MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 2, 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 **July 12, 2018**
5. **Maple Road Improvements (Phase II of Old Woodward Project)**
6. **2019 Local Streets Program – Paving Street Widths**
7. Meeting Open to the Public for items not on the Agenda
8. Miscellaneous Communications
9. Next Meeting – **September 6, 2018**
10. Adjournment

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

CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, JULY 12, 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, July 12, 2018.

Chairperson Slanga convened the meeting at 6:05 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer, Doug White

Absent: 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

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF JUNE 7, 2018

Page 2 - Add in that Lara Edwards was nominated as Vice-Chair.

Motion by Ms. Folberg
Seconded by Ms. Edwards to approve the MMTB Minutes of June 7, 2018 with the addition.

Motion carried,

VOICE VOTE
Yeas: Folberg, Edwards, Rontal, Slanga, Schafer, White
Abstain: None

Nays: None
Absent: Isaksen

5. RESIDENTIAL STREET WIDTH STANDARDS

Ms. Ecker recalled that on January 22, 2018, the City Commission considered future street widths for Bennaville, Chapin and Ruffner. Several residents appeared on behalf of Bennaville Ave., and additional residents appeared on behalf of the one block of Chapin Ave. After much discussion, the City Commission endorsed the recommendations of the Multi-Modal Transportation Board ("MMTB") with regards to the future street width. However, during 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 send information and policy direction back to the Commission.

Accordingly, the MMTB discussed revising street widths standards over several months and on May 18, 2018, the revised Residential Street Widths Standards were presented to the City Commission. The Commission concluded that the document should be returned to the MMTB for suggested edits to the document. An updated draft with the changes that the Commission requested shows the changes noted in red.

Ms. Folberg commented that on street design standards (1), it looks like for new and existing unimproved residential streets that are being improved that there is no variance from the 26 ft. except when the right-of-way is less than 50 ft. She did not think that was the Board's intent. That is not in agreement with the flow chart, which extends to both newly improved streets and existing but reconstructed streets that if any of the items in 4 are present, a different width for the street may be considered.

Mr. O'Meara and Ms. Ecker agreed that the intent was that a slightly wider width may be considered for new and existing unimproved residential streets that are being improved.

Ms. Ecker concluded the language for (1) should read, "When streets are improved or newly constructed, the standards below shall generally be applied. Exceptions may be considered when factors such as those described in Section 4 are evident." Also, in INRODUCTION a T is missing.

Mr. Rontal thought the City Commission wants a standard and a means of identifying when the standard can be breached.

Ms. Ecker noted all of this will be together from start to finish in the City Commission Agenda packet when it goes back to the Commission. If approved, the new City Standard will be on the City's website.

Motion by Ms. Edwards

Seconded by Mr. Rontal to recommend approval to the City Commission of the revised Residential Street Width Standards with the changes that were discussed.

Motion carried, 6-0.

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

6. BIKE SHARE PROGRAM

Ms. Chapman described the different bike share types. Most common is the docked or station based. There is also dockless where people need not return the bike to a kiosk. Additionally, there is another dockless service where the bike is locked to a City rack or a station.

Grant opportunities are available. MoGo (Detroit's bike share) was awarded two grants. SEMCOG awarded a Transportation Alternatives Program grant for $495,380 to the cities of Berkley, Detroit, Ferndale, Huntington Woods, Oak Park, and Royal Oak for a multi-community bike share. In addition to that grant, MoGo also received a grant from Build a Better Bike Share for $400,000 to support adaptable bikes that are for users who struggle to use two-wheel bikes.

There are different ways to fund bike shares:
- The entity partnering with the bike share puts up money;
- Through a third party operation;
- Through various partnerships;
- Small business sponsors.

Anyone can use a bike share for any reason, at any time. The City has several miles of trails. Several people have expressed that they would like a bike rental in the City. Ms. Chapman noted 21 potential station locations in Birmingham.

There were several questions that Ms. Chapman asked the board to consider:

If bike share is favored:
What kind would the board prefer?

- Recommendation: The City pursues docked (station based) bike share or dockless (kiosk optional). For dockless: Users would be required to lock bikes to public racks or company provided racks.

Is there interest in multi-community connections?

Recommendation: The City link with other communities in order to increase the effectiveness for Birmingham and other communities.

What company?

- Recommendation: If linking with other communities the City would have to contract with the same systems MoGo (Shift Transit) or Southfield (Zagster) use. If not, City staff has no specific recommendation.

Should we provide accessible bikes now or withhold opinion until later? - City staff recommends that the MMTB consider accessible bikes after a bike share has been operational for at least a year.

Ms. Ecker noted there is no information that suggests you cannot have a successful bike share program without infrastructure. Or, that you cannot have successful infrastructure without a bike share program. One is not needed before the other.

Mr. Rontal had a hard time seeing people use a bike share program to get around the City of Birmingham. He could see it being useful to get to surrounding communities. In terms of intra-city bike share, he favored something more along the lines of the Lime Electric Scooter Share they have in San Francisco as being more convenient.

Ms. Ecker said with respect to locating the stations the board would lead and public input would be encouraged. Offsite parking locations would be good places to put a station so that commuters can get to Downtown. Mr. Rontal said he has a hard time visualizing people biking down Maple Rd. from some of the outlying churches, wearing their work clothes.

Discussion turned to usage and Ms. Chapman said with both Zagster and MoGo their usage data is proprietary to their participating cities.

With regard to safe bike routes to surrounding communities, Eton, and Pierce were noted.

Ms. Schafer wondered whether if other cities are using bike share and Birmingham is not, is Birmingham shutting itself out of that potential draw of people because they can't leave their bike in Birmingham.

Ms. Ecker stated there is a whole generation of folks that don't want to drive and might want to ride bike share. To Ms. Schafer's point, if surrounding cities have bike share and Birmingham doesn't, is Birmingham left out?

Ms. Chapman said in response to Mr. Rontal that the cost to go with either Zagster or MoGo depends on the number of stations and how many bikes at each station.

Ms. Slanga noted the Zagster pilot is paid for by Zagster. However, it is much more on the community with MoGo; but then there is the connectivity with surrounding cities. Ms. Chapman said the cities can bring in different sponsors. Advertising can be applied to the bikes or to the kiosks. Mr. Rontal suggested they should look at going to large businesses for sponsorship as well as small businesses. Maybe Ford, GM, and Chrysler would be interested in stepping in. Ms, Ecker advised that in the past the Surnow Group has been interested in sponsorship.

Ms. Ecker thought it would be a mistake to start something and not try to connect with surrounding communities.

Ms. Chapman asked the board members whether they feel bike share is a favorable possibility.

Ms. Folberg said to her the question is whether it is worth $100,000 to do a feasibility study. Ms. Chapman said that other communities have not done a feasibility study and are basically signing up for bike share a year at a time to see how it goes. MoGo is planning to hold community meetings for them to consider possible station locations.

Ms. Ecker said that opportunities for grants come up every year. She added surrounding municipalities are generally more than happy to share information back and forth with Birmingham. It was discussed that being a year behind may provide Birmingham a lot of information about what might or might not work.

Board members asked staff to come back with:

- A round number of locations with an accessibility map;
- If Birmingham were to go with MoGo in order to connect with surrounding communities it would be around $_____. If it were $100,000 to implement, then the $100,000 feasibility study seems like a waste of money;
- What is the City's perspective on how it would be managed;
- With MoGo the City would have to do more of the heavy lifting than with Zagster. Is there enough resources and staff to do that;
- Provide information from surrounding cities that are starting this up;
- Some thoughts and opinions from the business community on bringing in bike share.

Ms. Ecker predicted that once a bike station is in place people will be surprised how much they might use it. Ms. Chapman said the key for locations are to place bike stations somewhere people can get to and somewhere that people want to be.

7. MAPLE RD. IMPROVEMENTS (Phase 2 of Old Woodward Ave. Project)

Mr. O'Meara noted that the City of Birmingham has committed to a three-phased program to reconstruct its major corridors in the Central Business District. Phase I construction, focusing on the central part of Old Woodward Ave., is currently nearing completion, with an expected completion in early August. The remaining two phases will consist of:

- Phase 2, Maple Rd. – Southfield Rd. to Woodward Ave. (Construction planned in 2020)
- Phase 3, S. Old Woodward Ave. – Brown St. to Landon Ave. (Construction planned in 2022)

While the Multi-Modal Transportation Board ("MMTB") assisted with the initial street designs used in Phase 1, the City Commission assisted at a high level in the final design package. Per their direction, a planning consultant (MKSK) was hired and assisted the City in the conceptual design package now being constructed. Since there is a desire to be consistent and follow the design theme started in Phase 1 into the remaining projects, MKSK has been retained to assist again in developing the conceptual plans for Phase 2. This is a particularly smooth transition, given that MKSK has now been retained and is teamed with the City's traffic engineering firm F&V. Together, they have prepared conceptual plans to assist the MMTB with all of its planning needs. It is expected that the initial MMTB comments will be taken at this meeting, and then initial comments will be taken from the City Commission. A final review by the MMTB is expected later this summer.

As plans are prepared for Phase 2, it is important to note that the City was fortunate to be awarded two federal grants to assist in covering the cost of this project. Grants include:

• A grant for $352,000, awarded by the Oakland Co. Federal Aid Committee, to assist the City in the cost of reconstructing this major road. As a street with high traffic counts, combined with the need for general safety improvements, this segment of Maple Rd. qualified for a grant estimated at covering 80% of the cost of resurfacing this street.

• A grant for $249,700, awarded under the Highway Safety Improvement Program, covering 80% of the cost of reconstructing the Southfield Rd. at Maple Rd. intersection.

Mr. Strader spelled out the goals of the Phase 2 project:

- Be consistent with Phase 1;
- Improve the pedestrian and bike environment using recommended design options from the MMTB and the City Commission;
- Provide reasonable traffic operations;
- Consider on-street parking options that maximize the number of spaces;
- Consider maintenance costs;
- Meet the MDOT standards;

- Consider placement of street trees and ornamental street lights;
    - A tree every other parking space interspersed with a street light every other space;
    - Trees to be columnar in nature.

Mr. Strader and Ms. Kroll covered options for the various sections of the road.

1. **Southfield Rd. Intersection** – The City received a safety grant to improve the geometrics. The skewed angle in which Southfield Rd. meets Maple Rd. has created a high crash environment. It is also considered unfavorable for pedestrians attempting to cross Maple Rd. at this signal. F&V studied crash histories for the City. They determined that moving the intersection to the west, therein making all turning movements to be executed at a 90° angle, would have a measurable impact on reducing crashes. The traffic signal will have to be relocated as a part of this improvement. The MMTB and City Commission will be asked to consider whether a mast arm traffic signal design is appropriate here or not. To upgrade the signal from span wire to a mast arm would be an additional $80 to $120 thousand, depending upon the design. The standard for Downtown is a mast arm; outside of Downtown it is not. MKSK and F&V will provide photo renderings of the appearance of the two signal designs as viewed for northbound traffic, and the visual impact they will have on the Birmingham Museum located at this intersection.

