29/denver-scooter-bird-lime-legal/>) and San Francisco (<https://www.recode.net/2018/6/26/17490378/scooter-sharing-companies-san-francisco-legal-permits>) are taking a very proactive approach with a limiting permitting process that allows only a select number of permits to private operators and lists requirements to service lower income neighborhoods.

So... Should I Stop Riding Scooters in Columbus?

Of course not. If you find them to be fun to ride, have at it.


Just don't get too attached if they disappear.

And don't forget to utilize other forms of alternative transportation too.

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Hundreds Of Bikes Dumped At Dallas Recycling Center As Ofo Leaves Market

August 7, 2018 · 2:20 PM ET

BILL CHAPPELL



In the past year, thousands of Ofo bicycles have popped up on the sidewalks of Dallas and other cities — but the company has recently been shrinking its operations. These bikes were photographed in Singapore last summer.

Edgar Su/Reuters

Bike share company Ofo left an unwelcome parting gift as it exited the Dallas market: a heap of hundreds of its banana-yellow bikes. A photo of the massive pile went viral, prompting questions about who is responsible for the rental bikes — and the fate of similar bike-share ventures in other cities.

"Terrible," Dallas Mayor Mike Rawlings said in a tweet that featured a photo by Robert Vandling, who spotted the tangle of bikes at a collection center run by CMC Recycling American.

The recycling center "purchased the irreparable bikes as scrap metal," CMC's Public and Investor Relations Manager Susan Gerber said in a statement to NPR.



Ofo bikeshare bikes are piled up at a Dallas recycling center on Friday after the company decided to exit the market.

Courtesy of Ian Linna

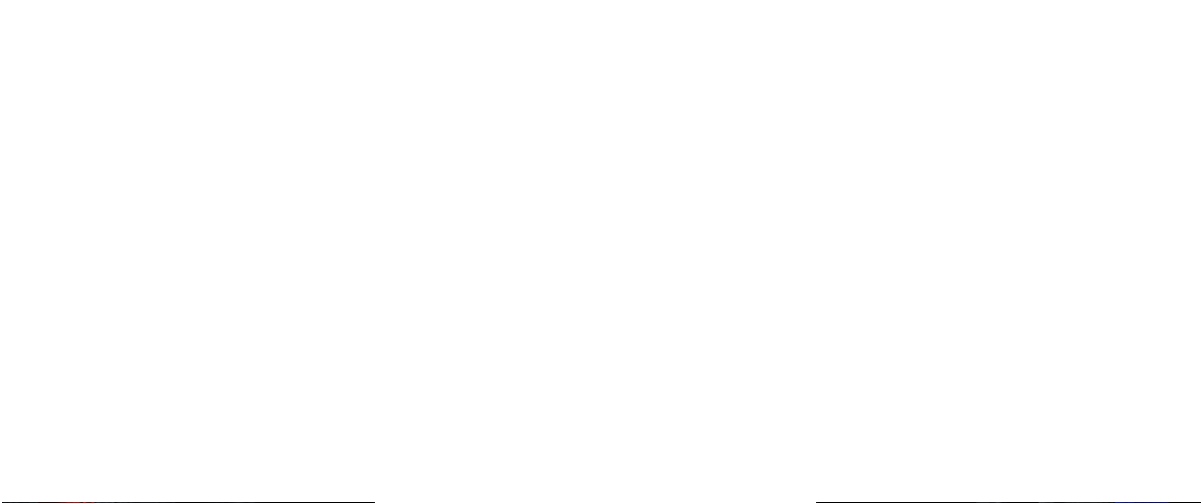
Based in Beijing, Ofo abandoned the Dallas market in July. As member station KERA reports, "It's one of three bike-share companies that have left Dallas since late June, when City Council approved regulations that require companies to get permits and pay the city per bike or scooter."

Ofo says that as it shut down its Dallas operation, it donated usable bikes to two local causes: CitySquare and Bikes for Tykes. According to the Dallas Morning News, the company promised 250 bikes to anti-poverty group CitySquare — which has yet to figure out precisely what it will do with them.

A few hundred bikes are a small fraction of the 5,000 bikes, according to the *Morning News*, that Ofo once had in Dallas.

In the past year, Dallas emerged as a somewhat unlikely ground zero in the battle for market share among dockless bike-share companies. In the spring, NBC News reported that Dallas had more of the bikes than any other U.S. city. A city official put the number at around 20,000, KERA reported.

