

**MEETING OF THE MULTI-MODAL TRANSPORTATION BOARD**  
**Thursday, August 5, 2021**  
**151 Martin Street, City Commission Room 205, Birmingham, MI**

1. Roll Call
2. Introductions
3. Review of the Agenda
4. Approval of Minutes, Meeting of **July 8, 2021**
5. **Phase III – S. Old Woodward (Brown to Landon) - Update**
6. **S. Eton Corridor Study – Update**
7. **Ferndale / Ravine Intersection – Stop Sign Request**
8. **Latham Street – Survey Results**
9. **Citywide Sidewalk Priorities**
10. Meeting Open to the Public for items not on the Agenda
11. Miscellaneous Communications
12. Next Meeting – **September 2, 2021**
13. Adjournment

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Please note that board meetings will be conducted in person once again. Members of the public can attend in person at Birmingham City Hall or may attend virtually at **<https://zoom.us/j/93483721344>** or dial: **877 853 5247 US Toll-free, Meeting ID: 934 8372 1344.**



# **DRAFT**

## **City Of Birmingham Multi-Modal Transportation Board Thursday, July 8, 2021**

151 Martin Street, City Commission Room 205, Birmingham, MI

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, July 8, 2021.

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

### **1. Rollcall**

**Present:** Chair Johanna Slanga; Board Members Andrew Haig, David Hocker, David Lurie, Tom Peard, Katie Schafer, Doug White; Alternate Board Member Joe Zane; Student Representatives Lauren Morris, Alex Walters

**Absent:** Student Representative Justin Schoener

**Administration:** Jim Surhigh, Consulting City Engineer ("CCE")  
Brooks Cowan, City Planner ("CP")  
Laura Eichenhorn, City Transcriptionist  
Scott Grewe, Police Operations Commander

### **Fleis & Vandenbrink (F&V):**

Julie Kroll

**MKSK:** Brad Strader, Haley Wolfe

### **2. Introductions**

### **3. Review Agenda**

### **4. Approval of MMTB Minutes of June 3, 2021**

Mr. Haig noted that during the June 3, 2021 meeting he had asked for a map of Phase III of the S. Old Woodward project showing how many parking spaces MKSK proposed removing and where the spaces would be removed from. He asked that his request be added to the minutes.

**Motion by Dr. Schafer**

**Seconded by Mr. Lurie to approve the MMTB Minutes of June 3, 2021 as amended.**

**Motion carried, 6-0.**

ROLL CALL VOTE

Yeas: Lurie, Haig, Peard, Hocker, White, Schafer

Nays: None

Abstain: Slanga



## **5. Phase III – S. Old Woodward (Brown to Landon)**

CP Cowan introduced the item.

Mr. Strader, Ms. Wolfe, and Ms. Kroll presented the item.

Mr. Haig asked if a crosswalk south of Frank had been considered instead of a crosswalk south of Hazel.

Ms. Wolfe said that the crosswalk south of Hazel is used so frequently that MKSK did not consider removing it. Mr. Strader added that there was a driveway too close to the intersection to add a crosswalk south of Frank.

Mr. Strader also stated that they could look into moving the bike rack closer to one of the proposed crosswalks.

The Board agreed with the consultants' endorsement of Option A for the Hazel/Frank intersection.

Ms. Kroll stated that the traffic and pedestrian impacts of the potential RH development were factored into the modelling and development of the Phase III proposals.

The Board agreed with the consultants' endorsement of Option A for the Haynes/George intersection.

In reply to Chair Slanga, Ms. Wolfe said MKSK could look into ways of discouraging cars from using the moped parking near Maple and Old Woodward.

The Board discussed the bus stop proposals and had some concerns with both proposals. It was decided that they would revisit the bus stop proposals once the consultants received feedback from SMART.

There was Board consensus that installing infrastructure for potential future electric vehicle charging would be appropriate.

Ms. Kroll stated that the modelling for the Phase III proposals could be updated to include alleys and parking lot driveways if some of the merchants agree to move their parking lot driveways off of Old Woodward.

## **6. Neighborhood Connector Bicycle Map**

CP Cowan presented the item. He explained that on-street parking was included in the map in order to let cyclists know where they should be more cautious about potential car door-cyclist interactions.

The Board recommended posting the Map under the Parks and Recreation dropdown on the City website, under "Bike Map". CP Cowan said he would work with the City to get it posted, and that he would send the Board members an email once it was live.



There was discussion about different ways to publicize the map, including sharing with Birmingham hoteliers, sending it out in the City newsletter, and posting it to social media. It was agreed that feedback on the map should also be solicited through those channels, as well as on the Engage Birmingham platform.

CP Cowan said he would double check as to whether there are bicycle racks at Hawthorne, Griffinclaw, and the Ice Arena near the bicycle amenity bays. He said that if there are he would add them to the map.

It was noted that physical signs along the bicycle loop had been considered in the past, and decided against in order to avoid the creation of excess visual noise. It was also noted that the topic could be revisited if there was interest among the Board members.

The Board thanked CP Cowan for his work on the item.

## **7. S. Eton Corridor Study – Scope of Work**

CP Cowan introduced the item.

Ms. Kroll presented the item. In reply to Board feedback, she said the study would collect traffic counts between 7 and 11 a.m. and 2 and 6 p.m.; collect crash data; collect speed data; and, collect qualitative feedback via the Explore Birmingham platform.

CCE Surhigh stated he would work with Ms. Kroll to collect qualitative feedback via the Explore Birmingham site.

Ms. Kroll said the criteria for keeping or eliminating the bike path along S. Eton would likely be usage and crash data.

The Board asked the City to seek feedback from residents via the City's social media channels.

CCE Surhigh said the City could also send out geographically-targeted postcards inviting nearby residents to provide feedback.

## **8. Meeting Open to the Public for items not on the Agenda**

None.

## **9. Miscellaneous Communications**

## **10. Next Meeting – August 5, 2021**

## **11. Adjournment**

No further business being evident, the board members adjourned at 7:33 p.m.

Jana Ecker, Planning Director





## MEMORANDUM

Engineering Dept.

**DATE:** July 30, 2021

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Commander Scott Grewe, Police Department  
James Surhigh, Consulting City Engineer  
Scott Zielinski, Assistant City Engineer

**SUBJECT:** Phase 3 South Old Woodward Design Concept Update

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The City is currently working on plans for the design and reconstruction of Phase 3 of the Old Woodward project. MKSK was the lead concept designer for the previous two phases of the project (2018 for N. Old Woodward, and 2020 for Maple Road) and will be the lead designer for Phase 3 as well.

Design concepts were presented to the MMTB on June 3 and July 8, 2021. The design team also presented the initial concepts to the Advisory Parking Committee on June 16, 2021. Since these presentations, the City's Traffic Consultant, Fleis & Vandenbrink, has continued analysis of recently collected traffic counts, and public engagement efforts have begun. Considering the feedback obtained from the MMTB and APC, along with continued conceptual design development, refinement of the concept plans is complete.

Please see the attached presentation prepared by MKSK to review current conceptual design refinements completed since the last meeting, as well as preliminary results from the surveys presented to the business district and to the public through Engage Birmingham. MKSK will also discuss initial observations from the public "open-house" meeting that will be held on August 3, 2021 from 4 to 7pm at the Baldwin Public Library. Also attached are the exhibits showing the impacts to street parking resulting from the conceptual design that were presented to the APC at the June 16 meeting.

On August 5, 2021, the MKSK team will also conduct a presentation to review the conceptual design propose for Phase 3 of the Old Woodward project to the Birmingham Shopping District Board.

**SUGGESTED ACTION:**

No action required at this time; presentation intended to be an update on the progress of the project conceptual design.



# SOUTH OLD WOODWARD AVE DESIGN

## PUBLIC OPEN HOUSE INFORMATIONAL PRESENTATION

AUGUST 3, 2021



**MKSK**









# PROJECT PHASING





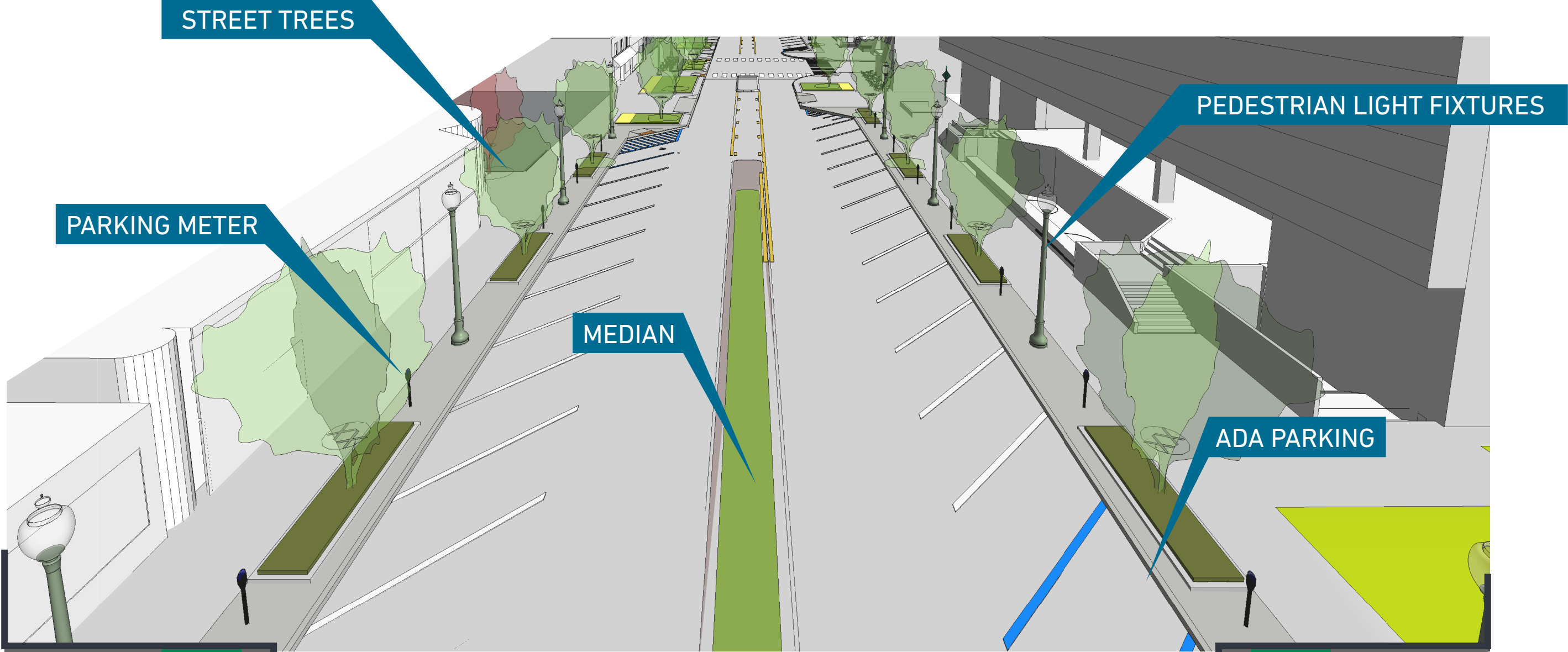
# PROJECT GOALS

- Improve walkability and safety
- Add greenspace, seating areas, dining
- Reduce conflicts: parking across intersections, into crosswalks
- Provide parking, especially where most needed
- Reduce vehicle speeds
- Remove or relocate driveways
- Ease convenience for bus stops
- Provide parking for scooters and bicycles
- Consider electric vehicle parking, new mobility





# TYPICAL STREET SECTION - NORTH OF HAYNES



**PROPOSED**

+/- 10'	5'	2' CURB	15.5'	13'	9'	13'	15.5'	2' CURB	5'	+/- 10'
WALKWAY	AMENITY ZONE		ANGLED PARKING	TRAVEL LANE	MEDIAN	TRAVEL LANE	ANGLED PARKING		AMENITY ZONE	WALKWAY

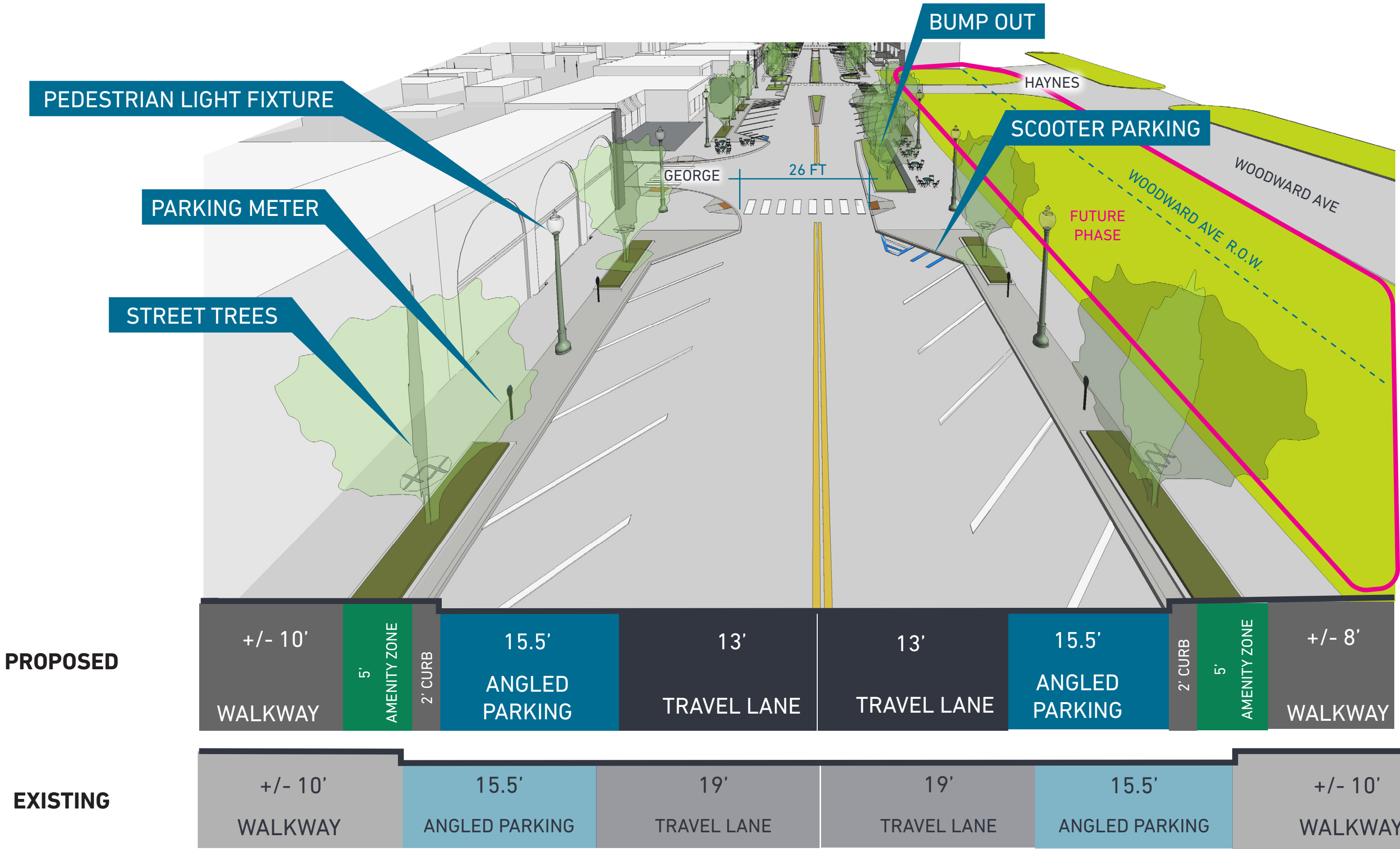
**EXISTING**

+/- 10'	15.5'	19'	19'	15.5'	+/- 10'
WALKWAY	ANGLED PARKING	TRAVEL LANE	TRAVEL LANE	ANGLED PARKING	WALKWAY



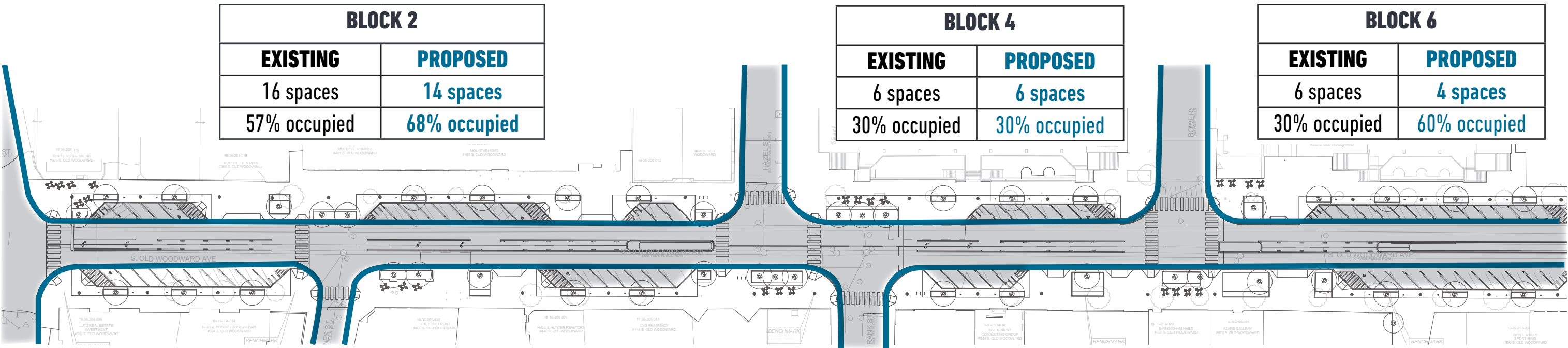


# TYPICAL STREET SECTION - SOUTH OF HAYNES





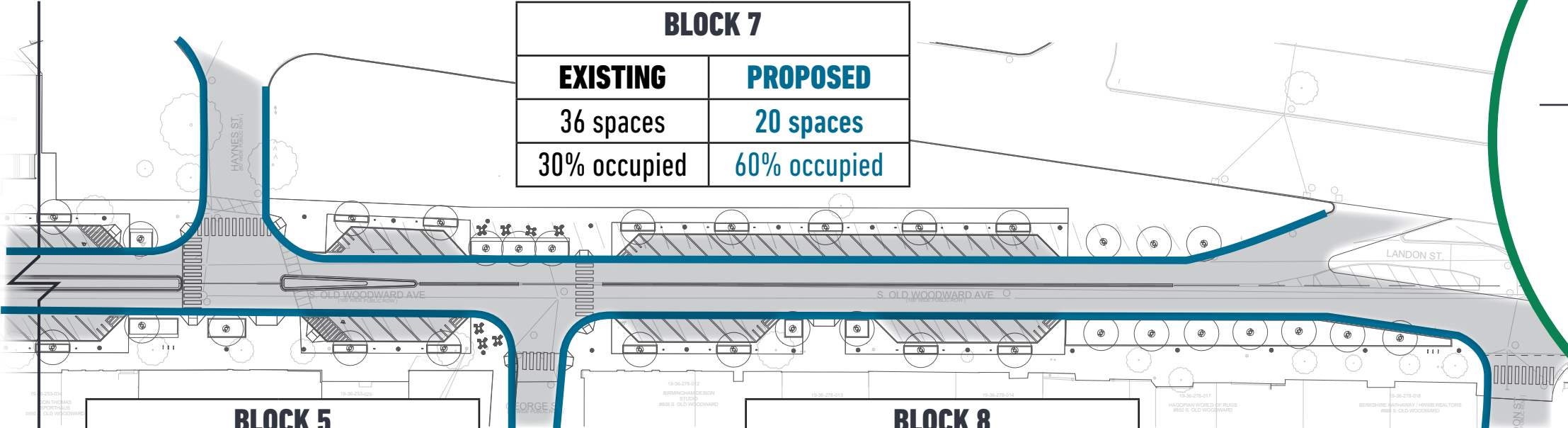
# STREET PARKING SUMMARY



BLOCK 1	
EXISTING	PROPOSED
6 spaces	4 spaces
30% occupied	60% occupied

BLOCK 3	
EXISTING	PROPOSED
6 spaces	4 spaces
30% occupied	60% occupied

BLOCK 7	
EXISTING	PROPOSED
36 spaces	20 spaces
30% occupied	60% occupied



EXISTING SPACES: 154

PROPOSED SPACES: 98

EXISTING UTILIZATION:

36%\*

PROPOSED UTILIZATION:

57%\*

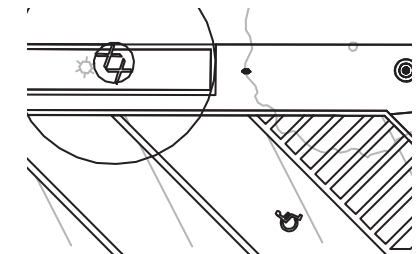


# BENEFITS OF CHANGES IN PARKING

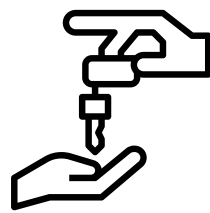
**EXISTING SPACES:** 154  
**EXISTING UTILIZATION:** 36%\*

**PROPOSED SPACES:** 98  
**PROPOSED UTILIZATION:** 57%\*

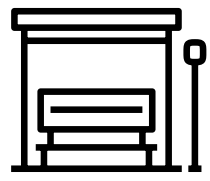
*\*Optimum utilization is 85%*



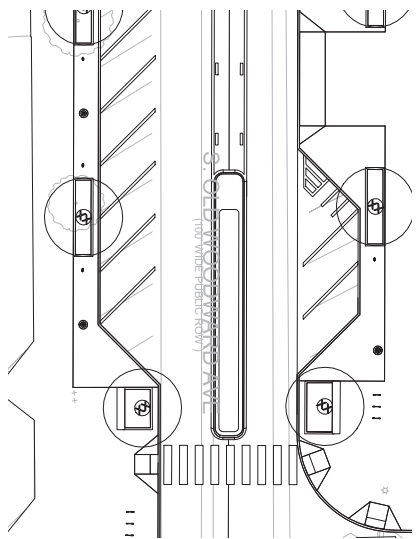
**ADA SPACES**



**VALET FOR RESTORATION HARDWARE**

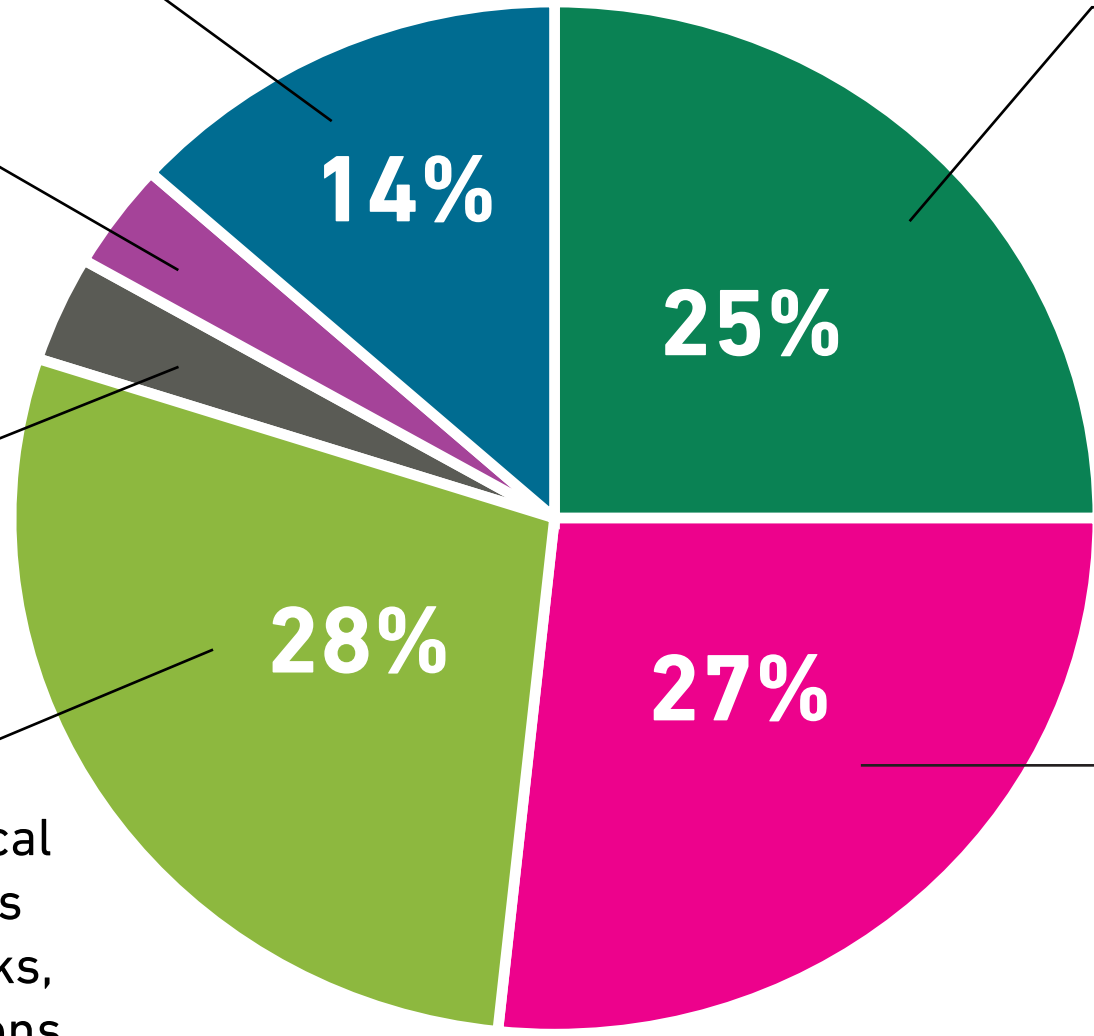


**BUS STOP AT BOWERS**



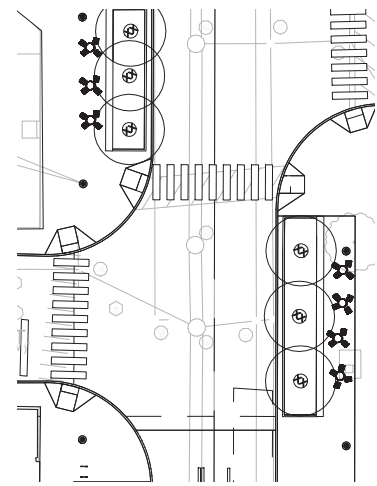
**BUMP-OUTS**

Assure sight and physical distance for pedestrians at driveways, crosswalks, parking, and intersections. Slows down vehicles because they create a narrowed visual corridor.



**PROPOSED CROSSWALKS**

Crosswalks proposed are necessary based on pedestrian counts and safety.



**ANGLED PARKING MOVEMENT**

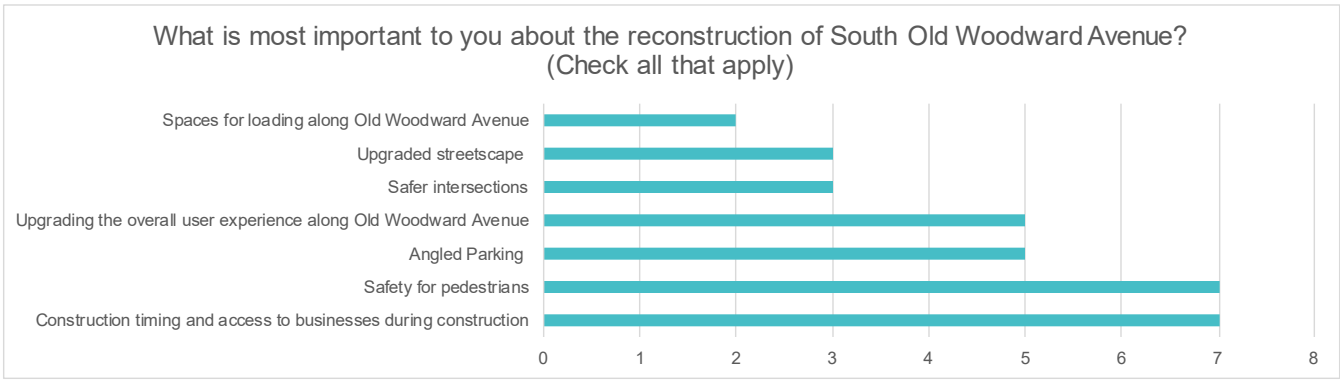
Angled parking which backs into an intersection or crosswalk is dangerous.



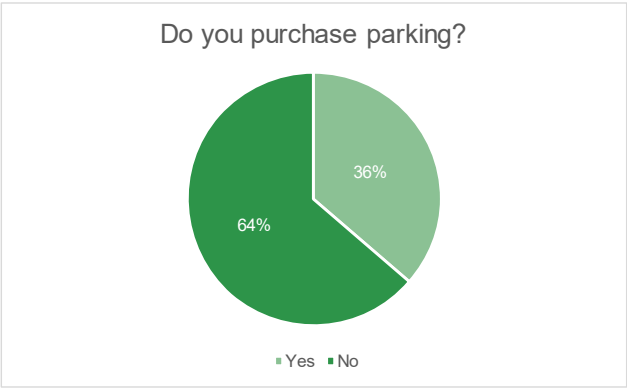
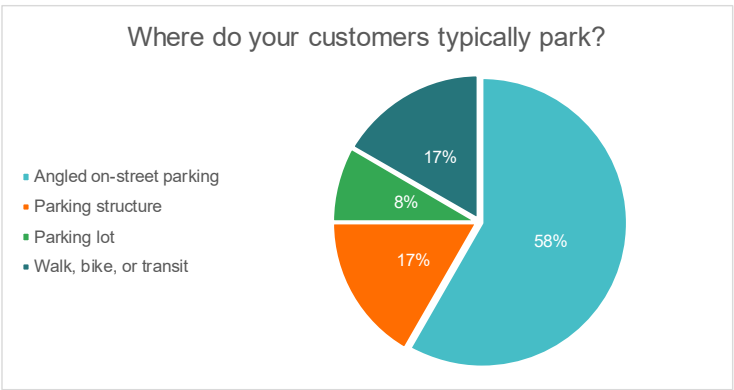
BUSINESS OWNER SURVEY RESPONSES

Source: Survey,32 respondents,Updated July 19, 2021

What is most important to you about the reconstruction of South Old Woodward Avenue? (Check all that apply)	Number of responses:
Construction timing and access to businesses during construction	7
Safety for pedestrians	7
Angled Parking	5
Upgrading the overall user experience along Old Woodward Avenue	5
Safer intersections	3
Upgraded streetscape	3
Spaces for loading along Old Woodward Avenue	2

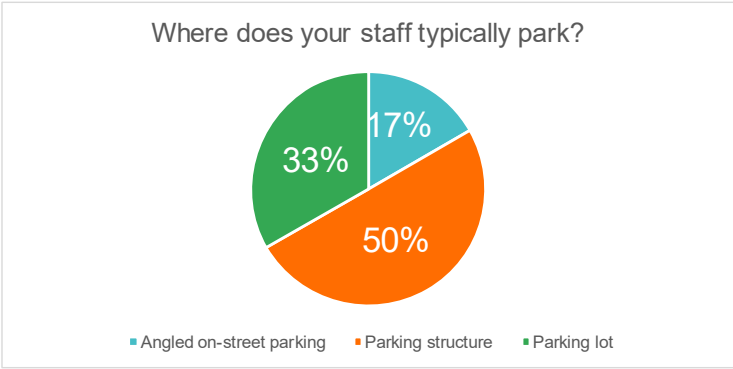


Where do your customers typically park?	Number of responses:
Angled on-street parking	7
Parking structure	2
Parking lot	1
Walk, bike, or transit	2



Do you purchase parking?	Number of responses:
Yes	4
No	7

Where does your staff typically park?	Number of responses:
Angled on-street parking	2
Parking structure	6
Parking lot	4



Do you have any other comments or suggestions about the South Old Woodward Avenue reconstruction project?
- Depending on the Master Plan approval the termination of Old Woodward at Lincoln may may not be there, possibly replaced by a new town square (Haynes Square). - A much bigger sidewalk in front of Bham Pub to slow turns and increase good outdoor dining in this part of town. -Some sort of sculpture or signage to indicate that you are entering the BSD. - Possibly a sign with where available parking is most abundant
Hopefully, when the South Old Woodward Avenue construction is completed the street will not have the issues of Maple Road. i.e Maple is too narrow and the sidewalks are too wide.
Main concern is parking for my customers.I am on lower level of the 555. They will not walk from the nearest structure off of Brown. It is too far. My building charges \$1.75 for half hour in the structure. They will not pay that either. I need to have a way for them to park and walk a short distance in. They will take the summer off if it is a hassle. After being shut down last year for 6 months this could be detrimental to my business.

Business:	Address:
Birmingham Pub	555 S Old Woodward Ave, Birmingham, MI 48009
Found Objects	168 S Old Woodward Ave, Birmingham, MI 48009
Hagopian World of Rugs	850 S Old Woodward Ave, Birmingham, MI 48009
Studio M Pilates	555 S Old Woodward Ave Ste 26L, Birmingham, MI 48009
THE JEFFARES GROUP - Max Brook, Birmingham	275 S Old Woodward Ave, Birmingham, MI 48009
UnTied On Woodward	223 S Old Woodward Ave, Birmingham, MI 48009
Urban Wick Candle Bar	172 N Old Woodward Ave, Birmingham, MI 48009
Non-South Old Woodward Businesses:	Address:
Gazelle Sports	99 W Maple Rd, Birmingham, MI 48009
Teacups & Toys, a Pet Boutique	271 E Merrill St, Birmingham, MI 48009
TENDER	271 W Maple Rd, Birmingham, MI 48009
Tri Phase Construction	300 E Maple Rd, Birmingham, MI 48009



# Provide Feedback on Past Projects

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## SURVEY RESPONSE REPORT

29 April 2021 - 29 July 2021

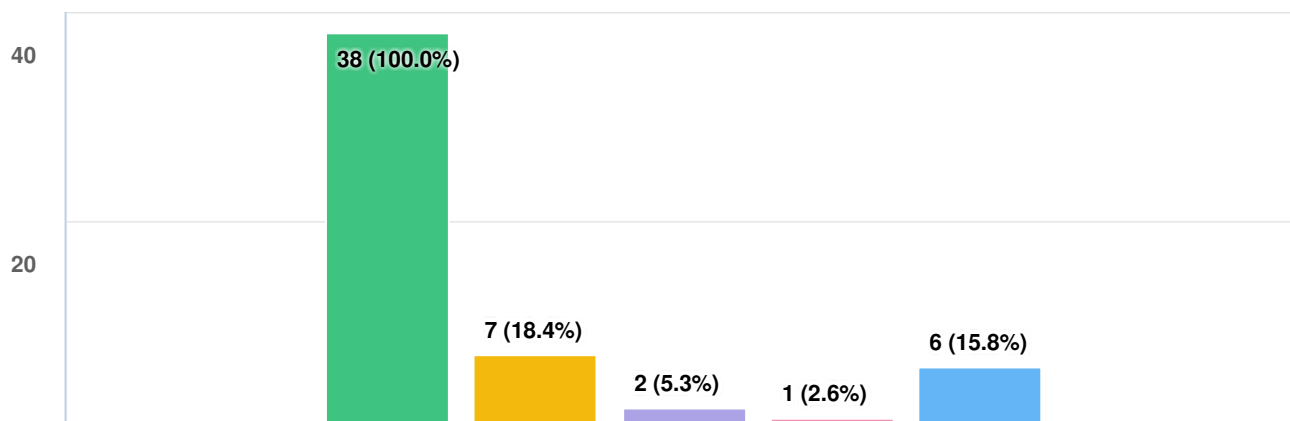
### PROJECT NAME:

Old Woodward Reconstruction



# REGISTRATION QUESTIONS



**Q1** What best describes you? (check all that apply)**Question options**

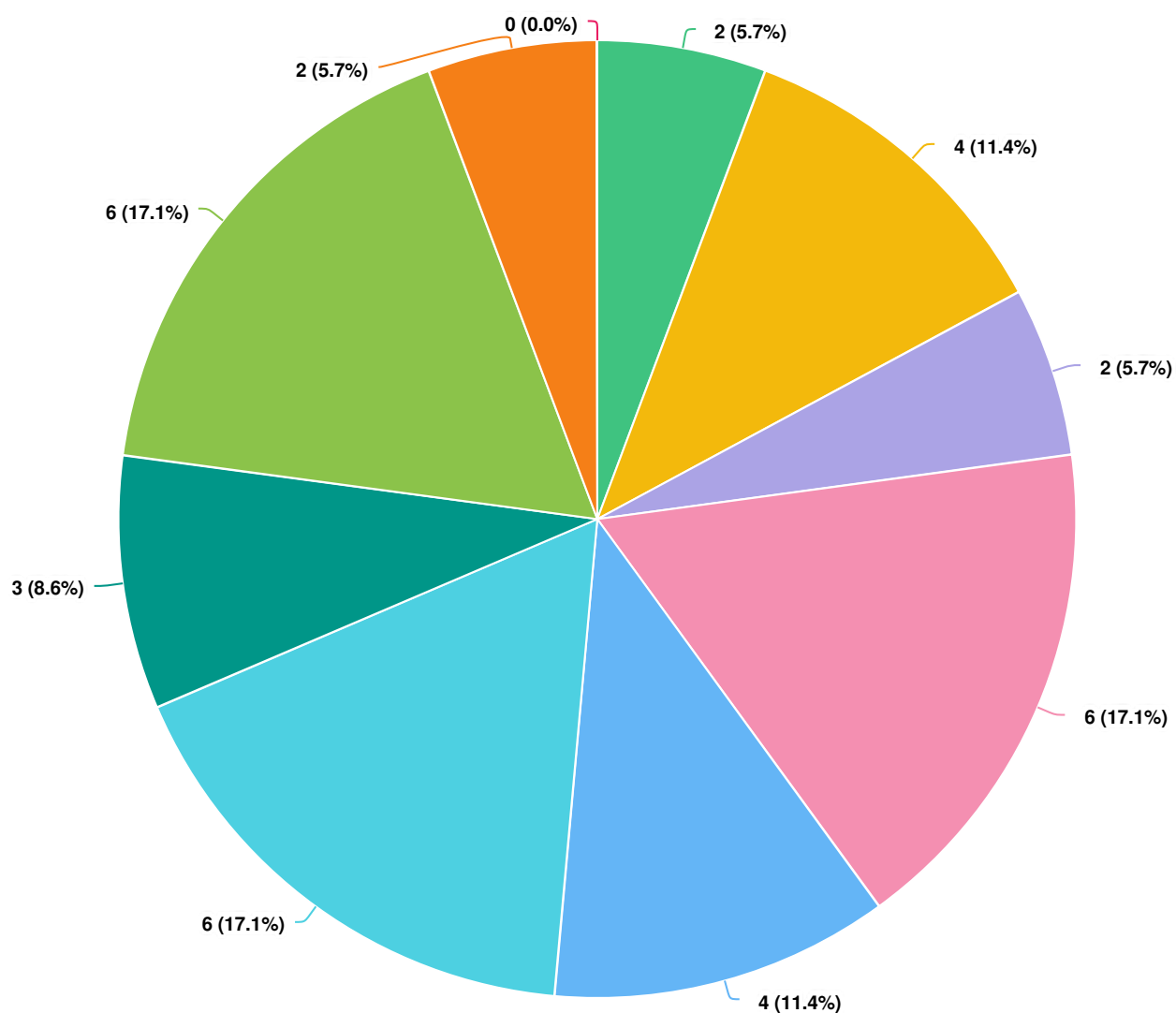
- ☒ I live in Birmingham. ☒ I work in Birmingham. ☒ I own a business in Birmingham. ☒ I am a student in Birmingham.  
☒ I am a frequent visitor to Birmingham.

Mandatory Question (38 response(s))

Question type: Checkbox Question



**Q2** Which section of Birmingham do you live in?



**Question options**

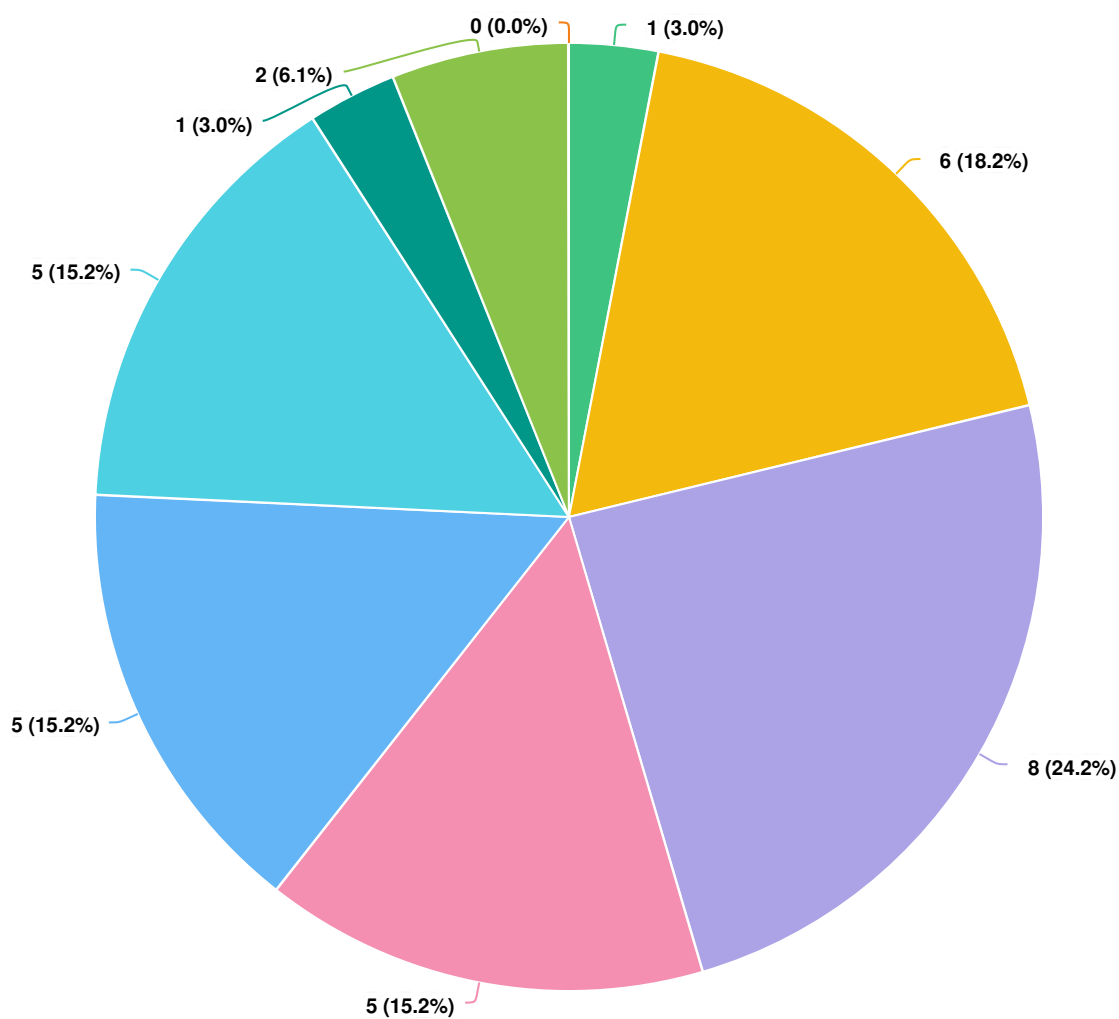
1 2 3 4 5 6 7 8 9 N/A

Optional question (35 response(s), 3 skipped)

Question type: Dropdown Question



**Q3** In which decade were you born?



**Question options**

● 1931-1940 
 ● 1941-1950 
 ● 1951-1960 
 ● 1961-1970 
 ● 1971-1980 
 ● 1981-1990 
 ● 1991-2000 
 ● After 2000 
 ● Before 1931

Optional question (33 response(s), 5 skipped)  
Question type: Dropdown Question

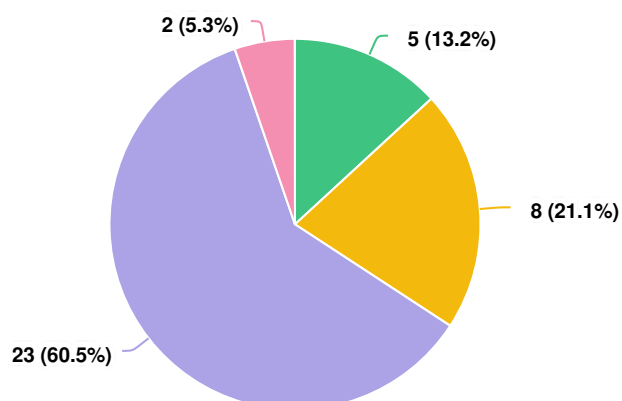




# SURVEY QUESTIONS



**Q1** How have you primarily experienced the improvements on Old Woodward and Maple?



**Question options**

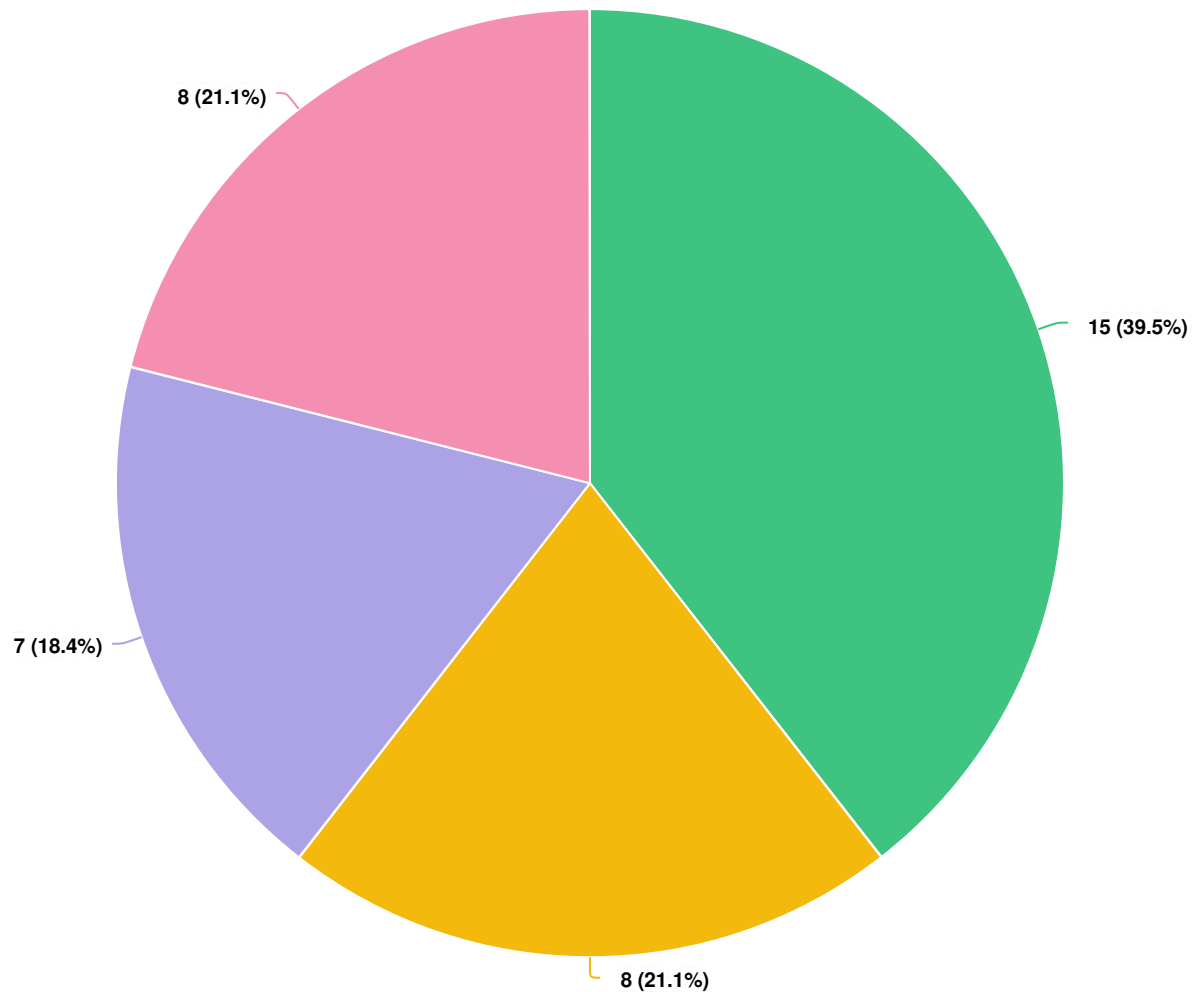
☐ As a pedestrian ☐ As a driver ☐ Equally as a pedestrian and driver ☐ Other (please specify)

Optional question (38 response(s), 0 skipped)

Question type: Radio Button Question



**Q2 | How do you rate your satisfaction with the reconstruction projects of Maple and Old Woodward (north and south of Maple)?**



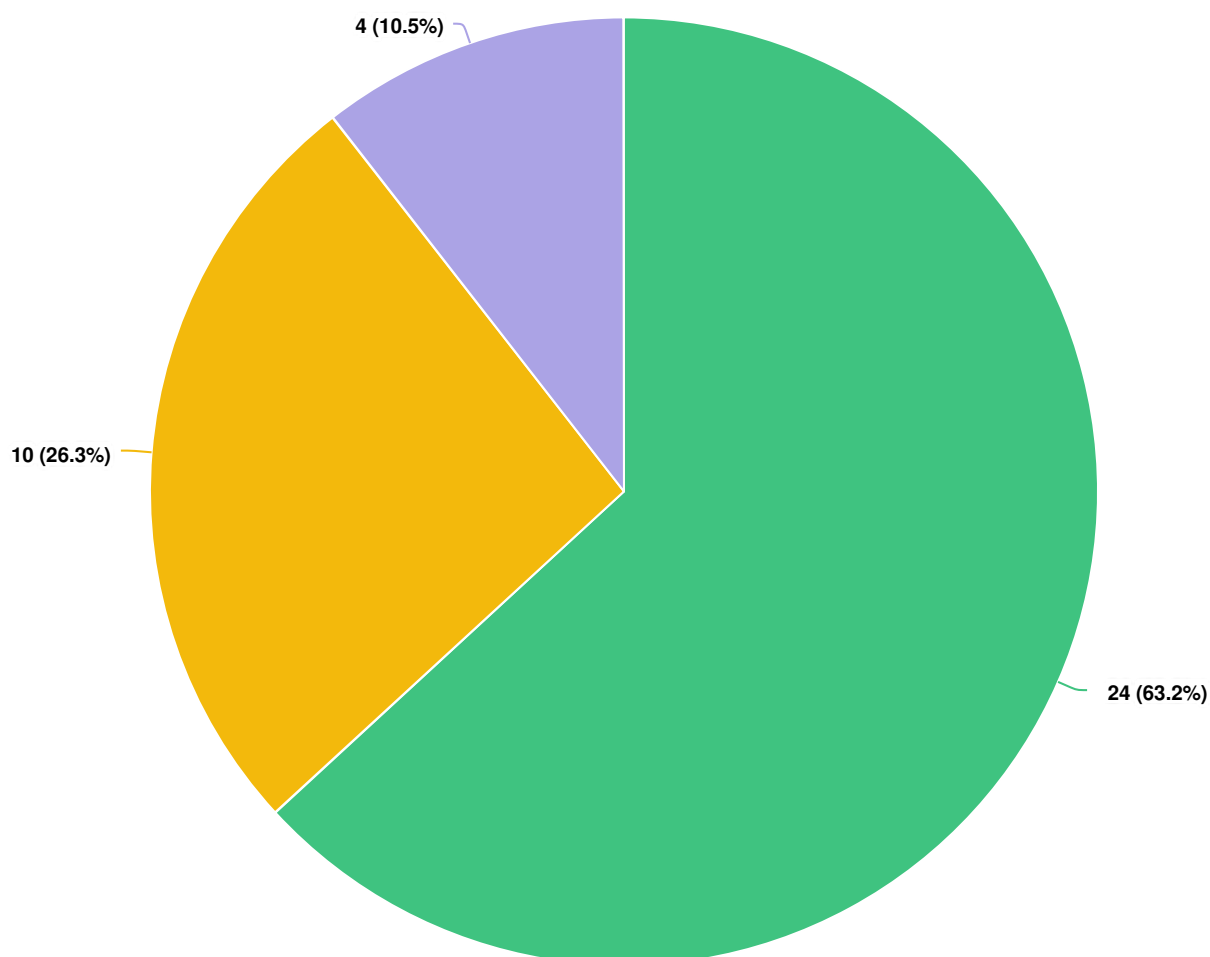
**Question options**

- Well done! ● Great improvement but it took too long to complete. ● The improvement was not worth the effort.  
● Other (please specify)

*Optional question (38 response(s), 0 skipped)*  
*Question type: Radio Button Question*



