

MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, MAY 2, 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 **March 7, 2019**
5. **Willits / Oakland and S. Old Woodward – Pedestrian Improvements**
6. **2019 Asphalt Resurfacing Program**
7. **Board Training – Transit Oriented Development**
8. Meeting Open to the Public for items not on the Agenda
9. Miscellaneous Communications
10. Next Meeting – **June 6, 2019**
11. Adjournment

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**CITY OF BIRMINGHAM MULTI-MODAL
TRANSPORTATION BOARD THURSDAY,
MARCH 7, 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, March 7, 2019.

Chairwoman Johanna Slanga convened the meeting at 6:02 p.m.

1. ROLL CALL

Present: Chairwoman Johanna Slanga, Vice-Chairwoman Lara Edwards; Board Members Amy Folberg, Daniel Rontal, Katie Schafer, Doug White, Joe Zane; Student Representatives Chris Capone, Bennett Pompei

Absent: None

Present in Audience: Alternate Board Member Daniel Isaksen

Administration: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul O'Meara, City Engineer
Laura Eichenhorn, Transcriptionist

Fleis & Vanderbrink ("F&V"):

Julie Kroll

2. INTRODUCTIONS

The Board welcomed new Student Representatives Chris Capone and Bennett Pompei.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF FEBRUARY 7, 2019

Motion by Ms. Folberg

Seconded by Mr. Rontal to approve the MMTB Minutes of February 7, 2019 as presented.

**Motion carried, 7 –
0.**

VOICE VOTE

Yeas: Folberg, Rontal, Schafer, Slanga, White, Zane, Edwards

Nays: None

5. MAPLE ROAD / S. ETON – PEDESTRIAN IMPROVEMENTS

City Engineer O'Meara reviewed the previous information and discussion on the item.

Julie Kroll, Traffic Consultant with F&V, presented updates on the item, explaining Ms. Kroll reached out to Carissa McQuiston, Non-Motorized Safety Engineering Specialist at MDOT, for a second opinion on whether the intersection becomes more dangerous for pedestrians if the crosswalk is moved from the west side to the east side and a pedestrian crosses against the light, given the possibility a westbound car may not see the pedestrian in advance. Ms. McQuiston said if there is an ongoing problem with pedestrians crossing against the light and vehicles running yellow and red lights, there would likely be an issue no matter what side the crosswalk is on. Ms. McQuiston recommended that the intersection be well-lit, especially underneath the bridge, in order to minimize the concerns regarding pedestrian safety.

City Engineer O'Meara noted the City is working on increasing the lighting under the bridge, but it is requiring ongoing negotiations with CN Railroad, who owns the bridge.

To follow up on Ms. McQuiston's comments, Ms. Kroll reached out to the Birmingham Police Department and asked about the frequency of pedestrian-vehicle issues at this intersection. The Police Department had insufficient data on violations to draw a conclusion. Traffic crash data noted that there has not been a pedestrian crash in this intersection since 2010. Ms. Kroll then went out and observed the intersection on March 5, 2019 between 4 p.m. - 7 p.m. to determine how often vehicles westbound through vehicles entered the intersection on a yellow light and how often vehicles entered the intersection on a red light. With these criteria, Ms. Kroll found 46 vehicles ran yellow lights, and 5 vehicles ran red lights. That said, the traffic volume on the road is 20,000 vehicles per day, so it is a very small percentage of vehicles running yellow or red lights. In addition, the intersection has a small period of time where all lights are red in order to give illegal movements time to clear before any approach is given a green light.

It would be several seconds once a vehicle enters the intersection before a pedestrian going north and a vehicle going west would have a possible interaction, Ms. Kroll explained. The largest concern would be westbound vehicles and southbound pedestrians.

Ms. Schafer suggested that if the crosswalk remains on the west side there is more time before a westbound vehicle coming under the bridge would reach an illegally-crossing pedestrian, whereas on the east side an illegally crossing pedestrian would be immediately in front of a westbound vehicle coming under the bridge.

Ms. Kroll explained that Ms. McQuiston said illegal pedestrian crossings should not be the focus of this analysis, unless illegal pedestrian crossings are a frequent, on-going issue. According to

all available information, it has been determined that there is not a problem with illegal pedestrian crossings at this intersection. Given this, moving the crosswalk to the east side of the intersection will decrease the number of conflicting traffic movements occurring in the intersection. On the west side, pedestrians will always have a conflict with left-turning vehicles; on the east side, there is no conflict with turning vehicles.

Vice-Chairwoman Edwards expressed concern that an adult with a number of children may not be able to cross the intersection in one trip given the smaller size of the proposed splitter island. She noted that a split group of pedestrians, including children, would have to wait an entire light cycle in order to rejoin on the opposite side of the street. In addition, requiring pedestrians to go east-west if they are ultimately trying to go north-south will likely feel cumbersome to those pedestrians. For those reasons Vice-Chairwoman Edwards said she would be concerned about moving the crosswalk to the east side, even though she sees it as enormously beneficial to reduce the potential interactions between pedestrians and turning cars.

Planning Director Ecker noted that moving the intersection to the east side makes it safer overall. She also noted that there is a crosswalk at Whole Foods, should a group of pedestrians want to cross together and not have to risk being split into two groups by the size of the splitter island.

Vice-Chairwoman Edwards agreed that was true, but pointed out that it would require the pedestrians to go east-west again.

Ms. Schafer said the splitter island has evolved into a place where pedestrians must stand if they are trying to cross Maple even though it is small, whereas it was originally designed to be a refuge while crossing.

Chairwoman Slanga asked the Board whether they would like to broaden the discussion beyond Options One and Six, which the Board had narrowed their discussions to at the last meeting.

Mr. Zane replied that the Board seems to prefer Option One to Option Six. He asked if anyone on the Board was advocating for Option Six.

Planning Director Ecker said it stood out that the City's traffic consultants determined Option Six is a more safe option than Option One.

Mr. Zane acknowledged the safety findings for Option Six but also noted that some frequent users of the intersection have expressed a preference for Option One. He added that Option One is half the cost of Option Six, which is not the determining factor but is in its favor combined with the other considerations. He noted that theoretically leaving the crosswalk on the west side is less safe, but that there has not been an issue with pedestrians crossing on the west side in terms of safety.

Vice-Chairwoman Edwards agreed with Mr. Zane's summary. She also repeated Commissioner Nickita's recommendation that intersections be designed in accordance with where it is most convenient for pedestrians to cross. To do otherwise is to increase the likelihood of jaywalking.

Chairwoman Slanga invited the Board to make a motion, since the Board members seemed largely in agreement.

Motion by Dr. Rontal

Seconded by Mr. Zane to accept Option One presented by F&V including a splitter island without moving the crosswalk.

Chairwoman Slanga asked for public comment.

Daniel Isaksen, 1386 Yorkshire and Alternate Member of the MMTB, said he was not convinced by the argument that pedestrians would always have to cross east-west. He said there is insufficient data to prove the assertion. While he agreed that the goal of minimizing interactions between pedestrians and left-turning vehicles is an important one, moving the crosswalk to the east side makes the intersection less intuitive which could cause drivers and pedestrians to move less appropriately, and thus less safely, move through the space.

Seeing no further comment, Chairwoman Slanga closed public comment.

Motion carried, 7-0.

ROLLCALL VOTE

Yeas: Rontal, Zane, Edwards, Folberg, Schafer, Slanga, White

Nays: None

6. LAKESIDE & MILLRACE – REQUEST FOR STOP SIGN

Police Commander Scott Grewe reviewed the item.

There were no questions from the Board.

Shawn Mobley-Sulich of 320 Lakeside said that she lives right in front of the intersection being discussed. She noted vehicles approach the intersection at very fast speeds. She added that she is concerned for the safety of pedestrians going through the area, as well as the safety of her disabled son who rides his bicycle in front of her house. She said she would prefer a STOP sign, though a yield sign would be helpful as well.

Marcia Klucznik, 280 Millrace, explained she is at the corner house on Millrace and agreed with Dr. Mobley-Sulich's assessment of traffic at the intersection in question.

Police Commander Grewe told the Board that:

- The angle of the intersection has no impact the choice between a STOP or yield sign.
- People would be able to see a sign on Millrace.
- The request was for a STOP sign, but the volumes are not there to even warrant a Yield sign. The reason the City is considering a Yield sign is because of the visual obstruction

northbound on Millrace. Police Commander Grewe opined that a Yield sign would sufficiently alert drivers to the visual obstructions and oncoming traffic.

City Engineer O'Meara said there are five houses on Millrace that would be potentially impacted by this change.

Mr. Rontal said a STOP sign would likely be safer given the tree coverage and unusual angles of the roads in the intersection. He opined that a Yield sign would be a half-measure.

Ms. Folberg noted that STOP signs can inadvertently increase the speed of vehicles because drivers often make up for the lost time by speeding up on approach and departure from the sign.

Vice-Chairwoman Edwards suggested building out the easement so that vehicles heading north onto Lakeside are much closer to the STOP or Yield sign and the intersection when they stop which would increase a driver's ability to view the traffic, instead of being very far back on Millrace as would currently occur.

City Engineer O'Meara showed the Board the intersection at Wakefield and Latham as an example of a similar intersection.

Vice-Chairwoman Edwards said the hatching on the road at the STOP sign at Wakefield and Latham would help the situation at Millrace and Lakeside as well. While the STOP sign is in the road, the hatching made it more visually normal and the intersection more intuitive to approach by creating more of a right-angle turn. Vice-Chairwoman Edwards cited Mr. Isaksen's previous comment that more intuitive intersections usually make for safer intersections, and suggested that the best way of slowing down traffic at the intersection could be studied.

Chairwoman Slanga noted that neither the signs nor the possibility of painting hatching in the intersection are permanent. She suggested that the Board could move forward with whatever option it prefers, and would remain open to feedback from residents of the neighborhood. She said that if the Board would like to make incremental changes then it could request a study, as Vice-Chairwoman Edwards advised, into the best paint and the best ways to calm traffic at the intersection.

Police Commander Grewe told the Board there is no record of accidents at this intersection.

Motion by Ms. Folberg

Seconded by Mr. Rontal to recommend that a Yield sign be installed on Millrace, and the Board will revisit the issue in the next three months to see how it is working.