Article continues after sponsorship



The ubiquity and seeming disposability of the bikes in Dallas prompted hundreds of public complaints about their being left strewn across sidewalks or tossed into waterways. An Instagram account called dallasbikemess documented some of the most striking scenes.



dallasbikemess
Dallas, Texas

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389 likes

dallasbikemess Nothing to see here. Move along. Thanks @mrs_dupler for the pic!
#dallasbikemess #limebike #dallas #rentalbike #bikeshare #bikelife #bike #bicycle
[view all 22 comments](#)

2 MONTHS AGO

In January, Dallas told Ofo and four other bike-share companies that they needed to do more to keep their bicycles from blocking walkways, pedestrian ramps and other areas. There were so many, Rawlings said, it seemed the brightly colored bikes could "asexually reproduce or something."

And in what police viewed as an act of frustration, someone burned at least two Ofo bikes, leaving their charred wreckage behind.



Philip Musgrove
@DPDKatyTrail

The Dallas Police Dept is aware alot of people are upset with how many ride share bikes there are but this is not the way to get rid of them! Voice ur concerns to your City Council person not commit a crime!!! [#doitlegally](#) [#dallascitycouncil](#)

1:30 PM - Jan 25, 2018

50 42 people are talking about this

This summer, as Dallas and other cities enacted laws to rein in the bikes — and as more cities approved the use of dockless electric scooters — Ofo began to shrink its U.S. footprint.

In July, Ofo shut down its Chicago program after the city changed its rules to favor short-term rental bikes that can lock to stationary objects — through a U-lock or a cable — rather than the self-contained wheel lock that Ofo and other bikes use.

Ofo bikes arrived in the U.S. last summer, with an initial launch in Seattle — the tip of what proved to be a massive spear of yellow bicycles, which were soon scattered on

sidewalks in cities from San Diego to Washington, D.C.

The company once had more than 40,000 bikes in the U.S.; on Tuesday, Ofo representative Taylor Bennett said via email that the current number "is proprietary."

As quickly as it expanded into U.S. cities, Ofo has recently been leaving some of those markets. After adding more capacity in Miami in late June, the company said it would leave the city. And in Atlanta, Ofo pulled out in July, one month after arriving.

Ofo's attempt to flood the U.S. market with \$1-a-ride bikes was boosted by \$700 million from investment funds in July 2017. But then complications arose — from new competition from electric bikes and scooters to new regulations backed by city officials and activists who said the bikes were creating messy hazards.

On its website, Ofo says it has a global fleet of more than 10 million bicycles, operating in at least 20 countries.

Along with Ofo, bike-share companies Mobike and Spin have decided to leave Dallas — according to KERA, that leaves only Lime and the local company VBikes offering short-term bike rentals in the city.

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Paul O'Meara <pomeara@bhamgov.org>

Fwd: Why more urban cycling saves everyone money

1 message

Joe Valentine <jvalentine@bhamgov.org>

Wed, Aug 15, 2018 at 9:26 AM

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

fyi

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

From: **Mark Nickita** <mnickita@bhamgov.org>

Date: Sat, Aug 4, 2018 at 11:20 PM

Subject: Why more urban cycling saves everyone money

To: Joe Valentine <jvalentine@bhamgov.org>

FYI

This is an interesting article on the changing nature of mobility and option in cities

Brent is a friend of mine and planner from vancouver whom I've collaborated with as part of the council of Canadian Urbanism of which we are members. He is a huge advocate for multi modal Urbanism

As stated in the article, Brent advises cities, governments, and progressive developers around the world; regularly prescribing the humble bicycle—and by extension smart biking infrastructure—as an important and powerful tool to deal with their growing challenges around urban mobility, street space, public cost savings, economic growth, social interaction, and public health.

It is becoming more and more apparent that providing mobility Options beyond cars creates numerous benefits to a community.

This will be especially obvious and important as the automobile industry transitions as well - car share, eV's, AV's, subscriptions, etc.

Collectively, these changes impact our planning , zoning, parking, infrastructure, etc. essentially, the building of our cities going forward

Mark

<http://dailyhive.com/vancouver/biking-saves-money>

Opinion: Why more urban cycling saves everyone money



Former Vancouver Chief Planner Brent Toderian is approaching his tenth year of living without the financial burden of car ownership, but refer to his family 'car-free', and he's quick to make an important distinction.

"When we got rid of our car in 2009, we went 'car-less'. I never say 'car-free', because the car is still part of our multi-modal lifestyle. We're members of multiple car-shares, we take taxis, and we occasionally rent a car," he says.