**Q3** Do you feel that you were well informed about the project's progress?



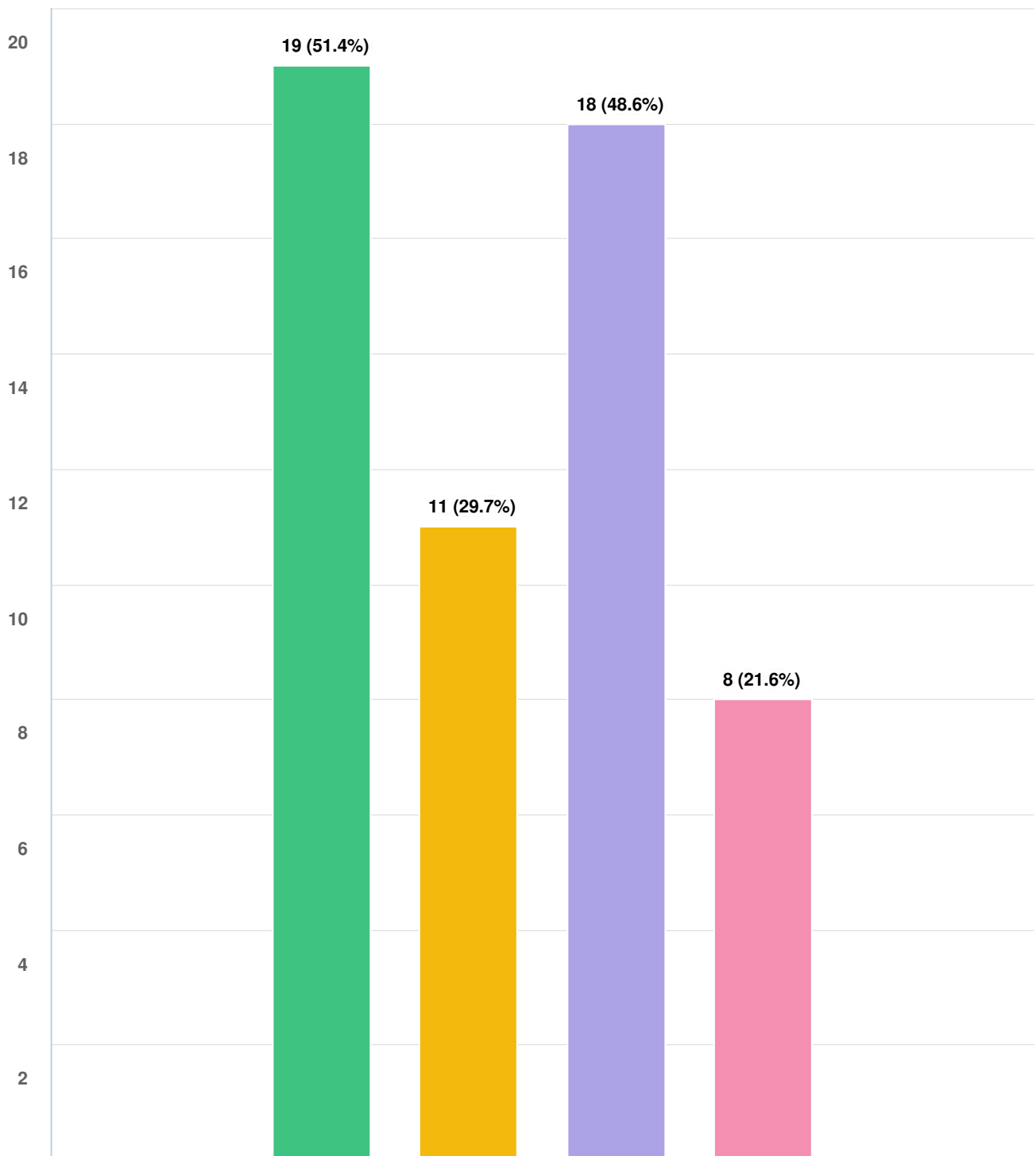
**Question options**

☒ Yes ☐ Fairly well ☐ No

Optional question (38 response(s), 0 skipped)  
Question type: Radio Button Question



**Q4** How did you receive information from the City during the Maple and Old Woodward projects?



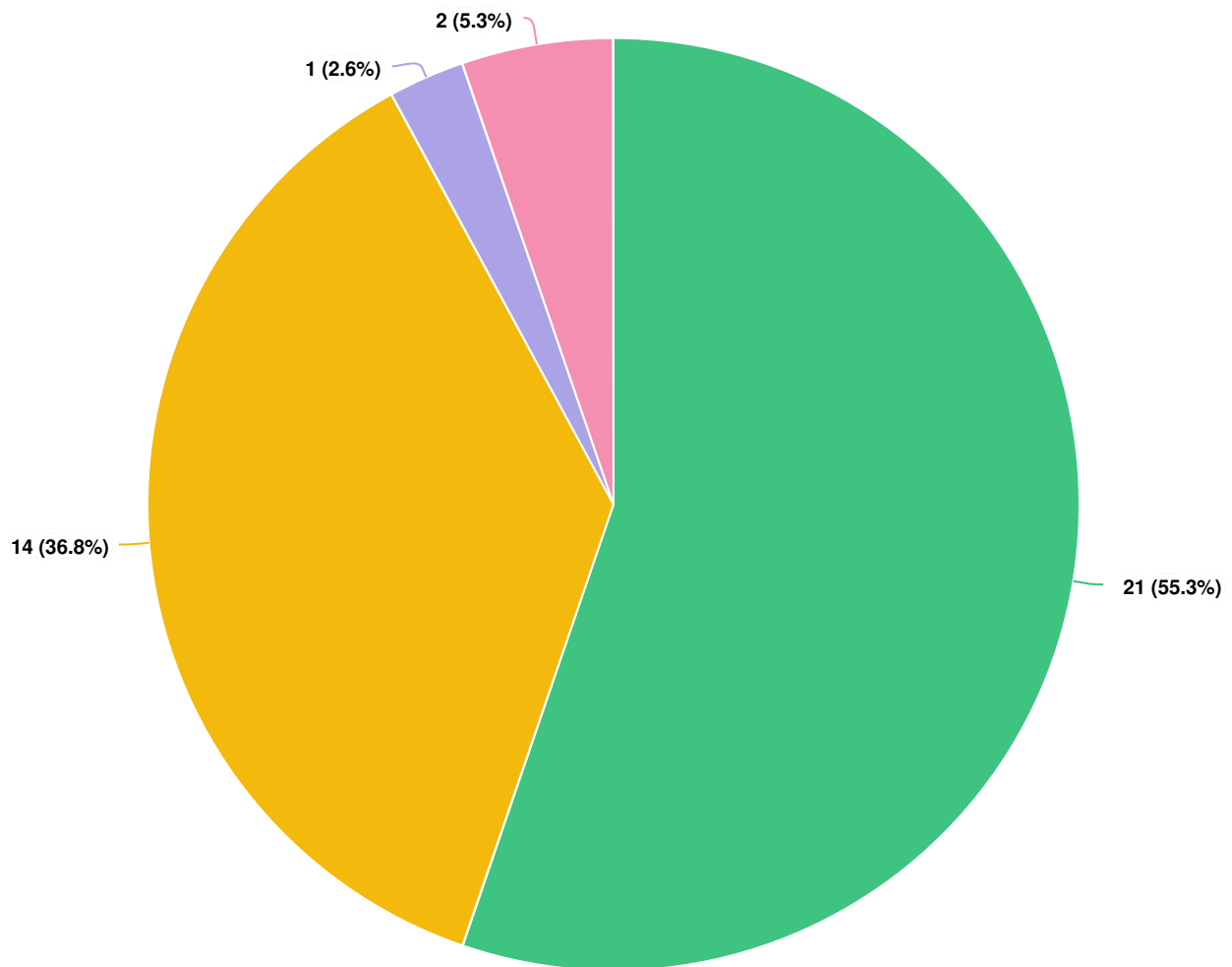
**Question options**

● Weekly e-blasts
 ● Social media
 ● The City's website
 ● Other (please specify)

*Optional question (37 response(s), 1 skipped)*  
 Question type: Checkbox Question



**Q5** | The Maple and Old Woodward projects featured widened sidewalks. What has been your experience with the widened sidewalks?



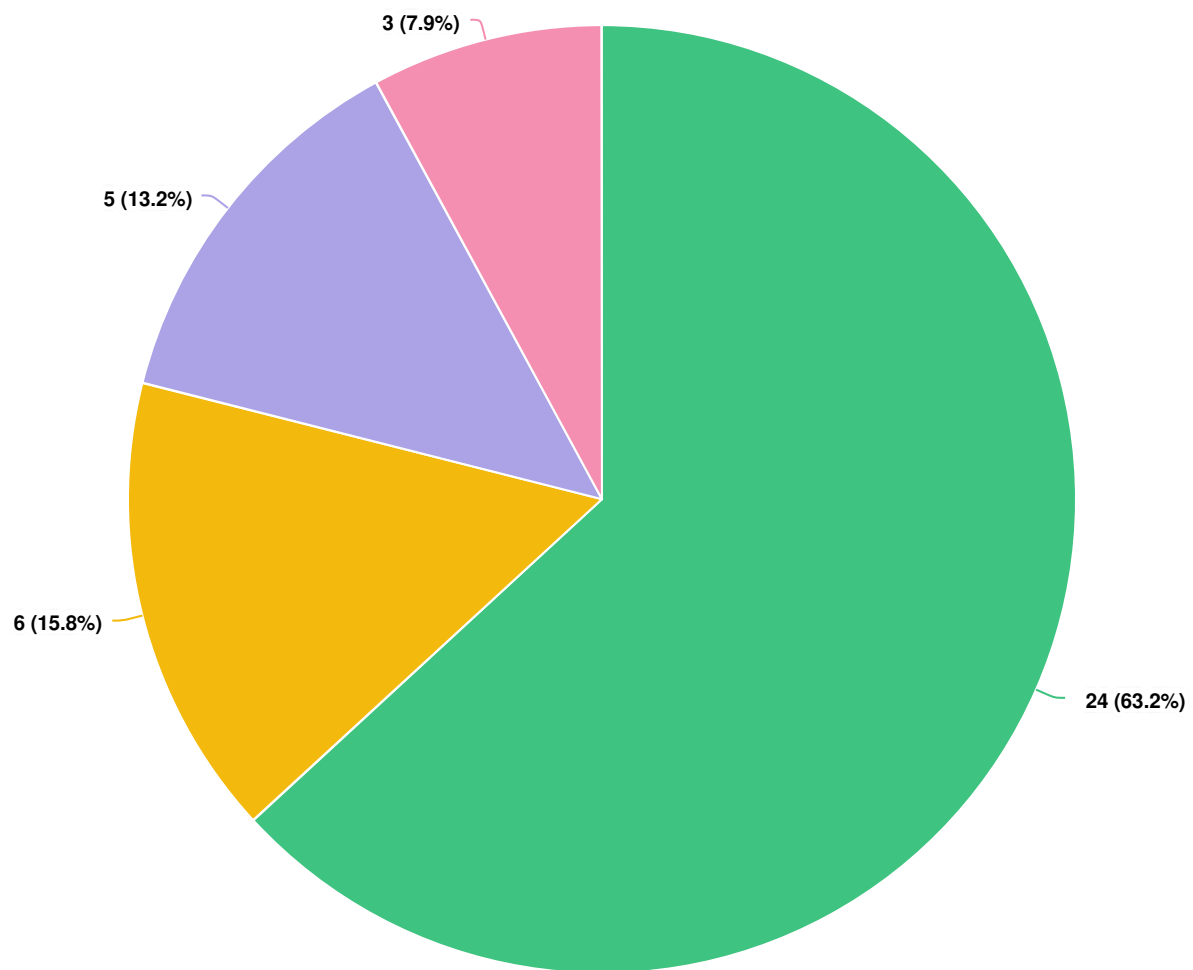
#### Question options

- I like the widened sidewalks and feel they have increased the streets' walkability.
- I have not noticed a difference while using the sidewalks on Maple Road and Old Woodward.
- I do not care for the widened sidewalks.
- Other (please specify)

Optional question (38 response(s), 0 skipped)  
Question type: Radio Button Question



**Q6** The Maple and Old Woodward projects featured bumpouts at each intersection to improve crosswalks for pedestrians. What has been your experience with the bumpouts?



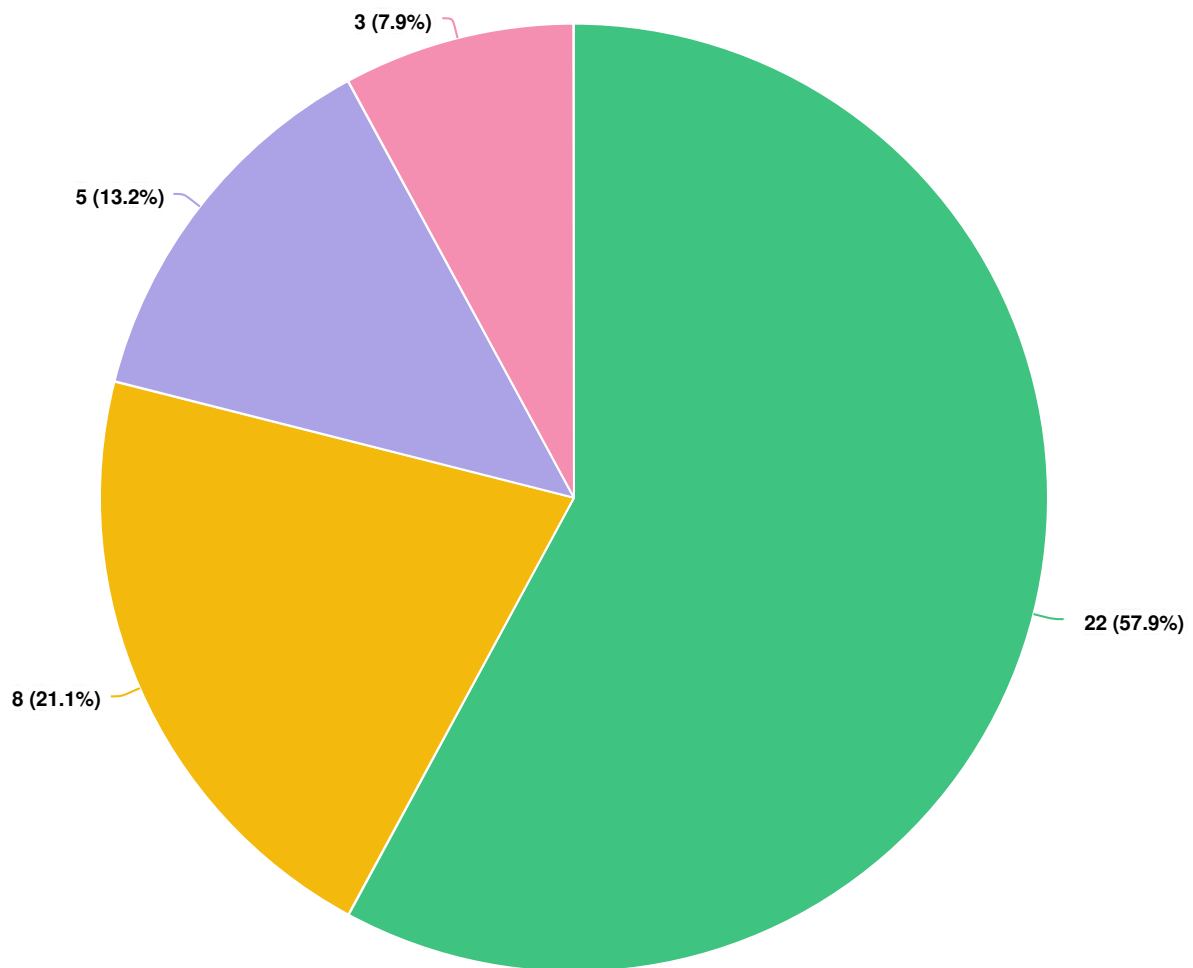
#### Question options

- I like the bumpouts and feel that they have improved pedestrian safety at the crosswalks.
- I have not noticed a difference while using the crosswalks.
- I do not care for the bumpouts.
- Other (please specify)

Optional question (38 response(s), 0 skipped)  
Question type: Radio Button Question



**Q7** | The Maple and Old Woodward projects featured mid-block crosswalks. What has been your experience using a mid-block crosswalk?



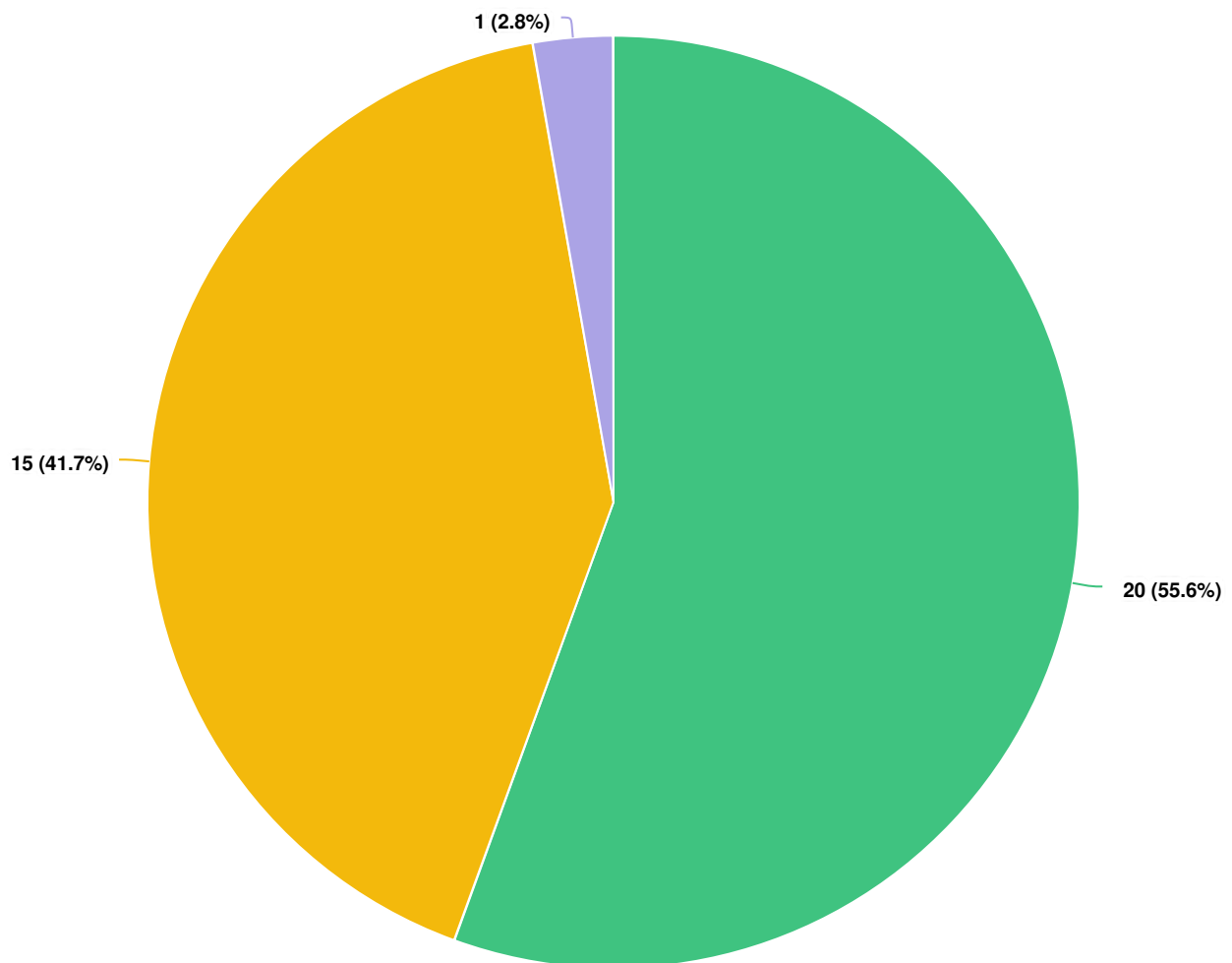
**Question options**

- I have used a mid-block crosswalk and feel it has improved my experience as a pedestrian.
- I have used a mid-block crosswalk and do NOT feel that it has improved my experience as a pedestrian.
- I have not used a mid-block crosswalk.
- Other (please specify)

Optional question (38 response(s), 0 skipped)  
Question type: Radio Button Question



**Q8** Design enhancements from the Maple and Old Woodward projects include exposed aggregate concrete, granite bench seating areas, new street lights, new landscaping, and cell phone charging stations. What is your opinion about the look and feel of Mapl...



