# MULTI-MODAL TRANSPORTATION BOARD THURSDAY, SEPTEMBER 5, 2019 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 June 6, 2019
- 5. Cranbrook Road W. Lincoln to W. Maple
- 6. Millrace Yield Sign (3 month review)
- 7. Meeting Open to the Public for items not on the Agenda
- 8. Miscellaneous Communications
- 9. Next Meeting October 4, 2019
- 10. Adjournment

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### CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY,

### June 6, 2019 City Commission Room 151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, June 6, 2019.

Vice-Chairperson Lara Edwards convened the meeting at 6:03 p.m.

#### 1. ROLL CALL

**Present:** Vice-Chairperson Lara Edwards; Board Members Amy Folberg, Katie Schafer (arrived at 6:09 p.m.), Doug White; Alternate Board Member Daniel Isaksen; Student Representatives Chris Capone, Bennett Pompi

**Absent:** Chairperson Johanna Slanga; Board Members Daniel Rontal, Joe Zane

**Administration:** Jana Ecker, Planning Director

Scott Grewe, Police Commander

Paul O'Meara, City Engineer

Austin Fletcher, Assistant City Engineer

Laura Eichenhorn, Transcriptionist

#### Fleis & Vanderbrink ("F&V"):

Julie Kroll

#### 2. Introductions (none)

#### 3. Review Agenda

Maple Road and Southfield Pedestrian Improvements was heard before Willits / Oakland and N. Old Woodward – Pedestrian Improvements.

#### 4. Approval of MMTB Minutes of May 2, 2019

Austin Fletcher was present at the May 2, 2019 meeting and requested the minutes be updated to reflect his attendance.

Motion by Mr. White Seconded by Mr. Isaksen to approve the MMTB Minutes of May 2, 2019 as presented.

Motion carried, 4-0.

**VOICE VOTE** 

Yeas: White, Isaksen, Edwards, Folberg

Nays: None

#### **5. Smith and Cummings Stop Sign Request**

Police Commander Scott Grewe presented the item.

Mr. Isaksen said the problem with the intersection is that there is a two-way stop at the intersection of two streets of similar character. He suggested that given the similar character of the streets, it is not always clear to a driver whether it is a two-way or four-way intersection. In those cases, a driver may think it is a four-way stop, and that may be what causes the accidents because the driver does not know to yield the right of way.

Mr. Isaksen suggested some possible remedies to the situation:

- The stop signs at the intersection could have "Cross Traffic Does Not Stop" added to the signage.
- The stop signs could be converted to yield signs, which could reduce the confusion regarding whether the intersection is a two-way or four-way stop.

Police Commander Grewe explained that the accident data from the last ten years of the intersection showed two accidents, both of which resulted from failure to yield.

Ms. Folberg said she drove around the intersection and noted that it was slightly challenging to see oncoming traffic due to the density of cars parked on the street. Acknowledging the infrequency of accidents at the intersection, Ms. Folberg said Mr. Long's assertion that there are many near misses still seemed plausible to her after viewing the conditions. As a result, Ms. Folberg said she would not be opposed to making the intersection a four-way stop. Opining that Mr. Isaksen's suggestion to convert the stop signs to yield signs could also be useful, Ms. Folberg stated that it would be prudent for the MMTB to recommend the intersection experience some change given the level of confusion the current signage seems to cause.

Planning Director Ecker said the "Cross Traffic Does Not Stop" suggestion could address the issue, given that similar signage has resulted in clearer intersections elsewhere in the City.

Vice-Chairperson Edwards said her thoughts aligned with Mr. Isaksen's, and asked if it would be necessary to study whether yield signs were warranted.

Police Commander Grewe cautioned the Board that replacing the stop signs with yield signs may be perceived as reducing the level of traffic control at the intersection, which would likely not be well-received by the residents.

Ms. Folberg said "Cross Traffic Does Not Stop" would add the necessary clarity to the intersection.

#### Motion Mr. Isaksen

Second Ms. Folberg to install "Cross Traffic Does Not Stop" signs on the stop signs at the intersection of Smith and Cummings.

City Engineer O'Meara stated that when he sees signage like "Cross Traffic Does Not Stop", it often seems to indicate that there is something unique about the intersection. He asked Police Commander Grewe whether that is a correct interpretation for this intersection.

Police Commander Grewe said he was unsure about the specific implications of the signage, and asked Ms. Kroll whether she knew.

Ms. Kroll stated she would need to consult the MUTCD for a clearer answer.

Mr. Isaksen stated that he looked at the MUTCD for the signage, and that the signage was recommended when it could improve the functioning of the intersection. He explained that signage indicating the intersection was a two-way stop had fallen out of favor, even though signage indicating a four-way stop is often recommended. Because of this, Mr. Isaksen said "Cross Traffic Does Not Stop" remained the best solution.

City Engineer O'Meara restated his comments that signage like "Cross Traffic Does Not Stop" often seems to indicate a particularly unique intersection.

Ms. Folberg said the intersection is sufficiently unclear as to merit the specification that cross traffic does not stop.

Mr. Isaksen read from the MUTCD, quoting that "the placard may be used in combination with a stop sign when conditions are present that are causing or could cause drivers to misinterpret the intersection as an all-way stop." He said that description seems to be exactly the case at the Smith and Cummings intersection.

Vice-Chairperson Edwards called for a vote on the motion.

#### Motion carried, 5-0.

VOICE VOTE

Yeas: Isaksen, Folberg, White, Edwards, Schafer

Nays: None

#### **6. Maple Road and Southfield Pedestrian Improvements**

City Engineer Paul O'Meara presented the item.

Mr. Isaksen said he was comfortable with both suggestions for pedestrian improvements, stating that leading pedestrian intervals (LPIs) seem to be effective elsewhere in the City.

Ms. Folberg asked if there would be a way for the signage to light up when a pedestrian was in the crosswalk.

Staff explained that since this signage would be a temporary measure, the expenditure of installing an illuminated sign would not be the best course of action.

Ms. Folberg said she was unsure if this measure would benefit pedestrian safety.

City Engineer O'Meara told the Board the measure would last until Spring 2020, or less than a year.

Vice-Chairperson Edwards said she thought LPIs were very effective because it allows a driver to view a pedestrian in a crosswalk before the vehicle begins to enter the intersection. She asked whether a four-second LPI would be sufficient.

City Engineer O'Meara said a four-second LPI prevents the level of service of the intersection from being negatively impacted.

#### **Motion by Dr. Schafer**

Second by Ms. Folberg to recommend to the City Commission the following improvements at the Maple Rd. and Southfield Rd. intersection, as an interim measure to improve pedestrian safety prior to the reconstruction of the intersection in 2020:

- Modification of the traffic signal timing to add a 4 second LPI for those using the north/south crosswalk located on the east leg of the intersection.
- 2. Installation of an R10-15(R) sign stating TURNING VEHICLES YIELD TO

PEDS sign for the northbound right turn lane.

Motion carried, 5-0.

**VOICE VOTE** 

Yeas: Schafer, Folberg, Isaksen, White, Edwards

Nays: None

#### 7. Willits / Oakland and N. Old Woodward – Pedestrian Improvements

Ms. Kroll presented an overview of the item.

City Engineer O'Meara added the recommendation had the extraneous benefit of adding more parking in front of Fleming's Steakhouse.

#### Motion by Mr. Isaksen

Second by Ms. Folberg to recommend approval of Alternative 8 – Combination of Improvements (1, 2, and 4) as depicted in F & V's report dated May 22, 2019: to add bumpouts at both the NE and NW corners of the Old Woodward and Willits/ Oakland intersection (after the completion of the Maple Road reconstruction project) and provide protected-only phasing for the E/W left-turn movements from Willits.

#### Motion carried, 5-0.

**VOICE VOTE** 

Yeas: Isaksen, Folberg, Schafer, White, Edwards

Nays: None

#### 8. Meeting Open to the Public for items not on the Agenda (none)

#### 9. Miscellaneous Communications

Dr. Schafer said she was pleased to see the painting on Eton that the MMTB had previously advocated for.

#### 10. Next Meeting - July 11, 2019

Due to possible low attendance, the Board said it would determine whether the July 2019 meeting would be held closer to the date.

#### 11. Adjournment

No further business being evident, the board members adjourned at 6:33 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer





#### **MEMORANDUM**

Engineering Dept.
Planning Dept.
Police Dept.

**DATE:** August 28, 2019

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director

Scott Grewe, Police Commander Paul T. O'Meara, City Engineer

SUBJECT: Cranbrook Rd. – Maple Rd. to 14 Mile Rd.

The Road Commission for Oakland Co. (RCOC) has jurisdiction of Cranbrook Rd. in Birmingham. They have scheduled the resurfacing of the above segment as part of their 2020 construction program. The City and Bloomfield Twp. have each been asked to pay 25% of the cost of this project, with the Road Commission paying the remaining 50%. The City has agreed to this cost and has budgeted for it accordingly.

Substantial multi-modal improvements are suggested on this corridor in the City's Multi-Modal Master Plan. Several discussions have already occurred with the Road Commission and with Bloomfield Twp. in order to identify a proposal that can be achieved. The following details are provided for your review and input, starting from the north, and moving south.

#### MULTI-MODAL MASTER PLAN

Applicable excerpts of the master plan are attached for your review.

Recommended projects are broken into four phases in the master plan. Recommendations for this area are included in Phases 2 and 3. Phase 2 recommendations are considered a higher priority than Phase 3.

#### a. **Phase 2:**

- 1. Convert the four lane segment of Cranbrook Rd. (Maple Rd. to Lincoln Ave.) from four lanes to three lanes. Provide bike lanes as shown in detail on page 94.
- 2. Extend a Neighborhood Connector Route for bikes on Midvale Rd., from Cranbrook Rd. to Larchlea Rd.
- 3. Install a pedestrian crossing island on the south side of the signalized Midvale Rd. intersection, in the new left turn lane (in conjunction with #1 above).
- 4. Install new 6 ft. wide sidewalk on the east side of the road from Midvale Rd. to Northlawn Dr., and on the west side of the road from Northlawn Dr. to 14 Mile Rd.

Further, install a new sidewalk along the north side of 14 Mile Rd., across the frontage of Lincoln Hills Golf Course, thereby connecting to an existing sidewalk at Crosswick Rd. that allows pedestrians to walk west on 14 Mile Rd. to Lahser Rd. and Telegraph Rd.

#### b. **Phase 3:**

- 5. Install a crossing island at the north side of the Seaholm High School service driveway, just north of the Lincoln Ave. intersection.
- 6. Install a sidewalk on the west side of Cranbrook Rd. from Lincoln Ave. to Northlawn Dr. (filling the gap created if the sidewalk work on Phase 2 was completed). Further, install a sidewalk on the south side of Lincoln Ave. from Cranbrook Rd. to Golfview Blvd.
- 7. Install bike lanes from Lincoln Ave. to 14 Mile Rd., by paving the existing gravel shoulders.

#### RECOMMENDED MULTI-MODAL IMPROVEMENT DETAILS:

Information about how each of the above recommendations can be implemented is provided below. However, it must first be noted that the recommendations are extensive, and the cost to implement them is significant. Here are some funding issues to first consider:

- Cranbrook Rd. is a County road, therefore, the City has not traditionally budgeted funds for its maintenance. However, the RCOC has operated with a short funded operation for many years. One way it has stretched its dollars is to expect that local jurisdictions that are benefitting from road projects to help provide funding. Cranbrook Rd. is in poor condition, and is in need of attention. The RCOC initially prioritized it for construction in 2019. When it approached Birmingham last year to suggest that the City share in the cost, the total job was estimated at \$1.6 million. Birmingham's share was estimated at \$400,000 (25%). Since the project had not been budgeted in time to support a 2019 project, the City could not agree to this commitment. It was subsequently budgeted for fiscal 2019/20. The RCOC agreed to postpone the job for one year in order to allow for Birmingham to budget for the project.
- Staff worked with F&V to conceptually design improvements for the corridor. The cost for just the Phase 2 work noted is estimated at \$640,000. While it is acknowledged that many of the Multi-Modal recommendations would be beneficial to the public at large, given their location, the improvements would likely benefit Bloomfield Twp. and Beverly Hills residents as much as it would benefit Birmingham residents. Given current funding constraints, it may be difficult to expend funds at this level along Cranbrook Rd. at this time
- Since the City was successful in the past, we believe that a TAP (Transportation Alternatives Program) Grant, using federal dollars, should be attempted.

With the above in mind, the recommendations as referenced in the Master Plan (in the order noted above) are detailed below:

#### a. Phase 2:

1. The Master Plan suggests that Cranbrook Rd. be marked as a three lane road, providing 11 ft. driving lanes, and 5.5 ft. wide bike lanes. The cross-section shown in the master plan assumes that the pavement is 44 ft. wide. Unfortunately, the existing pavement is only 40.5 ft. wide. In order to install marked bike lanes, which must be a minimum of 5 ft. wide each, the driving lanes would have to narrowed to 10.25 ft. for the driving lanes, and 10 ft. wide for the left turn lane. The City has asked the RCOC to consider this design so that bike lanes can be provided. While the RCOC supports going to a three lane cross-section, they have consistently indicated that they cannot build this road with lanes less than 11 ft. wide. They plan to resurface the road with three 11 ft. lanes, leaving just 3.75 ft. on each side for a paved shoulder. Bike lanes signage cannot be installed at this width.

Earlier this year, two concept plans were prepared. Concept A was designed assuming the RCOC may allow for narrower lane markings on the north half of this project. Concept A would have included installation of the most important sidewalks along the corridor, as well as paved shoulders on the southerly half of the project area. If the RCOC did not approve this concept, Concept B was prepared. In Concept B, the paved bike shoulders are deleted, and instead widened sidewalk is proposed along the Cranbrook Rd. corridor to allow for a shared-use path. The shared use path would be installed from Midvale Rd. to 14 Mile Rd. Bikes would be encouraged to use Midvale Rd. to connect with the existing Neighborhood Connector Route on Larchlea Rd., rather than ending the bike lane facility at Maple Rd. with no designated place to go. Just this week, the RCOC has confirmed that it cannot support travel lanes at less than 11 ft. wide. As a result, the rest of this report will focus on working with the Concept B plan.

- 2. If a shared use path is built on Cranbrook Rd. along the Seaholm High School frontage, signs and sharrows would be added to Midvale Rd. to encourage the use of Midvale Rd. as a Neighborhood Connector Route to the existing route at Larchlea Rd.
- 3. The installation of a pedestrian island at the south side of the Midvale Rd. intersection, which is signalized, is recommended. Staff suggests that this element be prioritized whether the TAP grant is approved or not. Further, it should be built as a part of the Cranbrook Rd. resurfacing project, with 50% of the cost being paid by Bloomfield Twp., and 50% being paid by Birmingham. An endorsement from the Board is requested, so that staff can request the RCOC to proceed with the inclusion of this improvement in 2020. (The RCOC is not interested in building most of the other recommendations, particularly if they are being paid for with federal funds, which would complicate the administration of this project. If a TAP grant is received, it is anticipated that the work would be built by the City of Birmingham under a separate contract no later than 2021.)
- 4. The high priority sidewalks along both Cranbrook Rd. and 14 Mile Rd. were recommended at 6 ft. wide in the master plan. It is recommended that they be

proposed at 10 ft. wide to create a combination pedestrian and bicycle facility that would extend for ¾ of a mile on Cranbrook Rd. The 14 Mile Rd. section would still be improved with a standard 5 ft. wide sidewalk, to match the existing sidewalk to the west. Note the following considerations:

- The City Code stipulates that when sidewalks are installed for the first time, 100% of the cost is charged to the adjacent property owners, through a special assessment. Public school properties are not required to pay special assessments, therefore the ¼-mile long section adjacent to Seaholm High School would have to be paid for by the City. Similarly, the long sections along the Lincoln Hills Golf Course and Birmingham Bloomfield Art Center is adjacent to City owned property, so they would also be funded by the City. A special assessment district could be created to help pay for the segment from Lincoln Ave. to Northlawn Blvd. Since a 10 ft. wide path is recommended instead of the normal 5 ft. sidewalk, a cost reduction should be considered to be consistent with the intent of the City Code. Considering the large percentage of cost that would have to be borne by the City, the effort to obtain a federal grant for 80% of the total cost is appropriate.
- The Concept B plans were prepared with a 10 ft. wide mixed use path along the 14 Mile Rd. frontage of the Lincoln Hills Golf Course. The cost of this work is estimated high due to the regrading and/or retaining walls that would need to be constructed in order to create sufficient space for this path. Since there are no other bike facilities on this section of 14 Mile Rd. for bikes to connect to, it is recommended that a typical 5 ft. wide sidewalk be installed on 14 Mile Rd., which would simplify the construction, and the overall cost of this segment.