For his entire adult life, Toderian considered himself 'car-lite', hanging onto a vehicle for the occasional Ikea run or skiing trip. But with the proliferation of car-share, his family lost their last excuse to continue owning one.

The resulting benefits of a 'car-less' household are myriad, but few are as quantifiable as the dollars and cents most people sink into a depreciating asset that sits unused for 95% of the time.

"I haven't had to think about the many costs of car ownership for many years, which is incredibly liberating," Toderian admits, pointing out, for example, that he has been virtually immune to the fluctuating price of gasoline. "That's one of the biggest reasons that so many people are rethinking their automobile dependency – the unpredictability of costs."

See also

- [Opinion: Cycling is often more convenient than driving in major cities](#)

In 2012, the [Canadian Automobile Association](#) published perhaps the most comprehensive breakdown of the annual expense of a motor vehicle. Including depreciation, insurance, fuel, maintenance, financing, parking, and registration. The average motor vehicle costs a whopping

\$10,452 to own and operate each year. Offload that liability and spend a fraction of it on car sharing and rentals, and you're suddenly looking at a significant amount of economic savings, year in and year out.



Image courtesy of HUB Cycling

Refer to Toderian as a cyclist, however, and he's certain to correct you again: "I'm a multi-modal citizen," he says. "I constantly chose the best, fastest, or most interesting way to get anywhere on any given trip."

Hopping on bikes is just one way for his family to get from A to B, dependent on the weather, cargo, timing, and nature of their trip. "Bikes are part of our day, they're part of our week, but they're not necessarily the dominant part," he says. "No single mode of transportation allowed us to go 'car-less': whether it's walking, biking, transit, or car-share. It was the combination of them, supported by smart land-use, that allowed us to go from 'car-lite' to 'car-less'."

In his professional life as a city planner leading Toderian UrbanWORKS, Toderian advises cities, governments, and progressive developers around the world; regularly prescribing the humble bicycle—and by extension smart biking infrastructure—as an important and powerful tool to deal with their growing challenges around urban mobility, street space, public cost savings, economic growth, social interaction, and public health.

"When people ask me why I like bikes, my short answer is always, 'because I like successful cities,'" Toderian states emphatically. "So my appreciation for urban biking is born of pragmatism around the real challenges cities are facing. So even if I hated bikes—which of course I don't—I would still like them for what they do for cities."



Image courtesy of HUB Cycling

But for city officials to recognize the starring role that bikes can play in solving some of these immense problems, one particular myth must be put to bed.

"There is this false narrative, this dangerous lie, that people on bikes are somehow getting away with something, that they're not paying their way," Toderian explains. "This isn't just a little wrong, it's a lot wrong. We know factually that walking and biking are the two ways of getting around that actually save society money for each kilometre travelled. And that's even before we consider all the many benefits that aren't just about money."

Officials at the [City of Copenhagen](#) were among the first to document this phenomenon. In 2012, they produced a report considering a wide range of costs and benefits related to transportation, including safety, comfort, branding, tourism, travel times, and health. When all of these factors were added together, one kilometre cycled produced a \$0.26 economic gain to society; one kilometre driven cost society \$0.14. And that's without considering bigger connected costs, like the consequences of climate change.

Several other studies have since reached similar conclusions, proving that arguments suggesting cities can't afford to invest in better bike infrastructure are either disingenuous or misinformed.

"If you care about the bottom line, and you care about budgets and taxes, then you should care about urban biking, because it's a money saver," he concludes. "It's ironic when so-called fiscal conservatives try to attack urban biking, when their efforts just show a lack of understanding of math."

“The kinds of figures we’re talking about—that would actually save public money, remember—are rounding errors in most transportation budgets,” he says. “So cities are literally wasting public money by not investing in smart bike infrastructure.”

- Opinion: Cycling is often more convenient than driving in major cities



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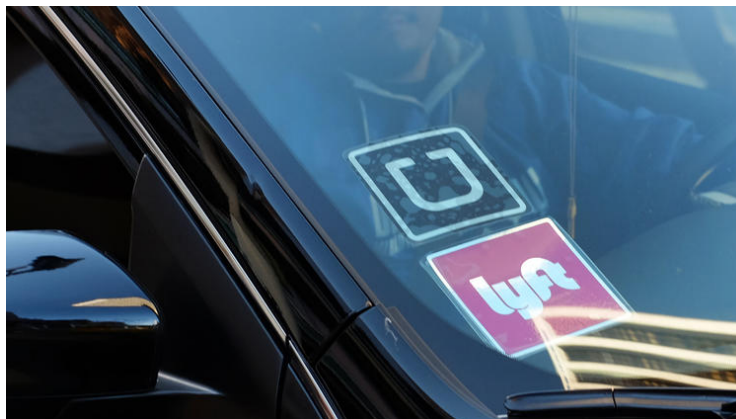
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A new study says services like UberPool are making traffic worse