Motion carried, 7-0.

ROLLCALL VOTE

Yeas: Folberg, Rontal, Schafer, Slanga, White, Zane, Edwards

Nays: None

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

(no public)

8. MISCELLANEOUS COMMUNICATIONS (none)

9. NEXT MEETING APRIL 4, 2019 at 6 p.m.

10. ADJOURNMENT

No further business being evident, the board members adjourned at 6:58 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

DATE: April 11, 2019

TO: Multi-Modal Transportation Board

FROM: Lauren Chapman- Assistant Planner

SUBJECT: Old Woodward Avenue & Willits Street/ Oakland Avenue
Pedestrian Improvements Cover Memo

INTRODUCTION:

This memo summarizes considered pedestrian improvements for the intersection of Old Woodward Avenue & Willits Street. There is a possibility for pedestrian/vehicle conflicts within the E/W crosswalk on the north side of the intersection. The purpose of this analysis is to evaluate alternatives to improve pedestrian safety at this intersection. Included herein is project background information, improvements previously evaluated, and new improvements for consideration.

BACKGROUND:

Fleis and VandenBrink previously prepared a report regarding a Leading Pedestrian Interval (LPI) program at several intersections throughout the downtown. An LPI provides pedestrians with an opportunity to enter an intersection and establish their place in the crosswalk before the vehicles in the same direction of travel are given the green indication. The benefits of an LPI are the increased visibility of pedestrians in the crosswalk, additional time for slower pedestrians, and decreased potential for pedestrian/vehicle conflicts. While LPIs are beneficial to pedestrian safety, they also reduce the available green time for vehicles and can cause additional delay at an intersection. Based on the recommendations from the LPI study, the following LPIs are currently implemented at the Old Woodward and Willits intersection:

- East/West crossing: 10 second LPI
- North/South crossing: 7 second LPI

However, since the East/West crosswalk length is approximately 75 feet on the north leg, the implemented LPI only provides pedestrians enough time to travel less than halfway across the street before left-turning vehicles are permitted to enter the intersection. F&V further evaluated this intersection to develop several alternatives for consideration. The analysis for each alternative evaluated is summarized herein.

1. CURB EXTENSIONS (NE CORNER)

A bumpout extends the line of the curb out into the road, reducing the amount of street space pedestrians have to cross. This pedestrian improvement increases safety for slower pedestrians and improves pedestrian visibility to drivers; while also reducing the turning speed of vehicles. The northeast corner of the intersection of Old Woodward & Willits currently has a painted curb extension; this however, does not physically reduce the crosswalk distance. This curb extension

would reduce the east-west crosswalk distance and could be expanded into the hatched-out area along the east leg of the intersection to reduce that crosswalk length.

If the City is going to expend funds to install a bumpout, the work should encompass Oakland Blvd. as well, where currently a third unused lane makes the east leg crosswalk longer than it needs to be. The segment of Oakland Blvd. from this point east to Woodward Ave. was originally scheduled for resurfacing in 2019, given that the pavement is in poor condition. However, this street will be used for a part of the designated Maple Rd. detour for westbound traffic when that project is underway in 2020. To ensure appropriate traffic flows, two lanes of westbound traffic will be provided through this intersection, during which time the existing width of the street will be needed. With that in mind, a permanent bumpout improvement cannot be implemented at this location until the completion of the Maple Rd. paving project in 2020.

Key Findings

- The total crosswalk distance is reduced from 75-feet to 65-feet.
- The curb extension could be expanded to the hatched-out portion of the east leg of the intersection, in order to reduce the total N/S crosswalk distance for the east leg.
- While a permanent bumpout will make significant improvements, it is impractical to proceed with this construction until the Maple Rd. project is completed in 2020.

2. LANE REDUCTION & CURB EXTENSIONS (NW CORNER)

This alternative considered a lane reduction for southbound Old Woodward at the intersection, in combination with a curb extension on the NW corner. The southbound Old Woodward approach with Willits currently provides three lanes (left-turn, through, and right-turn lanes). This alternative evaluated eliminating the southbound right-turn lane and converting the southbound through lane into a shared through/right lane. By eliminating the right-turn lane, the NW curb could be extended through the existing right-turn lane in order to reduce the existing crosswalk distance. The primary concern with this alternative is the operational impacts of removing the exclusive right-turn movement and associated overlap phasing. An analysis showed that eliminating the exclusive right-turn lane will increase both the Level of Service (LOS) and the vehicle queueing.

Right turn demand for southbound traffic at this intersection has always been significant. Through traffic traveling south on Woodward Ave. and then heading west or south of Birmingham often use these streets to do so. While the computer analysis predicts that the LOS would decline from C to D in the PM period, the actual impact could be tested by setting up a right lane closure and then timing the delays experienced during the PM peak. If the MMTB wishes to explore this further, such a test could be implemented.

Key Findings

- The total crosswalk distance will be reduced from 75-feet to approximately 60-feet.
- The LOS and vehicle queueing will increase. A test to determine actual impacts is recommended if this bumpout is desired.
- The southbound right turn overlap phase will be eliminated.
- A curb extension on the NE corner could also be constructed with this alternative to reduce the total crosswalk distance from the existing 75-feet to approximately 50-feet.
- Would result in three additional parking spaces.

3. PROTECTED LEFT TURNS (E/W APPROACH)

One of the most common conflicts at signalized intersections is the competition between vehicles permissively turning left and pedestrians crossing during the concurrent parallel pedestrian signal phase. Protected left-turn phasing provides a green arrow for left-turning vehicles while stopping both on-coming traffic and parallel pedestrians' crossings, therefore eliminating all potential conflict. Currently, the intersection of Old Woodward & Willits provides protective/permissive phasing for E/W left-turns from Willits and provides permissive only phasing for the N/S left-turns from Old Woodward. This alternative considered providing protected-only phasing for the E/W left-turn movements from Willits; removing the permissive phase in order to eliminate vehicle-pedestrians conflicts for the E/W pedestrian crossings. By eliminating the potential vehicle-pedestrian conflicts during the E/W crossings, there is no longer the need to provide an LPI along the E/W crossings; therefore, the allotted all-red time is available for additional green time elsewhere. This additional green time within the cycle helps to minimize the impact of removing the E/W permissive phase. The primary concern with this alternative is the operational impacts of eliminating the permissive phase.

Key Findings

- The LPI phase for the E/W crossings will be available as additional green time for other movements, by eliminating the potential vehicle-pedestrian conflicts for E/W crossings.
- The LOS will increase for the E/W left turn movements; however, it will decrease for the E/W through movements. CALL JULIE – CALCS SEEM WRONG
- All potential vehicle-pedestrian conflicts will be eliminated for pedestrians crossing in the E/W directions
 - Vehicle-pedestrian conflicts will still exist for N/S crossing pedestrians

4. BARNES DANCE (PEDESTRIAN SCRAMBLE)

This pedestrian improvement restricts all vehicular movements at an intersection and provides a pedestrian only walking phase. This type of treatment allows pedestrians to travel without any potential for vehicle-pedestrian conflicts. The level of service for vehicles would deteriorate to unacceptable levels if this option was implemented. For example, delays of up to 2 minutes to drive through the intersection are calculated during the PM peak. Such delays would result in queues that would impact other nearby intersections and valet operations in the immediate area.



Key Findings

- Pedestrian movements will be fully separated from vehicular movements.
- This treatment would require a reduction in green time for all movements; resulting in the LOS and vehicle queuing increasing along all approaches and movements.
- Push-buttons or other pedestrian detection is recommended in order to minimize vehicle delays when pedestrians are not present.
- **This option cannot be recommended given the deterioration of the LOS that would occur.**

5. ADDITIONAL SIGNAGE

The effectiveness that additional signage has on driver yielding compliance is influenced by several factors, including vehicular speed, traffic volume, and whether the driver perceives yielding as a courtesy or the law. This option would be the lowest cost alternative; however, it would rely on driver compliance and attentiveness.

Key Findings

- A “Left turns yield to pedestrians” sign would provide advanced warning for drivers making left-turns, ideally increasing their attention to crossing pedestrians.
- Additional signage will only be effective when motorists observe and obey the signage.
- Overuse of signs may breed noncompliance and disrespect.
- Visibility of signs will be of difficult due to on-street parking.

SUMMARY & RECOMMENDATIONS

The results of the alternative analysis indicate that Alternative 1 (NE Curb Extension) and Alternative 3 (Protected-Only Left-Turns) provide a noticeable pedestrian improvement, without causing a significant impact to the intersection operations.

- Alternative 1 will reduce the crosswalk distance to 65 ft for the E/W crossings without impacting vehicle operations.;. This work cannot proceed until after the Maple Rd. project has been completed in 2020.
- Alternative 2 has a similar cost to the other alternatives; however, the overall intersection operations will experience larger delays. **Not Recommended, however, a field test could be conducted to further explore this option, if desired.**
- Alternative 3 will eliminate all potential vehicle-pedestrian conflicts for the E/W crossings; however, the LOS for the E/W left turn movements will be increased. **HOLD**
- Alternative 4 provides the lowest cost to remove all potential vehicle-pedestrian conflicts; however, the vehicle operations on all approaches will experience significant increases in delay and queuing. typically implemented at intersection locations in dense urban areas with high pedestrian volumes. **Not Recommended**
- Alternative 5 could be paired with any other options or used alone.

	Overall LOS	Crosswalk Length	Cost	Notes
Existing	AM: C Mid-day: C PM: C	E/W: 75 ft	-	
Alternative 1- NE Corner Bumpouts	No change	E/W: 65 ft	\$2,000- \$20,000	
Alternative 2- Lane Reduction & NW Corner Bumpouts	AM: C Mid-day: C PM: D	E/W: 60 ft /50 ft.	\$2,000- \$20,000	Not recommended
Alternative 3- Protected Left Turns	No change	No change	~\$17,000	
Alternative 4- Barnes Dance	AM: D Mid-day: D PM: F	No change	~\$2,500	Not recommended
Alternative 5- Additional signs	No change	No change	\$200-\$600 per sign	



MEMORANDUM

Engineering Dept.