#### b. Phase 3:

- 5. It is expected that a crossing island just north of the Seaholm High School service drive (just north of Lincoln Ave.) would not be appropriate, as this area is needed as a left turn lane for southbound traffic wishing to turn on to Lincoln Ave. However, Bloomfield Twp. already plans to construct a sidewalk on the west side of Cranbrook Rd. from south of Cranbrook Cross to Middlebury Lane (about 1½ blocks), to fill in the remaining gap of sidewalk in this area. As a part of that work, they plan to build a marked crosswalk to encourage pedestrians to cross from Middlebury Lane across to the high school, without an island. Given the circumstances, this represents a worthwhile substitute.
- 6. While beneficial, the sidewalk recommendations along the remaining frontage of the Lincoln Hills Golf Course (north of Northlawn Dr.), and the sidewalk along the south side of Lincoln Ave. would be considered a lower priority. This cost was not included in the Concept B cost estimate. However, if funding for this work can be achieved at 20% local cost, the additional sidewalks would help improve the accessibility of the entire area. If built, the properties on the south side of Lincoln Ave. would be subject to a special assessment. Input from the Board is suggested. Property owners that would be included in the special assessment are receiving the attached mailed notice, so that they are aware of this discussion.

7. Since the RCOC will not be providing a pavement where bicycle use can be encouraged north of Lincoln Ave., installing paved shoulders for bicycle lanes south of Lincoln Ave. would not be appropriate. This recommendation is not a part of the Concept B plan.

#### **SUMMARY**

To summarize, the following improvements are already authorized and currently being planned:

- 1. Sidewalk installation on the west side of Cranbrook Rd., from south of Cranbrook Cross to Middlebury Lane, as well as a marked crosswalk north of Lincoln Ave. (by Bloomfield Twp.), to be completed in late 2019 (recommendation #5 (modified)).
- 2. Cranbrook Rd. resurfacing from Maple Rd. to 14 Mile Rd., to be completed in 2020, which will include reducing the current four lane section from Maple Rd. to Lincoln Ave. to three lanes, with paved shoulders on both sides. The City will pursue the inclusion of a pedestrian island and crosswalk improvement at the Midvale Rd. intersection (recommendations #1 and #3 (modified)). Funding of the island would be split between Bloomfield Twp. and Birmingham.

If recommended by the Board and endorsed by the City Commission, a TAP Grant application will be put together for submittal by the October 16 deadline, with the intention of constructing the improvements in 2021 if awarded. Improvements funded under the grant would include:

- 1. Mixed use path (10 ft. wide) installation on the east side of Cranbrook Rd. from Midvale Rd. to Northlawn Dr., and on the west side of Cranbrook Rd. from Northlawn Rd. to 14 Mile Rd., further, sidewalk (5 ft. wide) installation on the north side of 14 Mile Rd. from Crosswick Rd. to Cranbrook Rd. (recommendations #2, #4, & #7 (modified)).
- 2. An optional recommendation for additional 5 ft. wide sidewalk to fill in remaining gaps on Cranbrook Rd. and Lincoln Ave. can also be included in the TAP grant application, pending Board input (recommendation #6).

A recommendation to the City Commission is provided below. The fourth component is considered optional, based on feedback from the Board:

#### SUGGESTED RECOMMENDATION:

The Multi-Modal Transportation Board recommends that the City Commission endorse the installation of a pedestrian island and improved crosswalk on Cranbrook Rd. at the south side of the Midvale Rd. intersection, to be built in conjunction with the Cranbrook Rd. resurfacing project, scheduled for 2020 construction by the Road Commission of Oakland Co.

Further, to direct staff to apply for a Transportation Alternatives Program (TAP) grant to obtain federal funds to cover up to 80% of the construction cost of multi-modal improvements on Cranbrook Rd. to consist of:

- 1. The installation of a 10 ft. wide concrete mixed-use path for pedestrian and bicycle usage on the east side of Cranbrook Rd. from Midvale Rd. to Northlawn Dr., and on the west side of Cranbrook Rd. from Northlawn Dr. to 14 Mile Rd.
- 2. Extension of Neighborhood Connector Route signs and sharrows on Midvale Rd. from Cranbrook Rd. to Larchlea Rd.
- 3. The installation of a 5 ft. wide concrete sidewalk on the north side of 14 Mile Rd. from Crosswick Rd. to Cranbrook Rd. (Lincoln Hills Golf Course frontage).
- 4. (Optional) The installation of 5 ft. wide concrete sidewalks on the west side of Cranbrook Rd. from Lincoln Ave. to Northlawn Dr., and on the south side of Lincoln Ave., from Cranbrook Rd. to Golfview Blvd.

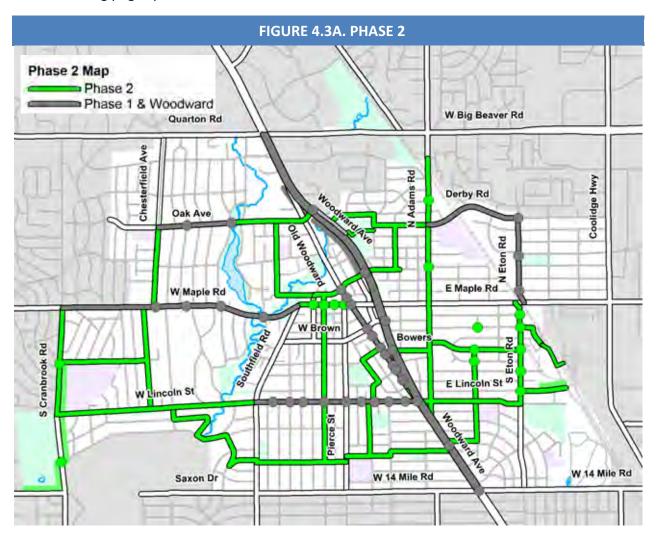
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#### 4.3 PHASE 2

#### **PHASE 2: OVERVIEW**

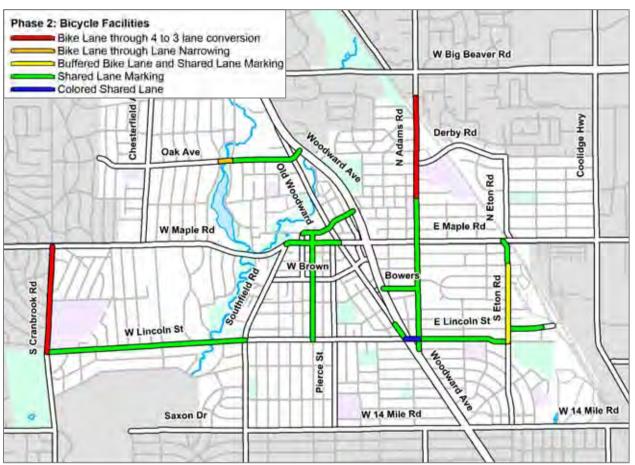
Phase 2 objective is to provide connections across the community and create a backbone for the City's long-range multi-modal system. This phase achieves this by building on the existing multi-modal system.

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

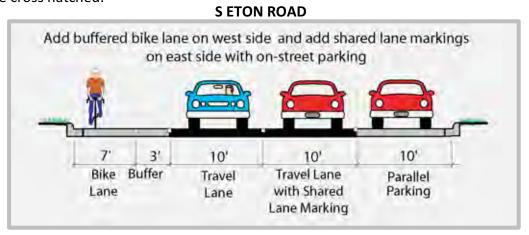


#### **PHASE 2: PROPOSED BIKE FACILITIES**

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



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



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

#### Add bike lanes through 4 to 3 lane conversion 5.5 5.5' 11' 11' 11' Travel Center Turn Travel Bike Bike Lane or Median Lane Lane Lane Lane

#### S CRANBROOK ROAD AND N ADAMS ROAD

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

Add shared lane markings to the following roadways:

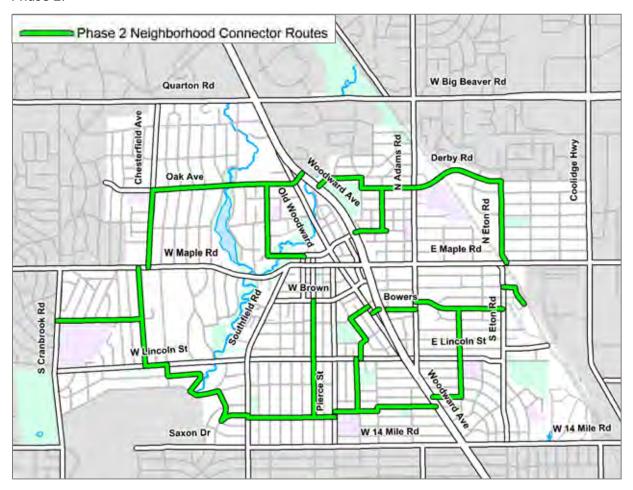
- W Lincoln Street between S Cranbrook Road and Southfield Road
- E Lincoln Street between Adams Road and S Eton Road
- S Eton Road between W Maple Rd and Yosemite
- N Eton Road between Yorkshire Road and W Maple Road
- Bowers Street between Woodward Avenue and Adams Avenue
- Oakland Avenue between N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

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

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

#### PHASE 2: PROPOSED NEIGHBORHOOD CONNECTOR ROUTES

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

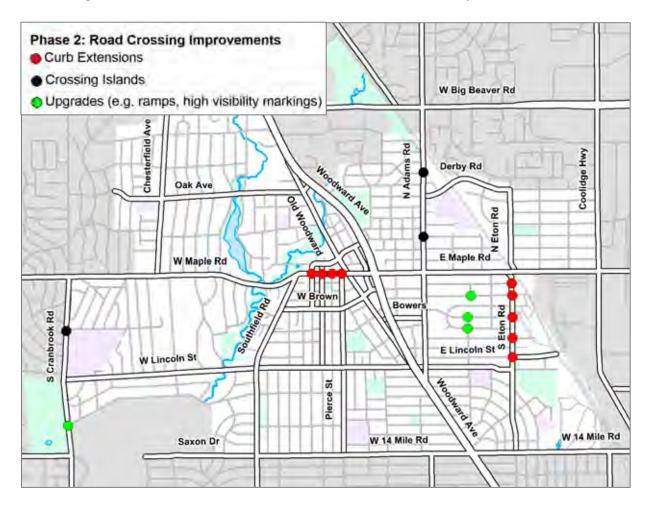


In Phase 2 only wayfinding signage is proposed. In the future, the City may consider adding some additional enhancements such as mini traffic circles, pavement markings, chicanes, street diverters, and pedestrian street lighting.

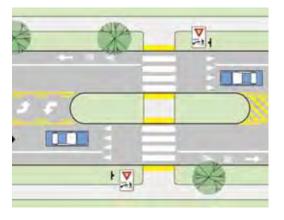
PHASE 2 NEIGHBORHOOD CO	NNECTOR ROUTES:			
Road	From	То	Quantity	Unit
Wayfinding Signs:				
Midvale	S Cranbrook Rd	Larchlea Dr	0.47	MI
Larchlea Dr	W Maple Rd	W Lincoln St	0.57	MI
W Lincoln St	Larchlea Dr	Pleasant St	0.13	MI
Pleasant St	W Lincoln St	Fairway Dr	0.08	MI
Fairway Dr	Pleasant St	Northlawn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

#### PHASE 2: PROPOSED ROAD CROSSING IMPROVEMENTS

The proposed road crossing improvements include both new road crossings and recommended upgrades to existing road crossings. Due to the high volume of walking that already exists in the City, it is important to improve the existing crossings and provide new crossings where there is high demand in order to create a safer environment for everyone.



A crossing island is proposed on S Cranbrook Road at Midvale on the south side of the intersection to be implemented concurrent with the proposed 4 to 3 lane conversion. A crossing island is proposed on N Adams at Abbey Road on north side of the intersection to be implemented concurrent with the proposed 4 to 3 lane conversion. And a crossing island is proposed at N Adams at Buckingham Avenue on the south side of intersection in the unused center turn lane.



Curb extensions are proposed throughout the downtown to help eliminate the stepped curbed and provide ramps to make the downtown more accessible to everyone. Because of the cluster of proposed curb extensions it would make more sense to implement as part of a road reconstruction project.

Curb extensions are proposed along S Eton Road near the Rail District. They should extend into the roadway 5' on the west side of the street and 8' on the east side of the street.

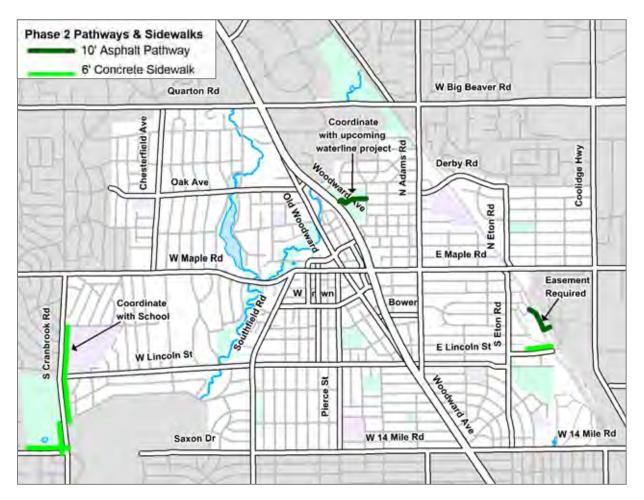
There are a few locations where pedestrian crossings are needed and/or minor improvements should be made.

- North side of Haynes Street between Bowers Street and Columbia Street improvements include ramp, detectable warning, sidewalk extension, signs, high visibility pavement marking
- Bowers Street between Haynes Street and Columbia Street improvements include detectable warnings, signs, high visibility pavement markings
- Villa Road at Yankee improvements include detectable warnings, signs, high visibility pavement markings
- S Cranbrook Road at Northlawn Boulevard improvement include ramps, detectable warnings, signs and high visibility pavement markings

PHASE 2 ROAD CROSSI	NG IMPROVEMENTS:			
Road	From	То	Quantity	Unit
Crossing Islands (Bolla	rds, landscaping, concret	e curbs, striping):		
S Cranbrook Rd	at Midvale		1	EACH
N Adams Rd	at Abbey Rd		1	EACH
N Adams Rd	at Buckingham A	ve	1	EACH
Curb Extensions				
S Eton Rd	at Yosemite Blvo	I	4	EACH
S Eton Rd	at Villa Rd		4	EACH
S Eton Rd	at Bowers St		4	EACH
S Eton Rd	at Holland St		4	EACH
S Eton Rd	at Cole St		4	EACH
W Maple Rd	at Chester St		1	EACH
W Maple Rd	at S Bates St		4	EACH
W Maple Rd	at Henrietta St		4	EACH
W Maple Rd	at Pierce St		4	EACH
Minor Upgrades (high	visibility markings, ramp	s and signs)		
Haynes St	between Bower	s St and Columbia St	1	EACH
Bowers St	between Hayne	St and Columbia St	1	EACH
Villa Rd	at Yankee		1	EACH
S Cranbrook Rd	at Northlawn Blv	rd .	1	EACH

#### PHASE 2: PROPOSED PATHWAYS & SIDEWALKS

Due to the nearly complete existing sidewalk system in the City of Birmingham, only a few key sidewalk and pathway connections have been proposed in the initial phases.



Sidewalks are proposed along the west side of S Cranbrook Road between Midvale and Northlawn Boulevard and south of Northlawn Boulevard on the east side of the road down to W 14 Mile Road providing a connection between the high school and dog park. The City should coordinate with the high school when implementing the sidewalk segment along school property.

A sidewalk is proposed along the north side of W 14 Mile west of S Cranbrook Road to provide a connection to the existing sidewalk in Bloomfield Township.

A sidewalk is proposed along the north side of Cole Street east of S Eton Street to help provide connections to businesses along the corridor and in preparation for future connections to the Troy Intermodal Transit Center.

A pathway is proposed at the end of Villa Road to connect the rail district to the future Troy Intermodal Transit Center. The implementation of this pathway should be coordinated with property owners and the final design and construction of the Troy Intermodal Transit Center. Easements may be required to make this connection.

A pathway is proposed through Poppleton Park connecting Woodward Avenue to Oxford Street. Implementation of this pathway should be coordinated with the upcoming waterline project in Poppleton Park.