This Tuesday, Jan. 12, 2016 photo a driver displaying Lyft and Uber stickers on his front windshield drops off a fare in downtown Los Angeles, Calif. The explosive growth of Uber and Lyft has created a new traffic problem for major U.S. cities. (Richard Vogel / AP)

By **Faiz Siddiqui**
Washington Post

JULY 26, 2018, 3:00 PM

The explosive growth of **Uber** and **Lyft** has created a new traffic problem for major U.S. cities and ride-sharing options such as UberPool and Lyft Line are exacerbating the issue by appealing directly to customers who would otherwise have taken transit, walked, biked or not used a ride-hail service at all, according to a new study.

The report by Bruce Schaller, author of the influential study, "Unsustainable?", which found ride-hail services were making traffic congestion in New York City worse, constructs a detailed profile of the typical ride-hail user and issues a stark warning to cities: make efforts to counter the growth of ride-hail services, or surrender city streets to fleets of private cars, creating a more hostile environment for pedestrians and cyclists and ultimately make urban cores less desirable places to live.

Schaller concludes that where private ride options such as UberX and Lyft have failed on promises to cut down on personal driving and car ownership - both of which are trending up - pooled ride services have lured a different market that directly competes with subway and bus systems, while failing to achieve significantly better efficiency than their solo alternatives. The result: more driving overall.

Ride sharing has added 5.7 billion vehicle miles to nine major urban areas over six years, the report says, and the trend is "likely to intensify" as the popularity of the services surges. (The study notes that total ride-hailing trips in New York increased 72 percent from 2016 to 2017 and 47 percent in Seattle over that time. Revenue data from the D.C. Department of For-Hire Vehicles showed the ride-hailing industry's growth quadrupled in the District from late 2015 to 2017.)

The nine cities studied were New York, Los Angeles, Chicago, Boston, Washington, Miami, Philadelphia, San Francisco and Seattle.

Schaller found that while options such as UberX add 2.8 new vehicle miles for each mile of personal driving they eliminate, the inclusion of options such as UberPool and Lyft Line adds to traffic at only a marginally lower rate: 2.6 new miles for every mile of personal driving reduced.

The findings are based on published trip mileage data and the companies' own claims about the share of solo and pooled rides.

"Shared rides add to traffic because most users switch from non-auto modes," the report says. "In addition, there is added mileage between trips as drivers wait for the next dispatch and then drive to a pickup location. Finally, even in a shared ride, some of the trip involves just one passenger (e.g., between the first and second pickup)."

Schaller synthesizes data from surveys in eight cities and the state of California to conclude 60 percent of ride-hail users would have otherwise used transit, walked or biked, or stayed home were it not for the availability of services such as Uber and Lyft.

"It's people getting out of the bus and Metro getting into sedans," said Schaller, a former deputy commissioner for traffic and planning at the New York City Department of Transportation.

Lyft disputed Schaller's findings, pointing to its own sustainability efforts, its urban mobility focus and claims from passengers who report giving up their cars - though the locations where those reductions took place were not immediately clear.

"We strongly disagree with Schaller's claims regarding shared rides," Lyft spokeswoman Campbell Matthews said. "Since Lyft's founding, we've been focused on increasing car occupancy and eliminating the need for car ownership. That focus has paid off.

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personal cars because of the availability of ride share," Matthews said. "We are continuing to focus on our nsit and introducing bike and scooter sharing to the Lyft platform. We are committed to ensuring ns that serve our cities best."

Uber said in a statement that it supports several of the policies Schaller proposes, including the expansion of dedicated bus and bike lanes and congestion pricing. The company argued that contrary to Schaller's conclusions, Uber saved more than 315 million global vehicle miles in 2017 by shifting riders to its pool service.

Schaller never argued, however, that pool services were less efficient than solo rides. He concluded that at the rate the services are expanding - and with appeals to transit users - the effects of any such reductions are negligible and the growth is untenable.

Schaller's conclusions cast doubt on notions that ride-hail services will ultimately reduce private vehicle ownership and challenge arguments that they do not compete with mass transit. Based on a profile of the average ride-hail user, he concludes that the more services such as Uber Express Pool resemble transit, the more they will draw riders away from urban rail and bus systems, resulting in an increasing number of transit users turning to private cars to get around. But sedans don't have the capacity to match the modes they are pulling from, he says.