Mr. Rontal suggested that if the mast arm is used and it is decided this is Downtown, they should locate signage or public artwork on the SE corner of the intersection so people are notified that they are coming into Downtown. He hoped the options for street trees would include those with fall color.

Mr. Strader assured they will draw the schematics to ensure the intersection is designed for trucks to be able to make the turn onto Southfield Rd.

2. Maple Rd. Between Chester St. and Bates – The consultants looked at a median option but it did not work out because after using the MDOT and Federal funding standards the island became too small.

3. Maple Rd. and Bates - The options are to leave the intersection as it is with left turns prohibited, or to provide a left-turn lane with:

- Option A - Left turn lane with narrower sidewalk
    - Improves site distance;
    - Reduces rear-end crashes;
    - Reduces vehicle queues on Maple Rd.

- Option B - Left turn lane with eight parking spaces removed
    - Improves site distance;
    - Reduces rear-end crashes;
    - Reduces vehicle queues on Maple Rd.

In this case Ms. Kroll opined that the low volume of left turns probably does not warrant a left turn lane.

Mr. Strader said they have a little room to move the street trees out into the road and restore the sidewalk width at the east and west side of Bates. The priority is to either keep the sidewalk as wide as possible even if they sacrifice on-street parking, or is keeping the on-street parking a critical priority and then doing the best they can with the sidewalk and street trees. Option A, allowing on-street parking, benefits the businesses and street life and it buffers the pedestrian from the travel lanes on the positive side. On the downside it adds to congestion because of parallel parking maneuvers. Option B makes it much better for pedestrians and it helps the traffic flow as well. The downside is the loss of parking.

Right now Maple Rd. lanes are 12 ft. wide and they are proposed to be narrowed to 11 ft. which arethe least they can be with all of the constraints of high volume of traffic, busses, and heavy vehicles.

Discussion concluded there could be an Option C that would take out both sides of left turn lanes. That may cause backups. Option D would be no left turns at Bates.

Board members leaned towards Option B.

4. Maple Rd. and Park St. –

- Option A - Channelized right-turn lane
    - A center median with a two-stage pedestrian crossing;
    - Allows free-flow right turns onto NB Park St.;
    - No queuing from right turns onto Woodward Ave.

- Option B - Reduced traffic island;
    - Typical pedestrian crossing;
    - Signal Control right turns onto NB Park St. (free-flow);
    - No queuing from right turns onto Woodward Ave.

Ms. Ecker noticed that with Option A the whole pork chop space is wasted. Whereas in Option B usable sidewalk space is being added. Mr. Strader pointed out that a diverter will be needed so that people will not continue SB from Park St. onto Peabody, and they would have to turn right.

Ms. Ecker said to keep in mind that the NE corner of Park St. and Maple Rd. is likely to be redeveloped in the near future. Pretty much everyone who is interested talks about wanting Park St. to be two-way for ease of access to that property.

Chairperson Slanga expressed the opinion that nuggets and pork chops just don't work.

It was agreed that the board needs to think a little more about this intersection.

5. Maple Rd. East of Peabody and Park St. - There is a narrow sidewalk with not a lot of room for street trees. They could do something to keep the small trees but the thought is maybe no street trees and replace them with a low ground cover or some other kind of plant material. Board members agreed.

6. Parking

- Option A-1- 20 ft. parking with 8 ft. boxes
  - No extra space at end of blocks.

- Option A-2 - 22 ft. parking
  - Bike parking;
  - Larger bumpouts;
  - Pedestrian areas.

- Option B-1 - 11 ft. lanes with 8 ft. wide parking

- Option B-2 - 11 ft. lanes with 7 ft. wide parking with 1 ft. buffer

Board members were split on these options.

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

9. MISCELLANEOUS COMMUNICATIONS (none)

10. NEXT MEETING AUGUST 2, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 8:25 p.m.

_____
Jana Ecker, Planning Director

_____
Paul O'Meara, City Engineer

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: **July 31, 2018**

TO: **Multi-Modal Transportation Board**

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

SUBJECT: **Maple Rd. Reconstruction**
Southfield Rd. to Woodward Ave.

At the last meeting of the Multi-Modal Transportation Board (MMTB), the Board discussed initial design concepts for the planned reconstruction of the downtown section of Maple Rd., scheduled for 2020. As you know, our consulting team presented initial design concepts and questions. The meeting helped to provide feedback to further develop the concepts. A revised presentation has been assembled, and will be reviewed by the Board. The summary of topics include:

1. Parking space layout and total count.
2. Tree selection.
3. Planter design options.
4. Park St. intersection design.
5. Bates St. intersection design.
6. Southfield Rd. intersection design.

The design team would like to get additional feedback on these topics before finalizing a presentation to the City Commission. The design elements will then be presented to the City Commission later in August. A suggested recommendation can be found below:

SUGGESTED RECOMMENDATION:

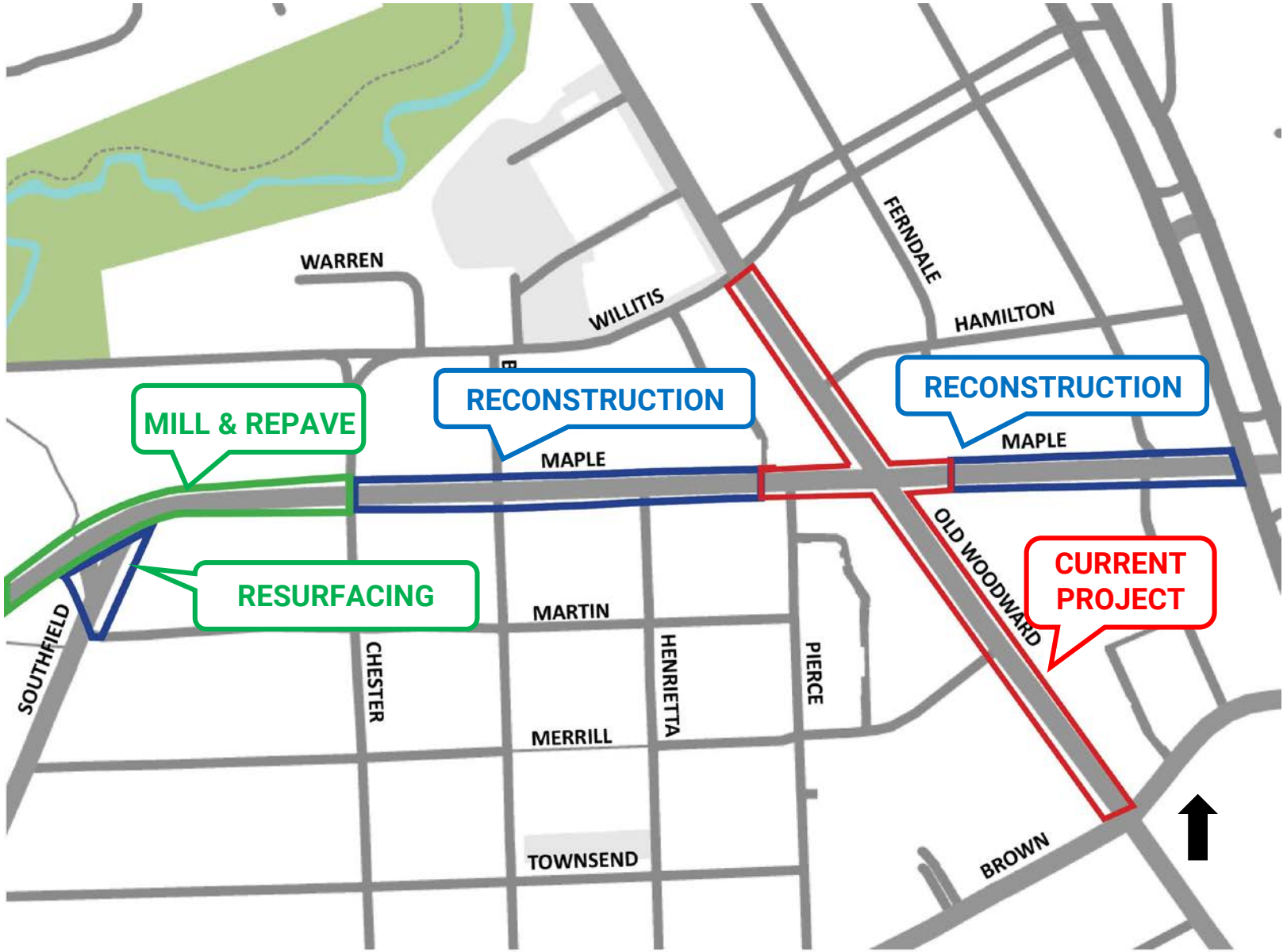
To recommend to the City Commission the conceptual design plans for the reconstruction of Maple Rd. from Southfield Rd. to Woodward Ave., with the following design features:

1. Parking spaces sized at 22 ft. wide per MDOT requirements, and lane widths at 11 ft. wide.
2. Option ____ for the design of Maple Rd. between Chester St. and Henrietta St.
3. Option ____ for the design of the Park St. intersection.

Maple Road Project (and extension of current project)

- Full reconstruction Chester to Pierce and E of Old Woodward to Woodward
- Repaving from Southfield to Chester St.
- Potential realignment and signal upgrade at the Southfield intersection

Timeline: Bid Package by December



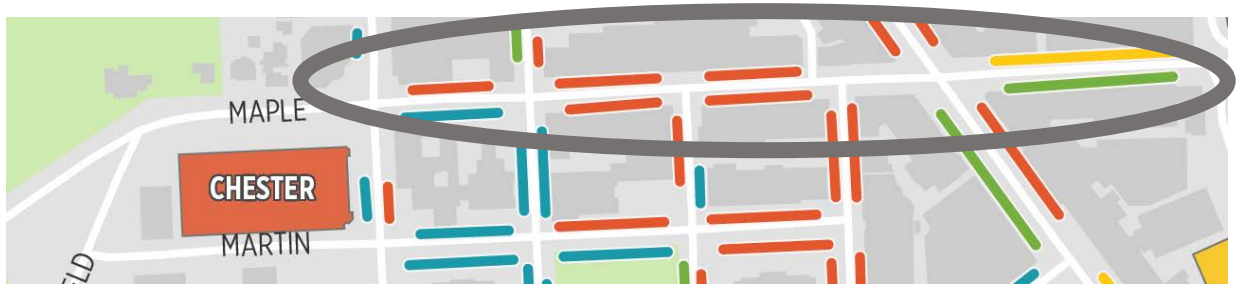
Updates:

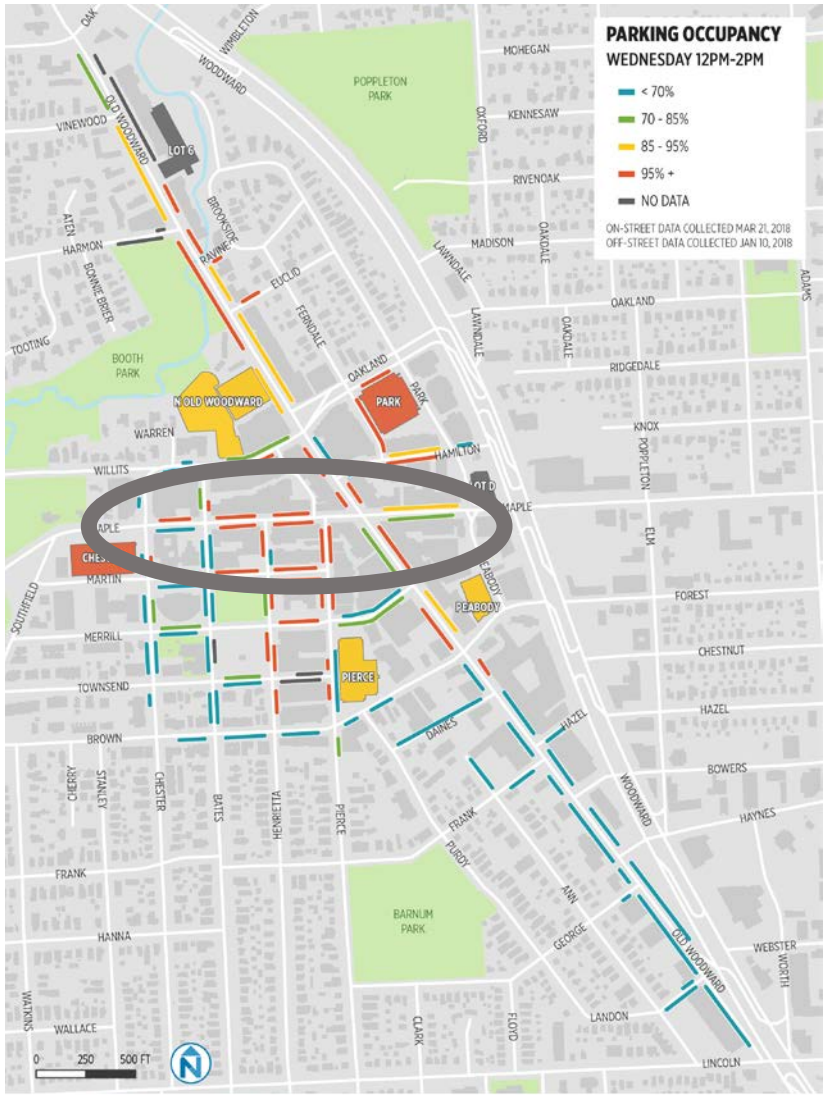
1. Parking layout options
2. More information on street tree selection
3. Landscape options for narrow segments
4. Additional options at Maple/Park/Peabody
5. Additional options at Maple & Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple & Southfield

Current Maple Occupancy Rates

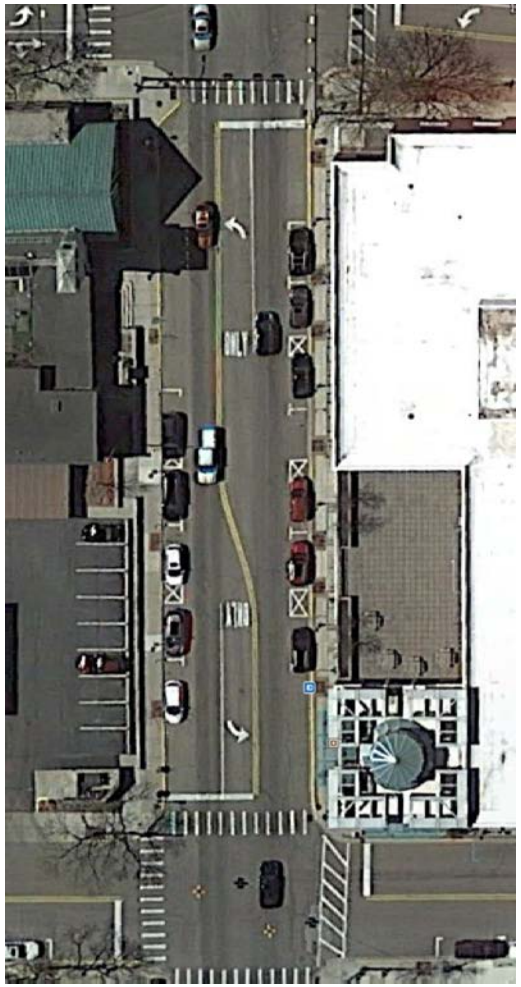
Parking Study Findings:

- 43 On-street parking spaces west of Old Woodward. Use of narrow, columnar trees instead of large canopy trees (bottom right) **95% full**
- 29 On-Street east of Old Woodward
- **Total=72 existing spaces**
- Image: Weekday from 12-2pm

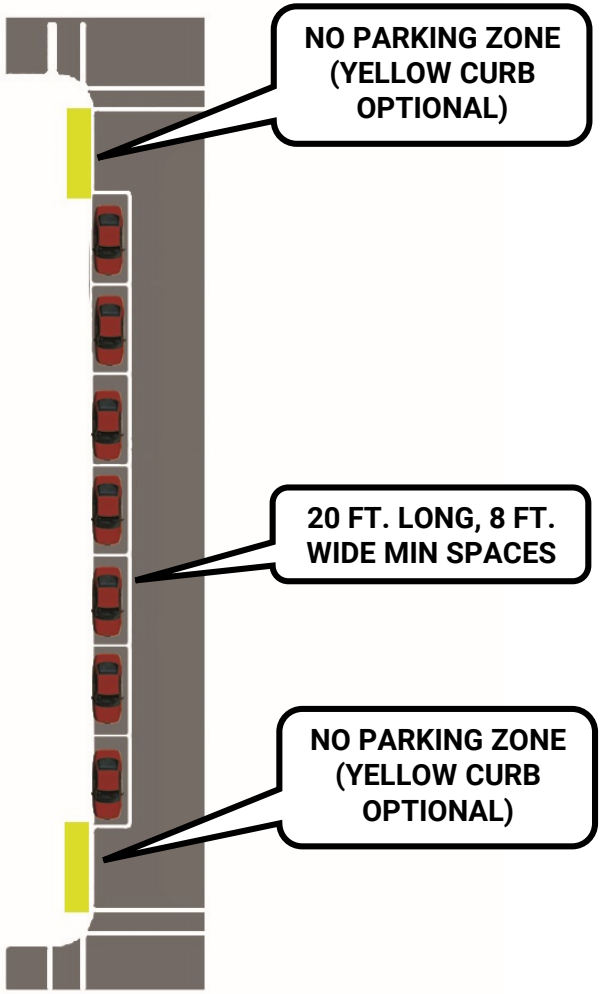




Maple Rd. On-Street Parking Options



Existing-
72 Total spaces



MDOT Recommendation-
54 Total spaces

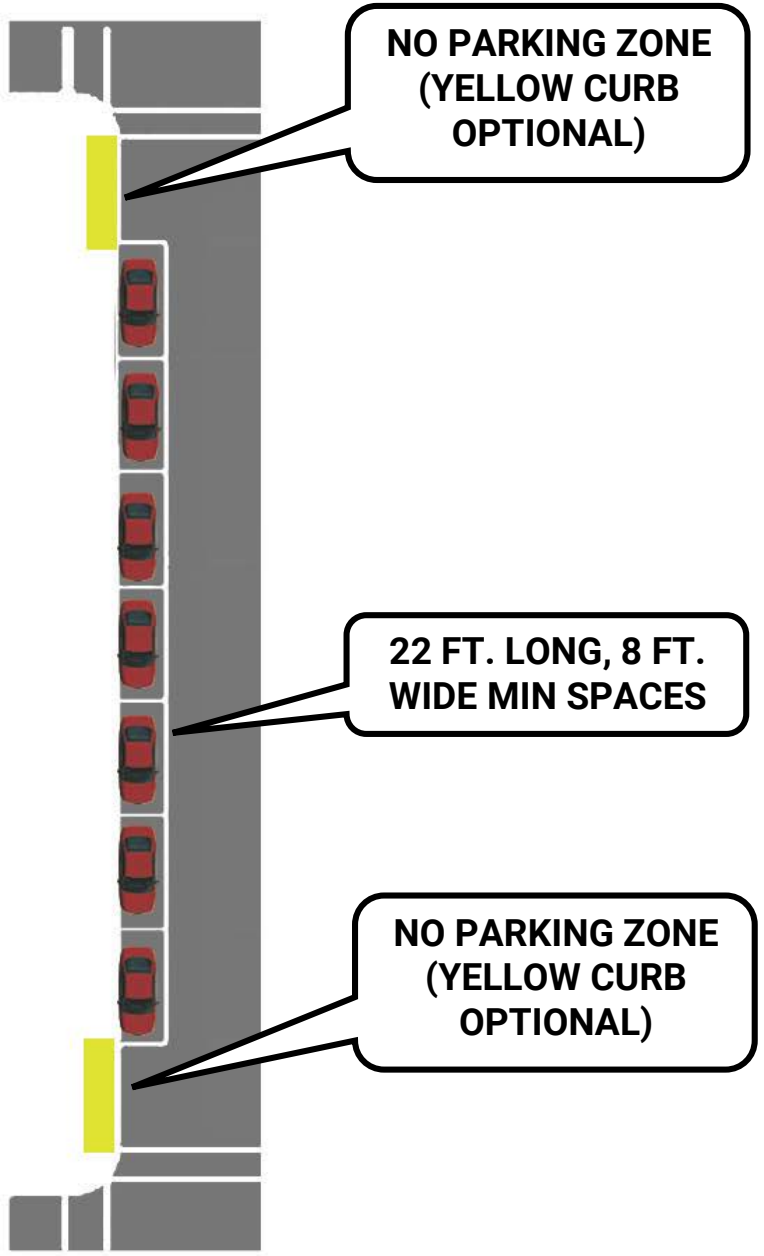
On-Street Parking Existing

- 43 On-street parking spaces west of Old Woodward
- 29 On-Street east of Old Woodward
- **Total=72 existing spaces**

Existing Google Earth Aerial

MDOT Recommendation:
22 ft Parking Spaces

- City may seek a design exception from MDOT
- Spaces reduced at corner per MDOT specifications
- 36 On-street west of Old Woodward.
- 18 On-Street east of Old Woodward
- **Total= 54 spaces**
  Existing=72 spaces
  (-18 spaces)



Updates:

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Recommended Street Trees

- Segments of Maple Rd sidewalk are **more narrow**
- Businesses do not prefer large canopy trees that **block frontage**
- **Need for shade**
- Columnar trees grow to 10-15’ wide and **still provide street character** with some shade
- However, some **wider sidewalk zones can afford canopy trees** (to match those on Old Woodward)

Recommended Columnar Street Tree: Option 1

Ginkgo (columnar)

Ginkgo biloba

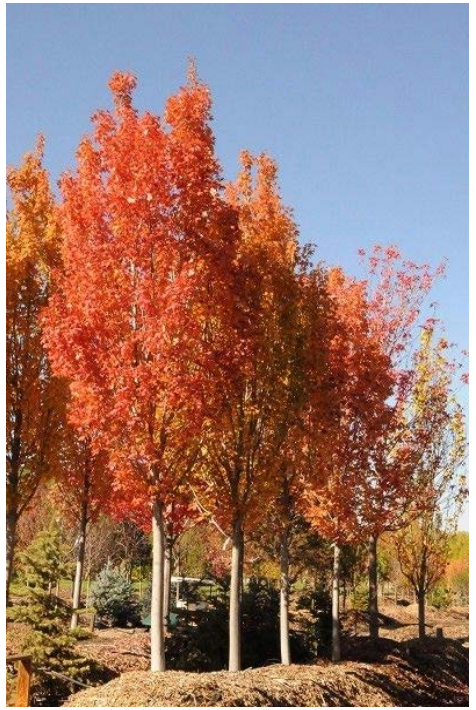
- Height: 30-50’
- Spread: 10-15’
- Shape: Narrow, fastigate
- Foliage: Light green
- Fall color: Bright yellow
- Easy to grow, columnar variety of popular urban street tree. Extremely adaptable, can fit into narrow spaces, air pollutant tolerant.