PHASE 2 PATHWAYS 7 SIDEWALKS:						
Road	From	То	Quantity	Unit		
Sidewalk (6' wide) along Road Right-of-way						
S Cranbrook Rd (east)	Midvale	Northlawn Blvd	1500	LF		
S Cranbrook Rd (west)	Northlawn Blvd	W 14 Mile Rd	900	LF		
Cole St (north)	East of S Eton St		800	LF		
W 14 Mile Rd	1200' west of S Cra	1200' west of S Cranbrook Rd				
Asphalt Pathway (10' wide	, does not include cost	of aquiring easment)				
Rail District - Connecting Villa Rd to Troy Transit Station (easment required)			650	LF		
Poppleton Park - Connecting Woodward Ave to Oxford St			1400	LF		

#### PHASE 2: PROPOSED BICYCLE PARKING

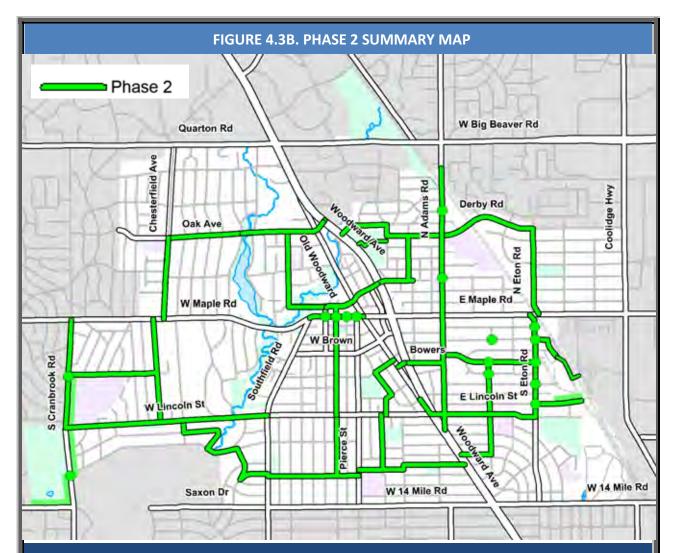
Two types of bicycle parking are proposed in the downtown.

Temporary/Seasonal bicycle racks should be placed where there are large curb extensions or where space is available adjacent to outdoor dining decks. Based on their success, additional racks may be added as needed.

An enclosed and secured bike room should be placed on the ground floor (level 2) of the northeast corner of the Pierce Street parking garage.



PHASE 2 BICYCLE PARKING:					
Road	From	То	Quantity Unit		
Temporary/Seasonal Rac	ks				
Downtown Area			3 EA		
Enclosed & Secure Bike R	loom				
Pierce St Parking Garage			1 EA		



#### APPROXIMATE COST ESTIMATE FOR PHASE 2 IMPLEMENTATION: \$1,000,000

APPROXIMATELY 17 MILES OF NEW MULTI-MODAL FACILITIES ARE PROPOSED IN PHASE 2:

- 1.1 MILES OF BIKE LANES
- 0.5 MILES OF BUFFERED BIKE LANES
- 5.7 MILES OF SHARED LANE MARKINGS
- 0.1 MILES OF COLORED SHARED LANE MARKINGS
- 11 MILES OF NEIGHBORHOOD CONNECTOR ROUTES
- 0.8 MILES OF SIDEWALKS & PATHWAYS
- 16 ROAD CROSSING IMPROVEMENTS
- 1 ENCLOSED & SECURED BIKE ROOM (NOT SHOWN ON MAP)

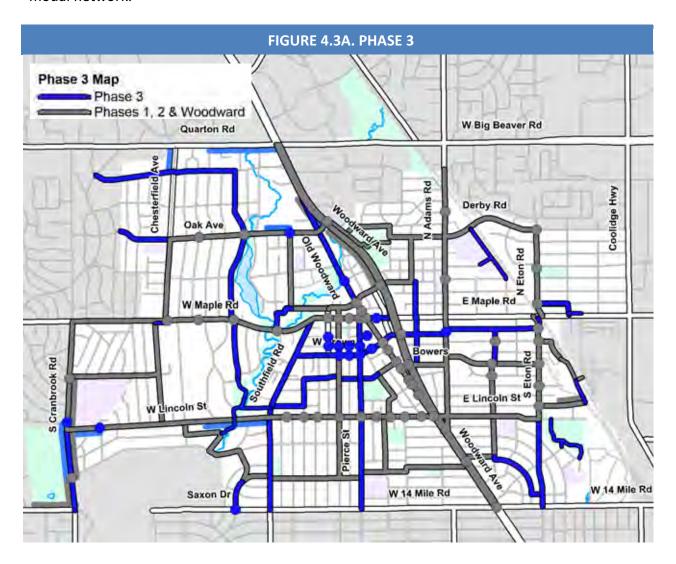
#### 

#### 4.4 PHASE 3

#### **PHASE 3: OVERVIEW**

This phase focuses on completing the multi-modal network and includes the remaining network improvements. Due to the length of time it is going to take to complete the first two phases, the remaining improvements have been grouped into Phase 3. When the first two phases are near completion, a more thorough evaluation should be done to determine what new opportunities are available and what the costs may be.

The following pages outline the remaining infrastructure improvements to complete the multi-modal network.

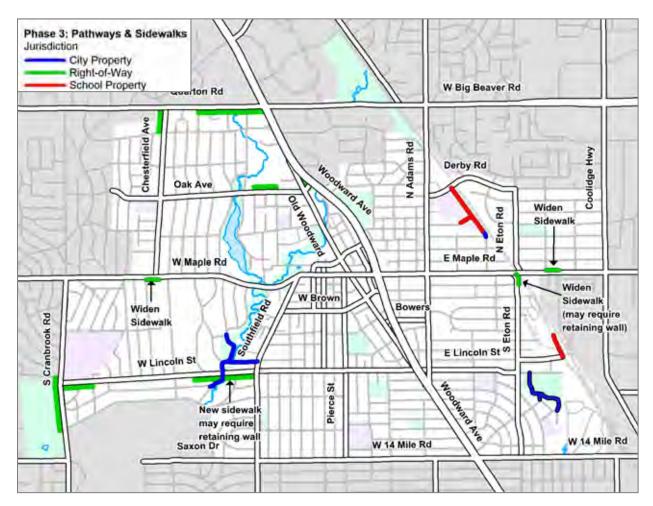


#### PHASE 3: RECOMMENDED PATHWAYS & SIDEWALKS

Phase 1 and Phase 2 focus on addressing some of the more critical gaps in the sidewalk system. Phase 3 should focus on completing the remaining gaps in the system. Completing sidewalk gaps can be costly so it is important to utilize opportunities, especially when a road is reconstructed or a property is developed.

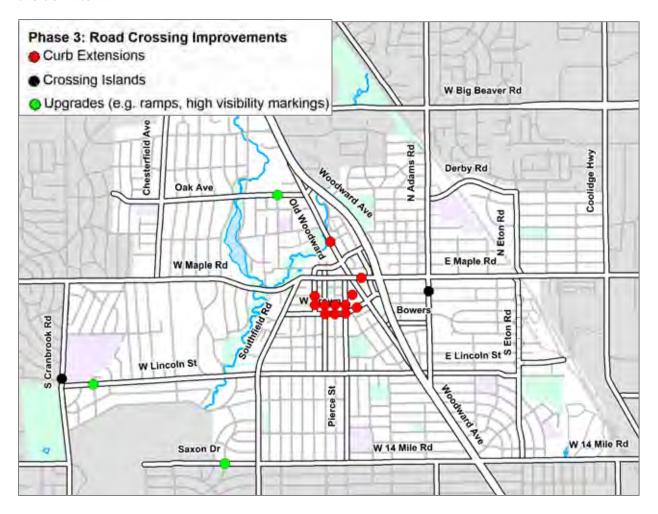
The remaining sidewalks and pathways are on City property, school property or in the road right-of-way.

In the future, whenever a site is redeveloped, non-motorized connections should be provided either as a sidewalk along a roadway with bike lanes or a shared-use pathway.



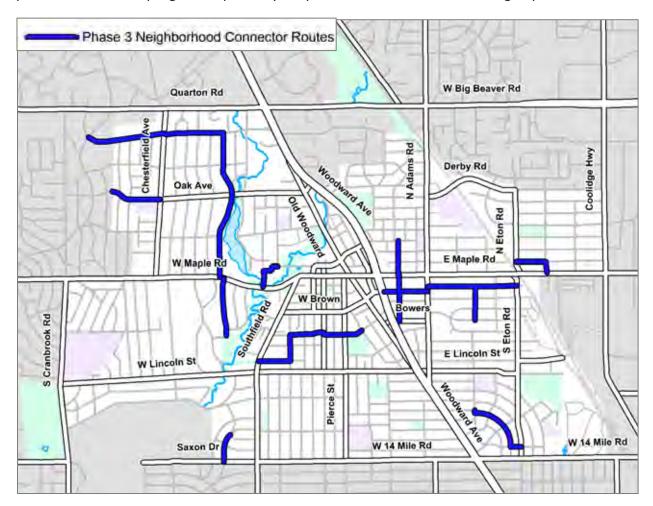
#### PHASE 3: RECOMMENDED ROAD CROSSING IMPROVEMENTS

Many of the remaining road crossing improvements align with the neighborhood connector routes, provide mid-block crossings and increase visibility between motorists and pedestrians in the downtown.



#### PHASE 3: RECOMMENDED NEIGHBORHOOD CONNECTOR ROUTES

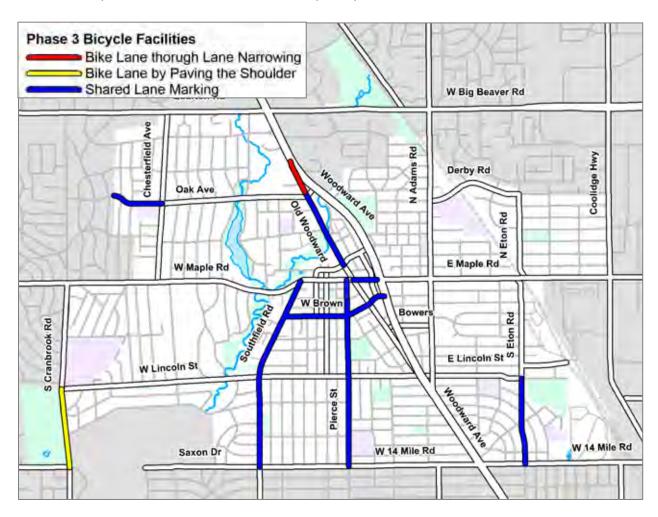
This phase focuses on completing the neighborhood connector routes. While the neighborhood connector routes are relatively easy and economical to implement some are dependent on the construction of proposed pathways and road crossing improvements. It will be important to prioritize the implementation of the neighborhood connector routes in this phase based on the progress of pathways implementation and road crossing improvements.



#### PHASE 3: RECOMMENDED BICYCLE FACILITIES

With the exception of paving the shoulder on S Cranbrook Road, the remainder of the proposed bicycle facilities can be implemented quite easily within the existing roadway with pavement markings.

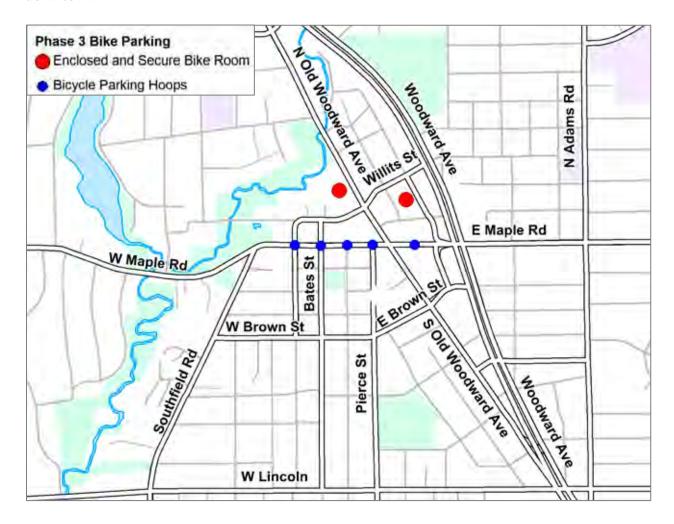
With time, as bicycle levels increase there may be a desire to add a designated bike lane in place of shared lane markings. For many of the roadways this would mean removing on-street parking or widening the roadway. Where the removal of on-street parking is not an option or not desired, the cost to add bike lanes to the roadway independent of a road reconstruction project would be significant. Thus to maximize the impact of finite resources bicycle lanes should be implemented when the road is completely reconstructed.



#### PHASE 3: RECOMMENDED BICYCLE PARKING

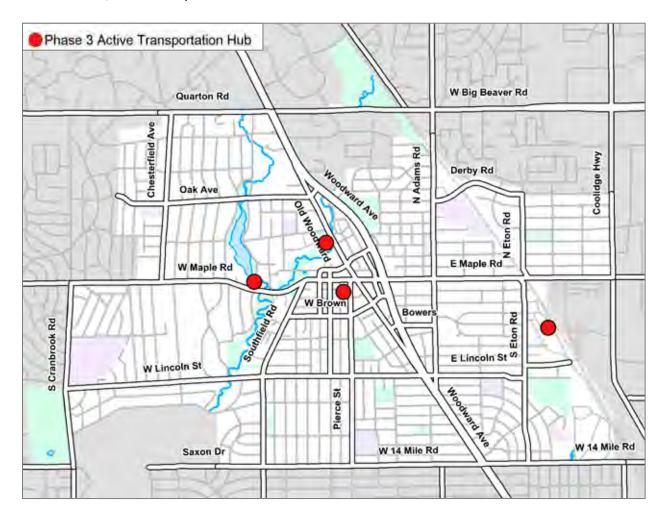
It is recommended that 2 bike racks be placed on each proposed curb extension along Maple Road in the downtown.

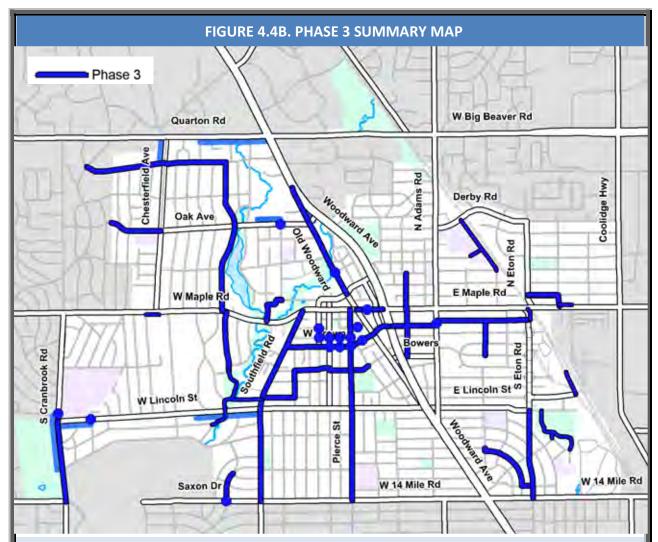
Based on the success of the proposed bike room in the Pierce Street Parking Garage, the City should evaluate if bike rooms should be implemented in other parking garages in the downtown.