"When you look at the numbers, what you see is that what is more sharing for them is less sharing overall," Schaller said.

Observers have noted how Express Pool, for example, is modeled - well - like a bus.

In a typical commute, Express Pool riders might walk to a busy intersection where they are met by a car that shuttles them along a straight route to an often-popular destination. The vehicle makes as few turns as possible, sometimes picking up other passengers along the way; the cost of a ride can be as low as \$3 or \$4.

But problems such as "deadheading," where drivers roam city streets in empty cars waiting for a fare, markedly reduce the efficiency of these rides. And even if ride-hail services can expand the reach of shared mobility services and fill as many seats as possible, they will never be as efficient as rail or bus - ultimately resulting in more congestion and higher reliance on automobiles, the research says. As many researchers have noted, the problem could become particularly acute if the eventual rollout of self-driving vehicles eliminates the need for ride-hail services to hire drivers.

"Even with high levels of shared trips, funneling travelers from space-efficient modes such as public transit, biking and walking, to space-hogging sedans, SUVs and minivans is not a productive strategy to speed traffic," Schaller concludes. It "strains logic to expect that as [ride-hailing] shared trips become more like conventional transit trips, this service will attract more people from their personal auto than has been the case up until now. It seems far more credible that [ride-hailing companies] will continue to attract predominantly non-auto users."

In Washington, supporters of a new tax on ride-hail trips to help fund Metro argue that pooled rides should be exempt from the additional fee - or pay a lower rate - because they are carpooling. For some, Schaller's conclusions cast that argument in a new light.

"I think it's an interesting proposal, but then you have to again look at this study and wonder if ride sharing has enough of a net benefit such that pricing should be tiered," said Stewart Schwartz, executive director of the pro-transit Coalition for Smarter Growth.

Schwartz pointed to another one of the report's conclusions. Lyft says that today, a third of its rides in major markets are shared. The company has outlined a goal to make half of its ride shared by 2022.

"Even if Lyft managed to meet its 50 percent shared ride goal, you still increase [vehicle miles traveled] by 120 percent," Schwartz said, citing the report's finding that 50 percent shared ride adoption would still add about 2.2 vehicle miles to roads, or a 120 percent increase in driving overall.

Schwartz called the conclusions "pretty sobering."

Schaller's analysis is "one of the first studies to really look at [Uber and Lyft's] impacts from across a national spectrum," said Adam Stocker, a staff researcher with the Transportation Sustainability Research Center, who is part of a team pursuing a study on the impacts of Uber and Lyft across three North American cities.

But individual cities face challenges in discerning how the findings apply to them, Stocker said, because of a dearth of available data from the companies themselves.

"The main limitation of it is that mainly due to the sample size, the city by city differences, some of that detail doesn't stand out because nine cities were put together," he said. "Due to data limitations . . . you can often miss a lot of the nuance in the usage or the impacts between cities themselves."

Part of his team's focus is to discern how the "mode replacement profile" differs between those who use the pooled options vs. solo riders. He wouldn't give away any of the findings but suggested that the portrait of a pool user aligns closely with those who use transit services.

"My overall sense from reading the entire report is this is the exact reason why we need more data transparency on this," Tomer said. "My hunch is . . . the immediate reactions from both Uber and Lyft . . . They're gonna suggest, well, 'This isn't what our data says.' And the reality is we don't know."

In rebutting Schaller's conclusions, Lyft pointed to studies from outside sources such as the traffic data firm INRIX and the University of California, Los Angeles, showing that overall congestion had decreased in the San Francisco Bay area in 2017, and most ride-hail users "report no change in their travel by other modes," respectively.

Asked if it had internal data that run counter to Schaller's findings, however, the company declined to provide specifics. Uber said the report was limited because it relied on data from 2017, though it did not provide related data to support its rebuttal.

Jon Orcutt, a spokesman for the New York-based advocacy organization Transit Center, said the blame does not fall on individual users for finding ride-hailing services attractive, but that the burden is on local governments and transit agencies to respond to their growth with policies such as congestion pricing, the prioritization of buses through features such as dedicated lanes, and a general push toward frequent, reliable and affordable transit. It's no coincidence, he says, that ride-hailing's explosive growth has taken place amid transit system collapses in several major cities.

"It's not that you say, 'Don't use these things' or 'You can't use these things,' or 'These things have to go away,' " Orcutt said. "That ship has sailed, right? So the question becomes how to manage them."

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