#### Question options

- I love it! The previous projects were great improvements.
- I like some of the enhancements but not all.
- I do not like the previous designs enhancements.

Optional question (36 response(s), 2 skipped)  
Question type: Radio Button Question



## Q9 | What do you like about the design?

Screen Name Redacted

7/06/2021 11:12 AM

I think the larger sidewalks are a good idea. With that said, I feel that neighborhood restaurants should be able to keep their outside areas intact. The pandemic is still not over and these businesses are still not out of danger. The city should be doing what it can to promote the use of restaurants and still keep people safe. Many people prefer eating outside in a covered shelter. I think the city officials including Tom Markus need to wake up. Give these businesses a change to come back. Also, I'm not sure how useful these outdoor charging stations are.



Seems like they weren't needed. I have never had a parking problem in Birmingham. I go to Birmingham regularly either as a pedestrian or a driver. If a street space isn't available, I use one of the parking structures. The only thing I will say about the structures is that I think people should have the option of paying for a space with cash. Not everyone wants to use a credit card. I also believe that Birmingham has not put enough emphasis on bicycle lanes. When I am riding my bicycle I feel like I'm in the way on the sidewalk and the street. Bicycle lanes should definitely be under consideration as part of any future improvement to city streets.

Screen Name Redacted

7/06/2021 11:51 AM

The mid-block crosswalks and wider sidewalks add a level of safety for my family that I am very pleased with.

Screen Name Redacted

7/06/2021 01:58 PM

The design not only improved walkability, but enhanced the appearance of the downtown.

Screen Name Redacted

7/08/2021 04:27 AM

I like the inclusion of green spaces and the care of them.

Screen Name Redacted

7/09/2021 05:34 AM

Both the aesthetically and functionally improved for pedestrians but my experience has been no difference for how people drive in town.

Screen Name Redacted

7/12/2021 05:05 AM

VISUALLY APPEALING.  
CONTEMPORARY DESIGN - IT  
LOOKED DATED BEFORE. THE  
CITY PUTS INTO PRACTICE WHAT  
IT PREACHES - A WALKABLE  
COMMUNITY MADE MORE SO BY  
THESE DESIGN IMPROVEMENT.  
ALSO, THE UNSEEN. OUT OF  
SIGHT INFRASTRUCTURE  
UPGRADES WILL PREVENT  
FUTURE DISRUPTIONS - BURST



## PIPES, WATER MAINS, ETC.

Screen Name Redacted

7/13/2021 12:43 PM

The median planting strips are a great visual enhancement. I also believe that they have calmed the traffic.

Screen Name Redacted

7/13/2021 02:32 PM

The flowers and trees.

Screen Name Redacted

7/21/2021 03:31 PM

Love it how vehicle traffic slowed down!, love the design

Screen Name Redacted

7/22/2021 07:12 AM

Could have used more interesting and/or artistic benches

**Optional question** (10 response(s), 28 skipped)

**Question type:** Essay Question

### Q10 What elements of the design could be improved in the next phase?

Screen Name Redacted

7/06/2021 11:04 AM

Remove the cars

Screen Name Redacted

7/06/2021 01:57 PM

Wider streets for cars.

Screen Name Redacted

7/13/2021 03:11 PM

eliminate bump-outs, mid block crossings, anything concrete above ground. Concrete is hostile material to my sense of place.

Screen Name Redacted

7/13/2021 04:32 PM

Make the low-level planter smaller

Screen Name Redacted

7/13/2021 07:33 PM

Do not do construction during summer. Focus on less concrete and more greenery.

Screen Name Redacted

7/21/2021 01:35 PM

I like the widened sidewalks but the street parking is very, very narrow. If a person is not parked properly or if they have a large vehicle (SUVs especially), it is extremely tight driving along Maple. I've even seen an instant where a truck could not pass. I'm not sure what size vehicle



was used in planning but it certainly wasn't the Suburbans, Navigators, etc. that are all over Birmingham. I'd park in a lot over Maple any day.

Screen Name Redacted

7/24/2021 06:04 AM

I don't think we need the phone charging stations

Screen Name Redacted

7/29/2021 05:35 AM

The changes on Maple as aesthetically pleasing. But they caused poor traffic flow, and with that bumper to bumper traffic, Pedestrians are still having trouble with crossings. Maple Road is very narrow for Vehicle Traffic and that makes driving thru Birmingham very disconcerting. If Pedestrian Safety was the issue, the plan should have closed Maple and rerouted the traffic to either side of the City.

**Optional question** (8 response(s), 30 skipped)

**Question type:** Essay Question

## Q11 | What suggestions do you have for future phases?

Screen Name Redacted

7/06/2021 11:04 AM

Solicit, listen to, and act on suggestions from the residents in advance rather than after the fact. This is half the job to take feedback afterward. The southern end project is adjacent to residential neighborhoods. The opportunity to reduce the congestion noise and commercial traffic impact on the neighborhood is now. Southbound traffic from old Woodward needs to exit just south of the 555 building. Traffic behavior south of that exit is on monitored and out of control. Create huge noise problems. A sound barrier needs to be installed along the grassy triangular area east of the open space. The high dB noise level renders that entire area unusable for human banks. Put in



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	some sound barriers, hard scape. Block the freaking noise
Screen Name Redacted 7/06/2021 11:12 AM	see above.
Screen Name Redacted 7/06/2021 11:51 AM	Phase 3- It is very difficult to turn onto Old Woodward, both north and south, from Frank Street (CVS corner). The plans appear to address some of this issue by slowing down traffic but please review this corner to improve visibility and safety for the homeowners in this area. I couldn't be happier with the news that the construction on the south part of Old Woodward will soon begin. Thank you so much! -Jacob
Screen Name Redacted 7/06/2021 01:58 PM	Take the time to examine every detail, and insist on adherence to the design.
Screen Name Redacted 7/07/2021 04:24 PM	Listen to people that ride bikes for transportation not as a 50 person spandex mob taking over the street.
Screen Name Redacted 7/08/2021 04:27 AM	I'm worried about visibility and safety turning from bowers onto old Woodward.
Screen Name Redacted 7/09/2021 05:34 AM	While other cities all over the country including neighboring ones are improving accessibility for bicycling this design is going in the opposite direction. Phase 1 made it worse for riding a bicycle into town on Old Woodward as there is no way to safely share the road with traffic without dominating the lane. Riding on the sidewalk is dangerous for pedestrians and not really an option. Extending this design further south on Old Woodward is reducing accessibility to town on bicycle. The improvements while very good in some dimensions made it worse for bicycles to travel. On a positive note I do like that there are more

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fixtures/racks to lock a bicycle up on Old Woodward which is very bicycle friendly; the issue is how to safely ride to one. My suggestion is to include pavement markings and signage to recognize that bicycles have the right to travel on the street. As a tax payer of Birmingham I would like the plan to be more inclusive of bicycling on Old Woodward.

Screen Name Redacted

7/12/2021 05:05 AM

I CANNOT WAIT UNTIL SOUTH OLD WOODWARD IS REDONE THUS COMPLETING THE ENTIRE PROJECT. ROLL ON 2022!

Screen Name Redacted

7/13/2021 12:43 PM

South Old Woodward needs the same careful attention to detail as the previous two projects. especially bumpouts and median planting strips The current pedestrian and driving experiences are dreadful. As the southern "gateway" to Birmingham, the existing condition is exceedingly ordinary and is basically a raceway to more interesting sections of town. As residents who regularly walk this area, we look forward to these desperately needed improvements.

Screen Name Redacted

7/13/2021 04:18 PM

Walkability is paramount

Screen Name Redacted

7/13/2021 04:32 PM

Don't make any roadway as narrow as Maple now is

Screen Name Redacted

7/13/2021 07:33 PM

Do not take out the greenery on north old Woodward. Be careful not to change the look and feel from today.

Screen Name Redacted

7/21/2021 05:12 PM

Don't use too much grey and consider historic elements to keep the charms

Screen Name Redacted

7/22/2021 11:51 AM

The city should take more consideration for the safety of the pedestrians when landscaping

Screen Name Redacted

There is a crosswalk near Leo's and



7/24/2021 06:04 AM

lots of landscaping in the middle which blocks the view of pedestrians if you are a driver. If there is a mid street walkway, it needs to be clear to see pedestrians. Also crossing Woodward Avenue at Bowers, crosswalk time is not enough to get across the street. I would love to see a bridge to unite both sides.

Screen Name Redacted

7/29/2021 05:35 AM

Birmingham is VERY Bike unfriendly. Families and Seniors are now riding their bikes. I am one of them, I can ride to and thru town, but it is not safe, I have to ride on the street in B'ham or walk my bike on the sidewalks. The city is not user friendly. Since the residents pay over 80% of the taxes there should have been more family friendly thoughts in the development. The changes are strictly, esthetic and for the Commercial Customers. In my Opinion.

**Optional question** (16 response(s), 22 skipped)**Question type:** Essay Question

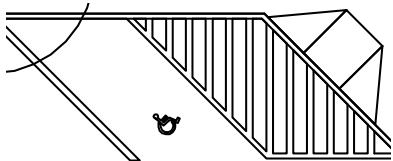


# BENEFITS OF CHANGES TO PARKING

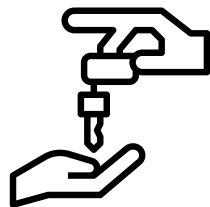
Existing parking: **154**  
Existing parking utilization: **36%\***

Proposed parking: **94**  
Proposed parking utilization: **60%\***

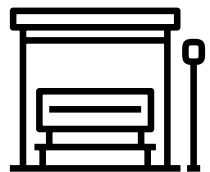
\*Goal is 85% Occupancy



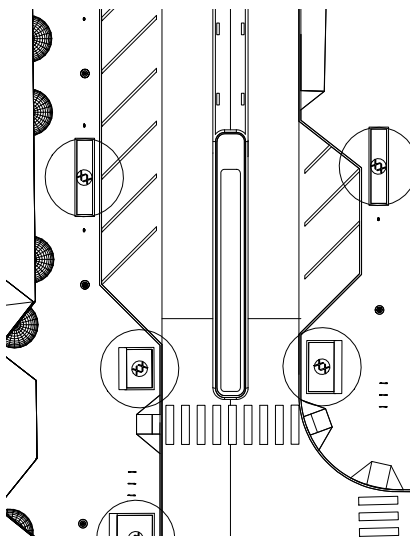
**ADA SPACE CONFIGURATION**



**VALET FOR RESTORATION HARDWARE**



**BUS STOP AT BOWERS**



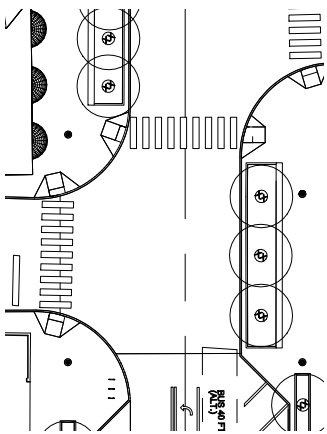
**BUMP-OUTS**

Assure sight and physical distance for pedestrians at driveways, crosswalks, parking, and intersections. Slows down vehicles because they create a narrowed visual corridor.



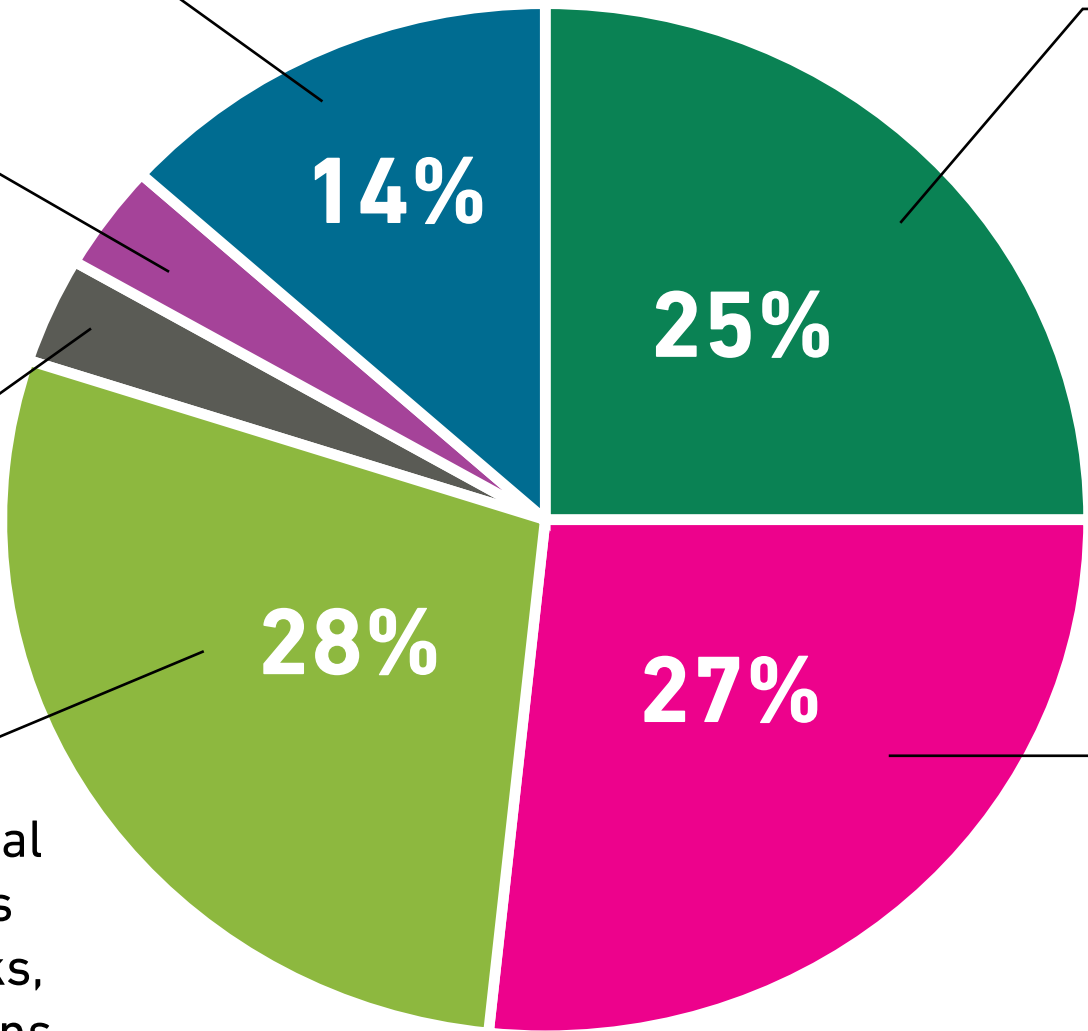
**PROPOSED CROSSWALKS**

Crosswalks proposed are necessary based on updated pedestrian counts and safety.