#### PHASE 3: RECOMMENDED ACTIVE TRANSPORTATION HUBS

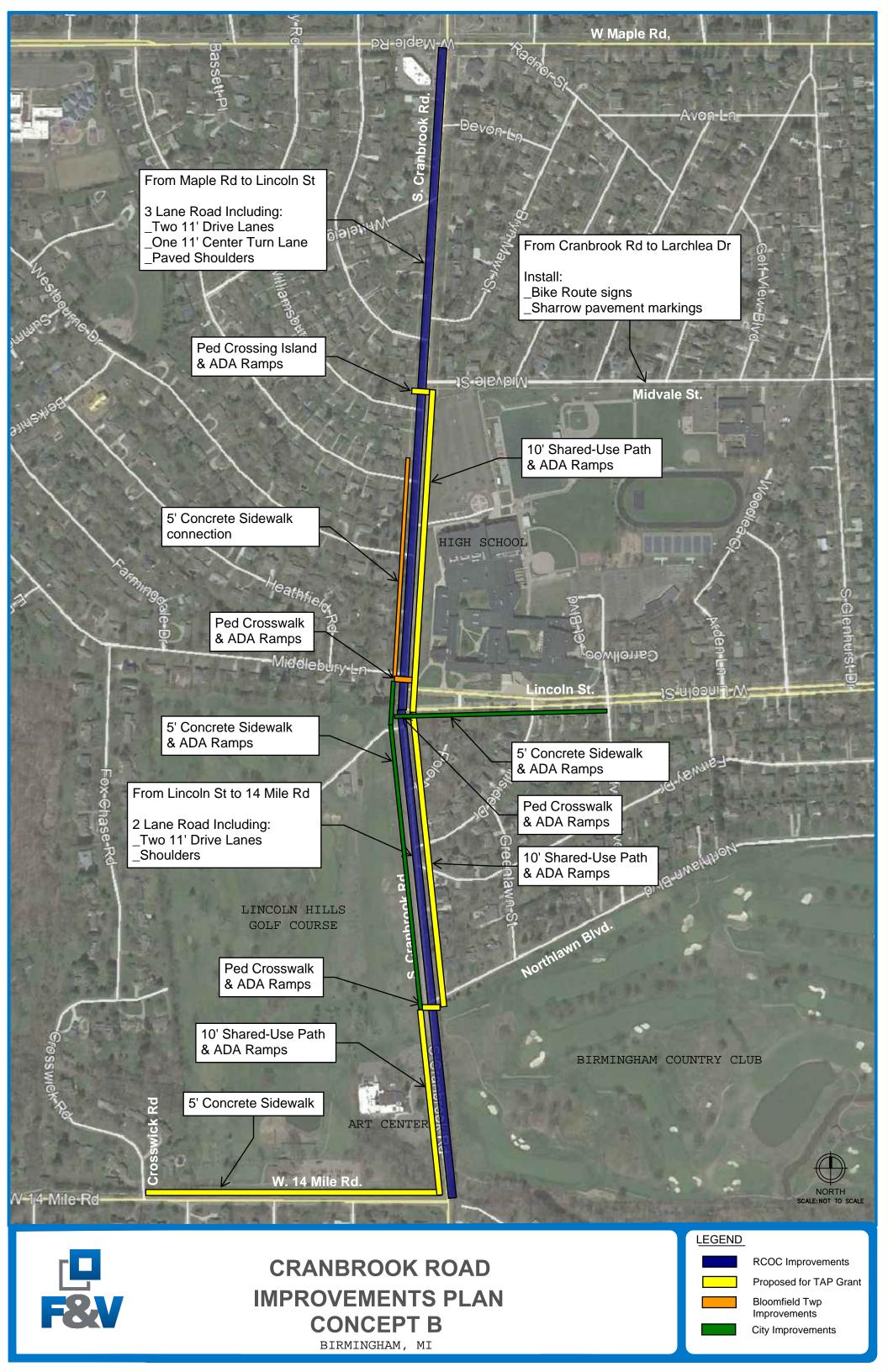
As the multi-modal system begins to develop and the first two phases are complete, Active Transportation Hubs should be placed in key locations around town such as Booth Park, Millrace Park, outside City Hall and in the Rail District.





#### APPROXIMATELY 15 MILES OF NEW MULTI-MODAL FACILITIES ARE PROPOSED IN PHASE 3:

- 0.7 MILES OF BIKE LANES
- 4 MILES OF SHARED LANE MARKINGS
- 5 MILES OF NEIGHBORHOOD CONNECTOR ROUTES
- 1.3 MILES OF ASPHALT PATHWAYS
- 1.3 MILES OF SIDEWALK
- 17 ROAD CROSSING IMPROVEMENTS
- 4 ACTIVE TRANSPORTATION HUBS (NOT SHOWN ON MAP)
- 20 BICYCLE HOOPS (NOT SHOWN ON MAP)
- 2 BIKE ROOMS (NOT SHOWN ON MAP)





## Preliminary Construction Cost Estimate Cranbrook Road 10' Mixed-Use Path

August 29, 2019 Estimate by: JPR Checked by: JLC

Checked by.	. JLC						
ltem	Quantity	Unit	Unit Cost		Total		
Flatwork							
Excavation/Undercutting	325	CYD	\$	50.00	/ CYD	\$	16,250.00
10' Wide Mixed Use Path, Cranbrook	2850	LFT	\$	100.00	/ LFT	\$	285,000.00
Sidewalk, 4in, 14 Mile Road	6750	SFT	\$	15.00	/ SFT	\$	101,250.00
Sidewalk, 6in	1435	SFT	\$	6.00	/ SFT	\$	8,610.00
Detectable Warning Surface	160	LFT	\$	40.00	/ LFT	\$	6,400.00
				Flatwo	rk Subtotal	\$	417,510.00
	Pavement Ma	rkings & S	igna	ge			
Signage	100	SFT	\$	10.00	/ SFT	\$	1,000.00
Posts	10	EA	\$	100.00	/ EA	\$	1,000.00
Crosswalk	40	LF	\$	20.00	/ LF	\$	800.00
	ŀ	Pavement N	∕larki	ings & Signa	ge Subtotal	\$	2,800.00
	Misce	llaneous					
Mobilization, 10% Max	1	LSUM	\$	42,831.00	/ LSUM	\$	42,831.00
Permit Fees	1	LSUM	\$	1,000.00	/ LSUM	\$	1,000.00
Traffic Control	1	LSUM	\$	2,000.00	/ LSUM	\$	2,000.00
Pedestrian Refuge Island	1	EA	\$	5,000.00	/ EA	\$	5,000.00
Contingency, 20%	1	LSUM	\$	85,662.00	/ LSUM	\$	85,662.00
				Miscellaneo	us Subtotal	\$	136,493.00
				Construc	tion Total	\$	556,803.00
Engineering (8%)				\$	44,544.24		
Construction Administration (7%)				\$	38,976.21		
					Total	\$	640,323.45



August 30, 2019

#### **NOTICE!**

#### CITY SIDEWALK PROPOSAL CRANBROOK RD. & LINCOLN AVE. CORRIDORS

The Road Commission for Oakland County plans to repair and resurface Cranbrook Rd. from Maple Rd. to 14 Mile Rd. in 2020. As a part of their work, the four lane segment from Maple Rd. to Lincoln Ave. will be changed to a 3 lane road, with the center lane being reserved for left turns only.

As a result of this proposal, the City's Multi-Modal Transportation Board will be reviewing other possible improvements that could be made to the area. A meeting of the Board is scheduled for Thursday, September 5, 2019, at 6 PM. The agenda for that meeting, with full details, can be found on the City's website at <a href="https://www.bhamgov.org">www.bhamgov.org</a>. Information on City Boards can be found by clicking the "Residents" tab on the home page, followed by "City Government."

The City Code specifies that when new sidewalk is installed in an area where none currently exists, the abutting property owner is responsible for 100% of the cost of construction, if the sidewalk will cross the front face of the property. If the sidewalk will cross the side (or rear) of the abutting property, the abutting property owner shall pay 33% of the cost, with the City paying the remainder.

Two sections of sidewalks being considered that could be subject to a special assessment include:

<u>Cranbrook Rd.</u>, east side, from <u>Lincoln Ave.</u> to <u>Northlawn Dr.</u> – A 10 ft. wide mixed-use path is proposed along this segment as part of a larger facility that would provide a facility for both pedestrians and bicyclists wishing to use the Cranbrook Rd. corridor from Midvale Rd. to 14 Mile Rd.

<u>Lincoln Ave.</u>, south side, from <u>Cranbrook Rd.</u> to <u>Golfview Blvd.</u> – A 5 ft. side sidewalk is proposed along this segment, to fill in this missing gap in the current sidewalk system.

Note that this will be the first time that these proposals have been discussed at a public meeting. If the proposal is endorsed by the Multi-Modal Transportation Board, it will then be reviewed by the City Commission. The City would then attempt to obtain a grant from the federal government to defray the overall cost of this work, which includes other improvements beyond what is described here. If the City is successful in obtaining a grant, you will be invited to a public hearing to consider creation of the special assessment district referenced above.

Please review the City's website, or contact the Engineering Dept. at 248-530-1836, if you have any questions.



# **MEMORANDUM**

Engineering Dept.
Planning Dept.
Police Dept.

DATE: July 24, 2019

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director

Scott Grewe, Police Commander Paul T. O'Meara, City Engineer

SUBJECT: Millrace and Lakeside Yield Sign Review

At the March 7<sup>th</sup> meeting, the Multi-Model Transportation Board (MMTB) reviewed a request to add a traffic control device to the intersection of Millrace and Lakeside (See attached original memo). At that meeting the MMTB passed a recommendation to temporarily install a Yield sign for north bound Millrace at Lakeside and asked for a three-month review.

On March 12<sup>th</sup> a Yield sign was installed by our Department of Public Services.

On June 11<sup>th</sup> a request for feedback was sent to the same seven contacts that were part of the original email group for the request. I received three messages back which are attached to this report. Generally, they committed on other suggested changes with one reply stating the signs have helped.

A review of the intersection prior to the original memo revealed there had been no reported accidents or citations issued at this intersection. During the trial period there were no new reports or incidents filed.

### Summary

The Cities engineering consultants were asked to review the intersection in February due to the original complaints. Their report identified that this intersection receives very little traffic and has no history of accidents. However, based on sight line concerns they recommended a Yield sign for north bound Millrace at Lakeside. After a three-month trial phase, the intersection remains safe.

# Suggested Recommendation:

To permanently install a Yield sign on Millrace at Lakeside.



# Re: Stop sign at Millrace and Lakeside Drive

Scott Grewe <Sgrewe@bhamgov.org>

Tue, Jun 11, 2019 at 11:27 AM

To: Shawn Mobley-Sulich <smsulich@comcast.net>

Cc: Andrew Sulich <asulich@msn.com>, Marc Schwartz <Marcsart@msn.com>, Michelle Saroki <michellesaroki@yahoo.com>, marcia.lucy@aol.com, Jeremy Wolfe <jeremywolfe@gmail.com>, Mia <miawoodward@gmail.com>

All,

I am reaching out to everyone I had listed as contacts when the Yield sign was being requested on Millrace. Now that the sign has been in place for some time, we would like to gather your opinions regarding any changes you have observed with this sign being installed.

Please reply and let me know how this sign has or has not been effective. After the review is completed, this will go back to the Multi-Model Transportation Board for further review. Assuming the review is favorable, it will then go to the City Commission for permanent installation.

You assistance in this matter is greatly appreciated.

Regards, Cmdr. Grewe [Quoted text hidden]



# Re: Stop sign at Millrace and Lakeside Drive

Marcy K <marcia.lucy@aol.com>

Wed, Jun 12, 2019 at 7:14 PM

To: smsulich@comcast.net, mschwartz@roycemusic.com

Cc: Sgrewe@bhamgov.org, asulich@msn.com, Marcsart@msn.com, michellesaroki@yahoo.com, jeremywolfe@gmail.com, miawoodward@gmail.com

# Hello all,

I agree that we need a stop sign also. There are plenty of "dead end" signs that people apparently don't care about. I think they just keep driving down the street to either turn around or just to cruise down it. Sitting on my front porch on nice evenings, I witness MANY cars doing this. At least having a stop sign will be a minor inconvenience for them. The yield sign doesn't seem to make much difference, sorry to say. Thank you very much! Marcy Klucznik



# Re: Stop sign at Millrace and Lakeside Drive

Shawn Mobley-Sulich <smsulich@comcast.net>

Tue, Jun 11, 2019 at 9:07 PM

To: Marc Schwartz <mschwartz@roycemusic.com>

Cc: Scott Grewe <Sgrewe@bhamgov.org>, Andrew Sulich <asulich@msn.com>, Marc Schwartz <Marcsart@msn.com>, Michelle Saroki <michellesaroki@yahoo.com>, "marcia.lucy@aol.com" <marcia.lucy@aol.com>, Jeremy Wolfe <jeremywolfe@gmail.com>, Mia <miawoodward@gmail.com>

Hello Commander Grewe,

I think that the sign has helped, however I would still like to see a stop sign there. That's just my opinion. Thank you so much for all of your help in this matter. Please let me know if I can do anything else.

Shawn Sulich

Sent from my iPhone [Quoted text hidden]



# Re: Stop sign at Millrace and Lakeside Drive

Marc Schwartz <mschwartz@roycemusic.com>

Tue, Jun 11, 2019 at 1:09 PM

To: Scott Grewe <Sgrewe@bhamgov.org>

Cc: Shawn Mobley-Sulich <smsulich@comcast.net>, Andrew Sulich <asulich@msn.com>, Marc Schwartz <Marcsart@msn.com>, Michelle Saroki <michellesaroki@yahoo.com>, "marcia.lucy@aol.com" <marcia.lucy@aol.com>, Jeremy Wolfe <jeremywolfe@gmail.com>, Mia <miawoodward@gmail.com>

This is Marc Schwartz at 240 Millrace. I can specifically comment on the whether the Yield sign has created a safer passageway. I do believe a better job can be done with the placement of the Dead End signs. I would guess that 100 cars a day coming South on Lakeside turn down our street and go around the circle believing that they have turned onto Baldwin.

Marc A. Schwartz Royce Ventures 248.933.8898 [Quoted text hidden]



# **MEMORANDUM**

DATE:

February 27, 2019

TO:

**Multi-Model Transportation Board** 

FROM:

Jana L. Ecker, Planning Director

**Cmdr. Scott Grewe, Police Department** 

Paul T. O'Meara, City Engineer

SUBJECT:

Millrace and Lakeside Intersection Review

The City received complaints from residents that there are no traffic control signs at the intersection of Millrace and Lakeside. The residents advised the intersection is dangerous and were concerned that drivers were not yielding when turning off of Millrace onto Lakeside. They stated the area gets numerous visitors due to its proximity to the river and waterfalls. See attached emails from two residents in the area.

Traffic studies and accident date were reviewed for this neighborhood. According to the Michigan Manual on Uniform Traffic Control Devices (MMUTCD) for uncontrolled intersections the following rules apply: "Right of Way at Intersections", when two vehicles approach an intersection from different streets or highways at approximately the same times, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- 1. The combined vehicular, bicycle and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day.
- The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary.
- 3. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported with in a 2-year period.

The intersection was reviewed and no accidents were reported, in the last three years. In 2016 a traffic count was conducted on Lakeside near Millrace, the highest daily total of vehicles was 522. Based on the information obtained and the complaints received, the City's engineering traffic consultants, Fleis and Vandenbrink, were contacted and asked to review the intersection. See attached report and recommendation for the installation of a Yield sign due to sight line visibility concerns.

Suggested Recommendation:

To install a YIELD sign on Millrace at Lakeside.



# Stop sign at Millrace and Lakeside Drive

Shawn Mobley-Sulich <smsulich@comcast.net>

Tue, Feb 12, 2019 at 12:22 PM

To: sgrewe@bhamgov.org

Cc: Andrew Sulich <asulich@msn.com>, Marc Schwartz <Marcsart@msn.com>, pboutros@bhamgov.org, paomeara@bhamgov.org, Michelle Saroki <michellesaroki@yahoo.com>, marcia.lucy@aol.com, jeremywolfe@gmail.com, Mia <miawoodward@gmail.com>

Dear Commander Grewe.

I am writing with a request for your consideration of a stop sign at the intersection of Millrace and Lakeside Drive. Marc Schwartz and I met with Paul O'Meara regarding concerns about the amount of turnaround traffic that enters Millrace, to find that it is a dead end street. In frustration, motorists speed off of that street onto Lakeside without yielding to traffic or pedestrians. I have a disabled adult son who enjoys riding his bike and I fear he is going to get hit. We also have families with young children in the area and a Birmingham School bus that stops at that corner. A majority of us also have dogs and enjoy being outside with them.

We met many months ago regarding our concerns and were hoping to have some resolution on this issue. I welcome your thoughts on this issue and thank you for your careful consideration.

Respectfully,

Dr. Shawn Mobley-Sulich



# Stop sign at Millrace and Lakeside Drive

marcia.lucy@aol.com <marcia.lucy@aol.com>

Thu, Feb 14, 2019 at 12:38 PM

To: Sgrewe@bhamgov.org, smsulich@comcast.net

Cc: asulich@msn.com, Marcsart@msn.com, pboutros@bhamgov.org, paomeara@bhamgov.org, michellesaroki@yahoo.com, jeremywolfe@gmail.com, miawoodward@gmail.com

I live on the *corner of Millrace and Lakeside* so I have a stake in this discussion. I am wondering what month/season of the year the study was done? Besides number of vehicles, there is the traffic of bicyclists, walkers, with and without dogs. **That** is a very important consideration, too. Daily, I see cars not even pausing as they come off Millrace, witnessing many a near collision of vehicles. In the warmer months, the pedestrian/canine traffic at an all-time high, it is of utmost concern to me, as cars coming around the curve on the narrow two-way street, really need to slow down and let slower moving units go by!