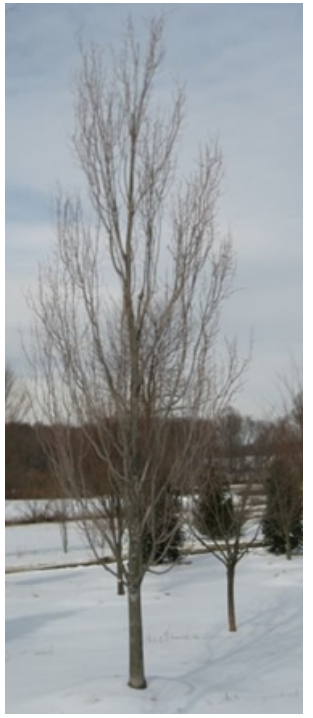
Recommended Columnar Street Tree: Option 2

Armstrong Maple

Acer Rubrum 'Armstrong'

- Height: 45'
- Spread: 15'
- Shape: Narrow, fastigate
- Foliage: Light green
- Fall color: Yellow, orange-red
- Fast growing, columnar tree used in streetscapes with narrow clearances



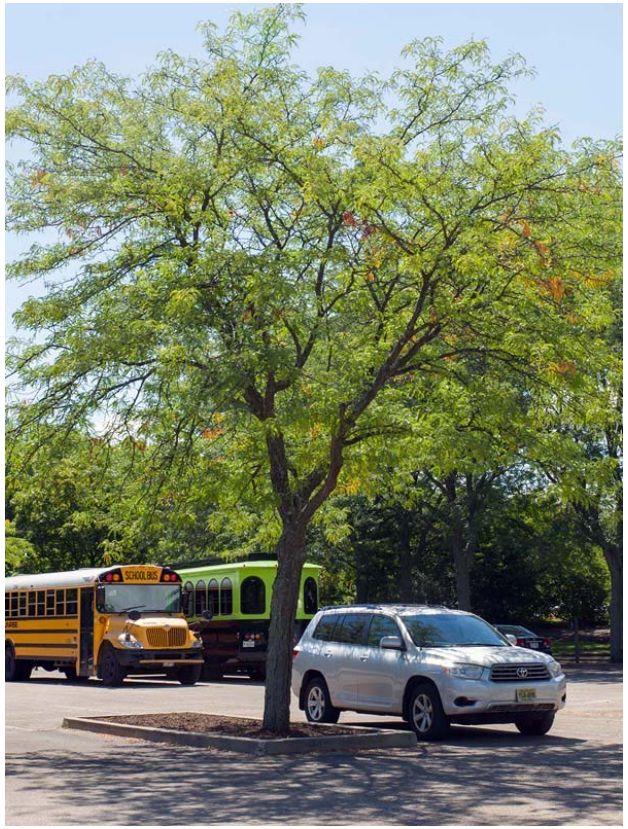


Recommended Street Tree for Wider Sidewalk Zones

Thornless Honey Locust

Gleditsia triacanthos f. inermis

- Height: 30-70’
- Spread: 25-40’
- Shape: Round, spreading
- Foliage: Dark green
- Fall color: Bright yellow
- Thornless and seedless variety recommended for tree lawns and streets.
- Already specified on Woodward Ave



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Landscape Options for Narrow Segments

Existing conditions

- Segments of Maple Rd sidewalk are **more narrow**
- Streetscape character must continue in these zones
- Most options are alternative to tree plantings

Option 1: Soil cells/structural soils

Option 2: Raised Planter Pots

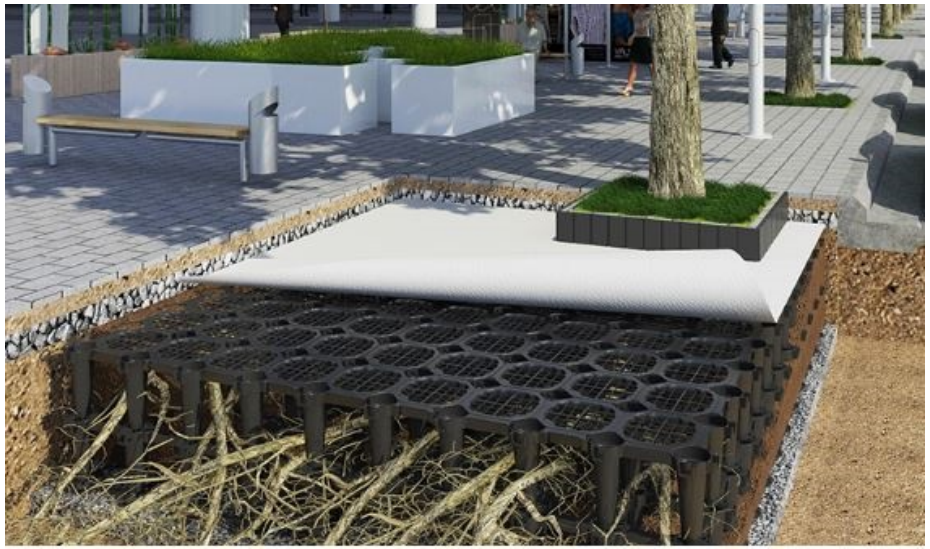
Option 3: Flush tree grate

Option 4: Linear raised planters

Landscape for Narrow Segments

Option 1

Soil Cell Systems/ Structural Soils



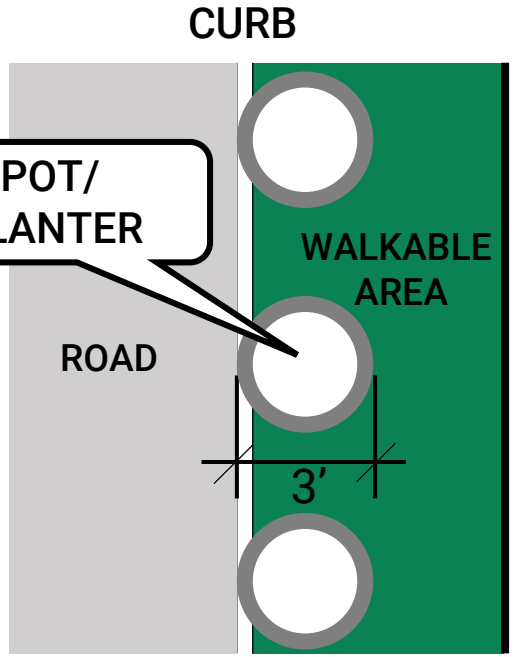
Weight-bearing modules or structural soils lie under street/sidewalks to **maximize root growth and prevent stunted growth of trees**

- Allow trees to grow in small spaces **without sacrificing walkable area**
- **Recommended for first impression entry zone off Woodward Ave,** if trees are desired

Landscape for Narrow Segments : Option 2
Raised Planter Pots

- Raised pre-cast concrete; planters are **highly customizable**
- Ideal for narrow spaces with not enough underground root space or width for trees
- Separates pedestrians from road
- Provide opportunity to **showcase seasonal/ annual plantings**
- Specialty irrigation/drainage systems and/or maintenance may be required

Existing planter in narrow segment

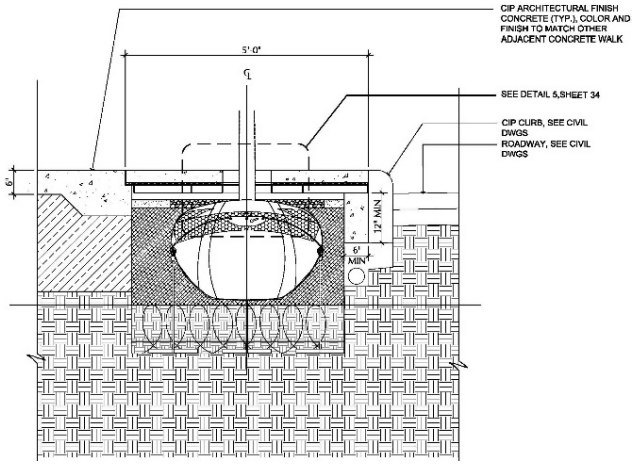


Proposed planter size in plan

Landscape for Narrow Segments: Option 3
Flush Tree Grates

- Tree grate constructed **flush to curb** (does not require the addition 6” redundant tree grate curb)
- Ideal for narrow spaces
- **Maximizes walkable pedestrian hardscape area** around tree
- May be combined with soil cells/stabilized soil to promote sustainable tree health

Existing exposed planter

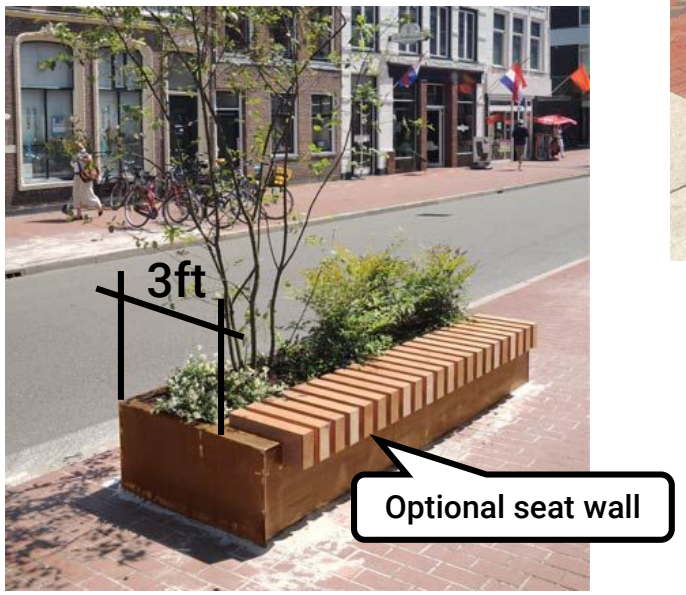


Proposed tree grate detail (above) and constructed tree grate (right)