DATE: April 24, 2019

TO: Multi-Modal Transportation Board

FROM: Paul T. O'Meara, City Engineer

SUBJECT: 2019 Asphalt Resurfacing Program
Multi-Modal Transportation Review

Typically each year, the City bids an asphalt paving program, in an attempt to repair roads in need of maintenance. Such work gives the Multi-Modal Transportation Board (MMTB) an opportunity to review the master plan, and determine if Multi-Modal improvements can be incorporated into the project.

The streets being proposed for maintenance work are:

- Coolidge Hwy. – Derby Rd. to Maple Rd.
- Hanna St. – Southfield Rd. to Bates St.
- Stanley Blvd. – Lincoln Ave. to 14 Mile Rd.
- Southlawn Blvd. – Stanley Blvd. to Bates St.

All street segments will have their asphalt surface milled and replaced with a similar thickness of asphalt to provide a new driving surface. No street width changes or traffic improvements are proposed. In accordance with the Americans with Disabilities Act, all streets will receive new compliant handicap ramps at all intersections as needed.

Specific notes relative to these streets are referenced in the Master Plan as follows (the pertinent sections of the Master Plan are attached for your reference):

Coolidge Hwy. – The half mile segment of Coolidge Hwy. in Birmingham is shared with Troy. Typically, Birmingham maintains the southbound lanes, and Troy maintains the northbound lanes. Being a boulevard with limited right-of-way, the existing road provides space for two through lanes, without parking. The same condition exists on the northbound side. The southbound lanes are now in poor condition, and are due for repairs. On Page 112 of the Plan, the following statement is provided:

"For some roads such as 14 Mile Rd., E. Maple Rd., Quarton Rd., and Coolidge Hwy., there are limited cost effective solutions for some mode types in the near-term. In the future, when these streets are reconstructed they should be evaluated at that time to see what type of improvements are possible and desired."

Additionally, this report does not define the ideal long-term section for every primary road in the area. Rather, it defines what near-term improvements should be included driven by public input

and current best practices. In the future, when a roadway is reconstructed it should be re-evaluated to determine what multi-modal improvements are possible.”

As a border street of limited length that serves as a regional thoroughfare much more so than a street of central importance to Birmingham, the writer of the Master Plan likely saw that the existing street does not act as a good resource for bicyclists. To modify it so that it would do so would require reconstruction, as well as major coordination with the City of Troy. Since Troy would be the major player in implementing multi-modal improvements in this corridor, and since such a reconstruction project would require a large funding commitment particularly on the part of Troy, bicycle improvements on this corridor will be difficult to implement unless it is prioritized by both cities. Reconstruction is not contemplated at this time. However, the existing pavement is nearing the end of its lifecycle, and within the next ten to fifteen years, both cities will have to look harder at potential reconstruction options for this corridor. Once those discussions begin, regional multi-modal improvements should be included in the discussion. Given the current scope of this project, implementation of bicycle improvements does not appear practical at this time.

Hanna St. – No improvements were proposed for Hanna St. within the Master Plan. Note, however, that almost all of the existing handicap ramps are currently out of compliance. Substantial upgrades in the sidewalk handicap ramps are proposed along this corridor within this contract to meet current federal guidelines for work of this nature.

Stanley Blvd. – No improvements were proposed for Stanley Blvd. within the Master Plan. All existing handicap ramps are currently compliant. No multi-modal features are planned at this time.

Southlawn Blvd. – As shown on the attachment, this two-block segment of Southlawn Blvd. is part of a larger Neighborhood Connector Route proposal for the south side of the City. When the Route is constructed, no changes to the pavement are envisioned in this area. Rather, directional signs for a bike route, as well as “sharrows” (pavement markings) are proposed. It would be more appropriate to implement the connector route as a complete package so that it has a logical beginning and end, rather than attempt to include it in this paving project, which is meant to just repair an aging pavement surface. With that in mind, no multi-modal improvements are proposed at this time.

SUMMARY

As can be seen, no specific multi-modal improvements are recommended on these streets at this time. Handicap ramp upgrades will be installed where needed, similar to all street improvement projects. If the Board concurs with these findings, a staff report will be prepared and sent to the City Commission to update them on the Board’s discussion and findings. No recommendation is required.

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN NETWORK IMPLEMENTATION PLAN



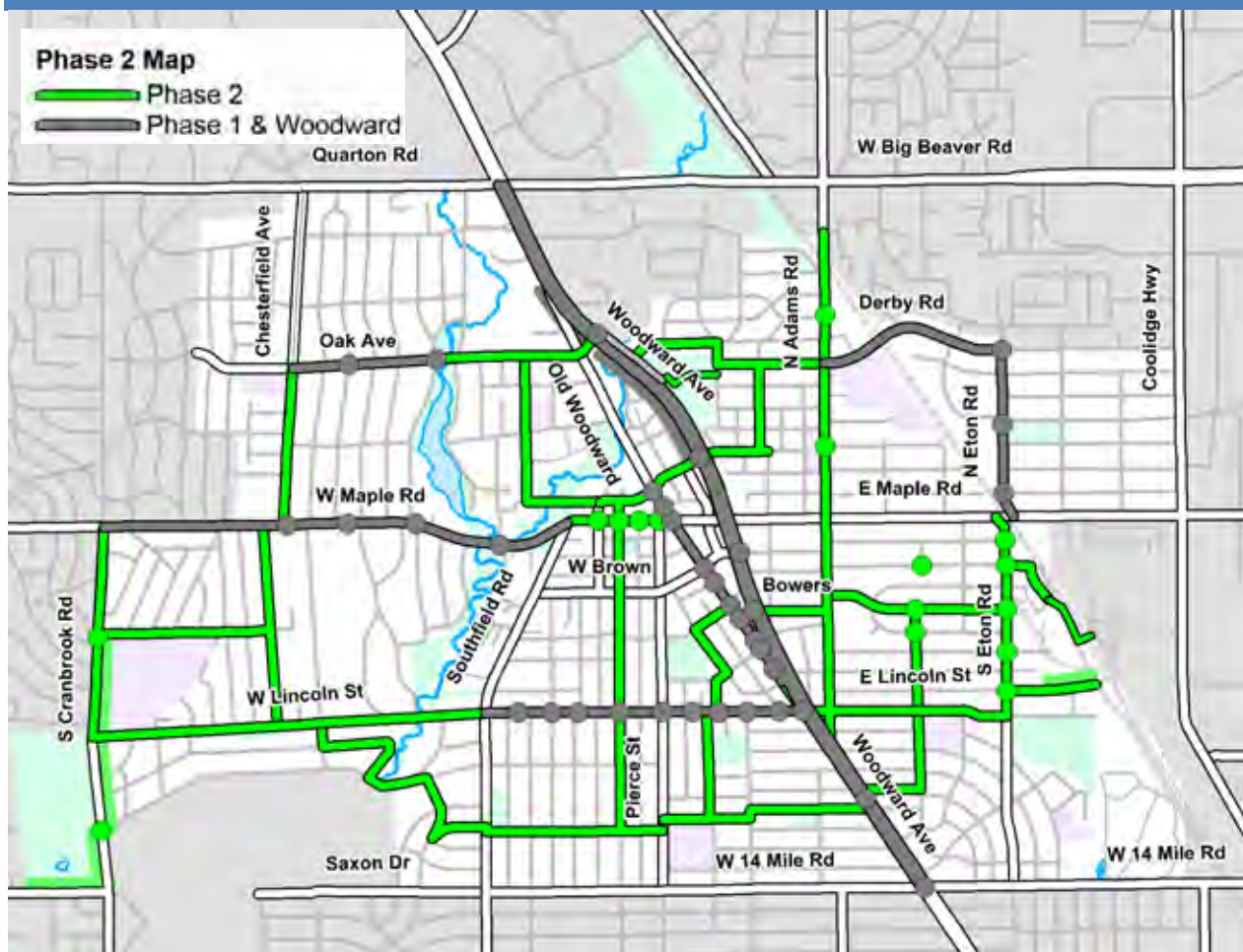
4.3 PHASE 2

PHASE 2: OVERVIEW

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

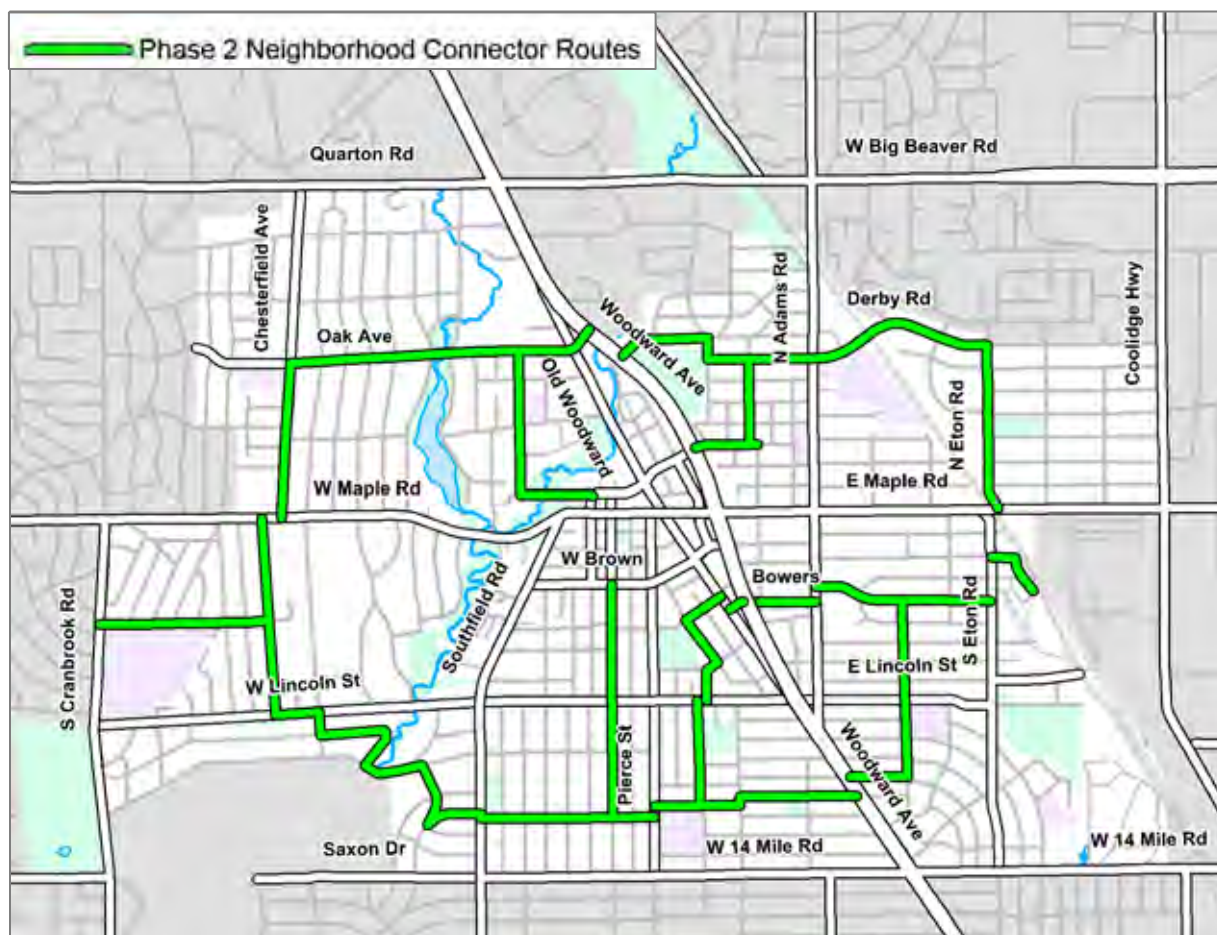
The following pages provide a more detailed breakdown of Phase 2.