I think we are very very lucky that there has not been an accident, either between 2 cars or a car/walker, etc. I would like to voice my opinion that I agree there should be a sign that says YIELD or STOP. I shudder to think that it will take a loss of life or limb to stop playing cat -and -mouse at this intersection. In the meantime, I will keep my first aid kit handy by my front door, just in case!

Marcy Klucznik

280 Millrace

[Quoted text hidden]



# MEMO

To: Cmdr. Scott Grewe, Operations Commander
Birmingham Police

Julie M. Kroll, PE, PTOE
Jacob J. Swanson, EIT
Fleis & VandenBrink Engineering

Date: February 22, 2019

Re: Millrace and Lakeside Intersection Evaluation

Fleis & VandenBrink (F&V) staff is pleased to present this memo to the City Birmingham for your use evaluating the recommended signing for the uncontrolled intersection of Millrace Road and Lakeside Drive. This study was performed to determine if intersection control should be provided at the uncontrolled intersection.

The guidance regarding regulatory traffic measures is provided in the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* Sections 2B.04, 2B.06, and 2B.07. Additional information is provided in the American Association of State Highway and Transportation Officials *Geometric Design of Highway and Streets (Green Book)* and the *Guidelines for Converting Stop to Yield Control at Intersections*, National Cooperative Highway Research Program (NCHRP) Report 320. F&V referenced the *MMUTCD* and additional documents to evaluate the existing intersection conditions and develop a recommendation. The results of the analysis and the recommendations are included herein.

# **INTERSECTION CONTROL ANALYSIS**

Section 2B.04 of the *MMUTCD* provides a set of criteria to evaluate in order to determine when intersection control (YIELD or STOP) should be considered at the intersection of two local streets. The use of YIELD or STOP signs should be considered if any of the following conditions exists:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches exceed 2,000 vehicles per day
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary.
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

The Birmingham Police Department (BPD) collected traffic volume count data along Lakeside Drive in 2016 and indicated the highest daily vehicle count was 522 vehicles. Additionally, the BPD reviewed the most recent 3-years of available crash data for the intersection of Millrace Road and Lakeside Drive; the results indicate that zero crashes occurred, as a result of failure to yield right-of-way, during the 3-year period. Reviewing the data collected by the BPD, it was concluded that Condition A and Condition C are not met.

Section 2B.04 MMUTCD	Criteria	Data	Condition Met
Condition A	> 2,000 veh/peds/bikes per day	522 veh	Not Met
Condition C	5 or more crashes	0 crashes	Not Met

To evaluate Condition B, F&V conducted an evaluation of the corner clearance for the study intersection and compared existing conditions to the requirements for corner clearance outlined in the AASHTO *Green Book*.

The intersection sight distance evaluation is shown on the attached figure. The evaluation indicates that the study intersection of Millrace Road and Lakeside Drive does not have the necessary intersection corner clearance to operate as an uncontrolled intersection, due to line of sight obstructions. Therefore, traffic control signage is recommended at the intersection of Millrace Road and Lakeside Drive. Further analysis was performed to determine whether a Yield Sign or Stop Sign is the appropriate traffic control. This analysis is summarized below.

### YIELD CONTROL ANALYSIS

The MMUTCD recommends the use of STOP signs only when warranted. The NCHRP report recommends a wider use of YIELD signs for new intersections, where the given criteria are met. For the purpose of this evaluation, the installation of intersection control signage at a previously uncontrolled intersection functions similarly to the evaluation of intersection control for the installation of a new intersection. At many locations, the most appropriate intersection control measure will be YIELD signs or no control at all. The NCHRP report provided guidelines to use when evaluating where YIELD signs are to be used for intersection control. The criterion encompassed in these guidelines includes the evaluation of the following: Roadway Classification, Traffic Volumes, Speeds, and Crashes. The analysis is summarized below.

### **ROADWAY CLASSIFICATION**

The major street has been designated as a through street with control along a substantial length that grants or implies right-of-way by using traffic. **Met**.

Both Millrace Road and Lakeside Drive are classified as Local Streets; therefore, the designation of which roadway is the major street cannot be determined solely on the basis of roadway classification. However, the intersection is a three-way "T-leg" intersection; this produces an underlying implication that the major roadway is designated as the through street (Lakeside Drive) and the dead-end street (Millrace Road) is the minor roadway. Therefore, it is recommended that traffic control signage be provided on Millrace Road.

### TRAFFIC VOLUMES

The average daily traffic should be less than 1,500 vehicles per day on the major street <u>and</u> less than 600 vehicles per day on the minor street. **Met**.

The BPD collected traffic volume data in 2016 along Lakeside Drive of 522 vehicles per day, therefore the traffic volumes fall below the given thresholds.

### SPEED DATA

The intersection(s) should be a residential street intersection with a speed limit of 25 mph or lower. Met.

The speed limit for Millrace Road and Lakeside Drive is 25 mph; however, people will drive the speed that they feel is "comfortable" for the roadway and is dependent on several factors (road condition, width, set-back, lane width, etc.) Therefore, engineers use the 85<sup>th</sup> percentile speed as a guide to set the speed limit to provide a safe speed and to promote uniform traffic flow along a corridor. The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point. There is no available speed data along the study roadways; therefore, the speed limit (25 mph) was assumed to be the 85<sup>th</sup> percentile speed.

Existing speed data was collected by the Birmingham Police Department, on Tuesday-Friday, June 21, 2016 – June 24, 2016 along Lakeside Drive between Harmon Road and Millrace Road. The speed data is summarized below, and the detailed speed data are attached.

85TH PERCENTILE SPEEDS (MPH)

Count Location	NB	SB	Combined
Lakeside Drive (Harmon Road to Millrace Road)	25	25	25

The results of the analyses show that the 85<sup>th</sup> percentile speeds are equivalent to the posted speed limit and are within the typical range for a residential neighborhood. Therefore, the evaluation was completed assuming an 85<sup>th</sup> percentile speed of 25mph.



### **CRASH DATA**

No more than two crashes involving vehicles on the minor street have occurred over the past three years. Met.

The BPD performed a crash analysis for the study intersection. The results of their analysis showed that, within the most recent three years of data, **zero crashes** occurred.

### SUMMARY

The results of the analysis show that intersection control should be provided for the intersection of Millrace Road and Lakeside Drive. The study indicates that traffic control should be provided on Millrace Road and that YIELD control is the recommended traffic control device. The analysis results are summarized below.

YIELD Sign Criter	ion (NCHRP Report, 320)	Met?
Roadway Classification	The major street has been designated as a through street with control along a substantial length that grants or implies right-of-way by using traffic.	Yes
Traffic Volumes	The average daily traffic should be less than 1,500 vehicles per day on the major street and less than 600 vehicles per day on the minor street.	Yes
Speeds	The intersection(s) should be a residential street intersection with a speed limit of 25 mph or lower.	Yes
Crashes	No more than two crashes involving vehicles on the minor street have occurred over the past three years	Yes
YIELD Control Re	commended	Yes

### RECOMMENDATIONS

- 1. Based on the results of this study, YIELD control is recommended on Millrace Road at Lakeside Drive.
- 2. If the conditions and crash patterns at the study intersection changes, the City should consider reevaluating the intersection to determine if changes to the traffic control measures are warranted and recommended.

If you have any questions or concerns regarding this engineering analysis, please contact our office.

JJS: JMK





Lakeside Harmon/Mill Race

Lane													A 1 A 1		
Total	>65	61-65	56-60	51-55	46-50	41-45	36-40	31-35	26-30	21-25	16-20	11-15	6-10	1-5	Date\Speed (MPH)
187	1	0	0	0	0	0	0	3	24	75	53	21	10	0	6/21/2016
202	4	0	0	0	0	0	0	12	21	72	58	31	4	0	6/22/2016
229	2	0	0	0	0	0	0	8	20	101	73	24	1	0	6/23/2016
13	0	0	0	0	0	0	0	0	3	6	2	1	1	0	6/24/2016
631	7	0	0	0	0	0	0	23	68	254	186	77	16	0	Lane1 Total

85 percentile = 25

Lane		7				_								1	
Total	>65	61-65	56-60	51-55	46-50	41-45	36-40	31-35	26-30	21-25	16-20	11-15	6-10	1-5	Date\Speed (MPH)
273	0	0	0	0	0	0	1.	3	40	92	87	45	5	0	6/21/2016
249	2	0	0	0	0	0	0	4	34	71	76	50	12	0	6/22/2016
293	1	0	0	0	0	0	0	3	40	100	94	51	4	0	6/23/2016
23	0	0	0	0	0	0	0	1	9	6	4	3	0	0	6/24/2016
838	3	0	0	0	0	0	1	11	123	269	261	149	21	0	Lane2 Total

85 percentile = 25

				100										C	ombine
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	Tota
6/21/2016	0	15	66	140	167	64	6	1	0	0	0	0	0	1	460
6/22/2016	0	16	81	134	143	55	16	0	0	0	0	0	0	6	451
6/23/2016	0	5	75	167	201	60	11	0	0	0	0	0	0	3	522
6/24/2016	0	1	4	6	12	12	1	0	0	0	0	0	0	0	36
Combined Total	0	37	226	447	523	191	34	1	0	0	0	Ō	0	10	1469

85 percentile = 25

City of Birmingham

Parks and Recreation Board

Proposed dedicated bike lanes. Enclosed proposal.

Oz Forrester 248 990 2387

Birmingham Dedicated Bike Lane Proposal

Convert one existing parking lane on each Bates & Lincoln Streets into dedicated bike lanes.

Bates street connects neighborhoods & Beverly Hills to downtown.

Lincoln connects Kenning sports park/swim club with Seaholm campus/NEXT senior center.

Both streets act as collectors from a street grid that provides easy access to parks, schools & other public facilities.

Lincoln Street crosses the Rouge chip path that leads to Booth Park & Farmers Market business area.

Bates Street north extension can connect to Booth Park & Farmers Market area via a bridge over the Rouge river.

Traffic control features along Lincoln can be breached with a 5-foot curb cut asphalt ramp & path or remove the features completely.

At busy Woodward & Southfield intersections the bike lane can ramp up to a shared pedestrian/bike lane thru the intersection. Shared lanes are common on rail-to-trails.

A park or other public area near south Lincoln could support a bike share stand that might allow service workers to park free along streets & bike to a downtown stand.

Oz Forrester 248-990-2387

6/28/19

STRONG TOWNS ABOUT EVENTS PODCAST

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JANUARY 8, 2019
BY STRONG TOWNS

The cost of auto orientation—designing our towns and cities around the easy, fast movement of cars—is not just measured in <u>dollars and cents</u>. The number of U.S. traffic fatalities in 2017 <u>topped 40,000 people</u>. Nearly 6,000 of those people were on foot—<u>a 25-year high</u>. Each of those people had a unique story. Each of them had a family.

And after each high-profile crash, we all hear the same litany of advice from law enforcement and traffic safety professionals.

"Be hyper-aware of your surroundings."

"Always obey the speed limit."

"Speed is a factor in 30 percent of crashes."

"Safety is a shared responsibility."

And yet, we *know* that people are sometimes going to make mistakes. Even conscientious drivers make mistakes. People walking, going about their business, are going to make mistakes. No one is going to be hyper-vigilant every moment that they're out in the world. And why should we have to?

# We can't regulate our way to safety. We must design our streets to be safe.

Two simple photos reveal what it means to design a street to be safe, versus counting on the speed limit alone to do the job. This meme was created by planner Wes Craiglow of Conway, AR, and <u>shared on social media</u> by the "Transportation Psychologist," our friend, Bryan Jones. We first shared it back in 2015, but it remains timeless, so here it is again:



As Wes points out: "The meme is intended to help viewers consider how different street designs makes you feel as a driver, and ultimately affect how you behave behind the wheel. Generally

speaking, as depicted by the lower photo, narrower travel lanes, shorter block lengths, and a tree canopy, all contribute to drivers traveling more slowly. Conversely, wide lanes, long block lengths, and open skies, as seen in the upper photo, communicate to drivers that higher speeds are appropriate."

Look again at the two photos. Imagine yourself behind the wheel of a car on each street. On which street would you drive faster? On which street would you exercise more caution?

# "Forgiving" Design is a Misnomer

The first photo looks like tens of thousands of suburban streets all over America. It's entirely representative of something the transportation engineering profession calls "forgiving design." The premise is simple: drivers will make occasional mistakes—veer a



bit out of their lane, fail to brake quite hard enough—and if the street is wide, with high visibility in all directions, and free of immediate obstacles such as trees and fences, those mistakes won't be catastrophic.

The problem: this street feels *too* forgiving to a driver. Too safe and comfortable. So drivers speed up. The engineers didn't account for this aspect of human psychology.

This residential street is built like a four-lane highway, and so even though its legal speed limit is 20 miles per hour, it's no surprise when somebody guns it up to 40 miles per hour or more down a street like this. It feels natural to do so. It feels safe. But it isn't safe—because on a city street, unlike a freeway, there might be people around. People who will most likely be badly hurt or killed if a speeding driver hits them.

Read transportation engineer Jon Larsen's explanation of why the forgiveness of slow speeds is better than the "forgiving" design of wide streets.

# The Paradox of Street Design: If It Feels a Bit Dangerous, It's Probably Safer

The second photo, on the other hand, represents the most basic, frugal approach to designing a street for slow speeds. It's not perfect. It lacks sidewalks or bicycle facilities, which some of our readers might take issue with—and yes, many places ought to have those things.



But this "slow street" does something really profound and important. It causes drivers to slow down, whether or not there's a posted speed limit or law enforcement is present, because of the uncertainty and sense of heightened risk.

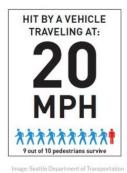
The street is narrow. Visibility is limited—look at that front left corner of the intersection, where a red fire hydrant stands next to a white fence. The lack of visibility there is not a safety hazard: paradoxically, it's probably the single biggest thing that promotes safety at this intersection. Because if you're driving here, and can't see whether a vehicle is approaching from the left, what are you going to do?

That's right. You're going to slow down.

Read Daniel Herriges's article on why narrow streets can deliver a ton of benefits to our cities and towns at low cost.

# Why 20 Miles Per Hour?

If we could keep most urban traffic to 20 miles per hour or less, we could eliminate the vast majority of deaths from car crashes in our cities and towns. We wouldn't eliminate mistakes—people, both inside and outside vehicles, are going to make them—but those mistakes would rarely be deadly.







The place for wide lanes and "forgiving design" is on a high-speed road. City streets, on the other hand, should be places for people. We know how to design streets that will slow down traffic automatically, without the need for heavy-handed enforcement, and regardless of what the speed limit sign says. We just need to do it.

Read Chuck Marohn's article on the crucial difference between a street and a road.

# <u>Learn more about our Slow the Cars campaign.</u>

Like this content, and want to help us produce more like it? Become a member of the Strong Towns movement, and support Strong Towns's work to make our streets safe, welcoming, and productive places for people.

# JOIN THE MOVEMENT

# Related Stories:



# Best of 2018: Why Walkable Streets are More Economically **Productive**

3 dollars and cents arguments that definitively prove the need for people-oriented, walkfriendly places.

Dec 4, 2018 · Rachel Quednau



# A LOSing **Proposition**

By overemphasizing vehicle Level of Service (LOS) we justify expensive, overbuilt streets that are dangerously inhospitable to people—just so drivers won't be inconvenienced during peak travel times.

Aug 14, 2018 · Sarah Kobos



# The Ultimate Guide to Creating Walkable Streets

Why we need them, how to build them, and who's already getting it done around the country.

May 2, 2018 · Rachel Quednau

<u>40 Comments</u> ♥ 7 Likes Share

Posted in #SlowtheCars, Roads and Streets, Greatest Hits, Top Story and tagged with speed, traffic engineering, engineers, transportation

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### doodles • 7 months ago

I still haven't been able to wrap my head around how wide streets are in the US. Working as a planner in northern Sweden we usually design streets for single family housing to be 11 meters wide (36 feet) of which 5.5 meters (16.5 feet) is paved with asphalt, the rest being grass used for snow during winter and for stormwater during summer. Keeping the streets narrow and functioning as shared space also slows the cars and makes them safer.



# Cave Johnson → doodles • 6 months ago

The main driver of wide streets in America is the fire department and the solid waste utility. Americans respond to every medical emergency with an fire truck the size of an aircraft carrier.



# whittx → Cave Johnson • 6 months ago

If you are up north it tends to be the fire department and the township public works that could only afford to pay for one or two people to plow and salt the roads and purchases the largest vehicle to accommodate this.