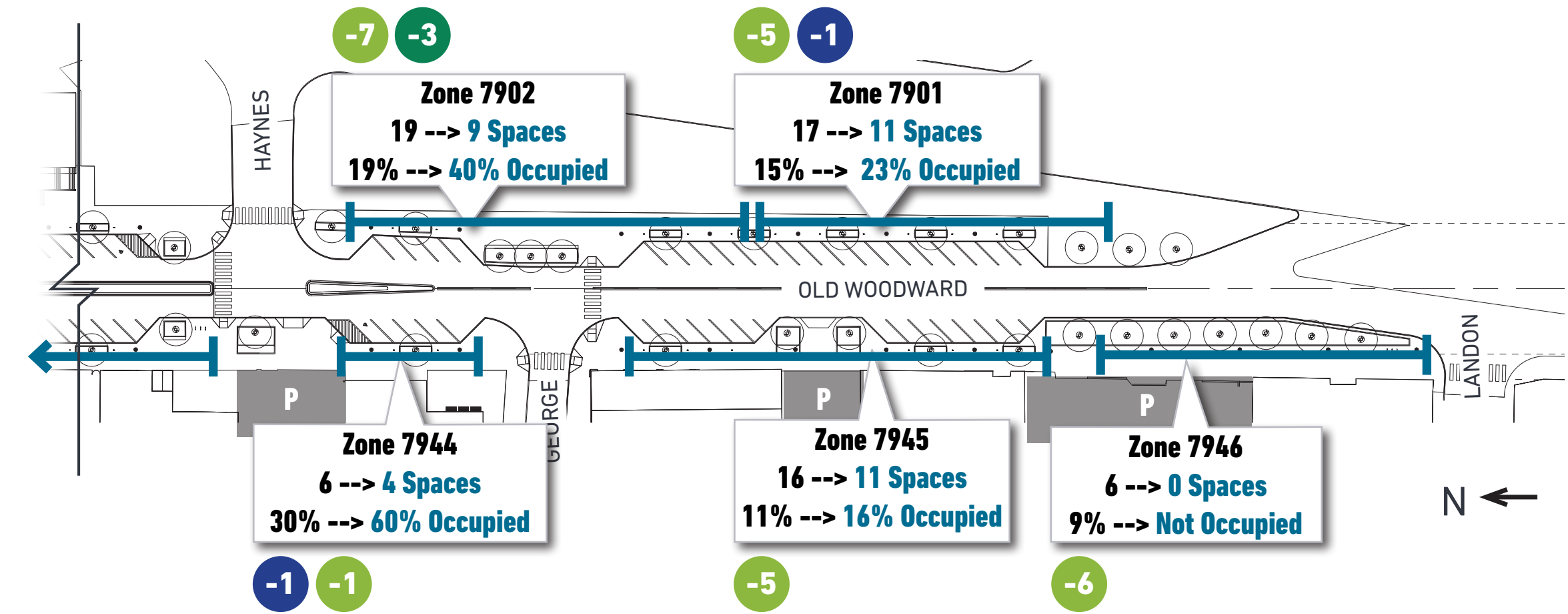
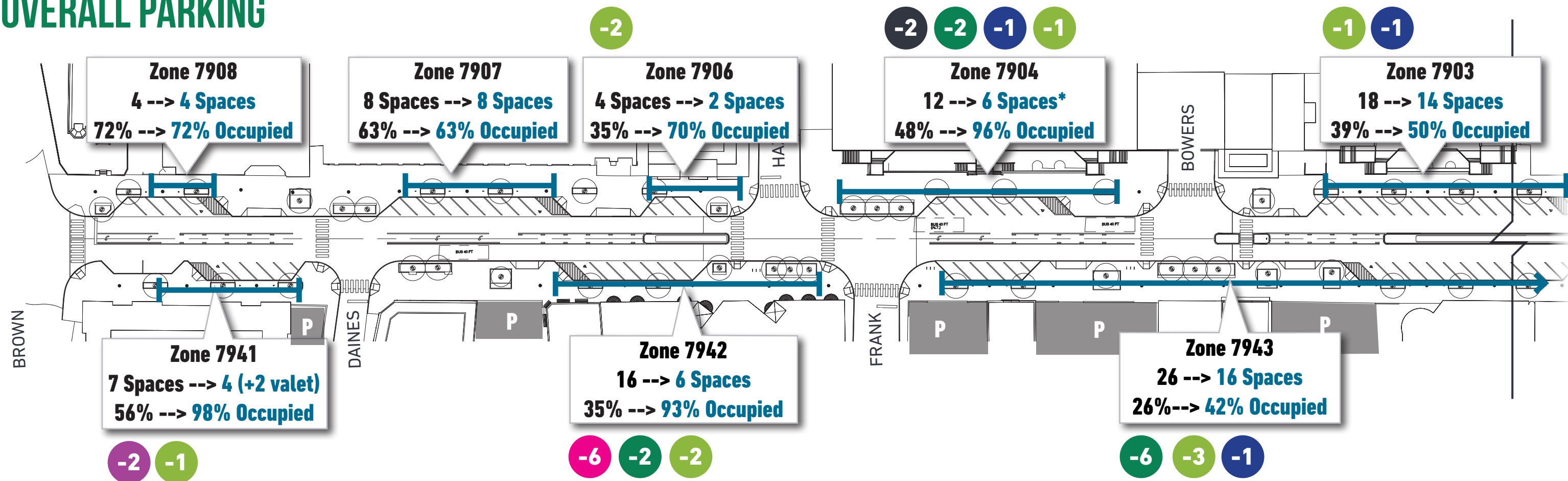
**ANGLED PARKING MOVEMENT**

Angled parking which backs into an intersection or crosswalk is dangerous.





# OVERALL PARKING



**LEGEND**  
Existing%--> Proposed% Occupied

**REASONS FOR PARKING REDUCTION**

- ADA SPACE CONFIGURATION
- BUMP-OUT
- RESTORATION HARDWARE
- BUS STOP RELOCATION
- CROSSWALK
- ANGLED PARKING MOVEMENT



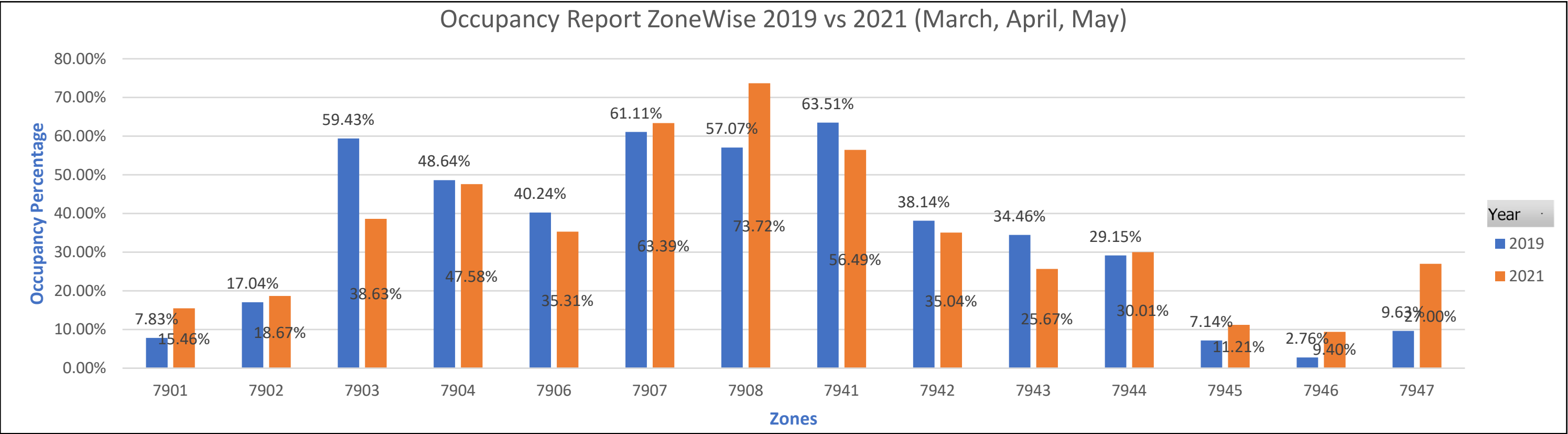
# OVERALL 2021 PARKING ANALYSIS

## 2021 Parking Occupancy Takeaways:

- » Much higher occupancy at north end of study corridor near Brown St.
- » Very low occupancy south of Haynes
- » Zero zones averaged optimal occupancy rate of 85%.

## 2019-2021 Change Takeaways:

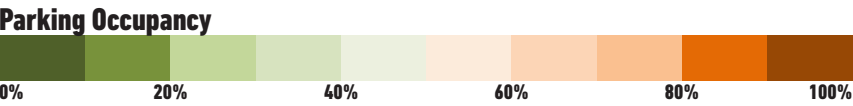
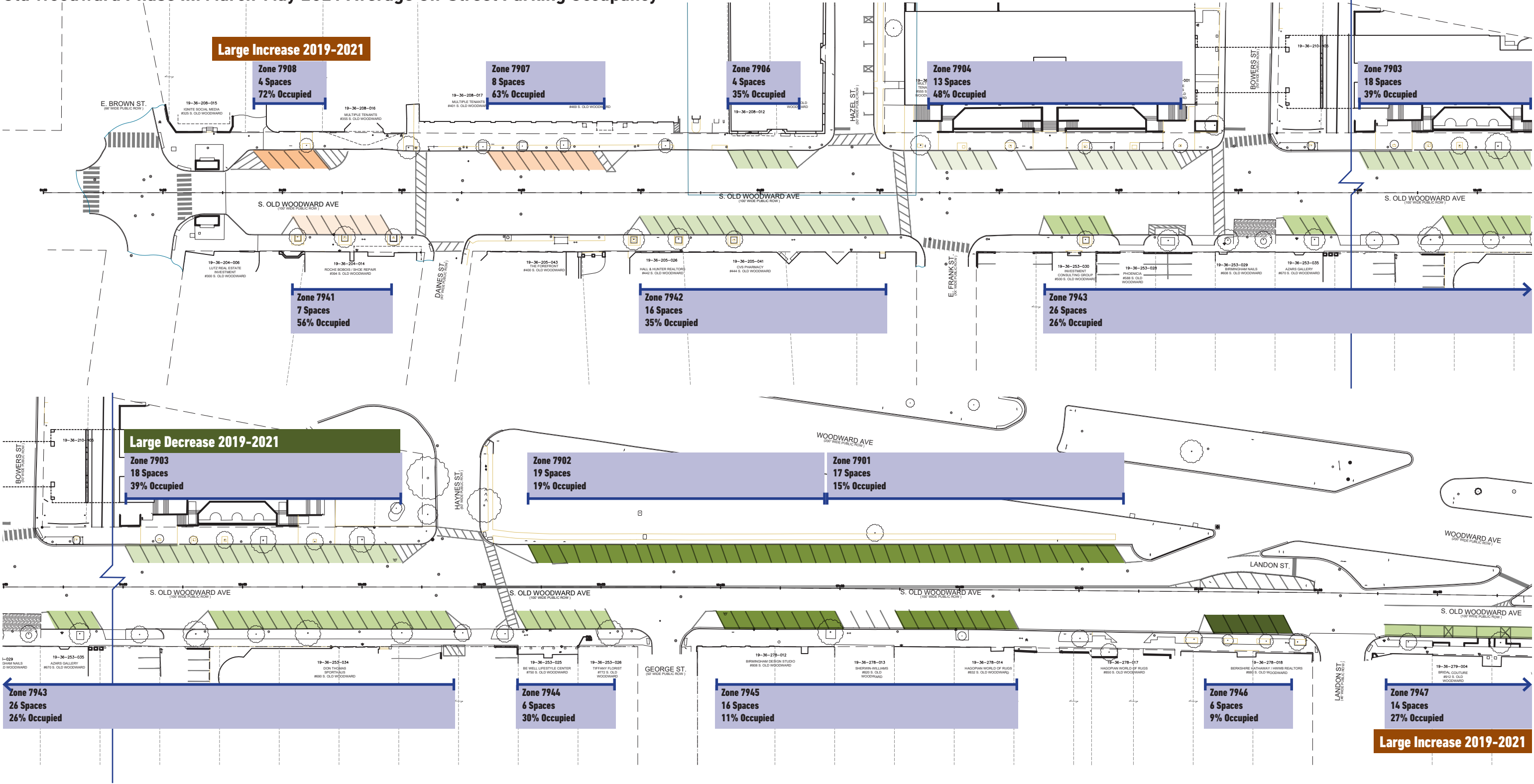
- » 11 zones changed by less than +/- 10%
- » 2 zones increased occupancy by >10%
- » 1 zone decreased occupancy by >10%





# OVERALL 2021 PARKING ANALYSIS

Old Woodward Phase III: March-May 2021 Average On-Street Parking Occupancy







## Frequently Asked Questions regarding South Old Woodward Reconstruction Phase 3

### When and where will the South Old Woodward Reconstruction Phase 3 Project take place?

Phase 3 of downtown infrastructure improvements will span South Old Woodward between Brown and Landon. The project will begin in the spring/summer of 2022 and is expected to be complete within four-five months.

### What improvements are planned for the project?

The reconstruction project will result in new underground infrastructure and new streetscape between Brown and Landon. Similar to the award winning 2018 Old Woodward Reconstruction Project and 2020 Maple Road Reconstruction projects, design features will include:

- Curb bumpouts at each intersection to improve crosswalks for pedestrians. Mid-block crosswalks, raised planter beds and landscape features will also be added.
- Enhancements such as: exposed aggregate concrete, granite bench seating areas, new street lights, and cell phone charging stations.
- Improved on-street accessible parking spaces, each served with an individual sidewalk ramp to improve conditions for those needing accommodations.



### Will there be changes to parking along this section of South Old Woodward?

Yes. This project area has "tee" intersections at Daines, Hazel, East Frank, Bowers, Haynes and George. At these intersections, bump-outs will be incorporated to improve crosswalk conditions and driver safety, and thereby eliminating some parking spaces that are located opposite of the street approach. Other factors that will contribute to a reduction in parking spaces include ADA accessibility improvements and moving the bus stop for northbound Old Woodward from its current location on Bowers (under the elevated parking deck for the 555 building), to a safer location on South Old Woodward, north of Bowers.

Recent parking meter data was reviewed to see the current utilization of parking spaces in the project area. There are currently 154 current parking spaces in the project area, with an average utilization of 36% (approximately 55 vehicles occupying spaces). Based on the concept plan being developed, 94 parking spaces are proposed (net reduction of 60 spaces). Using the current parking meter data, the proposed parking utilization would be 60% for the conceptual configuration. Our goal for parking space utilization is typically 85% occupancy, so even with the reduced spaces in the proposed concept, the overall utilization shows some excess parking capacity will remain.

### How can I share feedback with the city regarding the first two phases of downtown infrastructure improvements?

The city's public engagement platform, [Engage Birmingham](https://engage.bhamgov.org) (engage.bhamgov.org), offers the community an opportunity to share feedback about their experiences as a pedestrian and driver on the previous phases of the project.

### How can residents and businesses learn more about the project?

Residents and businesses are encouraged to sign up for the South Old Woodward Reconstruction Phase 3 Constant Contact group at [bit.ly/bhamnews](https://bit.ly/bhamnews) to receive updates throughout the project. More information about the project can also be found at [www.bhamgov.org/oldwoodwardphase3](https://www.bhamgov.org/oldwoodwardphase3).



**City Of Birmingham Multi-Modal Transportation Board**  
**Thursday, June 3, 2021**  
**Held Virtually Via Zoom and Telephone Access**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, June 3, 2021.

Acting Vice-Chair Katie Schafer convened the meeting at 6:00 p.m.

**1. Rollcall**

**Present:** Acting Vice-Chair Katie Schafer; Board Members Andrew Haig, David Hocker, David Lurie, Tom Peard, Doug White; Alternate Board Member Joe Zane; Student Representative Alex Walters

All located in Birmingham, MI unless otherwise noted.

**Absent:** Chair Johanna Slanga; Student Representatives Lauren Morris, Justin Schoener

**Administration:** Jim Surhigh, Consulting City Engineer ("CCE")  
Brooks Cowan, City Planner ("CP")  
Laura Eichenhorn, City Transcriptionist  
Scott Grewe, Police Operations Commander  
Scott Zielinski, Assistant City Engineer

**Fleis & Vandenbrink (F&V):**

Julie Kroll

**MKSK:**

Matt Manda, Brad Strader, Haley Wolfe

**2. Introductions**

**3. Review Agenda**

**4. Approval of MMTB Minutes of May 6, 2021**

**Motion by Mr. Lurie**

**Seconded by Mr. Haig to approve the MMTB Minutes of May 6, 2021 as submitted.**

**Motion carried, 7-0.**

ROLL CALL VOTE

Yeas: Lurie, Haig, Peard, Hocker, White, Schafer, Zane

Nays: None

**5. Phase III – S. Old Woodward (Brown to Landon)**



CCE Surhigh and Mr. Strader introduced the item.

Ms. Wolfe, Mr. Manda, and Mr. Strader presented the item.

Mr. Haig expressed concern that the proposed loss of spaces could steer drivers into parking in the residential areas. He said that upcoming business developments in the area might increase the demand on parking, making the loss of spaces even more noticeable.

Acting Vice-Chair Schafer agreed with Mr. Haig, noting that many of the parking spaces being removed are largely used by drivers visiting a specific business and not by drivers parking and walking to downtown.

Mr. Manda stated that the parking currently located at the terminuses of Frank, Hazel and Bowers was not safe either for pedestrians or drivers and must be removed. He noted that there is ample off-street parking in the area.

CCE Surhigh assured the Board members that their concerns would be considered as the plans evolve.

A few Board members expressed appreciation for the green spaces as proposed in Concept B, the proposed benches, and street activation areas.

Ms. Wolfe said she would provide documentation to the Board outlining the number of spaces proposed for removal in each location.

Mr. Manda noted that some of the spaces proposed for removal could be retained if it was determined that was most appropriate for the area.

Two members disagreed as to whether there should be more or fewer crosswalks at Haynes.

Mr. Strader said crosswalks at Haynes were still being evaluated and that traffic counts would be used to help determine the appropriate number.

Two Board members recommended that options for muffling the sound from Woodward be explored for the street activation areas.

It was noted that Staff and consultants would also be meeting with business owners in the area and the public to get feedback on the designs as the process moves forward.

Mr. Strader reminded the MMTB that spaces were removed on N. Old Woodward and Maple and that while businesses were concerned about the potential impact there have been no real adverse effects. He stated that the Commission has emphasized green spaces and pedestrian safety as priorities and that both of the concepts presented move towards those goals.

In reply to comment from Mr. Haig, Mr. Manda agreed that pollinators would be appropriate on the green median if it is installed as proposed in Concept B.



Mr. Manda and Ms. Wolfe added that plants on the median would need to withstand road salt and should likely include some evergreens as well to maintain aesthetics during the winter.

Ms. Kroll noted that EV charging stations were under review with the Advisory Parking Committee (APC).

Mr. Strader recommended that if members of the MMTB had any feedback regarding potential EV charging stations that they submit it to the APC.

#### Public Comment

Paul Reagan stated he lives near Landon and Old Woodward, and that he is the President of the Homeowners Association there. He agreed that the City should explore ways of minimizing the sound from Old Woodward in order to benefit businesses in the area. He added that Staff and consultants should solicit feedback from the public before the plans get too far along.

### **6. Oak Street Pedestrian Improvements**

CCE Surhigh introduced the item.

Mr. Strader, CCE Surhigh and Ms. Kroll summarized the item.

Student Rep. Walters said that having an active pedestrian warning beacon in the area could be useful.

Mr. Haig agreed and said solar activated warning beacons should be considered.

The Board concurred it would be useful to indicate that the sidewalk ended with the use of barriers, plantings, signage or some combination.

Mr. Peard and Acting Vice-Chair Schafer both noted pedestrians would need advance notice that the sidewalk ends.