FIGURE 4.3A. PHASE 2



PHASE 2: PROPOSED NEIGHBORHOOD CONNECTOR ROUTES

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



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

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

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN NETWORK IMPLEMENTATION PLAN



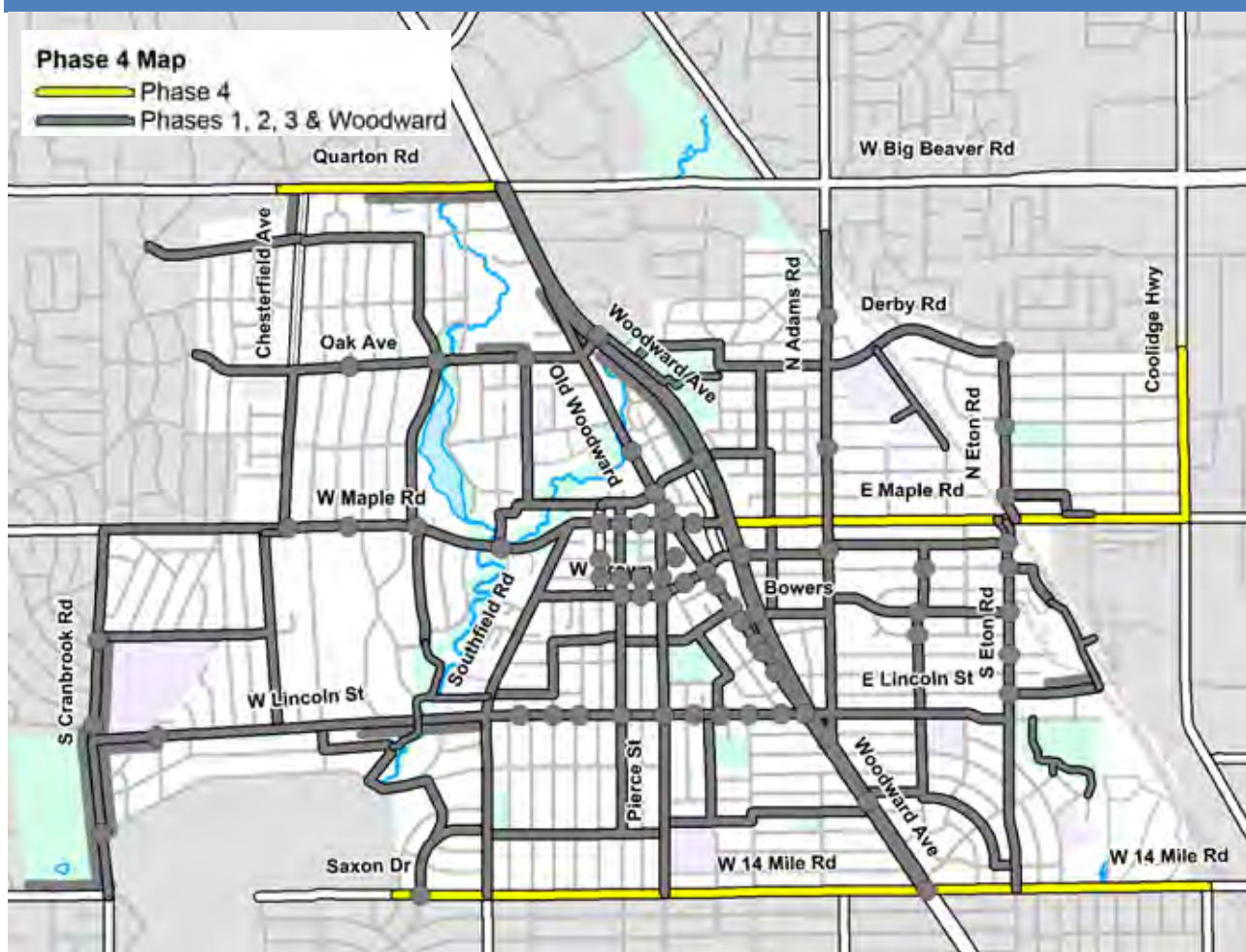
4.5 PHASE 4

PHASE 4: OVERVIEW

For some roads such as 14 Mile Road, E Maple Road, Quarton Road and Coolidge Highway there are limited cost effective solutions for some mode types in the near-term. In the future, when these streets are reconstructed they should be evaluated at that time to see what types of improvements are possible and desired.

Additionally, this report does not define the ideal long-term cross section for every primary road in the area. Rather it defines what near-term improvements should be included driven by public input and current best practices. In the future, when a roadway is reconstructed it should be re-evaluated to determine what multi-modal improvements are possible.

FIGURE 4.5A. PHASE 4



Re: Crossings on Maple

3 messages

Eric Voeffray <evoeffray@gmail.com>

Mon, Apr 1, 2019 at 6:30 PM

To: Paul O'Meara <Pomeara@bhamgov.org>

Cc: Susan Delpup <sdelpup@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>, "Grewe, Scott" <Sgrewe@bhamgov.org>

Thanks Paul, to your first point this should not be a problem on Sunday mornings if the crosswalk is between Suffield and Pilgrim. The church in that area is First United Methodist and the traffic comes in on Pleasant (where the parking lot is located). Pleasant is across from Fairfax, which is much further west on Maple than where the crosswalk is proposed. First Prebyterian and Church of the Redeemer are even further down Maple, so should not cause a problem.

I feel like the stronger point related to the churches is that you should be able to walk to them from Quarton Lake neighborhood. You are right that very few people likely walk across the road right now, because there is never a break in traffic to be able to cross safely. And the "lack of support" is based on 2 comments from folks that attended the meeting, I did not see any of the written support for the crosswalk, which I provided.

I do think we should propose the board looks at implementing the multi-modal board's previous recommendation. The multi-modal board created a thorough recommendation that was not implemented based on 2 comments that were likely not even valid. I would think we would need a bit more evidence before we'd discard their recommendation.

Let me know if this email suffices or if we need something more formal for the board to reconsider.

On Mon, Apr 1, 2019 at 3:26 PM Paul O'Meara <Pomeara@bhamgov.org> wrote:

Mr. Voeffray,

I understand your concern that the comments presented may not have been fully valid. However, I believe they may have merit during Sunday mornings when there are large numbers of cars arriving to turn left into the church. We would need to monitor this to confirm before we went further with this discussion. A second issue is again that there was little understanding of the number of pedestrians that would cross in this area, or need to cross. Note that we did hold a public hearing on the issue, and the support in favor of the crosswalk was not strong.

If you wish to pursue this further, we would need to have you prepare a request in writing to the Board, and allow them to discuss. We would have to hold another public hearing to consider arguments on both sides of the issue before they would be in a position to change their minds.

On Mon, Apr 1, 2019 at 1:55 PM Eric Voeffray <evoeffray@gmail.com> wrote:

Thanks Paul, and I did read the minutes and saw that a couple people had concerns about the middle lane being blocked. After this I reviewed the area, and the crosswalk could certainly be placed without it being an impediment to pulling out from any street or turning into any of the churches. So I'm not sure their concerns are valid.

What is clear is that it is very hard to walk across the road anywhere between the 2 lights at Chesterfield and Lake Park. I'd suggest someone from the multi-modal board attempts a cross in this region almost anytime, but especially during rush hour. I really don't think it should be so dangerous for someone from Suffield or Pilgrim to walk across the street to a neighbor's home or church.

Thanks,
Eric

On Mon, Apr 1, 2019 at 11:46 AM Paul O'Meara <Pomeara@bhamgov.org> wrote:

Hello Mr. Voffray,

The Multi-Modal Transportation Board held a public hearing that considered the installation of an island in the location you are referencing, at the same time that two others were considered further east. The property owners in the immediate area were notified. Several residents attended the meeting, and offered the opinion that generally speaking, they felt that this island would cause more harm than good, due to the need for the operation of the left turn lane into the adjacent street and church entrance. There was also a general feeling that there was not a large demand for pedestrians wishing to cross here. There was likely some residents in favor of the idea, but the Board ultimately voted not to proceed with this installation. The recommendation went to the City Commission

for a final decision. They reviewed the discussion held at the public hearing, and voted to concur with the Board's decision.

On Fri, Mar 29, 2019 at 3:23 PM Eric Voeffray <evoeffray@gmail.com> wrote:

Whatever happened to the pedestrian island near Suffield? It is really needed, very tough crossing Maple in the area from Puritan to Fairfax. I know there was concern about pulling out on to Maple during rush hour, but that should be a non-issue if the cross is put between Pilgrim and Suffield. There is plenty of room there to pull out into the center lane and have a crosswalk.

On Thu, Nov 16, 2017 at 9:23 AM Susan Delpup <sdelpup@bhamgov.org> wrote:

Eric,

Thank you for taking the time to write regarding the proposed pedestrian islands. I am copying Jana Ecker, Planning Director, and Paul O'Meara, City Engineer, so that all involved receive your input.