Landscape for Narrow Segments: Option 4
Linear Raised Planters

- Low, linear raised planters are **highly customizable**
- Ideal for narrow spaces
- **Maximizes walkable pedestrian hardscape area**
- Does not require large width or depth for tree plantings
- Separates pedestrians from road

Existing exposed planter



Proposed linear raised planter with seat wall

Updates:

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 & Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple & Southfield

Maple, Park & Peabody

Typical

Channelized

F&V asked to evaluate other options…

Park & Peabody SYNCRO Simulations

Updates:

1. Parking layout options
2. More information on street tree selection
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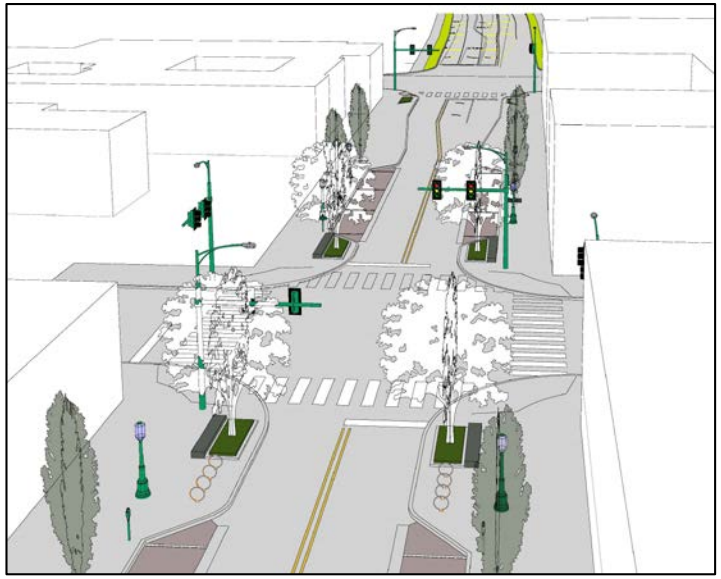
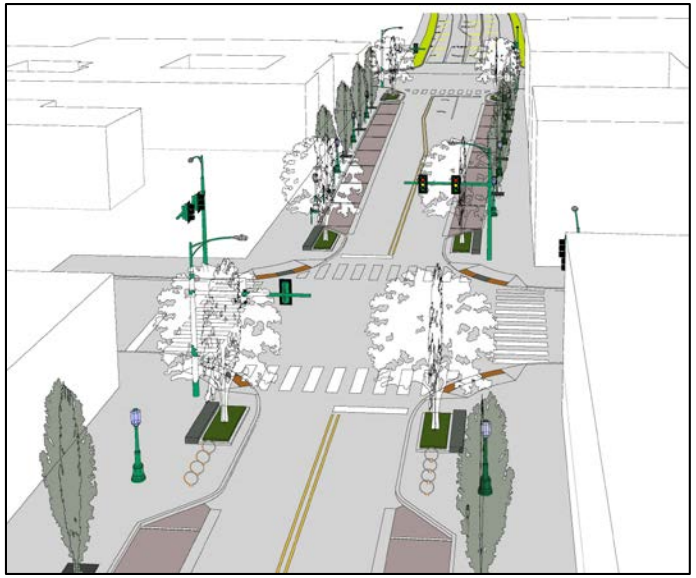
Maple & Bates Intersection

Option A- Left turn lanes



Option C1-
No left turn lanes, tapered



Option C2-
No left turn lanes,
with parking

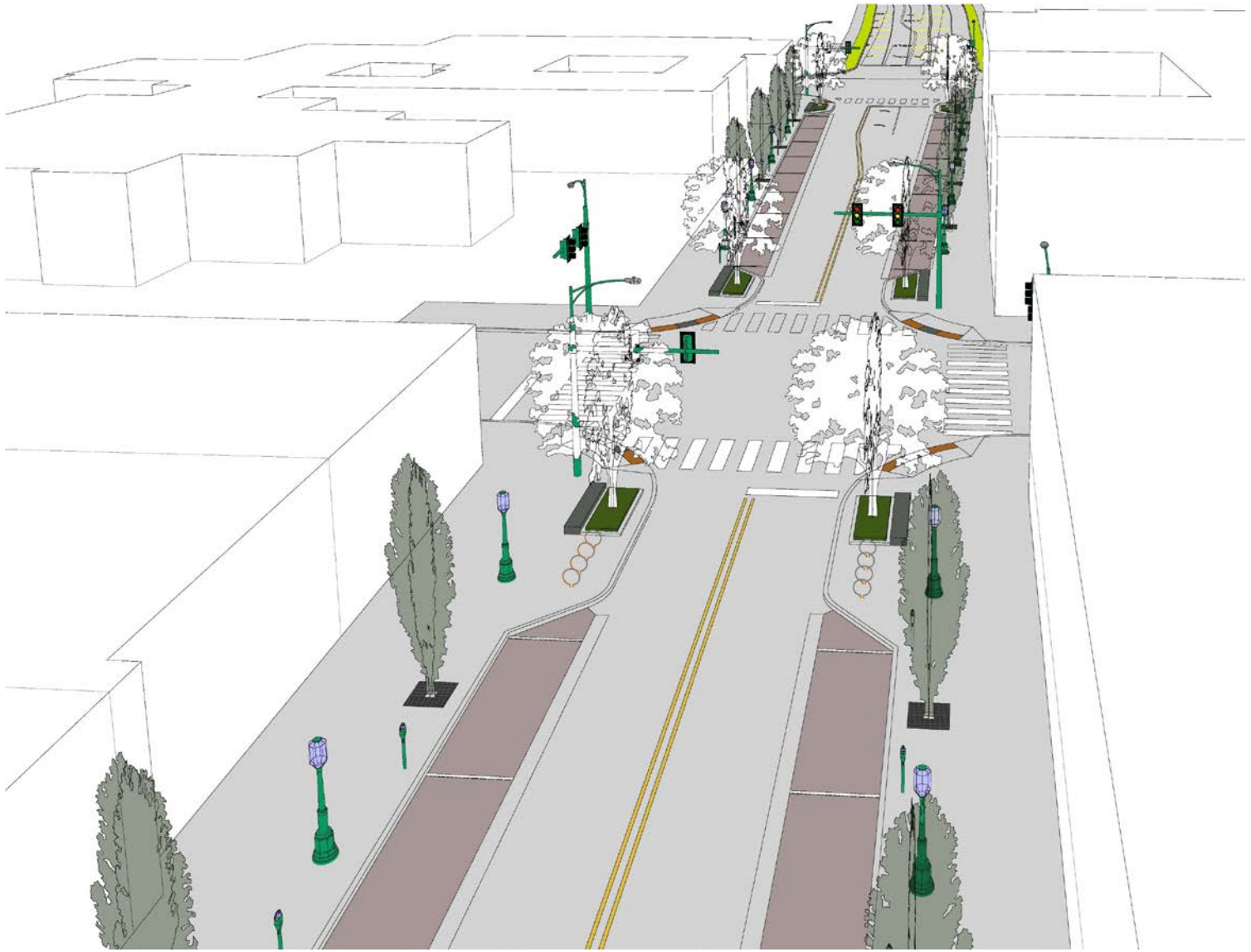
Previous:

- **Option B:** Left turn lane, reduce sidewalk width

Maple & Bates Intersection:
Option A:
Left Turn Lanes

Maple & Bates Intersection:
Option C1
No Left Turn Lanes, Tapered

Maple & Bates Intersection:
Option C2
No Left Turn Lanes, with Parking



Updates:

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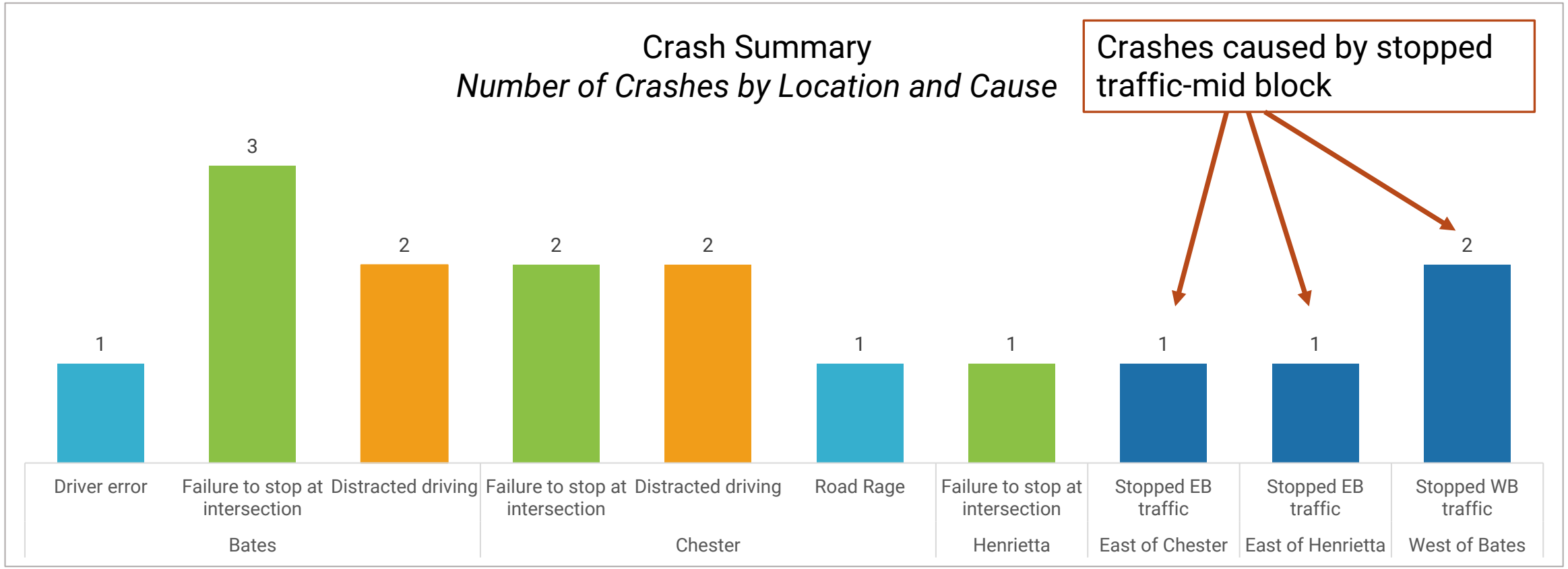
6. Additional options at Maple & Chester to Henrietta
7. Mast arm signal at Maple & Southfield

Maple & Chester to Henrietta Crash Analysis
Rear End Crash Summary-*Five Year Period (2013-2017)*