# Matti Paul → Cave Johnson • 6 months ago

I don't think so. Large vehicles likely followed the wide streets that allowed them.



### Vooch → Matti Paul • 22 days ago

As a young Architect circa 1984 I was tasked with designing a 'urbane' new town in Virginia. It was my first project. When I showed my boss the first design - He asked "why are the residential streets so narrow?" - I answered, the Right of Way meets the county guidelines, but only 24' is paved.

My boss (who was a advanced urbanist thinker) responded;

turn around ?"

Driving around the block apparently was not an answer.

So, in went the 45-50' wide pavement.

Our little design won all sorts of awards - for being a model of new urbanist new town design.



### Cave Johnson • 7 months ago

I have been thinking a bit about what the end game is for streets without sidewalks. I happen to live in a part of town with very few sidewalks. I looked at the city's pedestrian/bike plan and its policies call for sidewalks on both sides of every street. That's just not going to happen in my neighborhood. There are too many streets to completely rebuild them anytime soon. There are too many other priorities. If It was my choice, I would spend it somewhere else; probably on arterial crossings.

I think our plans should be honest. If it's not going to happen, don't adopt a policy of strategic pretending that it will because that means that nothing will every happen. If it's not feasible, then say so and find a plan that is. My family and I walk around our neighborhood quite often and I've come around to the idea that streets without sidewalks can be OK. If we can't build sidewaks, we need to create conditions where walking in the street is safe and normal.

My new principle is that, if I'm walking in the street, you're driving on the sidewalk. If this street is a shared space, we need to make it look and feel like a place that people can safely share. Ideally, you'd want narrower streets, but I'm not asking for that much change that quickly. The streets are too wide, but we have to work with what we have. Here are some thoughts on policies that would do that:

- 1. Every street without a sidewalks needs a 20mph speed limit. If it needs a 30mph speed limit because its an arterial or a collector, then it needs sidewalks.
- 2. Change parking standards so more people park on the street, preferably they park their boat there and back it in at a funny angle. Then you add a basketball hoop so you can't tell when someone is playing there or not.
- 3. Neck down the intersections from the arterials and collectors so you send a strong signal to drivers that they are entering a new kind of space with different expectations.

6 ^ V • Reply • Share >



Henry Miller → Cave Johnson • 7 months ago • edited

The street in front of a house should be shared space. Kids playing baseball - let cars coming through wait for a break in the action before the continue on.

There are not enough ears moving through the chave neighborhoods on the

2 Photos Reveal Why the Key to Slowing Traffic is Street Design, Not Speed Limits — Strong Towns There are not enough cars moving unough the above neighborhoods on the average day to need car only space - those are called freeways and serve a very different traffic need.



# Jerry • 7 months ago

What's interesting is listening to neighborhoods (my own or the ones i work with) complain about speeding, then also complain that the current 30' wide road is too narrow, and that you have to slow down or pull aside when there are parked cars or oncoming traffic.

So often people say they want to lower speeds, but when measures are suggested that would actually lower speeds the same people back down and ask "isn't there just a sign that we can put up?' ....no.

I'm going to have to bookmark this page for the next time one of my neighbors complains about how those 'other people' are speeding through our neighborhood (pst, it's not other people...its you and the rest of the neighborhood').



# Rob • 7 months ago

What is even worse is that many neighborhoods would "fix" a speeding problem on the top street by putting in speed bumps. Which actually makes things less safe instead of more (speed bumps dramatically slow down emergency vehicles, and the additional deaths due to delaying ambulances is way higher than the deaths due to pedestrian accidents on these type of streets).

Actually, the parenthetical has me agreeing somewhat with nate (which is rare). Suburban streets like either of these aren't dangerous to pedestrians. Stroads are dangerous to pedestrians. A mixed use urban street should be designed more like the bottom one. A suburban residential street isn't dangerous in the top form.

I lived on a street that looked a lot like the bottom picture. Between me making an offer and closing, speed bumps were added. It was awful. Other than that, though, I liked that location.



### nate → Rob • 6 months ago

We probably agree more than you might think. I do happen to live in an older neighborhood without any sidewalks, platted back in 1896. This idea planners are taught in grad school that every neighborhood in the suburbs needs sidewalks, bike lanes, etc. It's just not true.

In fact, suburban streets are often used as community space, primarily for kids. Basketball, street hockey, biking/rollerblading, block parties, etc etc

Which makes the sidewalks they have somewhat absurd when you think about it. Kids out in the street playing Basketball, and when a car comes by

2 Photos Reveal Why the Key to Slowing Traffic is Street Design, Not Speed Limits — Strong Towns they know enough to get to the side of the road as it passes, then go back out in the street to continue their game. Meanwhile, that pretty sidewalk sits there doing exactly nothing except driving up the cost of housing both in initial & ongoing maint costs.

That is not to say sidewalks arent appropriate on higher traffic streets like you mentioned, stroads, etc

3 ^ V • Reply • Share >



# **Driveway** → Rob • 3 months ago

So do you have stats on deaths caused by slow response times of medical crews? I have 10+ years experience in Fire/Ems in city, rural and bush environments. I can only count a handful of times where respond time mattered significantly. As in 30 seconds difference. And I'm trying to think of times where the speed bumps would make or break a save. In most of those cases where response time mattered, it wasn't a matter of seconds or a few minutes that mattered. It was 30-90 min kinds of time frames.

Not saying that there aren't some stats somewhere, but it doesn't line up with my experience. And most of the time, you're only on residential streets for a couple of min prior to arrival. Most travel is on normal Arteries.

Also, you can learn to drive over speed bumps quite fast still under control. 2 ^ | V • Reply • Share >



# Michael → Rob • 7 months ago • edited

DC has some exquisite residential neighborhoods where every intersection is a 4 way stop. It's great to walk, it's great to bike, the elderly are out enjoying life. While driving is completely civilized! It's slow, but there's no traffic per se, because it keeps moving.

But then I go other identically gridded cities and the idea of a 4 way stopped neighborhood is total blasphemy. "You can't have all 4-way stops!" "People won't follow the rules, anarchy!" So every 5th road is juiced for max speed – everyone drives 45 on it, despite being in a residential neighborhoods with kids, churches, schools. And it's a total mess, and none of the remedies get at the underlying issue.

Speed bumps, speed tables, bumps outs.. all of it. The underlying issue is we push traffic onto a single road where we've removed 75%+ signals/stops so drivers can to go fast.

1 ^ Reply • Share >



# nate • 7 months ago

The meme isnt as true as we'd like to believe. Most people who see a residential street lined by homes where kids could be present will not speed, or if they do the speed increase is marginal ~5 mph. Which does make a difference no doubt.

What would really make the most difference is if the bottom photo showed the street with vehicles parked on the sides. Now THAT slows most people down. The prospect of a human being darted out between parked cars at a moment's notice will slow all but the most pathological drivers.



# Andy Stow → nate • 6 months ago

I live in a neighborhood the that looks like the top photo. It's posted 25 MPH, but the median speed is closer to 35 MPH, with plenty going over 40. There's one choke point over a blind hill where people do slow down to about 20, though.



nate → Andy Stow • 6 months ago

Like I've mentioned in other posts, there are certain suburban streets that look like the one above where speeding is an issue. I can think of two in my town that have houses on both sides with 25 mph zone (one of them goes right by a school). But those are more of the exception because of how the town (and surrounding towns) developed over the last 100+ years. Population growth driving congestion to the point where those streets have become alternative routes for through traffic.



### Daniel Humphries • 6 months ago

My perspective comes from living in an increasingly hot sub-tropical city called Brisbane in Australia. The top street resembles an outer suburb built around the transport of people by cars to distant jobs. If I found myself in such a location I would probably be driving initially slowly but then having realised that no one walks these streets as their is such a lack of shade and safe areas to walk I would speed up assuming I'm not going to encounter any people outside of cars. Noticing how far it is to the next intersection I would speed up further as I became frantic to leave such a treeless suburban nightmare. The lower photographed area would have me driving slower expecting to encounter people. Also I'd probably have the window down and be enjoying the pleasant mix of nature incorporated into the built environment .



# Craig Nelson • 6 months ago

True, yet dumb.

By this theory not paving streets and purposefully digging enormous potholes would also slow traffic.



TBurt • 6 months ago

This has already been mentioned, but a street without sidewalks is both. I grew up in a small town(~4200 people) where I played in the street all summer. There was a

stop sign at both ends of my block. The worst offenders for speeding and blowing stop signs was actually the town cops. We just kept our eyes up and moved out of the street when cars passed. The beautiful thing about living in a gridded town is that you can get around even if the bigger collectors/arterials are blocked for whatever reason, and very few streets carry a majority of traffic, but even those don't have quite the demand of suburban arterials. Also, you can just play in the street around the corner if the one in front of your house is too busy.

1 ^ V • Reply • Share >



### Raven Luna Tikke • a month ago

I live in San Francisco, and we have very narrow streets here. I can tell you from personal experience narrowing streets doesn't slow people down at all. It just becomes a different skill set.

And from another perspective, when you drive slower you use your gas less efficiently. That means slower traffic equals more pollution. So it's really matter of how you want to die: do you want to die quickly, or do you want to die slowly?

• Reply • Share >



User\_1 → Raven Luna Tikke • a month ago

"And from another perspective, when you drive slower you use your gas less efficiently."

You don't want to join the site <a href="https://ecomodder.com/">https://ecomodder.com/</a> and let them know they've been doing it wrong, do you? I would really enjoy reading this thread!

• Reply • Share >



### Martha Polkey • 6 months ago

Highway accident rates are higher in the United States where the predominant "passive safety" design philosophy calls for broad clear zones next to the road. Accident rates are lower in nations that instead use an "environmental reference" standard, which incorporates (at least the appearance of) travel lane narrowing, landscaping with trees, and certain types of traffic calming. Here is a relevant sentence from a literature review on roadside design: "On roads where safety is built-in via wide traffic lanes or shoulders, the brain subconsciously interprets the greater amount of space as permission to be less careful; the result is generally less caution when driving. In contrast, on a roadway where low speed is communicated through design, drivers tend to be more alert and careful because there is less room for error." MacDonald, E. et al. 2008. The Effects of Transportation Corridors' Roadside Design Features on User Behavior and Safety, and Their Contributions to Health, Environmental Quality, and Community Economic Vitality: A Literature Review. University of California Transportation Center: Berkeley, CA. You can find it online. Most U.S. DOT engineers still don't get this. For a great talk on how planners and engineers have gone so far wrong, watch "livable transportation engineer" lan Lockwood's two-part talk on road design here:

see more



Bill W • 6 months ago

"The street is narrow. Visibility is limited—look at that front left corner of the intersection, where a red fire hydrant stands next to a white fence. The lack of visibility there is not a safety hazard: paradoxically, it's probably the single biggest thing that promotes safety at this intersection. Because if you're driving here, and can't see whether a vehicle is approaching from the left, what are you going to do?

That's right. You're going to slow down."

I live in an area like that narrow street with visibility limited by trees and bushes, yes I do slow down but some others not so much.



BE • 6 months ago

A large part of the reason for wide roads in many suburbs is the city requires the roads to be that width.



User\_1 • 6 months ago

Hello Strong, I'm wondering if you can take a look at pic #2 again? If you look closely, you can see there's a sidewalk on the right side. Yes the left doesn't have a sidewalk, but the right sure looks like it does.

If I lived on street #1, I'd rally for speed bumps for the rest of my life!



Rob → User\_1 • 6 months ago

Speed bumps kill.

Seriously, they are the absolute worst possible solution.



User\_1 → Rob • 6 months ago

Well yeah, they do kill if you're going 80 mph in this zone. Kinda makes it a deterrent, doesn't it?

You do know what a speed bump is designed for, yes?



**Rob** → User\_1 • 6 months ago

No, they kill by slowing down emergency vehicles. 1 minute delay changes the statistics of surviving a stroke dramatically, for example. Adding up those percentage changes over all stroke victims living on a street with speed bumps far

outweighs the deaths saved due to speed bumps.

If I have the time next week, I will find and link to the studies.

1 ^ Peply • Share >



User\_1 → Rob • 6 months ago

Awesome! Well I look forward to seeing this remarkable study! I hope you have the time.

You don't really need me to dig up any studies do you? I mean there's speed bumps all over Cali. This happens after serious studies and all.



Rob → User\_1 • 6 months ago

From a quick search, I can find the two studies I remember from years back, but did find another one from Boulder, CO. It said that speed bumps could save up to 2.8 pedestrian deaths per year (the number they were averaging) at a cost of an increased death from cardiac arrest of 6.5 per year (due to a 14% delay in emergency response time) and about 2 death per year due to other emergency situations.

So 8.5 deaths vs 2.8 saved.

It is (yet another) example of Bastiat's the seen and the unseen. We can see the 2.8 deaths. We can't see the 8.5, because they are just statistics. This persons probability of dying increased from 25% to 28%. He died, was it due to the delay or not? Its hard to see, you have to add his 3% to her 2.5% to that guy's 1.4% etc, to see the total.

But a lot of little percentage increases add up to a bunch of deaths.



User 1 → Rob • 6 months ago

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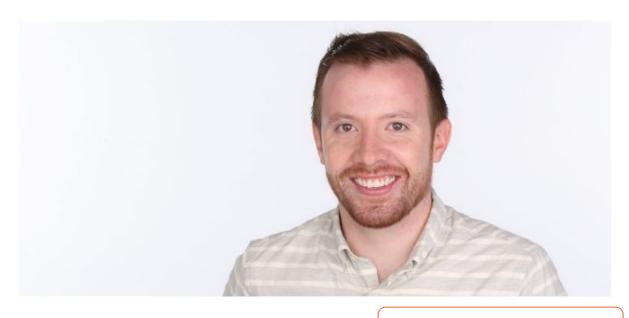


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GTA

# You hesitate, you lose lives': Torce for more aggressive Vision Zero replan



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City council has voted to reboot its road-safety plan, as its first attempt failed to reduce traffic deaths.

Three years after endorsing the city's first Vision Zero strategy aimed at eliminating road fatalities, councillors voted unanimously Tuesday to adopt Vision Zero 2.0. Under the enhanced plan, the city will reduce speed limits on dozens of arterial roads across Toronto, install more sidewalks and implement more pedestrian head-start signals, among other measures.

In a speech to council, Mayor John Tory stood by the assessment he made after winning re-election last year: that the city's original Vision Zero plan "wasn't working."

"I'd like to think that some of the investment that we've made over the last couple of years is beginning to bear fruit, but it was obvious we needed to more, and that's what we're doing here today," he said.

"Our objective remains the same, which is zero (traffic deaths)."

Connail was raminded of the high stales of its desigion when

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reference that while she and her concagaes were abscassing the road

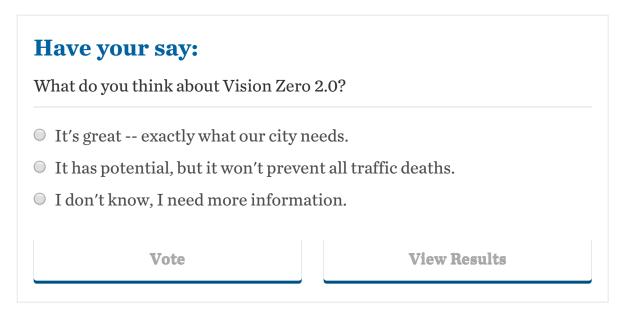
safety plan, a female pedestrian was struck and killed in a section of her ward.

Her voice catching, Carroll moved a motion asking staff to prioritize reducing speeds on a section of Don Mills Rd. near the deadly collision.

She warned her fellow councillors that when "you hesitate, you lose lives."

"I'm asking for an acknowledgment that we didn't move quickly enough," she said. "In memoriam, I'm asking that this one go first."

Her motion passed.



While there was broad support on council for the new plan, Jess Spieker, a spokesperson for Friends and Families for Safe Streets, predicted it won't meet the goal of preventing all traffic deaths. That's because most of its planned speed reductions on major arterial roads would change posted limits from 60 km/h to 50 km/h.

The staff report to council outlining the new road-safety plan cited an international study that indicates pedestrians still have an 85 per cent chance of being killed in a collision with a vehicle travelling 50 km/h

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risk of death when you're struck by a driver at that speed, that doesn't seem compatible," Spieker said.

Vision Zero 2.0 will cost \$123 million gross to implement between 2020 and 2024, according to the staff report.