Ms. Kroll agreed, and said installing signage at the point where pedestrians should use the crosswalk might be appropriate.

Mr. Strader said he would consult with Ms. Wolfe to get suggestions for aggregate and plantings that could be used on the south side of Oak to deter pedestrian traffic.

Echoing a previous comment from Acting Vice-Chair Schafer, Mr. Lurie said that in making the motion he would want to review the impact of the short term improvements somewhere between the end of the summer and six months from the present discussion.

#### **Motion by Mr. Lurie**

**Seconded by Mr. Haig to approve the following short term improvements to encourage safer pedestrian travel on Oak Avenue between Lakeside and Lakeview:**

**1. The installation of R1-6 signs on the east side of the Lakeside Drive and Oak intersection and the west side of the Lakeview and Oak intersection;**



## **5. Phase III – S. Old Woodward (Brown to Landon)**

CP Cowan introduced the item.

Mr. Strader, Ms. Wolfe, and Ms. Kroll presented the item.

Mr. Haig asked if a crosswalk south of Frank had been considered instead of a crosswalk south of Hazel.

Ms. Wolfe said that the crosswalk south of Hazel is used so frequently that MKSK did not consider removing it. Mr. Strader added that there was a driveway too close to the intersection to add a crosswalk south of Frank.

Mr. Strader also stated that they could look into moving the bike rack closer to one of the proposed crosswalks.

The Board agreed with the consultants' endorsement of Option A for the Hazel/Frank intersection.

Ms. Kroll stated that the traffic and pedestrian impacts of the potential RH development were factored into the modelling and development of the Phase III proposals.

The Board agreed with the consultants' endorsement of Option A for the Haynes/George intersection.

In reply to Chair Slanga, Ms. Wolfe said MKSK could look into ways of discouraging cars from using the moped parking near Maple and Old Woodward.

The Board discussed the bus stop proposals and had some concerns with both proposals. It was decided that they would revisit the bus stop proposals once the consultants received feedback from SMART.

There was Board consensus that installing infrastructure for potential future electric vehicle charging would be appropriate.

Ms. Kroll stated that the modelling for the Phase III proposals could be updated to include alleys and parking lot driveways if some of the merchants agree to move their parking lot driveways off of Old Woodward.

## **6. Neighborhood Connector Bicycle Map**

CP Cowan presented the item. He explained that on-street parking was included in the map in order to let cyclists know where they should be more cautious about potential car door-cyclist interactions.

The Board recommended posting the Map under the Parks and Recreation dropdown on the City website, under "Bike Map". CP Cowan said he would work with the City to get it posted, and that he would send the Board members an email once it was live.



**DATE:** July 29, 2021

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Commander Scott Grewe, Police Department  
James Surhigh, Consulting City Engineer  
Scott Zielinski, Assistant City Engineer

**SUBJECT:** S. Eton Bike Lane Study Update

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The City Commission approved numerous changes to S. Eton from Maple to Lincoln on a trial basis back in 2019, with the intention of evaluating conditions before and after the trial period. With the onset of the pandemic and a disruption of traffic patterns and volumes, the evaluation period was extended until “normal” conditions returned. As all restrictions related to the pandemic were lifted on June 22, 2021, City staff is recommending an evaluation of the pilot project on S. Eton.

On July 8, 2021, the MMTB reviewed the proposed scope of work for the study as proposed by Fleis & Vandenbrink, including traffic counts, crash data and speed data. The MMTB agreed with the proposed scope of work for the study, and asked staff to seek feedback from residents via the City’s social media channels.

Fleis & Vandenbrink collected the requested data on Thursday, July 22, 2021 and on Saturday, July 24, 2021 (both good weather days), and is currently reviewing the traffic counts and crash and speed data to determine the impacts of the changes made to S. Eton. In addition, the City is preparing a survey for residents to be posted on Engage Birmingham seeking input on the vehicle, bicycle and pedestrian changes to S. Eton from Maple to Lincoln over the past 2 years. This survey will be live mid-August, and will be advertised through the City’s social media channels. Signs will also be posted along the entire study corridor to direct residents through a QR code and a web address to the survey on Engage Birmingham (see attached sign design).

All data and public input collected and analyzed will be provided to the MMTB along with recommendations for the corridor this fall.



# South Eton Bikeway Evaluation Survey

The City of Birmingham is evaluating the bikeway design of South Eton Street. Please use this QR code or the link below to access our quick online survey where you can give your feedback on the South Eton Street design.

We appreciate your participation!

## QR Code



### Instructions:

Open up your camera app on your smart phone/device and hover it over the QR code. A window will pop up on your screen to indicate that you can access the survey. Click on that window to take you to the survey.

Or, simply type in the link below the QR Code into your phone or other smart device to access the survey.

[engage.bhamgov.org/south-eton-bikeway](https://engage.bhamgov.org/south-eton-bikeway)



TELL US  
WHAT YOU  
THINK!



### LEGEND:

- Protected Bike lane
- Unprotected Bike lane
- Shared-lane

Questions?  
Please Contact:  
XXX  
XXX







## MEMORANDUM

Engineering Dept.  
Planning Dept.  
Police Dept.

**DATE:** July 30, 2021

**TO:** Multi-Modal Transportation Board

**FROM:** Jim Surhigh, City Engineer  
Jana Ecker, Planning Director  
Scott Grewe, Police Commander

**SUBJECT:** Signage Request on Ravine

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### INTRODUCTION

The police department received an email on June 21, 2021 from resident Kate Safford regarding people speeding on Ravine (attached). Staff spoke with Ms. Safford who stated vehicles coming off Old Woodward and turning south on Ferndale were speeding. She believed a good portion of the issue was related to carry out service at Market. However, Ms. Safford stated the curve of the intersection and landscaping caused safety concerns due to reduced visibility.

### BACKGROUND

The intersection of Ferndale and Ravine only has a stop sign for northbound traffic on Ferndale at Ravine. There is no traffic control from the alley, or on Ravine. Ms. Stafford noted some of the neighbors have suggested a 4-way stop at this intersection. The roadway on Ravine curves to the west of the intersection, and gives drivers limited sight distance at Ferndale and the alley to see cars east and west on Ravine.

### SUMMARY

Staff contacted Fleis & Vandenbrink (F&V) and asked they review the intersection and provide a recommendation. The F&V report is attached.

### SUGGESTED RECOMMENDATION

To install 4-way stop control at the Ferndale and Ravine intersection and provide a stop sign on the southbound approach on Brookside Ave. at Ravine.



On Mon, Jun 21, 2021 at 8:20 PM Kate Safford <[katesafford@sbcglobal.net](mailto:katesafford@sbcglobal.net)> wrote:  
Loved your update BTW - concise, nothing but the facts, just straight-forward facts.

On a separate note, my husband and I live on Ravine (a block from Market North corner and the newly renovated "Red" Studio to become a restaurant soon). How do we get the police to put up mph signs?? Now we have all kinds of people speeding up our street, turning around in and out of the alley (we are the stone and tile house at 211 - the alley is next to our home), and driving around the block because there is no parking for their pickup. I can't believe that the "City" allowed another restaurant in this neighborhood. There's already no parking. I'm not kidding, folks pass by the restaurant, go around the curve and speed up the street. Someone, perhaps a child will be killed. Some of the neighbors have suggested a 4-way stop at Ravine and Ferndale. We sit out on our porch in the evening, and now it's loud. Where shall we start? We knew Chief Studt, but he's gone. Shall I bring this up on the "Bang the Table website?"

I am copying you Brad because you are in the neighborhood as well. It's truly gotten crazy. Perhaps we need a car counter or something to check out the traffic increase and perhaps a speed calculator?

Kate Safford  
248-867-3442



# MEMO

VIA EMAIL

**To:** Cmdr. Scott Grewe, Operations Commander  
Birmingham Police

**From:** Julie M. Kroll, PE, PTOE  
Nick Van Heck, EIT  
Fleis & VandenBrink Engineering

**Date:** July 29, 2021

**Re:** Ferndale Ave. and Ravine Rd. Multi-Way Stop Evaluation

Fleis & VandenBrink (F&V) staff is pleased to present this memorandum to the City of Birmingham for your use evaluating the intersection of Ferndale Avenue & Ravine Road. The City of Birmingham has received input from neighborhood residents regarding the safety of this intersection and requested an evaluation to determine what mitigation measures should be considered.

F&V performed a field review to evaluate the intersection and it was determined that multi-way stop control should be considered. Therefore, further analysis was performed to determine if this mitigation is recommended in accordance with the guidance outlined 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 (AASHTO) *Geometric Design of Highway and Streets (Green Book)*. The results of the analysis and the recommendations are included herein.

## INTERSECTION CONTROL ANALYSIS

The study intersection of Ferndale Avenue & Ravine Road is a four-leg intersection that provides stop-control only on the northbound approach (south leg) of Ferndale Avenue. Section 2B.07 of the *MMUTCD* provides a set of criteria to evaluate in order to determine when the installation of multi-way stop should be considered at an intersection. The applicable criterion includes the evaluation of the *Crash History* and *Sight Distance* at the intersection.

### CRASH HISTORY

*Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. Not met.*

A crash analysis for the study intersection was performed and the most recent 10-years of available data (2011-2020) was collected from *Michigan Traffic Crash Facts*. The results of the analysis showed one weather related crash that occurred March 2014. Therefore, no correctable crash history was identified at this intersection.

### SIGHT DISTANCE

*Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop. Met.*

The intersection sight distance evaluation is shown on the attached exhibit and shows that there is not adequate sight distance to support the existing intersection operations. Therefore, an All-Way Stop controlled intersection is recommended for Ferndale Avenue and Ravine Road.

Additionally, during the field review it was identified that the adjacent intersection at Brookside Avenue does not provide a Stop sign on this minor street approach. Due to the sight distance limitations on Ravine Road, it is recommended that a Stop sign is provided on the Brookside Ave. approach.

27725 Stansbury Boulevard, Suite 195  
Farmington Hills, MI 48334

P: 248.536.0080

F: 248.536.0079

www.fveng.com



## **RECOMMENDATIONS**

1. Provide All-Way Stop control at the Ferndale Road & Ravine Road intersection.
2. Provide a Stop sign on the Brookside Ave. approach at Ravine Road.

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

NVH:jmk





## FIGURE 1

### SITE DISTANCE

FERNDALE AVE. AND RAVINE RD. - BIRMINGHAM , MI

#### LEGEND



SITE LOCATION





**DATE:** July 30, 2021

**TO:** Multi-Modal Transportation Board

**FROM:** Jana Ecker, Planning Director  
Commander Scott Grewe, Police Department  
James Surhigh, Consulting City Engineer  
Scott Zielinski, Assistant City Engineer

**SUBJECT:** Latham Repaving Project Update

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This project is currently planned for Birmingham's pavement maintenance program to be completed this fall. This portion of Latham Road is currently improved. The general work being performed is milling the existing asphalt surface, and installing a new asphalt surface. As these type of pavement maintenance treatments are expected to have a service life of 8-15 years, sewer and water main improvements are generally not included in the scope-of-work. This project was initially presented to the Multi-Modal Transportation Board (MMTB) in March 2021, when a resolution was passed expressing support of the design option to re-configure the intersections to improve non-motorized safety and mobility.

Latham is generally a 30ft wide, 2 lane asphalt road with concrete curbs. There are no sidewalks present along this road. Plans include milling the asphalt surface, performing limited curb repairs, and replacing the asphalt.

A review of the Multi Modal Transportation Master Plan shows a portion of the route is designated as a "Neighborhood Loop". Other issues are very large radii at intersections of Wakefield, Southlawn, Worthington and Norfolk, which can be considered undesirable for non-motorized users' safety. Some intersections have used painted pavement markings and signage to delineate a tighter turning radius in an effort to mitigate this.

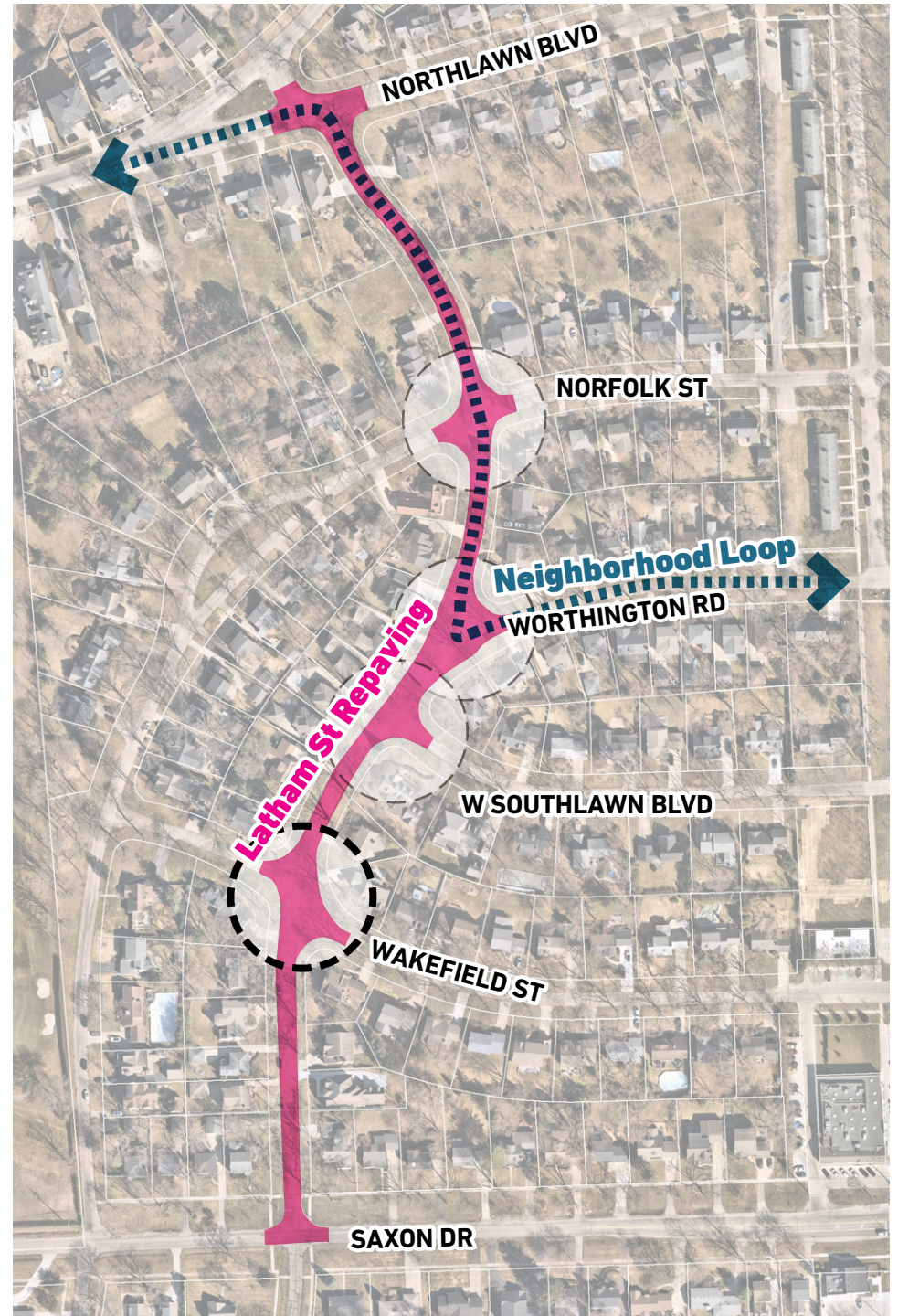
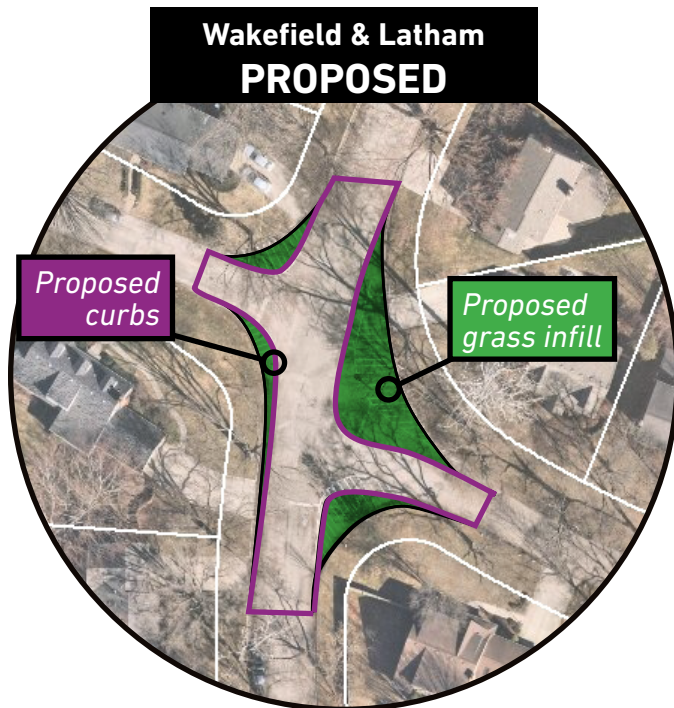
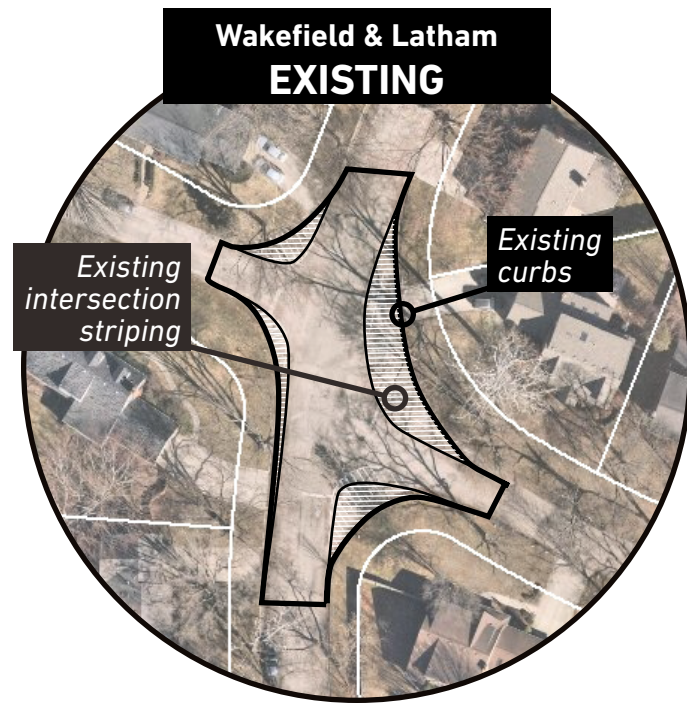
MKSK developed an option to address issues at the intersections, which were then presented for public input through a survey posted on Engage Birmingham. The results of the survey indicated strong support for the proposed option to construct new curbs that would better define the street intersections. Attached are the figures used in the survey, along with the survey results.