Total Rear End Crashes (5 Years): 16
Average Rear End Crash Frequency: 3.2 Crashes per year



Updates:

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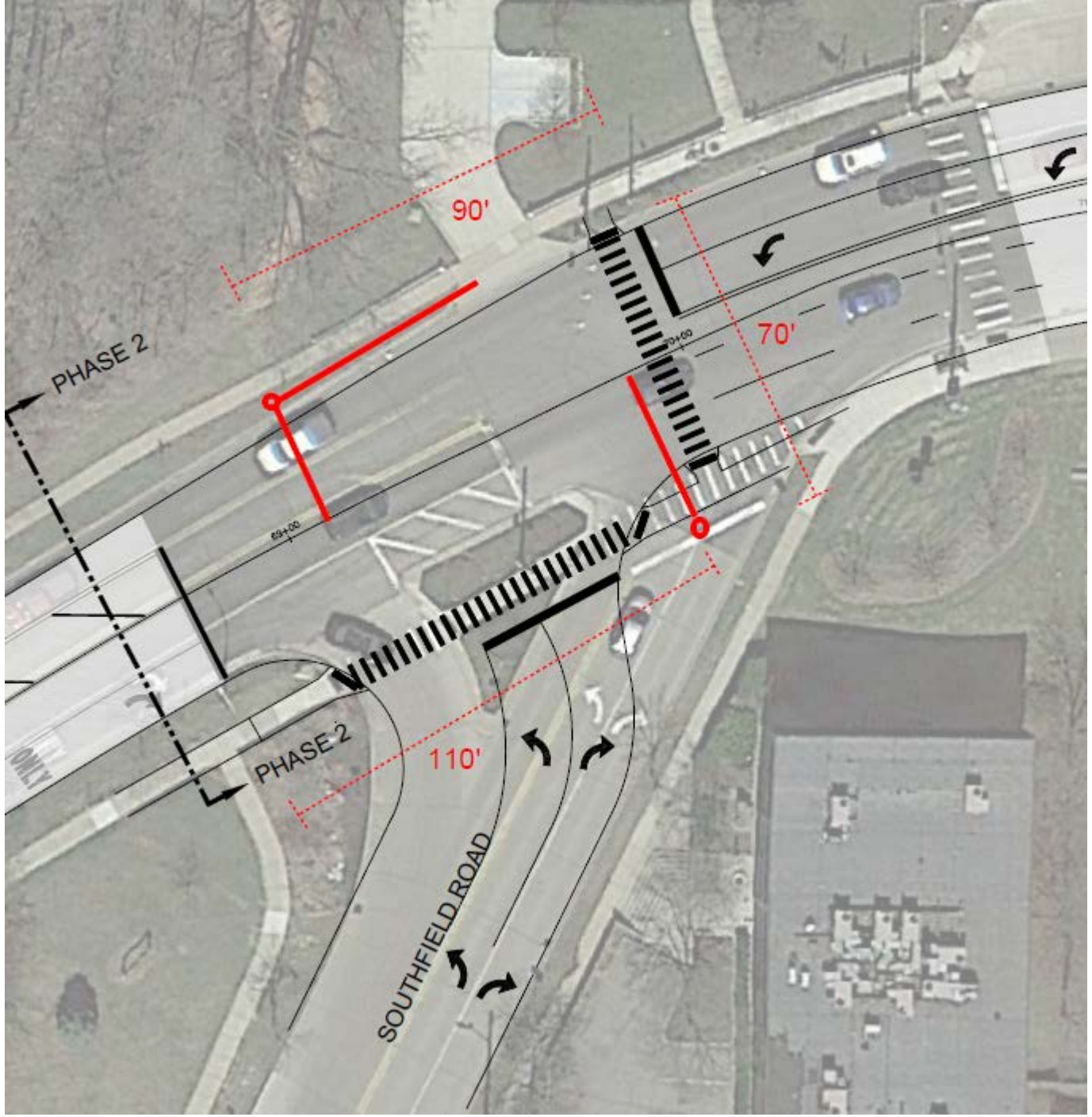
Maple & Southfield Intersection Proposed Signal Mast Placement

- Two posts required
- Daylight views to museum
- Opportunity for gateway feature

Maple and Southfield Mast Arms			
Direction	Min Distance	Proposed	Max Distance
Northbound	40'	~70'	180'
Eastbound	40'	~110'	180'
Westbound	40'	~90'	180'




WATCH FOR
PEDESTRIANS
WHILE TURNING

Maple & Southfield Intersection Proposed Gateway Opportunities

- New configuration allows opportunity for gateway features
- Signage, landscaping, lighting, seating
- Constructed in stages over time


BIRMINGHAM
FOR
LEASE

Recommendation on Alternatives to City Commission

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 & Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple & Southfield

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Department

DATE: **July 27, 2018**

TO: **Multi-Modal Transportation Board**

FROM: **Austin W. Fletcher, Assistant City Engineer**
Paul T. O'Meara, City Engineer

SUBJECT: **Quarton Lake Sub Reconstruction – Phase I**

The Engineering Department plans to issue plans for bid on the above-mentioned paving contract during the 2019 construction season.

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

The specific blocks are highlighted in yellow on the attached exhibit. 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.

As you know, 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 is attached to this report, and has been used as a reference in making the following recommendations. A summary of existing conditions is provided below, followed by a comparison to the City's new 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. City staff was unable to confirm the date from our records. The road width is wider than the current twenty-six (26) foot standard width (per the Residential Street Width Standards). The existing right-of-way is sixty (60) feet wide. A total reconstruction (new concrete pavement and underground utilities) is proposed for this street.

Brookwood St.

The existing pavement on this block was installed at twenty-four (24) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. City staff was unable to confirm the date from our records. The existing right-of-way is fifty (50) feet wide. 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) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. City staff was unable to confirm the date from our records. The road width is wider than the current twenty-six (26) foot standard width (per the Residential Street Width Standards). The existing right-of-way is fifty (50) feet 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) feet, in accordance with the Residential Street Width Standards. If the petition is successful, it will likely become a part of this project for logistic purposes and 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 feet. The existing pavement was installed at twenty-four (24) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. City staff was unable to confirm date from our records. In the early 1990's Kenwood Court was extended an additional 250 feet. The existing pavement was also installed at twenty-four (24) feet wide. This street has two (2) right-of-way widths, fifty (50) feet on the original section (west) and forty (40) feet on the newer section.

Because this street was constructed in two (2) different eras, the rehabilitation needs are different. 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.

As stated in the City's Street Width Standards, existing streets that are 28 ft. wide or less are analyzed differently than those that are wider. With that in mind, the wider streets will be considered first.

Glenhurst Dr. & Raynale St. – Decision Factors:

1. Context – To the north, Glenhurst Dr. will remain at 32 ft. However, it is scheduled for utility improvements in 2020. Since that street is currently unimproved with curbs, funding will not be available to reconstruct it unless the City Commission authorized a special assessment district to help defer the cost. It is unclear what will happen in that regard at this time. To the south, Glenhurst Dr. is currently unimproved without curbs. However, should a pending petition for road improvement be approved later this year, it will be

paved as a part of this same paving project. That block would fit the criteria for a standard 26 ft. wide pavement, if paved.

On Raynale St., the existing 32 ft. street to the west has the same conditions as Glenhurst Dr. to the north (it will be under construction in 2020, but rebuilding the street at a different width would require a special assessment district). To the east, Raynale St. is unimproved without curbs, and there are no plans for that to change in the foreseeable future.

2. Parking – During a recent survey, parking was measured at 9% to 18% during the day, and 7% to 14% at night. Both numbers are considered as low demand, suggesting that the streets can be narrowed.
3. Counts for Glenhurst Dr. in 2017 ranged from 250 to 600 per day, much lower than the 1500 vehicles per day required to consider a wider street. No counts exist on record for Raynale St., but given its location in the neighborhood, it is assumed that its numbers would be less than Glenhurst Dr.
4. The streets are not considered a school or fire route.
5. No special uses are on either street that would generate additional traffic. While Quarton Elementary School is located nearby on Oak St., neither street is the primary route when accessing the school.
6. There currently are no trees located on Glenhurst Dr., given the relatively wide pavement compared to the 50 ft. right-of-way available. Narrowing the street to 26 ft. would open an opportunity to install City trees on this section, and widen the parkway. Trees are not an issue on Raynale St., even with the 32 ft. wide street.
7. Speed data for Glenhurst Dr. taken in 2017 measured the 85th percentile speed at 27 mph. There is no data for Raynale St. City staff is not aware of ongoing traffic or safety issues on either street, therefore, no special design considerations are present.

Given the above information, staff recommends that the City's current standard of 26 ft. be installed. While this is a significant change from the current width, the lack of parking demand in this area makes them good candidates for a reduced width.

<u>Brookwood Lane & Kenwood Ct. – Design Factors:</u>

1. Context – Brookwood Lane extends for two blocks. Both blocks are currently 24 ft. wide, and traffic demand is very minimal. Kenwood Ct. is a dead end cul-de-sac street just serving the homes on the block. The easterly section is also built at 24 ft. wide, and is not being changed with this project, other than to resurface the asphalt surface.
2. Parking demand on these streets ranged from 9% to 16% during the day, and 0% to 13% at night. Parking demand is low, and does not justify a need for widening.
3. Given the low volume nature of these streets, there are no other special circumstances that would suggest the need for a change from the current 24 ft. widths.

Staff recommends that the existing street widths of 24 ft. be installed.

Finally, staff reviewed the Multi-Modal Master Plan for any suggested improvements to these streets. Given their localized service nature, no recommendations for any special improvements

exist within the plan. Other than updating all handicap ramps to current standards, no further Multi-Modal improvements are recommended at this time.

In the resolution below, a public hearing is recommended. If approved, staff will implement the notification procedures now detailed in the standard, by both sending out postcards to each affected address, as well as installing temporary signs when driving into the area notifying residents about this upcoming hearing.

SUGGESTED RESOLUTION:

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

A. Reconstructing Raynale St. at twenty-six (26) feet wide between N. Glenhurst Dr. and Chesterfield Ave.;
B. Reconstructing Brookwood St. at twenty-four (24) feet wide (matching existing) between N. Glenhurst Dr. and Raynale;
C. Reconsructing N. Glenhurst Dr. at twenty-four (24) feet wide between Oak Ave. and Raynale St.;
D. Reconstructing the west half of Kenwood Ct. (approximately 250 feet) at twenty-four (24) feet 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 6:00 P.M.