Regards,

On Wed, Nov 15, 2017 at 6:49 PM, Eric Voeffray <evoeffray@gmail.com> wrote:

Hello, I wanted to give my input on the crossings, especially the one near Suffield. These crossings are desperately needed. We live on Fairfax and frequently cross Maple to visit friends on Pleasant or Arlington. These days, crossing, especially with children, is quite difficult and feels dangerous. Traffic is often so constant that crossing becomes quite a challenge, and you end up running across when it feels the least dangerous. This seems crazy in a walkable community. We have actually discussed starting to drive, even though it is such a short walk, simply because it is safer. I am a strong supporter of all 3 crosswalks.

In addition, Oak has become a tougher road to cross since it was improved. Since then, traffic and speeds have increased. At busy times it is more challenging then it should be to cross Oak. Again, especially with kids you need to cross quickly, and pick the best moment, especially at morning or evening rush hours, or on weekends. The multi modal plan included bump outs at Suffield, which would help. The speeds between Chesterfield and Lake Park are too fast.

Thanks for your time,
Eric Voeffray
621 Fairfax

Sent from my iPhone

--

Sue DelPup

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Birmingham, MI 48009
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--

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Paul O'Meara <Pomeara@bhamgov.org>

Tue, Apr 2, 2019 at 7:43 AM

To: Eric Voeffray <evoeffray@gmail.com>

Cc: Susan Delpup <sdelpup@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>, "Grewe, Scott" <Sgrewe@bhamgov.org>

Let me review this with other staff, and I will get back to you.

[Quoted text hidden]

Paul O'Meara <Pomeara@bhamgov.org>

Tue, Apr 2, 2019 at 7:45 AM

To: "Ecker, Jana" <Jecker@bhamgov.org>, "Grewe, Scott" <Sgrewe@bhamgov.org>

I would like to get input from the rest of the MMTB team as to how to handle this. Please call or stop by -

[Quoted text hidden]



News

SMART & DDOT announce unified fare payment system: Dart, a new way to pay for public transit

Wednesday, April 17, 2019 / Categories: [SMART News](#)

- **Dart payment options include unlimited 4-hour, 24-hour options, weekly and monthly passes to streamline service**
- **Dart payment system begins May 1, Dart mobile app payment to launch later this summer**

Transportation and elected officials from Metro Detroit announced today a unified payment system for the region's bus systems, taking another step towards aligning SMART and DDOT. This new system, Dart, will launch on May 1. Dart will be a new way to pay for transit in Metro Detroit and make taking transit more seamless in the region for riders.

Dart passes will be available in 4-hour, 24-hour, 7-day and 31-day increments and customers will be able to use them interchangeably on SMART and DDOT buses, eliminating transfers and streamlining the number of fare options between the two systems. Reduced fare options will be available for seniors, people with disabilities, Medicare Cardholders, and youth. A Dart mobile app will be available this summer.

"The new Dart payment options will improve the experience for transit riders across Detroit and the metro region", said Mayor Mike Duggan. "Dart will bring our two systems closer together with seamless transfers and more flexible payments making riding transit easier for everyone."

Dart: a more flexible, simple system

The Dart system will simplify the fare options for riders by eliminating transfers and the complexity of fares that exist today. With Dart, riders on either system will only have to pay once and go. The new Dart passes are designed for quicker, easier boarding and to eliminate confusion on how to pay for transit.

"This a giant step in the coordination activities which both SMART and DDOT are working together on for the benefit of the public," said John C. Hertel, General Manager of SMART, "The county executives, Warren Evans, Mark Hackel, Brooks Patterson, and Mayor Mike Duggan have done a marvelous job in supporting our efforts to make transit better for everyone in the metropolitan area."

"I applaud SMART and DDOT for this collaborative step as transit is critical to connecting people to opportunity," said Wayne County Executive Warren C. Evans. "Under the current system, transfers can be confusing and intimidating. Relieving that headache encourages ridership which is important to improving mobility and increasing transit options."

Oakland County Executive L. Brooks Patterson, stated, "Collaboration between SMART and DDOT to improve service for riders is a step toward providing a transit solution that works for the whole region, especially when it entails making the connection between the regional and city bus systems easier for individuals who rely on both to get to their jobs."

"Both DDOT and SMART have been working together to provide efficient and reliable transportation to the region" said Macomb County Executive Mark Hackel. "This is another example of why I believe these two agencies will continue to provide us with the solutions we need for regional transit."

Under the new system, riders will be able to purchase any of the following Dart passes:

- A 4-hour regional Dart pass with unlimited transfers between DDOT and SMART for \$2, with a reduced fare price of 50 cents for qualified riders.
- A 24-hour regional Dart pass with unlimited transfers between DDOT and SMART for \$5, with a reduced price of \$2.
- A 7-day regional Dart pass for \$22, with a reduced price of \$10.
- A 31-day regional Dart pass, good for unlimited rides on both systems, for \$70, with a reduced price of \$29.

The 31-day pass will also feature a tap to pay option for easier boarding.

Riders have the ability to take unlimited rides on both systems, eliminating transfers and other additional fees from the previous payment systems. Dart is a rolling pass as each pass starts on the first use for the time period allotted. And, for the first time, all of the new regional passes are available for reduced fare riders – seniors, people with disabilities, Medicare Cardholders, and youth - who show valid ID will have access to these reduced fares.

4-hour and 24-hour Dart passes will be available for purchase on SMART and DDOT vehicles. All Dart passes will be available for purchase through SMART/DDOT Transit Centers, select retail outlets, online or by mail starting May 1. A mobile Dart app will be launched early this summer, where users can purchase and use Dart passes directly from their phone.

It is anticipated that Dart will expand to the QLINE and the People Mover in the near future.

"Paying with Dart is going to make it much easier for Detroiters to get where they need to go. This partnership with SMART demonstrates our commitment to working together on key initiatives that have separated our systems in the past", said Angelica Jones, Interim Director of Detroit Department of Transportation.

Regional transit improvements continue in Metro Detroit

Dart comes as a number of improvements have been made to the region's transit systems in recent years, including the introduction of the SMART FAST high frequency, limited stop bus service, DDOT ConnectTen service, capital improvements to both systems, and the introduction of the QLINE. This resulted in Detroit being one of seven places in the United States where transit ridership increased in 2017 according to an analysis completed by TransitCenter.

For more information on DDOT, visit <http://www.ridedetroittransit.com/> or call DDOT at (313) 933-1300.

For more information on SMART, visit <https://www.smartbus.org/> or call SMART at (866) 962-5515.

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Why Pedestrian Deaths Are At A 30-Year High



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March 28, 2019 · 5:07 AM ET

Heard on Morning Edition

SEA STACHURA



A woman speaks on her phone while driving. Both drivers and walkers use cell data 4,000 percent more than they did in 2008, which means they aren't watching the roads.

Pascal Pochard-Casabianca/AFP/Getty Images

Across the U.S., 6,227 pedestrians died in traffic accidents in 2018, the highest number in nearly 30 years. The findings from a Governors Highway Safety Association report show that many of these deaths occurred in big cities like Houston and Miami.

The signs are all over most cities — stretches of road without crosswalks and people needing to walk on roads built for rush-hour traffic. But the real increase, experts say, comes from larger trends: drivers and pedestrians distracted by their phones and a growth of larger vehicles on the road.

Macon, Ga., isn't immune to any of these problems. Home to 110,000 residents, one in every 8,000 died in a pedestrian accident last year. Violet Poe lost her friend Amos Harris, 62, in 2014.

"Amos was a good person. He was really kindhearted," she said. Walking between traffic cones and the curb of a five-lane highway, she pointed to the street he would have walked down that night. Harris had been out after dark, searching for his nephew, when he crossed Riverview Road at a blinking light. "He came down and crossed here and was hit," she explained. His body was thrown 100 feet.

Article continues after sponsor message



Georgia is one of five states that made up nearly half of all the nation's pedestrian fatalities in 2018. The others were Texas, Arizona, Florida and California. In California, 432 pedestrians were killed in just the first half of 2018. Several of these

states also had a significant increase in population, which the report finds is a contributing factor in the fatalities.

"Designed for cars and not for people"

But population growth, like jaywalking, isn't central to the problem, according to Tom Ellington, chair of Macon's Pedestrian Safety Review Board. The county created the board to address the city's long-standing problem with pedestrian fatalities. Ellington said blaming jaywalkers for the problem ignores the big picture. "We've spent decades building a transportation system that's designed for cars and not for people," he said.

In Macon, many thoroughfares are also state highways, one of the types of roads where pedestrian fatalities are common. "We have an awful lot of people who don't have their own vehicles who are dependent either on transit or on their own foot power to get around," Ellington said. That makes them particularly vulnerable to roads that were designed for fast-moving semitrailers and rush-hour traffic.



It's great advice to tell people to use a crosswalk, but that's not very useful if the crosswalk doesn't exist.

Tom Ellington, chair, Pedestrian Safety Review Board, Macon, Ga.

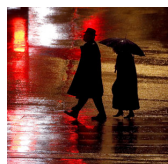
"I could point you to places that have as much as a two-mile gap between crosswalks. It's great advice to tell people to use a crosswalk, but that's not very useful if the crosswalk doesn't exist."

Even when there is one, it is often too far. Research has found that most people will walk only 300 feet to the nearest crosswalk. Amos Harris would have had to walk 600 feet out of his way in one direction or a mile in the other.

Richard Retting, the author of the Governors Highway Safety Association report, said this is an underlying problem, but the spike in deaths can't be blamed on the sidewalks. "There wasn't a 10 percent reduction in sidewalks from one year to the next," he said in a phone interview.

Something else accounts for the 30 percent jump in pedestrian deaths in just the last 10 years. "Looking at the various metrics available, the ones that pop out to me are distraction related to smartphone use and the market share increase in SUVs."

Since 2013, the number of consumers buying light trucks has far outpaced those buying cars. "There's no question that pedestrians hit by SUVs are more likely to die than those hit by a car," he said. SUVs are bigger, heavier and deadlier for pedestrians.