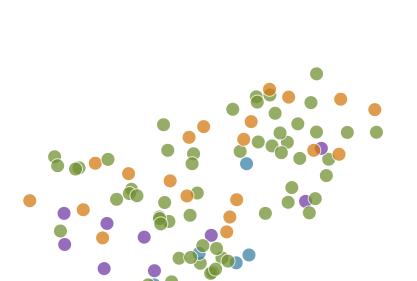
# **Traffic Deaths**

Toronto city council approved a plan in July 2016 to eliminate traffic deaths, but road users of all kinds continue to die on Toronto's streets.

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Source: Toronto Police and the Star

Star graphic

Council approved its first comprehensive road-safety plan in July 2016. The following year 45 pedestrians and cyclists were killed in Toronto, and in 2018 the number jumped to 47, according to the Star's count, which differs from the official police tally because it includes deaths on provincial highways and private property within the city.

this year, according to the Star's tracking.

Here are some of the changes that are coming to Toronto's streets under Vision Zero 2.0:

# **Speed limit reductions**

Pedestrians and cyclists have a 95 per cent chance of being killed if hit by a driver going 60 km/h, according to the study cited by city staff. That drops to 30 per cent if the vehicle is going 40 km/h.

As part of what staff described as a "holistic speed-management strategy," the new plan will reduce the speed limit to  $50 \,\mathrm{km/h}$  on about 250 km of the 375 km worth of major arterial roads in Toronto that currently have posted limits of  $60 \,\mathrm{km/h}$ .

The reductions are expected to start in 2020 and take two years to implement, with priority being given to areas with high collision rates.

# **Road reconstruction**

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According to city staff, to be effective lower speed limits should be accompanied by physical changes to streets that encourage drivers to slow down. Redesigns proposed under the plan include narrowing traffic lanes bumping out curbs at intersections and installing

The city usually plans the most intensive physical changes to coincide with scheduled road reconstruction or resurfacing, but arterial and collector roads typically require reconstructions only once every 50 years.

Under the new plan, staff will take a more proactive approach to implementing physical safety changes both in conjunction with road work or "on a stand-alone basis." The city will also develop a program to implement interim road-safety modifications by using paint, bollards or other temporary features if permanent fixes aren't immediately feasible.

# Midblock crossings

More than half of pedestrian deaths occur when someone is attempting to cross a street midblock in a section of road without any traffic signals, according to city staff.

The report that went to council asserted that road design can be a factor in these collisions. In some areas of the city where crossings are far apart, walking 400 metres to the nearest one with a signal can take six minutes for an able-bodied person — meaning pedestrians are likely to dart across lanes of traffic if no crossing is close by.

The new road-safety plan changes the criteria staff use when evaluating whether to install midblock crossings in order to take into account factors like local land use and the presence of TTC stops. According to the report, that will result in traffic signals being installed in places previous policies wouldn't have allowed.

# More sidewalks

Council approved a "missing sidewalk installation policy" that delegated authority to city staff to build new sidewalks as part of road reconstruction work or to accommodate a local person with a disability

said some residents in his part of town don't want sidewalks and argued that there should be a process by which elected representatives could oppose a new installation.

He moved a motion that would allow councillors to take a new sidewalk proposal to the city's infrastructure committee, where they could raise objections. It passed 16 to 10, with the mayor voting in favour.

# **Automated speed enforcement**

In 2017 the provincial government passed legislation enabling cities to use automatic cameras to catch speeding drivers in specially designated safety zones. However, the province has yet to introduce regulations that would put the legislation into effect.

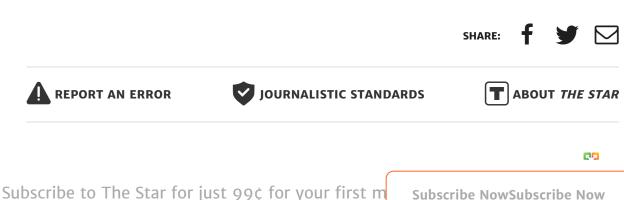
City staff said in the Vision Zero 2.0 report that they have been working with ministries and other municipalities on implementation.

Barbara Mottram, a spokesperson for Transportation Minister Caroline Mulroney, said the government is waiting on municipalities to officially select a vendor for the technology.

"Once that vendor has been selected, the ministry will work to finalize the regulations, likely this fall," she said.

Last year, council designated the frontages of 754 elementary schools as community safety zones, making them eligible for speed cameras.

Read more about: John Tory



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## NEWS<sub>from</sub> THE LEAGUE



June 3, 2013

#### **BIKE LAW UNIVERSITY: SIDEWALK RIDING**

by Liz Murphy

Bicycles on sidewalks have long been debated: Is it legal? Is it safer? Shouldn't children be able to ride there?

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The League recommends that bicyclists ride on the road. Riding on the sidewalk is a significant

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crosswalk, such as when crossing an unsate high speed roadway or when the skill or ability level of the rider is not suited for the adjacent roadway, as can be the case with children.

When a bicyclist chooses to ride on sidewalks or crosswalks, sidewalk riding laws can clarify expectations for pedestrians, motorists, and bicyclists regarding how each mode will interact. When states fail to make the rights and duties of users of different modes clear in these hybrid situations they make it more difficult for public education efforts to be authoritative, create confusion regarding who is "right," and may unintentionally limit the ability of crash victims to recover. It is possible that this lack of clarity may be a sign that these hybrid situations are thought more suitable for court decision-making rather than legislative decision-making because of the individualized and context-sensitive nature of these mode interactions. Even in states where there are "good" laws that make the rules for each road or sidewalk user clear the best answer to these context-sensitive situations is to create a better context. Dedicated bicycle infrastructure is a demonstrated way to reduce sidewalk riding by bicyclists and an appropriate response.



See the full chart of laws and regulations by clicking here.

Who has them?

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curb into the path of a vehicle that is so close as to constitute an immediate hazard.

#### Spotlight State - Utah

Utah clearly navigates the hybrid nature of bicycling on sidewalks using statutes that address a bicycle as a vehicle, as a quasi-pedestrian, and as its own entity. In Utah, bicycles are vehicles and vehicles are prohibited from operating on sidewalks. However, bicycles are explicitly allowed to ride on sidewalks in the same statute that prohibits vehicles from doing so. In a separate statute the rights and duties of a bicyclist on a sidewalk are given. In general, bicyclists have all the rights and duties applicable to pedestrians on a sidewalk, path, trail or crosswalk, but there are several exceptions. These exceptions generally do one of two things:

- 1) Give priority to pedestrians
  - 1 A bicyclist must yield to a pedestrian; and
  - 2 A bicyclist must give an audible signal before passing a pedestrian.
- 2) Establish rules specific to bicycles on a sidewalk
  - 1 Bicycles may be prohibited from sidewalk, path, trails, and crosswalks by sign or ordinance;
  - 2 Bicycles must not be operated in a negligent manner so as to collide with pedestrians, other bicyclists, or other vehicles or devices propelled by human power; and
  - Bicycles must be operated at a reasonable and prudent speed.

Upon the shared space of a sidewalk, path, trail, or crosswalk a bicyclist is most likely to be the largest, fastest moving user of that shared space, with the most potential to injure another user of that space. The exceptions that are found in Utah's law reflect the idea that a more dangerous user of a shared space should be subject to rules that account for that danger. Several states make a distinction between bicycles and motorized bicycles to further account for the real or perceived danger of heavier, faster, moving users on a sidewalk and prohibit motorized bicycles. Whether these additional rules are necessary or desirable can be debated, but they provide some parallels for discussions of appropriate rules for shared roadways.

Ohio also has a statute provision worth mentioning: In the Buckeye State, bicycles can be prohibited from sidewalks by sign or ordinance, but cannot be required to ride upon the sidewalk by sign or ordinance. This ensures that bicyclists can always use the road, and is an at this time

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#### Fwd: SEMCOG/MAC release findings from bicycle and pedestrian survey

1 message

Joe Valentine <Jvalentine@bhamgov.org>

Wed, Jul 10, 2019 at 12:12 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 <pborder="bedden: 20px;">pboutros@bhamgov.org>, Racky Hoff <rackyhoff@hotmail.com>, Stuart Sherman <ssherman@bhamgov.org>, Tim Currier <tcurrier@bhlaw.us.com> Cc: Ben Myers <br/>cbmyers@bhamgov.org>, Bruce Johnson <Bjohnson@bhamgov.org>, Cherilynn Mynsberge <cmynsberge@bhamgov.org>, Ingrid Tighe <itighe@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>, Kevin Byrnes <kbyrnes@bhamgov.org>, Lauren Wood <Lwood@bhamgov.org>, Leslie Pielack <LPielack@bhamgov.org>, Mark Clemence <Mclemence@bhamgov.org>, Mark Gerber <Mgerber@bhamgov.org>, Paul O'Meara <Pomeara@bhamgov.org>, Tiffany Gunter <tgunter@bhamgov.org>, Paul Wells <Pwells@bhamgov.org>

FYI

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

From: SEMCOG News <communications@semcog.org>

Date: Tue, Jul 9, 2019 at 9:47 AM

Subject: SEMCOG/MAC release findings from bicycle and pedestrian survey

To: <ivalentine@bhamgov.org>

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For immediate release: July 9, 2019 Contact: Trevor Layton, 313-580-6195

#### SEMCOG/MAC release findings from bicycle and pedestrian survey

SEMCOG, the Southeast Michigan Council of Governments, and its partner organization, the Metropolitan Affairs Coalition (MAC) release some key findings from a recent "Pulse of the Region" survey on bicycle and pedestrian travel in Southeast Michigan.

Here's what we heard:

- 48 percent of respondents currently get around by walking
- 44 percent of respondents currently get around by biking
- 73 percent of respondents would like to get around by biking
- 63 percent of respondents would like to get around by walking
- 26 percent of respondents typically bike for recreation and transportation

The greatest impediment for people not walking is:

- Weather (63 percent)
- Distance or time constraints (52 percent)

Lack of sidewalks or paths (43 percent)

The greatest impediment for people not biking is:

- · Lack of facilities or infrastructure (67 percent)
- Weather (62 percent)
- Personal safety/security (43 percent)

"We are grateful to the more than 3,000 people who took this survey," notes Kathleen Lomako, SEMCOG Executive Director and MAC President. "We recognize the importance of bicycle and pedestrian travel in Southeast Michigan and how it can enhance quality of life and economic development in the region."

Survey results will be used in development of the regional Bicycle and Pedestrian Plan for Southeast Michigan, and in development of policies for local mobility. Gaps and areas where people cannot walk or bike will be reported back to local communities for input into their planning efforts.

Survey results will be presented to the SEMCOG Bicycle and Pedestrian Task Force, chaired by **Scott Benson**, Detroit City Councilmember and **Melissa Johnson**, Mayor of Chelsea (Vice Chair) at its next meeting on July 10. The Bicycle and Pedestrian Plan is expected to be adopted in March 2020. A SEMCOG video highlights the region's recent accomplishments in the areas of biking and walking.

###

SEMCOG is the only organization in Southeast Michigan that brings together all governments to solve regional challenges and enhance the quality of life for the seven-county region's 4.7 million people.

To learn more about what SEMCOG does, click here.

The Metropolitan Affairs Coalition (MAC), a non-profit public/private partnership, is the only group that brings business, labor, government and education leaders together to build consensus and seek solutions to regional issues. It promotes regional cooperation and dialogue, and advances policies and programs that enhance Southeast Michigan's economic vitality and quality of life.



Southeast Michigan Council of Governments (SEMCOG) - www.semcog.org • Metropolitan Affairs Coalition (MAC) - www.mac-web.org
1001 Woodward Avenue, Suite 1400, Detroit, Michigan 48226

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## Riding Your Bike on the Sidewalk (even when it seems safer) in San Francisco is NOT Legal

Sidewalks are just that... areas on the side of the street for *walking*. They are not meant for any vehicles (motorized or not) such as cars, motorcycle, motorized scooters or bicycles.

Pursuant to section 21208(a) of the California Vehicle Code, you are permitted to ride outside of the designated bicycle lane "When reasonably necessary to leave the bicycle lane to avoid debris or other hazardous conditions." Does this mean that if traffic is gnarly it is a "hazardous condition" such that you can leave the bike lane, jump the curb and ride on the sidewalk? Well, that would be a question that only local law can answer.

California law (specifically California Vehicle Section 21113) allows local governments to make their own rules and regulations for the use of bicycles, skateboards, motorized bicycles and even roller skates on public property. That includes the regulation of riding bicycles on city sidewalks. San Francisco has chosen to make it illegal for anyone 13 years of age and older to ride a bicycle on the sidewalk. SF Transportation Code Sec. 7.2.12 forbids sidewalk bicycle riding, while Sec. 1007 states that "children under the age of 13 may ride a bicycle on any sidewalk except as otherwise posted". It is just too congested in this city to ride on the sidewalk.

As a bicycle accident attorney for over 20 years in San Francisco I have had cases where pedestrians were badly injured by cyclists riding on sidewalks to avoid traffic. These are tough cases and nobody likes to be on either side of these.

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Jason S.

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So, even if traffic get too hectic and dangerous, you cannot ride on the sidewalk. You can however, move out of the bike lane and take over the full lane of traffic if that will help you avoid debris or other hazardous conditions, pursuant to California Vehicle Code section 21208(a).

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Note also that you most definitely cannot ride on a sidewalk to avoid riding in the same direction as traffic. California Vehicle Code section 21650.1. requires cyclists to ride in the same direction as vehicles that are required to be driven upon the roadway. So, don't be lazy. Cross the street like a normal vehicle and get into the proper lane of traffic so that you are riding in the direction of traffic.

If you find yourself feeling really vulnerable or in danger and wanting to jump the curb and ride on the sidewalk for safety, try one of the following:

- Find an alternative route that has a clearly designated bicycle lane, or
- Report the dangerous area to the San Francisco Bicycle Coalition or San Francisco Municipal Transportation Agency to let them know that improvements could be made for bicycle safety in the area.

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#### **BICYCLING ON SIDEWALKS**

There is momentum throughout the country to make our communities more walkingand bicycling-friendly, thereby making them more livable. In trying to accomplish this goal, citizens are challenged by limited physical space, high volumes of vehicular traffic, and overall congestion. The question of whether to permit bicycling on sidewalks is often discussed in the planning process.

As a general rule of thumb, it's not a good idea to encourage bicycling on sidewalks. There are, of course, the occasional exceptions. This document will review the crash data, risk factors, legislation, and design standards that support limits to sidewalk bicycling, the exceptions and additional resources in an FAQ format.

#### Is it safer or more dangerous to bike on sidewalks?

Bicycling on the sidewalk eliminates the relatively small danger to cyclists of crashes with overtaking motorists, but increases the potential for more common intersection collisions. To follow is an excerpt from the Pedestrian and Bicycling Information Center's web site<sup>1</sup> about sidewalk bicyclists and crashes:

Rather like the situation with riding the wrong way against traffic, there is no specific crash type reserved for bicyclists riding on the sidewalk. However, the fact that the bicyclist was on the sidewalk is a contributing factor in a great many crashes at intersections.

Motorist turns left in front of cyclist: 42% of bicyclists are on the sidewalk
Motorist turns left into oncoming cyclist: 15% of bicyclists are on the sidewalk
Motorist turns right into bicyclist: 31% of bicyclists are on the sidewalk
Motorist drives out of alley/driveway: 48% of bicyclists are on the sidewalk
Motorist drives through intersection: 15% of bicyclists are on the sidewalk
Bicyclist rode out intersection with signal: 24% of bicyclists are on the sidewalk

Once again, the perception is that someone is safer riding on the sidewalk than on the road—and many motorists and even law enforcement officers repeat that message. The problem is that, as the numbers above suggest, bicyclists are not safer on the sidewalk because they become almost invisible to the motorist. When a driver turns, either left or right, or into a driveway or alley, they are simply not looking for, or expecting to encounter, a bicyclist. And even if they do look and see a bicyclist they may still underestimate the speed a rider is traveling on the sidewalk - because it will likely be much faster than a pedestrian.

Furthermore, the quality of the riding surface on most sidewalks is far inferior to the parallel roadway. The vast majority of bicycle crashes that end up with the bicyclist seeking medical attention do not involve a motor vehicle and happen because a rider falls after hitting an obstacle, sliding on gravel or leaves, or loses control. Riding on the sidewalk is fraught with the kind of dangers and obstacles that may increase the chances of that happening.

Bicycle user groups and public agencies alike have produced a wealth of information and literature stressing the need for bicyclists to ride on the road and not the sidewalk.