Street Width Values are Existing Distance Between Curbs (ft)

City of Birmingham
A Walkable Community

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%

BIRMINGHAM POLICE DEPARTMENT
151 MARTIN ST.
BIRMINGHAM, MI 48009

Glenhurst
Raynale/Oak

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

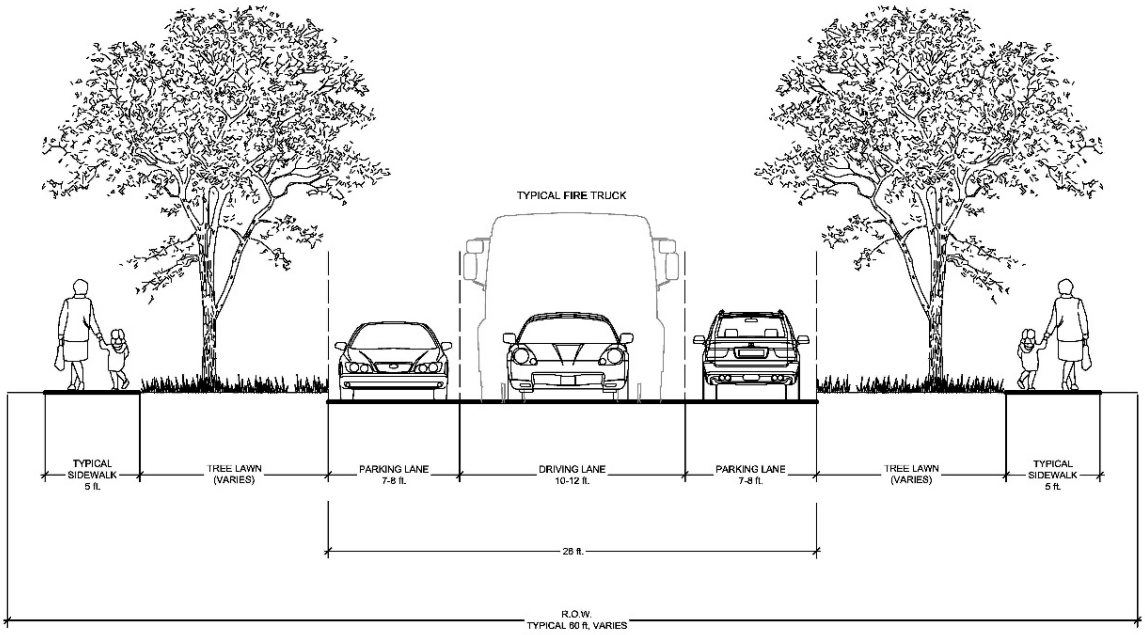
85 percentile = 27

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

POLICY STATEMENT:
BIRMINGHAM RESIDENTIAL STREET DESIGN STANDARDS



INTRODUCTION: The City Commission asked the Multi-Modal Transportation Board (MMTB) to establish a City policy for determining the width of a new street. Accordingly, the MMTB identified goals for residential road width standards, and reviewed the national standards and best practices from professional organizations and peer cities. The board created standards and allowed for modifications if certain criteria are met.

INTENT: The purpose of these standards is to provide consistent street widths throughout the city but with flexibility for very specific situations. The goals for identifying a standard road width for residential roads include the following:

- Functionality;
- Consistency **with adjacent streets**;
- Accident reduction **and public safety**;
- **Adhering to Complete Streets principles;**
    - **Enhancing walkability;**
- **Character of community;**
    - **Block length;**
    - **Size of lots;**
    - **Building setback and lengths;**
- Traffic calming;
- Expediency in planning and engineering;

- Infrastructure costs; and/or
- Storm water runoff management.

The following standards are based on residential street design recommendations published by **American Association of State Highway and Transportation Officials** (AASHTO), the Institute of Transportation Engineers (ITE), the Urban Land Institute (ULI), the Congress for New Urbanism, **National Association of City Transportation Officials** (NACTO), and those used by peer cities. Using those standards as a base, these standards are also based on emergency response access, winter weather, the existing street widths in the city, and the characteristics of different neighborhoods in the City. These widths typically allow for parking along both sides of the street with room for a vehicle to pass in one direction. When there is opposing traffic (vehicles going both ways) one of the motorists will need to yield to the other. This is commonly classified as a "Yield" or "Courtesy" Street.

STREET DESIGN STANDARDS (see also attached flow chart):

1. **NEW AND EXISTING, UNIMPROVED RESIDENTIAL STREETS THAT ARE BEING IMPROVED**

   When streets are improved or newly constructed, the standards below shall ~~be strictly~~ **generally be** applied. **Exceptions may be considered when factors, such as those described in Section 4, are evident.**

   a. **Standard Streets:** 26 ft. in width from curb to curb.
   b. If the right-of-way is less than 50 ft., the street width shall be a minimum of 20 ft. with parking allowed on one side only (generally the side without fire hydrants).

2. **EXISTING, IMPROVED RESIDENTIAL STREETS**

   When previously built streets are reconstructed, this standard shall generally be applied. Exceptions may be considered when factors, such as those described in Section 4, are evident.

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

   Existing Street is 28 feet or less in width: If existing street width is 28 ft. or less in width, street ~~shall~~ **may** generally be reconstructed at the existing width **provided there is a reason present under section 4**.

3. **PUBLIC NOTICE AND PUBLIC HEARING**

   Whenever there is a street project where a change in the existing width is being considered, the Multi-Modal Transportation Board shall have a Public Hearing to inform residents of the project and provide an opportunity for comment. The City shall post a sign along the street that announces street project. Design details shall be advertised and posted on the City's website. If residents express a desire for a non-

standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered. However, engineering or safety factors listed in Section 4 must also be present to support a design exception.

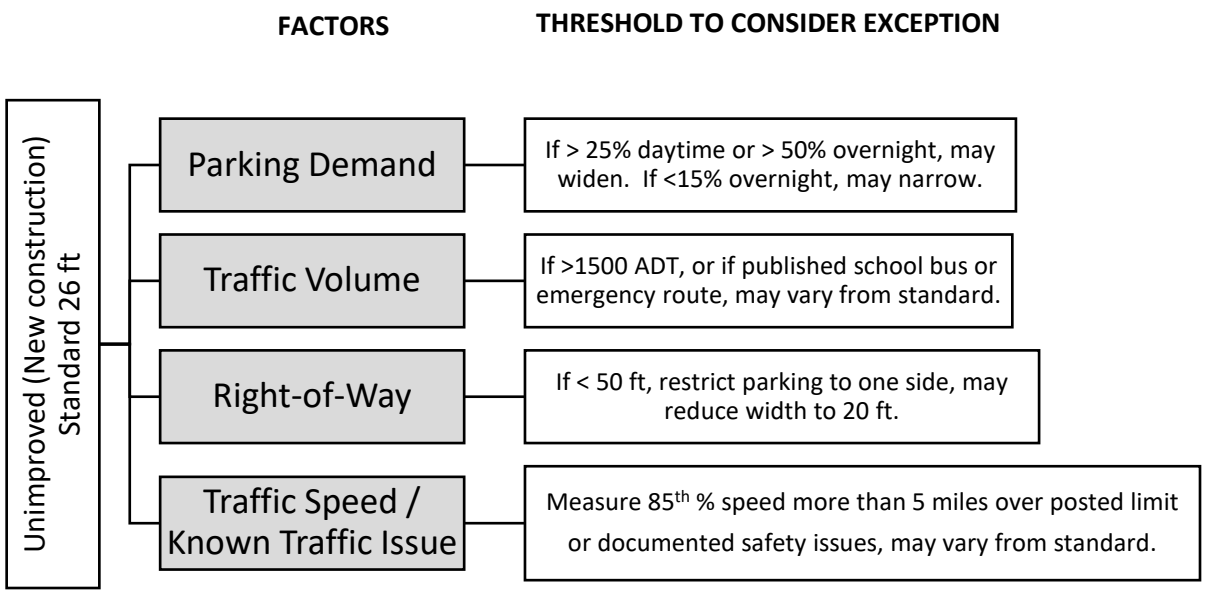
4. EXCEPTIONS AND MODIFICATIONS TO THE WIDTH STANDARDS

Any modification must be consistent with the Intent of these standards and the engineering publications upon which they are based. Street width exceptions may only be approved to a minimum of 20 ft. and a maximum of 30ft. **If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered (either wider or narrower)** ~~Modifications to street widths may~~ **only** ~~be considered~~ **if one or more of the following conditions exist:**

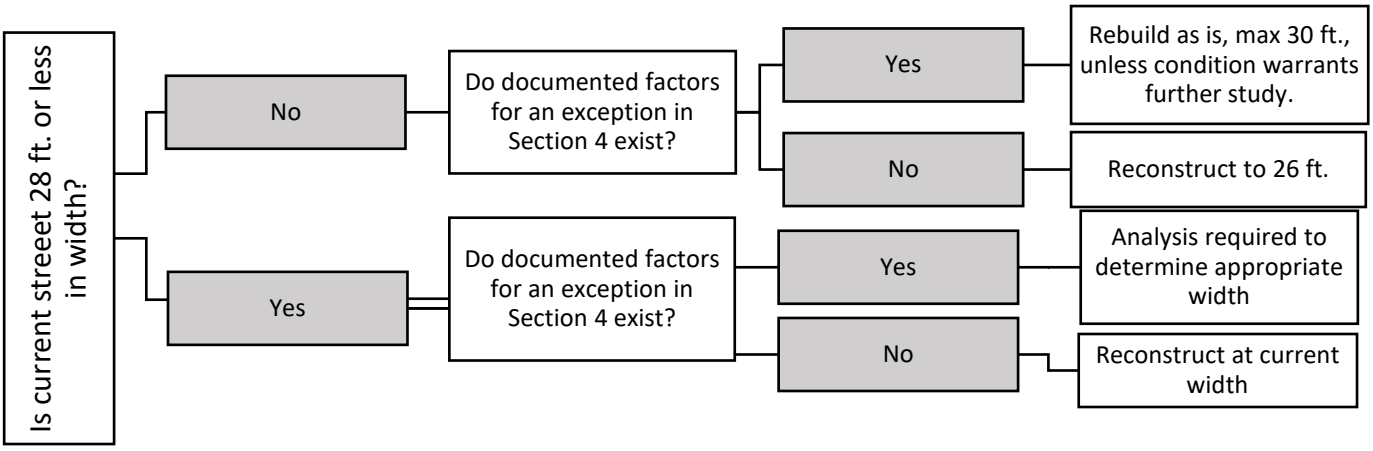
a. High or low frequency of use of on-street parking. When surveyed on-street parking is utilized 15% or less overnight, the width may be reduced. When parking density is classified as highly utilized, defined as over 25% occupancy throughout the day or more than 50% of the available curb space used overnight, the width may be increased. For calculation of parking, a minimum length of 22 ft. shall be used and not include driveways, spaces adjacent to fire hydrants, or other locations where parking is not allowed.
b. Daily traffic volumes exceed 1500 vehicles.
c. The street is a published school bus route used by the Birmingham Public Schools or is a frequent emergency response route.
d. Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use with access that generates higher traffic volumes.
e. Presence of street trees, especially healthy, mature trees, such that rebuilding the road as proposed would result in the removal of two or more trees on any given block.
f. A speed study confirms that the 85th percentile speed is more than 5 miles per hour over the posted speed limit and/or city police or engineering departments have documented operational or safety concerns related to traffic patterns along the street.
g. Street may be as narrow as 20 ft. with parking on one side only if right-of-way is less than 50 ft.