NATIONAL

Pedestrian Deaths Reach Highest Level In Decades, Report Says

Compounding that problem are smartphones. Both walkers and drivers use cell data 4,000 percent more than they did in 2008, which means they aren't watching the roads. Retting said he would like to see autonomous pedestrian sensor technology added to more vehicles. The technology does exist but isn't widespread, and it won't be in most cars anytime soon since most vehicles on the road today are at least 10 years old.

Achilleas Kourtellis, assistant program director at the University of South Florida's Center for Urban Transportation Research, said another approach to the problem is dealing with bad driving. "No matter what you put out either on the road or in the car, you still have people involved," he said. "We know that the human is the cause of most crashes — actually 94 percent of most crashes — meaning there is room for improvement in behavior."

In Florida, for instance, the majority of crashes involve local distracted drivers — not tourists. Distraction can mean a lot of things too, he said. "It's not just the phone. You're putting lipstick on or you're eating or things like that that distract you from driving."

Florida is considering legislation that would allow police to ticket drivers for any type of distracted driving, including petting your dog or yelling at your kids. That type of law exists in five out of the six New England states, which saw, overall, a 36 percent

drop in fatalities last year. Rhode Island alone dropped from 10 fatalities in 2017 to just four last year, a 60 percent decrease.

Kourtellis said that this points to the effectiveness of enforcement in changing behavior.

Correction

March 28, 2019

A previous version of the Web story incorrectly cited the number of pedestrian deaths in California in 2018. The figure cited, 432, represents only the first half of 2018, according to the Governors Highway Safety Association.

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What's Killing U.S. Pedestrians? Streets That Weren't Designed for Them.

Walking downtown is actually pretty safe. Out on the bypass, it's another story.

By Justin Fox

March 19, 2019, 10:18 AM EDT

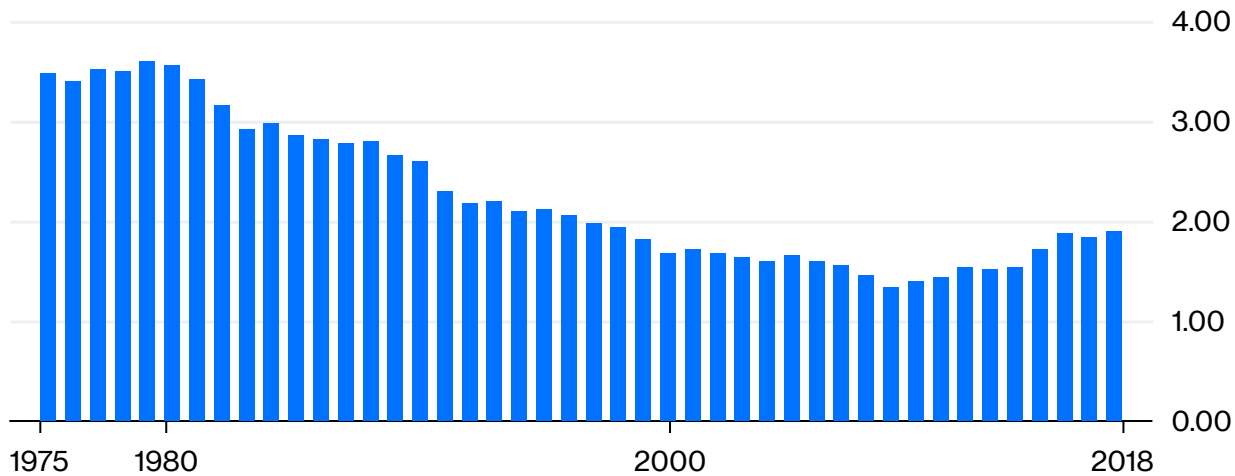


Made for walking. *Photographer: Andrew Harrer/Bloomberg*

As you may have heard, since a lot was written about it a few weeks ago, pedestrian deaths are on the rise in the U.S. The Governors Highway Safety Association estimated, based on data from the first half of the year, that 6,227 pedestrians were killed in traffic accidents in 2018. This would be a whopping 50 percent more than were killed in 2009. Adjusted for population, the increase hasn't been quite so steep, and seems like it might have halted after 2016. But after decades of declines, the turnaround since 2009 is still awful.

It's Been Getting More Dangerous to Walk

Pedestrian fatalities per 100,000 population, U.S.



Sources: Insurance Institute for Highway Safety, National Highway Traffic Safety Administration, Governors Highway Safety Association, U.S. Census Bureau
The 2018 number is a projection based on January-June data.

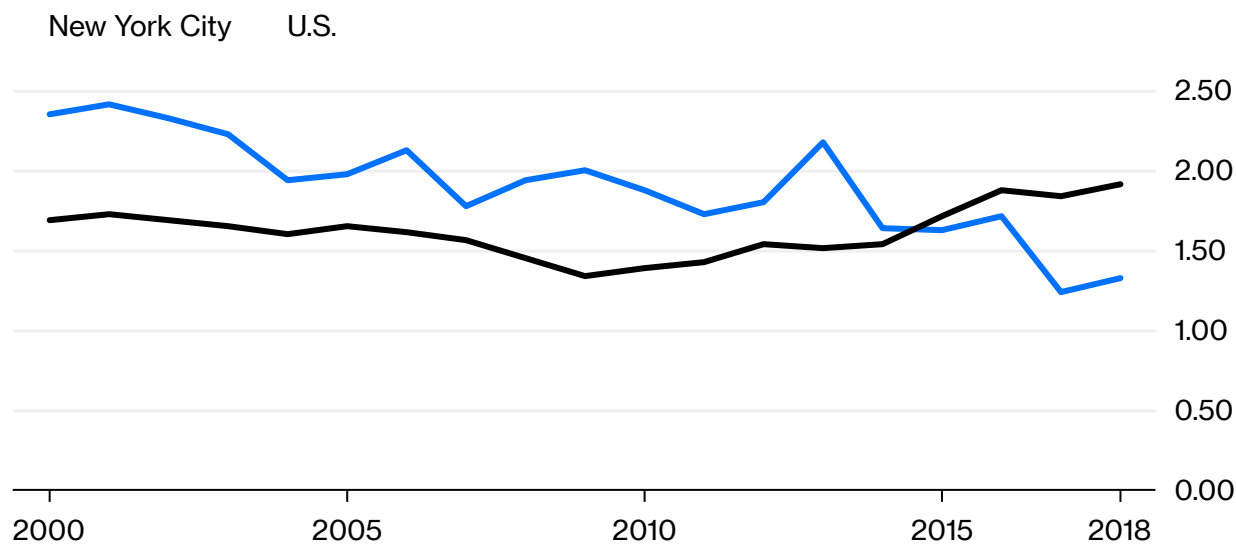
Among the explanations that have been trotted out:

1. More cars are on the road, with vehicle miles driven rebounding after a big drop during the recession.
2. More people are texting while driving, which wasn't much of a thing before 2007, when the iPhone was introduced.
3. More people are driving sport utility vehicles, which are harder to stop than cars and two to three times likelier to kill you if they hit you.

Those all make sense. But why is it, then, that New York City has seen a decline in pedestrian fatalities since 2009?

Heading in Different Directions

Pedestrian deaths per 100,000 population

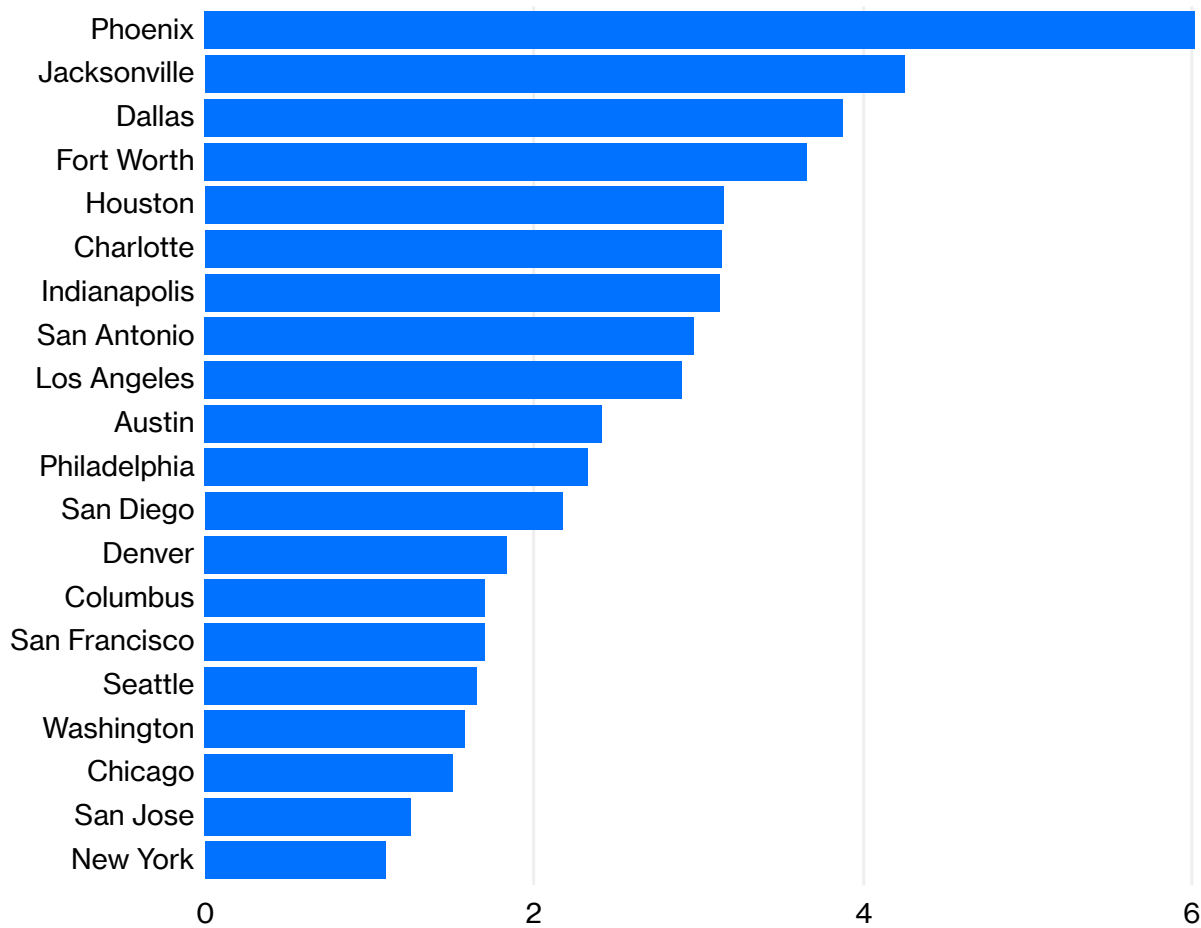


Sources: Insurance Institute for Highway Safety, Governors Highway Safety Association, New York City Department of Transportation, U.S. Census Bureau

The city embarked five years ago on a Vision Zero program to reduce traffic fatalities, so that may be a factor. But the bigger issue seems to be that densely populated, pedestrian-packed cities such as New York simply aren't where the main problem is these days. Here are the 2017 pedestrian fatality rates for the country's 20 most-populous cities, taken from a new report by the National Highway Traffic Safety Administration. (Note that the New York rate is lower than the rate for 2017 in the above chart, which I calculated using city data, indicating that the above chart may understate the city's relative advantage in pedestrian safety.)