#### Are there studies that address risk factors to cyclists on sidewalks?

In 1992, Alan Wachtel and Diana Lewiston authored a report, Risk Factors for Bicycle-Motor Vehicle Collisions at Intersections<sup>2</sup> that studied bicycle-motor vehicle collisions. As a result, they generated a list of risk factors that are correlated with increased risk of bicycle-motor vehicle collisions and suggested engineering practices that would reduce this risk. One of their conclusions states:

Bicyclists on a sidewalk or bicycle path incur greater risk than those on the roadway (on average 1.8 times as great), most likely because of blind conflicts at intersections. Wrongway sidewalk bicyclists are at even greater risk, and sidewalk bicycling appears to increase the incidence of wrong-way travel.

In 1996, Bill Moritz conducted a survey of cyclists about their cycling behavior<sup>3</sup>. Among his conclusions, he found that:

Streets with bike lanes have a significantly lower crash rate than either major or minor streets without any bicycle facilities (38 and 56% respectively). Multi-use trails have a crash rate about 40% greater than would be expected based on the miles cycled on them, while cycling on the sidewalk is extremely dangerous.

#### What does the law say about sidewalk bicycling?

The universal vehicle code<sup>\*</sup> (UVC) prohibits the operation of motor vehicles on sidewalks, but does allow the operation of bicycles.<sup>4</sup> Further, though, the UVC provides for local municipalities to regulate or prohibit sidewalk use by other than pedestrians.

New York State appears to be typical in that the Vehicle and Traffic Law⁵ does not regulate sidewalk bicycling. It appears that the General Municipal Law (Section 180)<sup>6</sup> states that NY municipalities can regulate bike riding on sidewalks. They cannot require that bicyclists use a sidewalk instead of a public roadway, but they can impose limits to sidewalk bicycling.

Whatever policy is adopted in a particular jurisdiction, making this information well known to the bicycling public should be a priority, due to the confusion that exists due to no standard statewide format or policy.

#### Shouldn't a sidewalk be just for pedestrians?

Sidewalks, by definition, are designed for pedestrians. According to the law, a sidewalk is defined as "That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians."

Sidewalk riding has the potential of bringing the cyclist into conflict with pedestrians. Although the crashes are not typically life threatening to either party, certainly the comfort level of the pedestrian is compromised. Many communities ban cycling from downtown sidewalks so as to avoid this conflict.

<sup>\*</sup> Developed by the National Committee on Uniform Traffic Laws and Ordinances, Evanston, Illinois.

#### What about children bicycling on sidewalks?

Most children are not capable of bicycling in traffic until they are about aged nine or ten. The complexities of traffic are simply too much for their developing bodies and minds. For this reason, many communities allow sidewalk bicycling for children. Young children should be accompanied by an adult to help them navigate through hazards such as driveways and other intersections. It would be a mistake to presume that sidewalks are completely safe from traffic.

#### Is it OK to allow in-line skaters on sidewalks?

In New York State, bicyclists and in-line skaters are both obliged to adhere to the same vehicle and traffic laws that apply to a driver of a vehicle, with some obvious exceptions, according to section 1231 of the NYS Vehicle and Traffic Law. They must obey all traffic signals, signs and pavement markings. With this in mind, in-line skaters are obliged to follow the same local regulations that govern bicyclists.

#### Are there any design standards to consider?

Sidewalk riding will be reduced if roadways are designed so that bicyclists not only feel safer and more comfortable on roadways, but, in reality, are safer. The range of possible improvements includes the striping of bike lanes, road surface improvements, and traffic calming to reduce vehicle speeds and volumes.

The question of bike paths, sidewalks or streets being safer for bicyclists is addressed in a section<sup>7</sup> of the web site of the Pedestrian and Bicycling Information Center. Reference is made to the various bicycle facility types and criteria for selecting appropriate types for different situations.

National guidelines for facility design are found in the American Association of State Highway Transportation Officials (AASHTO) publication, "Guide for the Development of Bicycle Facilities." It states:

Undesirability of sidewalks as shared use paths:

Utilizing or providing a sidewalk as a shared use path is unsatisfactory for a variety of reasons. Sidewalks are typically designed for pedestrian speeds and maneuverability and are not safe for higher speed bicycle use. Conflicts are common between pedestrians traveling at low speeds (exiting stores, parked cars, etc.) and bicyclists, as are conflicts with fixed objects (parking meters, utility poles, sign posts, bus benches, trees, fire hydrants, mail boxes, etc.). Walkers, joggers, skate boarders and roller skaters can, and often do, change their speed and direction almost instantaneously, leaving bicyclists insufficient reaction time to avoid collisions.

Similarly, pedestrians often have difficulty predicting the direction an oncoming bicyclist will take. At intersections, motorists are often not looking for bicyclists (who are traveling at higher speeds than pedestrians) entering the crosswalk area, particularly when motorists are making a turn. Sight distance is often impaired by buildings, walls, property fences and shrubs along sidewalks, especially at driveways. In addition, bicyclists and pedestrians often prefer to ride or walk side by side when traveling in pairs. Sidewalks are typically too narrow to enable this to occur without serious conflicts between users.

It is especially inappropriate to sign a sidewalk as a shared use path or designated bike route if to do so would prohibit bicyclists from using an alternate facility that might better serve their needs.

It is important to recognize that the development of extremely wide sidewalks does not necessarily add to the safety of sidewalk bicycle travel. Wide sidewalks might encourage higher speed bicycle use and can increase potential for conflicts with motor vehicles at intersections, as well as with pedestrians and fixed objects.

#### How about the New York State DOT design manual<sup>9</sup>?

The New York State DOT (NYS DOT) design manual supports national design recommendations provided by AASHTO, as can be seen in the following excerpt.

18.8.3 Use of Existing Sidewalks as Multi-Use Paths

Adapting an existing sidewalk for use as a multi-use path to accommodate bicyclists in addition to pedestrians or other users is usually undesirable. Existing sidewalks typically are not appropriate for higher speed bicycle use for the following reasons:

- 1. They are normally designed for pedestrian speeds and maneuverability. Therefore, conflicts may be common between bicyclists and pedestrians walking at lower speeds, especially as they exit stores, parked cars, etc.,
- 2. Walkers, joggers, skate boarders and in-line skaters can change their speed and direction almost instantaneously leaving bicyclists insufficient time to react to avoid collisions,
- 3. Disabled persons who may not be able to move easily or quickly, or who may have sight and/or hearing disabilities may not perceive rapidly moving bicyclists, skate boarders, in-line skaters, etc.,
- 4. Fixed objects such as parking meters, utility poles, sign posts, bus passenger shelters, benches, trees, fire hydrants, mail boxes, vending machines, etc. are potentially hazardous if they are struck by bicyclists or other walkway users,
- 5. At intersections, motorists often are not looking for and do not expect bicyclists (who are traveling on the sidewalk at higher speeds than pedestrians) to be entering the crosswalk area. This may cause serious conflicts when motorists attempt to make a turn. Additionally, motorists exiting a driveway that intersects with a sidewalk may be unable to avoid conflicts with bicyclists, especially where sight distance is impaired by buildings, walls, fences and/or shrubs.
- 6. Significant sidewalk bicycle traffic may discourage pedestrian use of the sidewalk. This will be especially true for older or disabled people. It is important to recognize that in areas where adequate facilities are not available to accommodate such uses as bicycling, in-line skating, etc. sidewalks are likely to be used for these purposes.

However, simply providing wider sidewalks as a means of accommodating walkway users other than pedestrians will not normally contribute to their safety. On the other hand, providing wider sidewalks may be reasonable where the variety of users is great but the total number of users is small. As stated above, wider sidewalks tend to encourage higher speed bicycle, in-line skater and skate boarder use and can increase the potential for conflicts between bicyclists and motor vehicles at intersections, as well as between bicyclists, in-line skaters, skate boarders and pedestrians or fixed objects (refer to Sections 18.8, 18.8.1 and 18.8.2).

#### Are there any exceptions?

There may be situations where placing bicycles on sidewalks is the only, or safest alternative. Both AASHTO and the NYS DOT manual provide guidelines for making that determination and subsequent provisions.

#### According to AASHTO:

Sidewalk bikeways should be considered only under certain limited circumstances, such as:

a. to provide bikeway continuity along high speed or heavily traveled roadways having inadequate space for bicyclists, and uninterrupted by driveways and intersections for long distances:

b. on long, narrow bridges. In such cases, ramps should be installed at the sidewalk approaches. If approach bikeways are two-way, sidewalk facilities also should be two-way.

Whenever sidewalk bikeways are established, unnecessary obstacles should be removed. Whenever bicyclists are directed from signed shared roadways to sidewalks, curb cuts should be flush with the street to assure that bicyclists are not subjected to problems associated with crossing a vertical lip at a flat angle. Curb cuts at every intersection are necessary, as well as bikeway yield or stop signs at uncontrolled intersections. Curb cuts should be wide enough to accommodate adult tricycles and two-wheel bicycle trailers.

In residential areas, sidewalk riding by young children is common. With lower bicycle speeds and lower cross street auto speeds, potential conflicts are somewhat lessened, but still exist. Nevertheless, this type of sidewalk bicycle use is accepted. It is inappropriate to sign these facilities as bicycle routes. In general, bicyclists should not be encouraged through signing to ride facilities that are not designed to accommodate bicycle travel.

#### The NYS DOT manual states:

When other design alternatives are not feasible and an existing sidewalk must be designated as a multi-use path (with additional width provided), the designer should consider the following:

- 1. The provision of additional pavement striping and signing to alert motorists and pedestrians to the presence of bicyclists, as well as to warn bicyclists they must exercise caution,
- 2. The removal or relocation of fixed objects along the sidewalk so that they are less likely to be struck by bicyclists or other walkway users, and
- 3. Where possible, areas of impaired sight distance for either motorists or pedestrians and bicyclists should be corrected.

It is inappropriate to sign a sidewalk as a bicycle path, bicycle route or multi-use path in order to discourage bicyclists from using a roadway that may be legally used by bicyclists. However, children riding bicycles on sidewalks can be expected in residential areas. This type of sidewalk bicycle use by children is generally accepted.

#### Where can I go for more information?

The Pedestrian and Bicycling Information Center web sites: <a href="http://www.bicyclinginfo.org/">http://www.bicyclinginfo.org/</a> and <a href="http://www.walkinginfo.org/">http://www.bicyclinginfo.org/</a>

Cornell bicycle and pedestrian education site: <a href="www.bike.cornell.edu">www.bike.cornell.edu</a>

#### **Endnotes:**

- 1) http://www.bicyclinginfo.org/matrix/counter2.cfm?record=30&num=3b
- 2) This article originally appeared in ITE Journal, published by the Institute Transportation Engineers, September 1994, pages 30-35. The complete report can be found on line at: <a href="http://www.bicyclinglife.com/library/riskfactors.htm">http://www.bicyclinglife.com/library/riskfactors.htm</a>
- 3) This paper (# 98-0009) was originally presented at the Transportation Research Board 77th Annual Meeting, January 11-15, 1998 in Washington D.C. The complete report can be found on line at: http://www.bicyclinglife.com/Library/Moritz2.htm
- 4) National Bicycling and Walking Study, Case Study 13, A Synthesis of Existing Bicyclist and Pedestrian Related Laws and Enforcement Programs. Publication No. FHWA-PD-93-018. 1993.
- 5) For excerpts about the NYS V & T Law pertaining to bicyclists at the Governor's Traffic Safety Committee web site. <a href="http://www.nysgtsc.state.ny.us/bike-faq.htm#top">http://www.nysgtsc.state.ny.us/bike-faq.htm#top</a> and pedestrians: <a href="http://www.nysgtsc.state.ny.us/peds-faq.htm">http://www.nysgtsc.state.ny.us/peds-faq.htm</a>
- 6) <a href="http://www.assembly.state.ny.us/leg/?cl=48&a=23">http://www.assembly.state.ny.us/leg/?cl=48&a=23</a>
- 7) <a href="http://www.bicyclinginfo.org/insight/faqs/bicycle-facilities.htm">http://www.bicyclinginfo.org/insight/faqs/bicycle-facilities.htm</a>
- 8) Guide for the development of bicycle facilities. American Association of State Highway and Transportation Officials. 444 North Capitol Street, NW, Washington, DC 20001. 1999. <a href="http://www.aashto.org/aashto/home.nsf/FrontPage">http://www.aashto.org/aashto/home.nsf/FrontPage</a>
- 9) http://www.dot.state.nv.us/cmb/consult/hdmfiles/chapt 18.pdf

Funded by a grant from the NYS Governor's Traffic Safety Committee. Thanks to the reviewers, including members of the NYS DOT staff. For more information about bicycle safety education materials, contact your local Cornell Cooperative Extension office or write to: Lois Chaplin, Biological & Environmental Engineering Department, Cornell University, 326 Riley Robb Hall, Ithaca, NY 14853. Email: <u>LEC4@cornell.edu</u>. Website: <u>www.bike.cornell.edu</u>.

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## Where does the Sidewalk End? In of course





There was a lot of debate at this week's Toronto City Council meeting about sidewalks and, for once, it had nothing to do with the smart-city proposal at the waterfront.

At issue was the "missing sidewalk installation policy" that was to give city staff the authority to build sidewalks on streets that don't already have them. Despite Toronto ostensibly being a proper city, there are quite a few streets where people have to walk on the road with moving traffic.

A sidewalk is a fundamental part of a city. It is where building meets road, where every motorist becomes a pedestrian once they exit their car and where the public life of the city plays out.

It's why the urban innovation firm behind the smart-city plan is called Sidewalk Labs rather than, say, Off Ramp, Left Turn Lane or Underpass. The children's television show Sesame Street could have



Despite their benign ubiquity, Councillor Stephen Holyday (Ward 2, Etobicoke Centre) moved a motion on Tuesday to amend the city's road-safety plan to give local councillors a possible veto over new sidewalks, allowing them to take objections to the city's infrastructure committee. Holyday said some residents in his ward who don't have sidewalks are happy without them and don't want them.

Ensuring all streets have sidewalks was a key part of what's been called the Vision Zero 2.0 road-safety strategy, after the first watered-down, meek attempt three years ago failed to stop the carnage on our streets.

#### **Read more:**

**POLITICS** 

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I'm lucky I often get to visit family in Councillor Holyday's ward, particularly the Humber Valley Village neighbourhood northwest of Royal York Rd. and Dundas St. W. It's a lovely place designed by the influential postwar architect and planner Eugene Faludi in the 1940s and has circuitous streets, treed lots and cul-de-sacs. But many of the streets don't have sidewalks, so pedestrians must share the road with cars.

It's curious, in light of Holyday's motion, to walk these sidewalk-free streets and see residents reduced to begging cars to slow down in an attempt to keep their children safe.

Along and around Wimbledon Rd one of the main through streets in

that read "CAUTION: CHILDREN AT PLAY" with the image of two youngsters holding hands, seeming scurrying out of the way of traffic. Even more conspicuous are the upright plastic figures of children wearing cute red beanies, standing at the side of the road waving orange flags with the word SLOW written on their hips.

Holyday's motion was vocally supported by his neighbouring councillor, Mark Grimes (Ward 3 Etobicoke-Lakeshore). On Twitter, Grimes' policy adviser Mary Campbell was (at least before she made her account private) making bizarre arguments for why local councillors and residents should be able to object to sidewalks, including arguing that her ward was simply planned without sidewalks.

While true, and never mind that we improve on old designs all the time, some streets designed without sidewalks were planned in a

more idyllic time, when each house might have had just one car rather than three or four and perhaps when people had more respect for the law.

You don't need to be in Toronto long to know that speed limits, stop signs and even red lights are optional for many drivers and enforcement is almost non-existent. We all know what that pathetic neon kid is up against here.

The "designed without sidewalks" argument is even more absurd if you consider parts of Ward 3 were designed before the car itself, like Mimico and New Toronto, areas that pre-date the mass adoption of cars and their inherent danger. By this logic, we should remove the road itself since they weren't designed with cars in mind.

In the end, 16 councillors, including Mayor John Tory, voted to pass Holyday's motion, defeating the remaining 10 and yet again chipping away at the city's road-safety plan.



routinely deadly.

If we are indeed a city, it's our duty to make it safe for everyone who lives here. Perhaps the homeowner doesn't want a sidewalk, but these are public streets, and the postal worker, nanny, kid walking to a friend's place, vision-impaired people and users of mobility devices all deserve safe and accessible infrastructure.

In his famous 1974 children's poem "Where the Sidewalk Ends," Shel Silverstein evoked an imaginary, childlike place of innocence. Had he been writing in Toronto, it might have been set in Etobicoke and included those neon kids with the flags trying desperately to slow traffic coming towards them.

They might as well be waving white flags of surrender in this city.

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