5. BOULEVARD STREETS

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



RECONSTRUCTION OF IMPROVED STREET



MJ GALBRAITH | THURSDAY, JULY 12, 2018

Detroit bike share service to expand into Oakland County

Via F

MoGo bikes in Detroit

The bicycle-sharing service MoGo is riding into Oakland County.

Five cities near the Detroit border are adopting the service, which first launched in that city in 2017. The cities of Berkley, Ferndale, Huntington Woods, Oak Park, and Royal Oak will each take part in MoGo's regional expansion.

Thanks to a $495,380 Transportation Alternatives Program grant awarded by the Southeast Michigan Council of Governments, MoGo will be adding nearly 30 stations and 150 bicycles in Detroit and the five Oakland County communities. The expansion is planned for spring 2019.

"MoGo is a low-cost, reliable transportation option for metro Detroit residents, and we are excited to welcome MoGo's service to Ferndale and others who have shown interest in the system," Ferndale planning manager Justin Lyons said in a release.

"With this expansion, more people can count on riding a bike year-round for trips to work, school, or recreational purposes."

The new bikes and stations will join the system's 430 bikes and 43 stations already in place in Detroit. Specific station locations have yet to be determined.

MoGo was recently in the news for its partnership with the Detroit Department of Transportation. The pilot program between the two entities will hand out 2,000 30-day MoGo passes to DDOT riders, improving connectivity issues within the fixed route bus system.

According to Lisa Nuszkowski, founder and executive director of MoGo, incorporating the suburbs into the bike share system improves the regional transportation network as a whole.

"Expansion of bike share sends an important message about our ability to work together to solve transportation challenges in the region while providing people with an affordable and convenient way to get where they need to go."

Learn more about MoGo online.

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

Read more articles by MJ Galbraith.

City of Birmingham
A Walkable Community

Jana Ecker <jecker@bhamgov.org>

Fwd: Curb space is way too valuable for cities to waste on parked cars.

1 message

Joe Valentine <jvalentine@bhamgov.org> Fri, Jul 20, 2018 at 12:19 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>, Austin Fletcher <afletcher@bhamgov.org>, Mark Clemence <Mclemence@bhamgov.org>, Scott Grewe <Sgrewe@bhamgov.org>, Tiffany Gunter <tgunter@bhamgov.org>

fyi
---------- Forwarded message ----------
From: **Mark Nickita** <mnickita@bhamgov.org>
Date: Fri, Jul 20, 2018 at 11:43 AM
Subject: Curb space is way too valuable for cities to waste on parked cars.
To: Joe Valentine <jvalentine@bhamgov.org>

FYI

Here is an interesting article on the value of street parking in urban areas.

Good reasons of why we need to do what we can to keep as many available as possible. And to understand the pricing of it

Mark

https://slate.com/business/2018/07/curb-space-is-way-too-valuable-for-cities-to-waste-on-parked-cars.html

Give the Curb Your Enthusiasm

The American city is wasting valuable real estate on parked cars.

Henry Grabar July 19, 201811:24 AM


cars parked on a street

Thinkstock

In 1972, Berkeley, California, installed its first official curb cut. This little ramp descending from the curb into the street was the fruit of hard work by disability advocates. It was not, in fact, the nation's first curb cut—that was in Kalamazoo, Michigan—but it would begin a revolution.

Hundreds of thousands of curb cuts followed, and what was born as a wheelchair convenience, and eventually mandated by the 1990 Americans with Disabilities Act, soon provided a path for all kinds of street users, like kids on bicycles, parents with strollers, and senior citizens with shopping carts. Pedestrians are drawn to using curb cuts, and a street corner would look odd without them. It's a story of how changes made for small groups wind up having positive, unforeseen externalities. It should also prompt us to look again at the stagnant, forgotten piece of infrastructure that is the American curb.

How and where we walk is a function of curb design—where is the curb cut, where are the parked cars, where are the trees? But so is the utility of emergency vehicles, taxis, public transportation, cycling, garbage pickup, and freight delivery. The space at the edge of the street plays a crucial role in stormwater management. It can provide desperately needed public and commercial space. Worth billions but given away for free, the curb is arguably the single most misused asset in the American city—and one that, more than any giant investment in apps, sensors, or screens, can determine the future of transportation.

Google's parent company, Alphabet, has launched a company that "codes the curb" in an attempt to help cities and companies adapt to changes coming with electrification, shared mobility, digitization, and autonomy. "The big context we see is a shift, arguably the biggest since the internal combustion engine, in the transportation sector," said Stephen Smyth, the CEO of Coord. "There's not always accessible data about the curbs and what you can do on them. So we've taken it on ourselves, because we believe that the curb is the nexus of what you can do in transportation."

You can understand why, despite rapid urban growth and punishing traffic jams, the mayors of bustling American cities have been reluctant to disrupt the curb's settled role for the past 70 years: providing free parking. *Parking*, after all, is one of the most popular words in the NIMBY lexicon. Few mayors could even tell you how much curb space a city has or what it's worth, though they do seem to recognize that a free parking pass can function as a powerful, Tammany Hall–style perk for favored groups.

It's a sensitive subject. "I have a large collection of newspaper articles about parking space murders, some of them are quite brutal," says Donald Shoup, a professor at UCLA and the father of American parking studies. "If you need an example of how emotional people get about the curb, that's good evidence."

But it's not as though curb space is in short supply. Philadelphia has more than 440,000 on-street parking spaces, which seems like a lot, though it represents just over 20 percent of the city's total parking spaces, according to a May report from the Mortgage Bankers Association. Seattle has an astounding 514,000 on-street spots in a city of just 704,000 people. San Francisco, the peninsular city always said to be "running out of room," has approximately 275,000 curbside parking spaces. As you might expect, the curb's unrealized value as a public asset is highest in cities like San Francisco where there's little empty space to go around. (Des Moines, Iowa, by contrast, has an astounding eight parking spaces per resident, mostly in surface parking lots.)


Parking map of San Francisco.

The bright blue indicates free two-hour street parking in San Francisco.

Coord

Rarely is personal car parking the highest and best use of this space. In contrast to cars, which spend 95 percent of their lives not moving, scooters and shared bikes have been making busy use of curbside parking spaces. In New York, docks for shared bikes have typically been installed along curbs, and on busy days users clock more than six rides per bike per day. (The city's reluctance to take away personal car parking may, in fact, have limited the network's growth.) One curbside parking space can accommodate a dozen bikes and serve dozens of daily trips. The situation for scooters is similar: In Santa Monica, where Bird's first electric scooters were distributed, each scooter is used five to six time a day, for an average trip of 1.6 miles. That activity is good news for stores and restaurants, which tend to overestimate how many of their customers arrive by car.

Even more significant, for curb space, is the rise of transportation network companies like Uber and Lyft. Back in the fall of 2016, Lyft alone completed 6.3 million rides in Los Angeles—triple what the local taxi industry had done at its peak in 2012. That means millions more pickups and drop-offs on city streets. The company's co-founder John Zimmer touts ridesharing as a way to cut down on car parking in cities and claims 250,000 customers have given up their personal cars—a dubious data point that seems to rely on a cursory survey. Nevertheless, the company's need for space for pickups and drop-offs, and its recent purchase of the bikeshare company Motivate, place its interests squarely against those of the curb status quo.

In busy cities, the rise of TNC services is just one reason that curb space is newly in demand. Businesses are reducing on-site inventory by working with suppliers who can respond quickly to their needs. Apartment buildings are receiving hundreds of Amazon packages a day. Offices are deluged with lunchtime food deliveries. Where curb space is tight, both people and goods tend to be picked up or dropped off from double-parked vehicles.

An astounding portion of traffic congestion comes from just two sources: cars cruising for parking, and those that have given up and double-parked. It's been projected that eliminating double-parking in Athens, Greece, for example, could reduce traffic delays by 33 percent. More than 30 percent of vehicle-miles traveled in the urban core consists of cars looking for parking, according to Shoup.

He estimates that New York's free, on-street parking spaces together amount to 13 Central Parks. Nearly all of them are free. By charging just $5.50 a day for half those spaces, Shoup projected in a proposal published in the New York Times last month, the city could generate $3 billion a year. Higher

rates would free up spaces, reducing the time drivers spend spot-hunting, reducing traffic, and shortening journeys.

Solving this congestion comes down to one thing: better curb management. In the United States, airports are at the forefront. At San Francisco International Airport, where Uber and Lyft make up nearly 50 percent of arriving vehicles, the situation had become dire:

> It's illegal for Uber & Lyft to pickup at SFO's arrivals level, so they pickup at departures. This has made congestion so bad, there's now a sign encouraging drop-offs to go to arrivals. So now departures go to arrivals & arrivals go to departures because tech fixes everything.
>
> — Brian Janosch (@BJanosch) 7:07 PM - Jun 3, 2018

Last month, SFO instituted a new system. Uber Pools and other "shared" TNCs will now depart from the top floor of a central parking garage. Because they pick up multiple passengers at the airport, the vehicles tend to have longer dwell times, noted Doug Yagel, an airport spokesman. "Our hope is that by separating out these elements, we'll see an improvement in roadway flow," he says.

 Map of Seattle's multiuse flex zones where the sidewalk ends.

Seattle's multiuse flex zones where the sidewalk ends.

Seattle Department of Transportation.

A fundamental change is underway in cities too, contends a recent International Transport Forum report, in moving away from curbs as "static and inflexible installations and more as highly flexible and self-solving puzzles." Paris has been steadily eliminating personal parking spaces from the public realm (down 43 percent since 2001) and has reserved spots for deliveries on major streets. It's a return to an older urban era, where curbs were an active part of the cityscape, the interface for commercial activity between sidewalk and street rather than a barrier.

In this tradition, Seattle recently introduced "flex zones," a rethinking of what can happen in the gutters. "What gets me excited is the idea of a flex zone that's adaptable and dynamic," says Meghan Shepard, a strategic adviser at the Seattle Department of Transportation. "Maybe there's no parking in the morning because we're using it to move people on buses, then at 9 a.m. there's a priority for commercial vehicles, then at noon a food truck, then again people and goods, and then at nighttime it's parking to welcome people to nearby restaurants and entertainment zones. That sounds like a hard-working flex zone."

New ideas ride in on the coattails of the companies offering transit and logistics services—a kind of "curb cut" effect for our time. What might the new curb look like? It can become public space—as it

has in Manhattan, where the former transportation commissioner Janette Sadik-Khan established pedestrian plazas at the edges of some of the city's busiest streets. It can also provide desperately needed commercial space on high-rent streets, as fleets of food trucks demonstrate in cities like Washington. Or it can be repurposed to absorb and slow stormwater in flood-prone areas.

As is true in housing, the big changes to be made to public space and transportation in the American city are not technical or financial. They're political. When American mayors are ready to make the most of what limited power they have, the curb will be there, waiting.

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