Don't Even Think About Walking in Phoenix

Pedestrian fatalities per 100,000 population, 2017

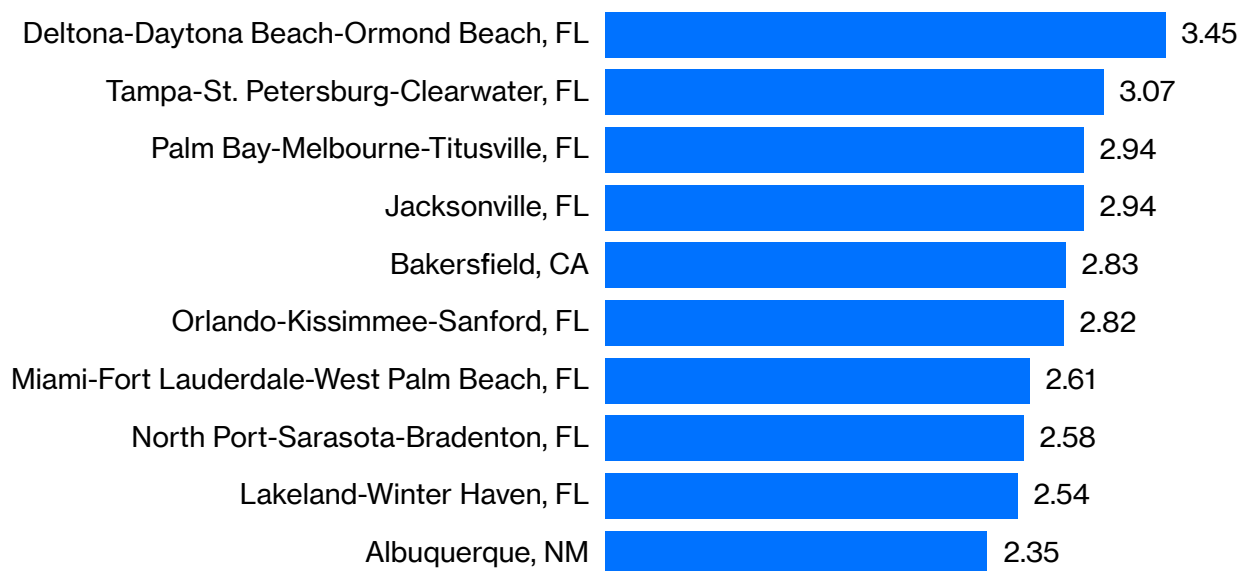


Source: National Highway Traffic Safety Administration

The most pedestrians are getting killed, then, in sprawling Sun Belt cities not known for having lots of pedestrians. In their suburbs, too. Here, from another [new\(ish\) report](#), this one by the advocacy groups Smart Growth America and National Complete Streets Coalition, are the 10 U.S. metropolitan areas with the highest pedestrian fatality rates.

Don't Walk in Florida, Either

Annual pedestrian fatalities per 100,000 population, 2008-2017

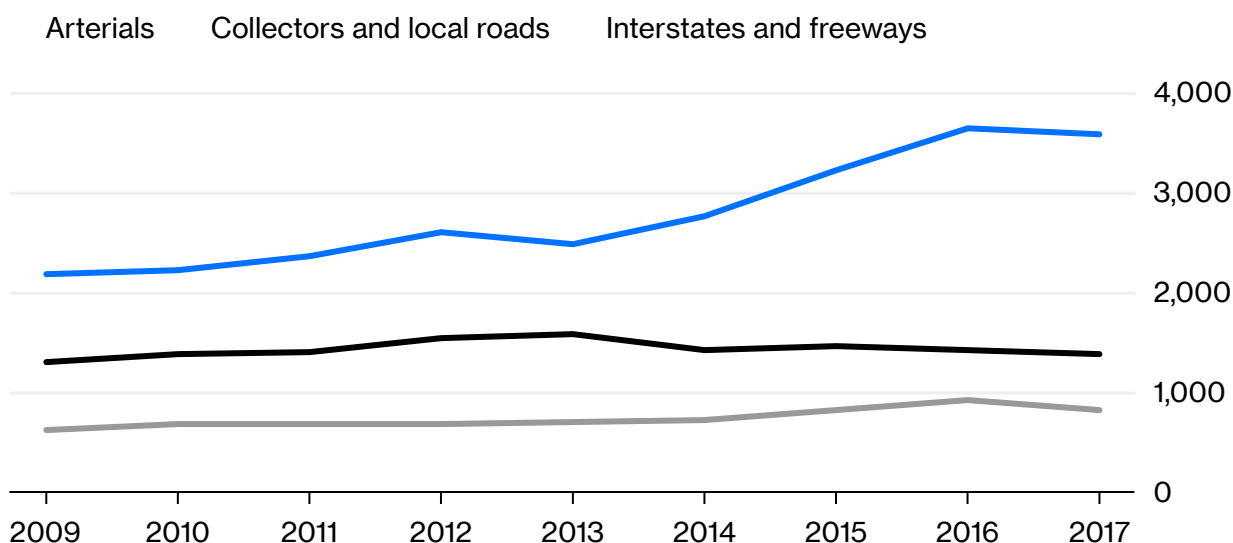


Source: "Dangerous by Design 2019," Smart Growth America and National Complete Streets Coalition

Where in these cities and suburbs are pedestrians getting killed? Not downtown or on residential streets, the Insurance Institute for Highway Safety found in a [2018 study](#). ^[1] Most of the fatal accidents, and most of the increase, happened on arterials – those high-capacity roads of four lanes or more, often lined with strip malls, fast-food outlets and motels, that are such a defining (if less than universally admired) element of the modern American-built environment.

It's Not Happening Downtown

Pedestrian fatalities by road type



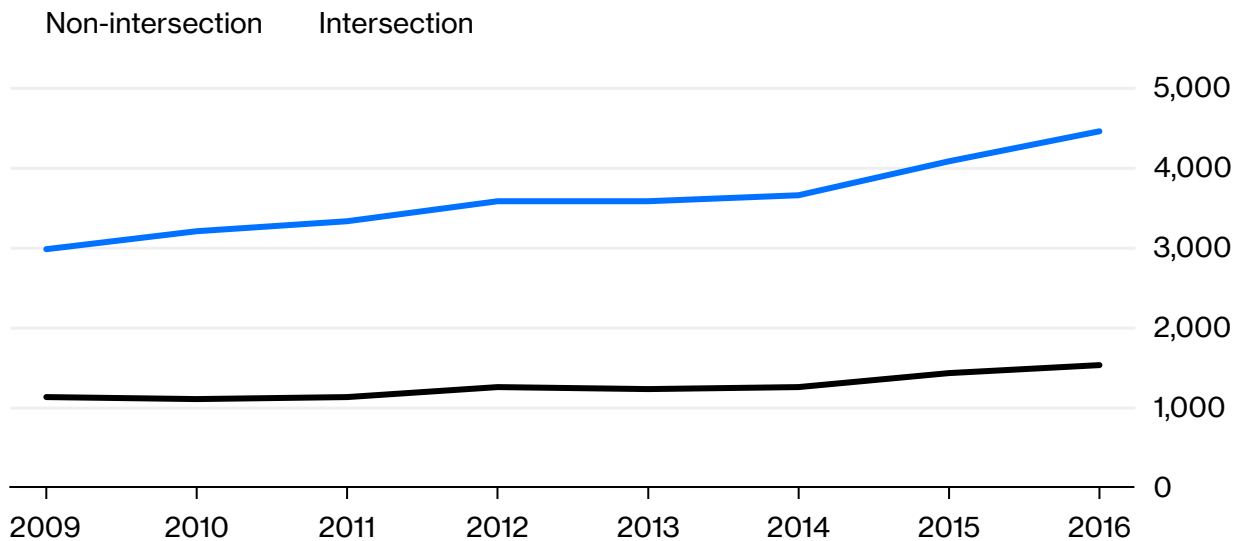
Source: Insurance Institute for Highway Safety

Pedestrian deaths have been on the rise along freeways, too – it doesn't look like much in the above chart, but they're up 33 percent since 2009, compared with a 64 percent rise in fatalities on arterials.

These crashes generally aren't happening at intersections, which makes sense given that freeways don't have any and arterial roads keep them to a minimum.

It's Not Happening at the Intersections

U.S. pedestrian fatalities by location



Source: Insurance Institute for Highway Safety

Where pedestrians are getting killed, then, is where there weren't supposed to be any pedestrians. On freeways they're generally not allowed at all, while along arterial roads the provisions made for them are often so sparse as to be worse than useless. In the most notorious pedestrian death of last year, a woman was hit by an Uber self-driving car as she crossed an arterial road in the dark in the Phoenix suburb of Tempe. The nearest crosswalk was 360 feet away. In a 2011 crash in suburban Atlanta that also got national attention, the nearest crosswalk was a full third of a mile away from the spot where a 4-year-old was killed by a hit-and-run driver as he and his mother crossed a four-lane road to get from their apartment complex to a bus stop.

Local authorities have often reacted to these tragedies by blaming the pedestrians for walking where they shouldn't: In the 2011 Atlanta case, a jury actually convicted the mother of vehicular homicide while the driver pleaded guilty to a lesser charge (after much uproar the verdict was thrown out, although as part of the deal the woman did have to plead to jaywalking). A more constructive response would be to set up more places for pedestrians to cross safely, especially near transit stops, and that does seem to have been happening lately in the Atlanta area. But change is going to be difficult and slow given that these roads and neighborhoods were designed around the assumption that no one would be walking, drivers have more political clout than pedestrians, and the victims tend to be poor.

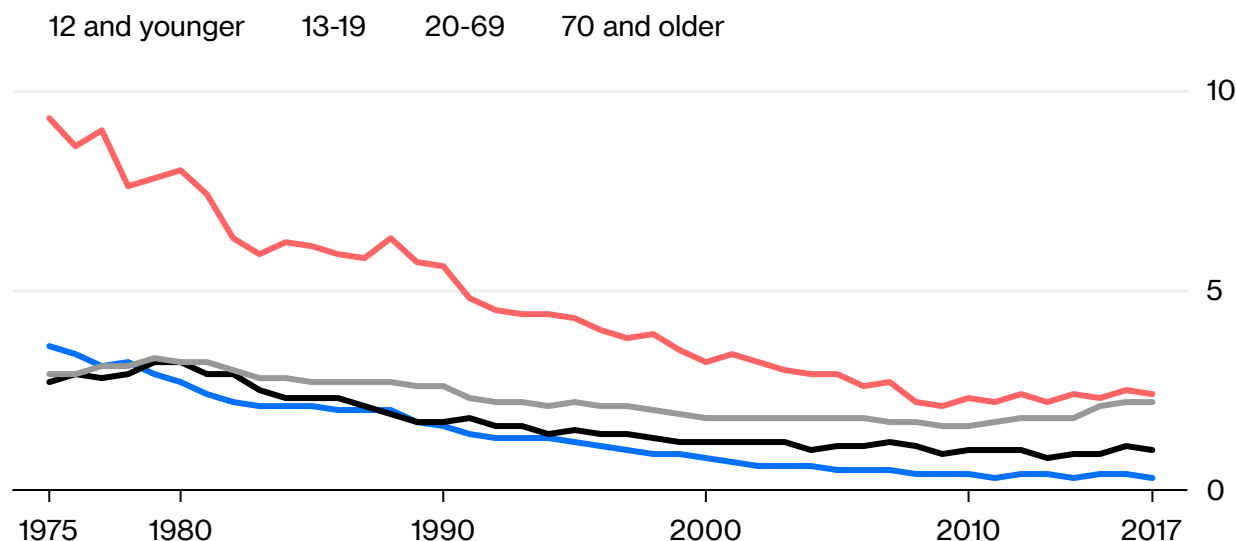
Poor people often have to walk because they don't have access to a car. Governing magazine did an investigation a few years ago that found that pedestrian death rates rose as neighborhood

incomes fell. ^[2] This has likely become more of a problem as cities and close-in suburbs where walking is relatively safe have gotten more expensive relative to the suburbs, and poverty is an increasingly suburban phenomenon. What's more, the denser metropolitan areas of the Northeast and West Coast have gotten more expensive relative to their sprawling, pedestrian-unfriendly Sun Belt peers. So we can probably add pedestrian fatalities to the long list of societal ills caused by overly restrictive land-use policies that restrict new housing and thus drive up prices.

One final twist is the age breakdown. Kids are now the group least at risk of getting killed while walking, which wasn't always the case. And while those 70 and older remain the highest-risk group, their fatality rate has plummeted from several times that of other adults to barely higher.

Getting Better for the Old and the Young

Pedestrian fatalities per 100,000 population, by age group



Source: Insurance Institute for Highway Safety

The decline in the fatality rate for those 12 and under seems to be a happy side effect of the otherwise much-lamented rise of helicopter parenting. Kids who used to wander around town unsupervised after school and during summer vacations (like I did in the 1970s) are now shuttled from class to practice to class. Their lives may be overscheduled nightmares, but hey, at least they're not getting run over!

With older pedestrians, one reason for the higher fatality rate is that they're more likely to succumb to any injuries they suffer. Another is that, well, they're slow – and as a result are, according to a 1993 study, “overrepresented in intersection crashes (particularly involving turning vehicles) and in crashes involving wide street crossings.” That elderly Americans are so

much less likely to be victimized in such crashes than they were in the 1970s and 1980s has got to be in large part because they're now so much more likely to be behind the wheel. The percentage of elderly Americans below the poverty line fell by more than half from the late 1960s to 2000, meaning that more could afford cars, while the share of those 70 and older with driver's licenses rose from 46 percent in 1975 to 81 percent in 2016. This was mainly due to an especially sharp rise among women 70 and older, from just 28 percent in 1975 to 74 percent in 2016.

Among drivers, fatal-crash involvements per miles driven are pretty constant from age 35 through age 70, according to the Insurance Institute for Highway Safety, but begin to leap upward after age 70. So the increase in driving among the elderly, while it appears to have cut back on pedestrian fatalities among the elderly, may have also contributed to their big rise since 2009 among other adults.

None of this is meant to absolve texting while driving or SUVs from blame. 3 But it does seem like the rise in pedestrian deaths might have some broader societal and demographic causes, too.

- 1 The study examined pedestrian fatalities from 2010 through 2016, and the IIHS has 2017 data here.
- 2 This helps explain why San Jose, which generally fits the description of sprawling Sun Belt metropolis, is among the safest big cities for pedestrians. San Jose is quite affluent, with a median household income of \$104,675. It also has the lowest poverty rate among the 20 biggest cities, and is tied with Fort Worth for the smallest percentage of households without cars (1.9 percent in 2017).
- 3 Disclosure: I got a ticket for texting while behind the wheel of my SUV a few years ago, so I'm part of the problem. I was stopped at a light and it's a small SUV, though.

This column does not necessarily reflect the opinion of the editorial board or Bloomberg LP and its owners.

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Justin Fox is a Bloomberg Opinion columnist covering business. He was the editorial director of Harvard Business Review and wrote for Time, Fortune and American Banker. He is the author of "The Myth of the Rational Market."

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NATIONAL

New York Is Set To Be First U.S. City To Impose Congestion Pricing

April 2, 2019 · 6:54 PM ET

LAUREL WAMSLEY



After gaining approval from state lawmakers, New York will become the first U.S. city to levy fees on motorists who drive on some of its most congested streets. Here, traffic fills 42nd Street in Midtown Manhattan in January 2018.

Drew Angerer/Getty Images

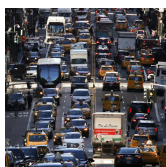
New York will likely become the first major city in the U.S. to implement a charge for motorists entering its most traffic-clogged streets.

The plan? To reduce gridlock while generating revenue for the city's stressed transit system.

State lawmakers approved the deal on Sunday night, and the new tolls are slated to go into effect in 2021. The tolling is expected to generate \$15 billion, dedicated to funding the MTA, New York's transit authority.

The plan will be what's known as "cordon pricing," in which motorists pay to enter a zone. In this case, that zone will be Manhattan south of 60th Street.

The precise charges to be levied have not yet been announced. A task force convened by the governor last year suggested different flat fees for cars and trucks.



HERE & NOW COMPASS

Stuck In Traffic? You're Not Alone. New Data Show American Commute Times Are Longer

In New York, automobiles move slowly these days, with drivers and bus riders moving at an average of 9 miles per hour in the last mile of their journeys. Cities including San Francisco and Seattle are also considering congestion pricing to unsnarl their own traffic-clogged streets.

New York's experience "will be an important precedent for the conversations happening in other U.S. cities," Corinne Kisner, executive director of the National Association of City Transportation Officials, told *The Wall Street Journal*.

The city's plan, unsurprisingly, has elicited a backlash from some corners — such as New Jersey.

"[W]hy should NJ not implement a commuter tax on NYC residents leaving NYC that exempts NJ residents so WE can fund our transit. Reality is any commuter tax should be a regional convo not just NY," tweeted Jersey City Mayor Steven Fulop.

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Sam Schwartz, a traffic engineer and former New York City traffic commissioner known as "Gridlock Sam," told NPR last week that the toll for cars will likely be \$10 to \$15.

Tolls will be variable, and passenger vehicles will be charged once per day. Drivers entering the zone would be automatically charged via their E-ZPass or billed via their license plate number.

Still to be hammered out by lawmakers is what exemptions may be granted. A wide range of them are being considered, from exemptions for disabled people to exemptions for motorcycles.



David J. Meyer
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Exemptions on the table: ppl w/ disabilities, low income ppl living w/i the congestion zone, farmers market trucks, the henry hudson, the tappansee, the gwb, the rfk, all four tunnels, and motorcycles — which felix ortiz says is "common sense environmental issue" b/c they r small

katie honan @katie_honan

.@JimmyVielkind reports motorcycles could be exempt from any congestion pricing in Manhattan: [on.wsj.com/2uwF2P7](https://www.wsj.com/2uwF2P7)



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Any exemptions could be exploited, as at least one observer noted. And for each exemption that's carved out, less revenue will be generated and the impact on congestion will be smaller.



NATIONAL

Ride-Hailing Services Add To Traffic Congestion, Study Says

New York's move comes more than 15 years after London implemented fees on vehicles entering its central business district. The fees made an immediate and significant dent in congestion.

"Within a year of the fees being charged in 2003, the number of vehicles entering an eight-square-mile area of London dropped by 18 percent, according to city officials. Traffic delays went down 30 percent. The average speed of vehicles in the zone rose to 10 miles per hour from 8.8 m.p.h.," *The New York Times* noted.

There was an environmental effect too, "with a 12 percent reduction in emissions of nitrogen oxides and particulate matter from vehicles in the zone." Stockholm and Singapore have also implemented congestion fees.

NATIONAL

More States Turning To Toll Roads To Raise Cash For Infrastructure



But London's gains are being threatened by a rise in private hire vehicles — such as those driven for Uber — which are exempt from paying the congestion fee. The number of such vehicles licensed in London jumped from about 50,000 in 2013 to nearly 88,000 last year.

And in the U.S., many states have introduced new toll roads or increased rates on existing turnpikes to raise money for infrastructure projects.

Schwarz, the traffic engineer, notes that New York has been talking about congestion pricing for decades. "We're in it for the long haul," he said last week. "The city will probably get sued, the state will get sued, but I think this time we will get it through."

congestion pricing new york city new york

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