Construction plans have been prepared, and the project will be advertised for bids beginning August 3, 2021. The project will be brought to the City Commission on August 23, 2021 for award, and we are asking the MMTB to express support for the proposed option to reconfigure the intersections.

**SUGGESTED ACTION:**

To express support of the proposed option to reconfigure the intersections at Wakefield, Southlawn, Worthington and Norfolk as part of the upcoming 2021 Asphalt Maintenance Program project for Latham Road.



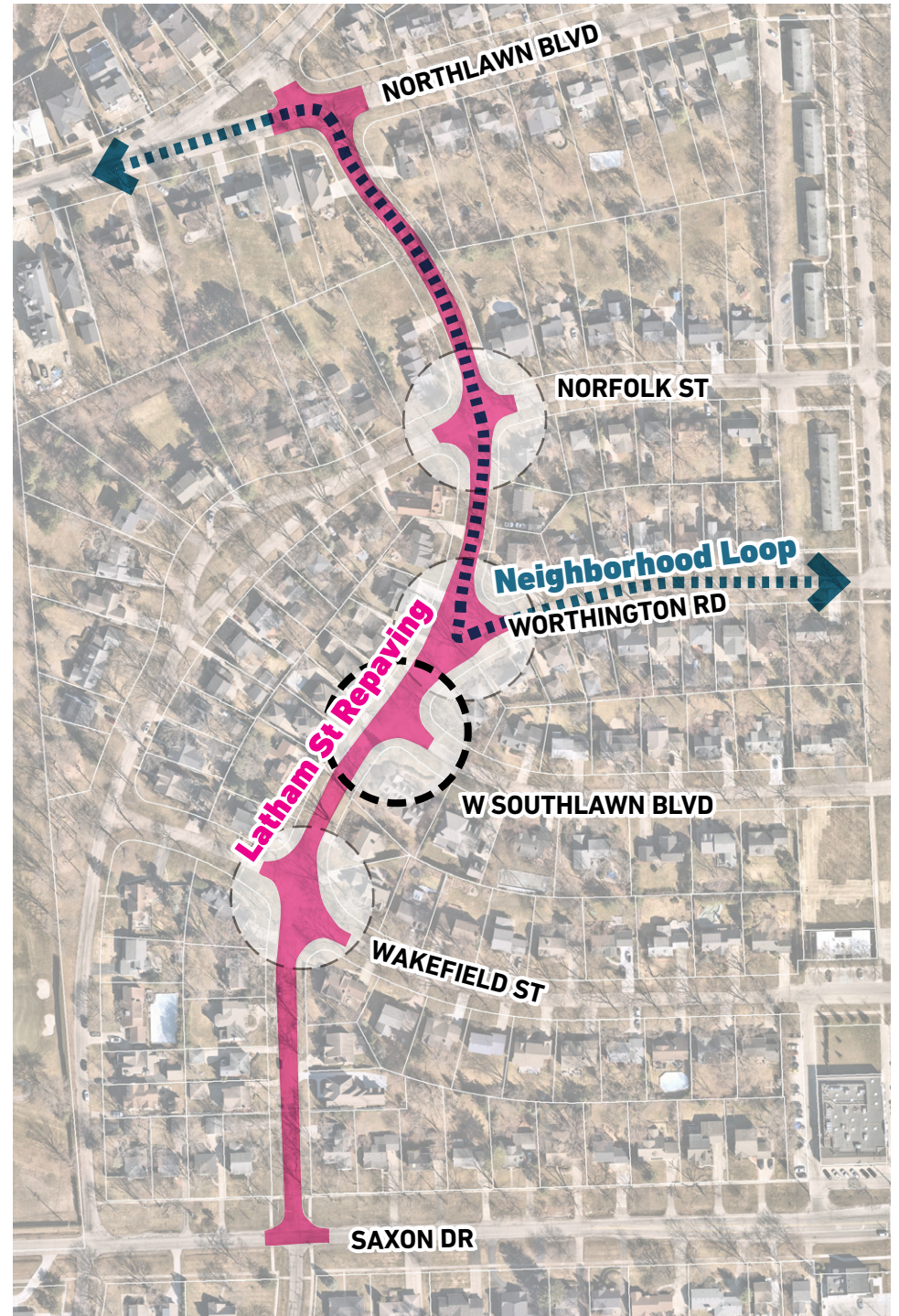
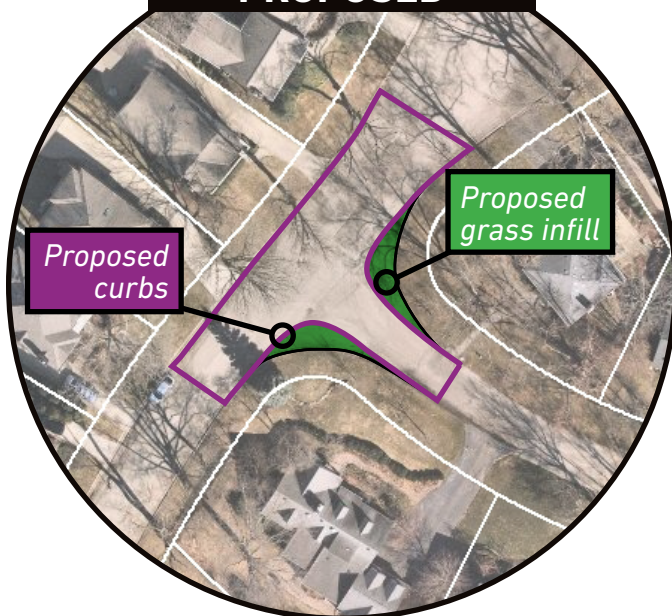




**Southlawn & Latham  
EXISTING**



**Southlawn & Latham  
PROPOSED**





**Worthington & Latham**  
**EXISTING**

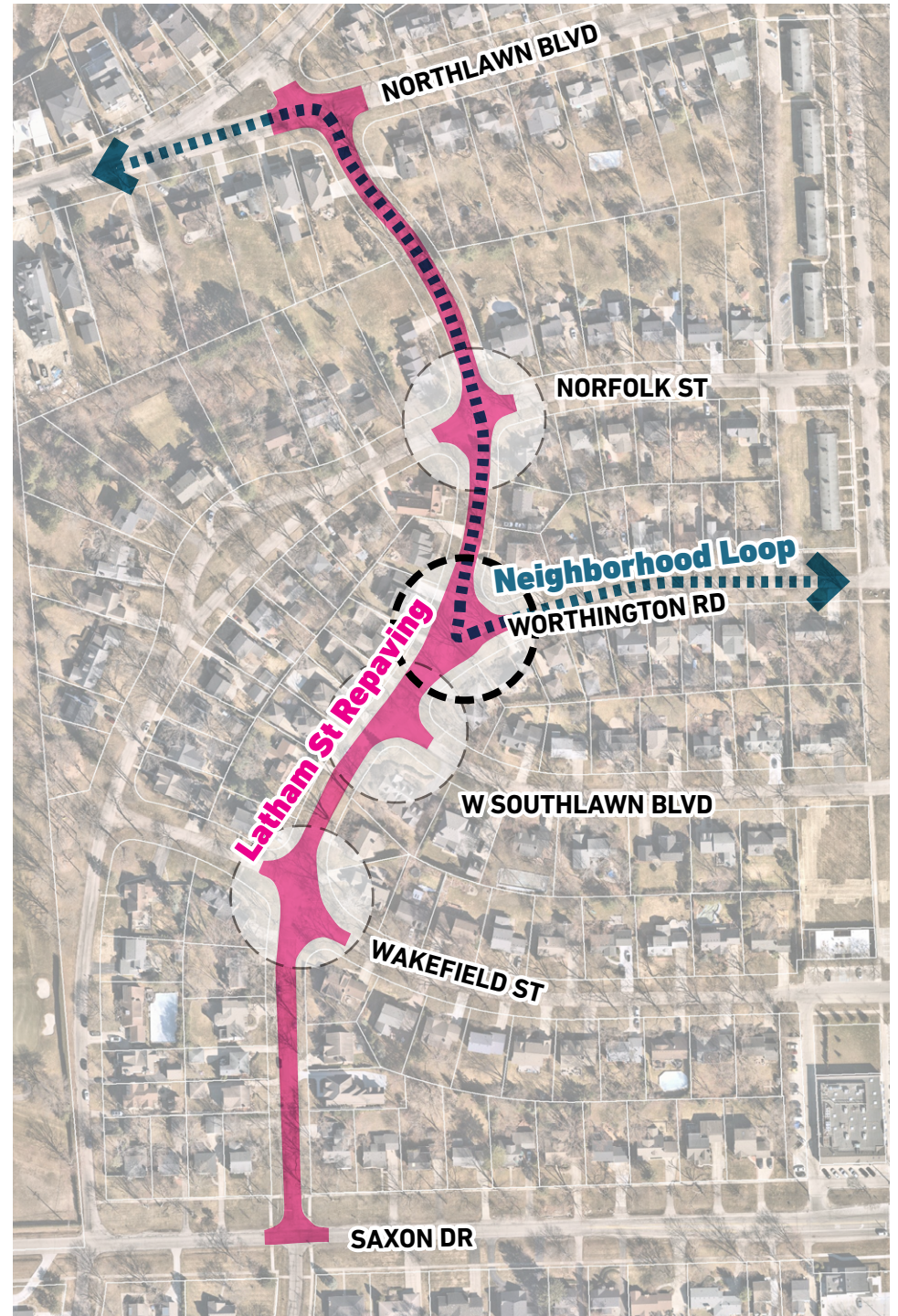
Existing curbs

**Worthington & Latham  
PROPOSED**

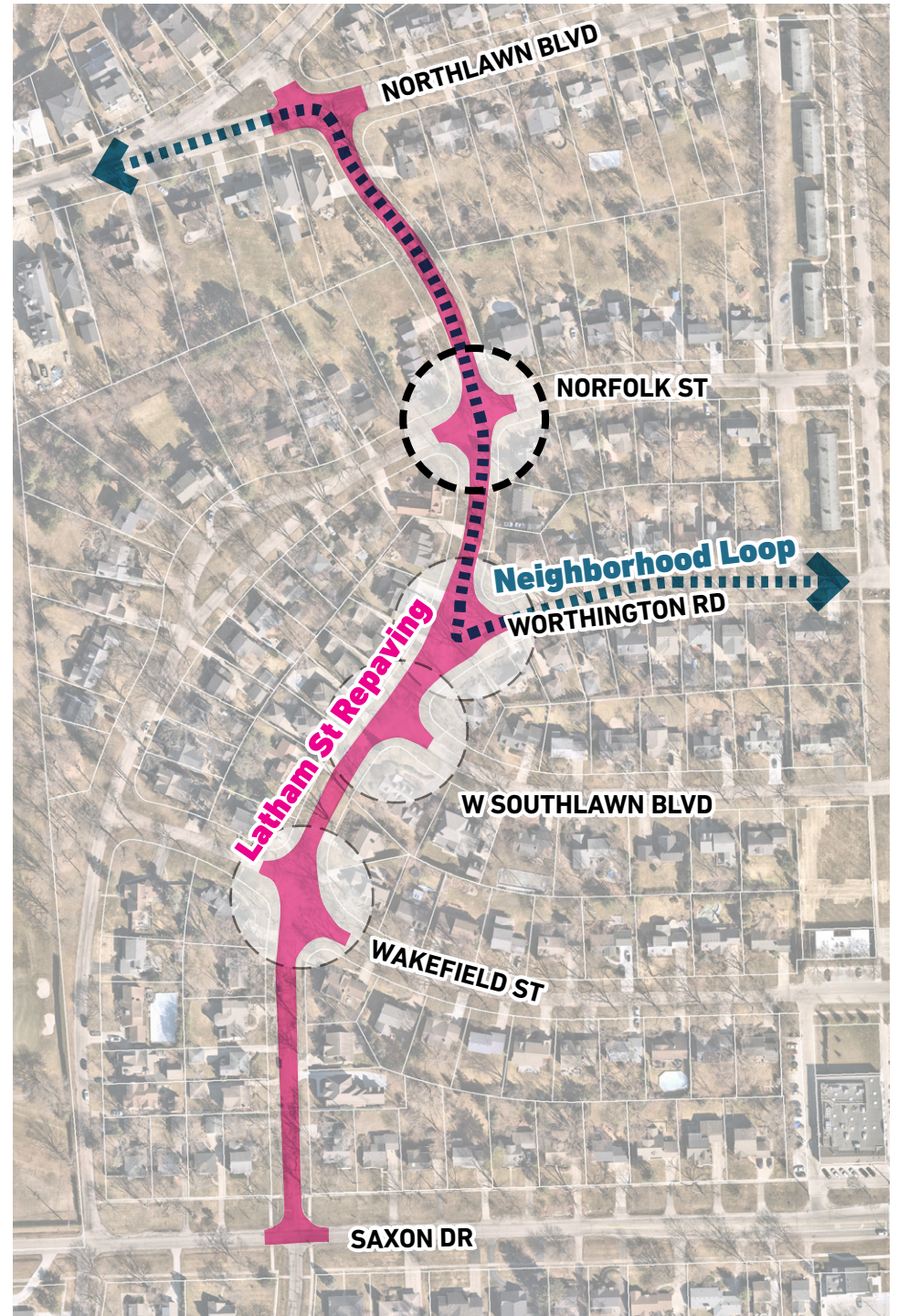
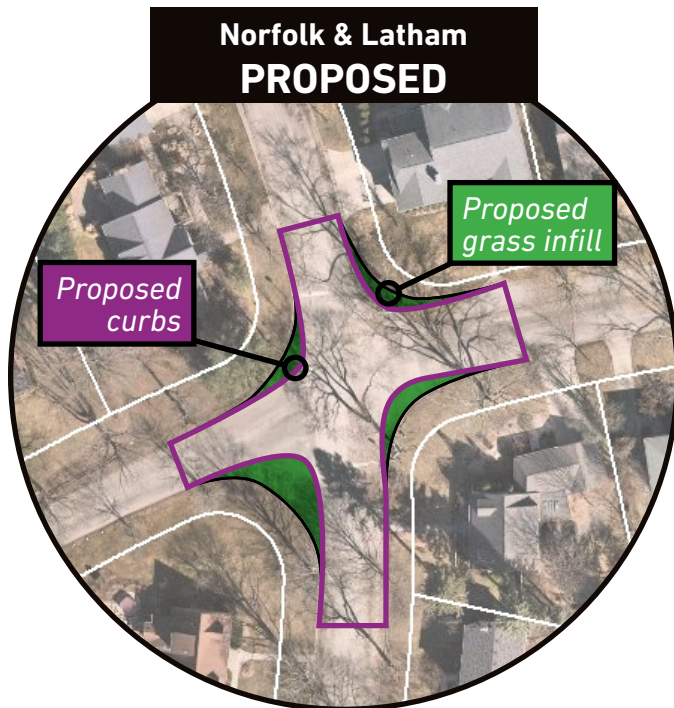
*Proposed curbs*

*Proposed grass infill*

This aerial map shows a residential area with several houses and bare trees. A purple outline indicates the 'Proposed curbs' for a new driveway or parking area. A green shaded region indicates the 'Proposed grass infill' area, which is adjacent to the purple-outlined area. The map is circular and includes a north arrow in the top left corner.









# Latham Intersection Survey

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## SURVEY RESPONSE REPORT

29 April 2021 - 29 July 2021

### PROJECT NAME:

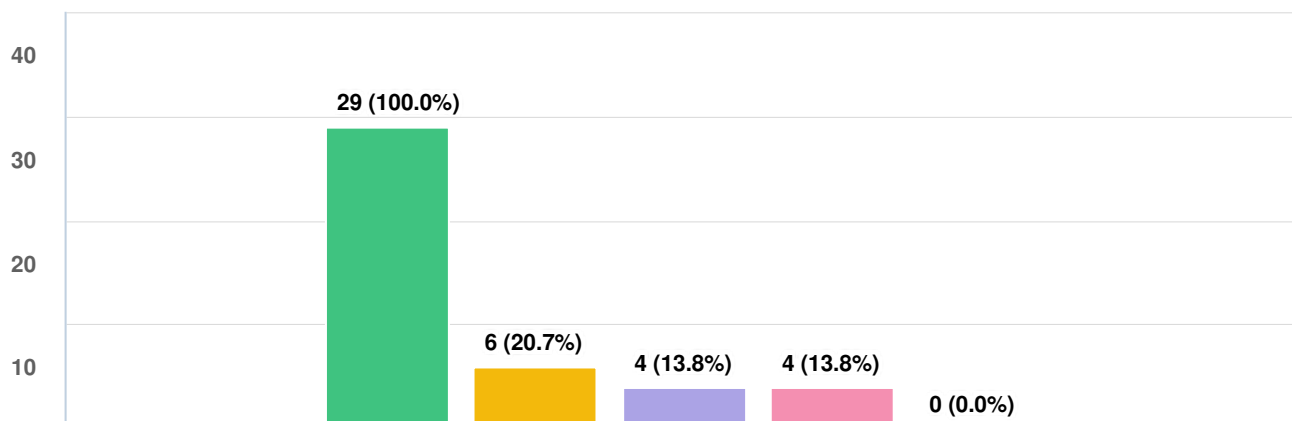
Latham Street Paving Project



# REGISTRATION QUESTIONS



## Q1 What best describes you? (check all that apply)



### Question options

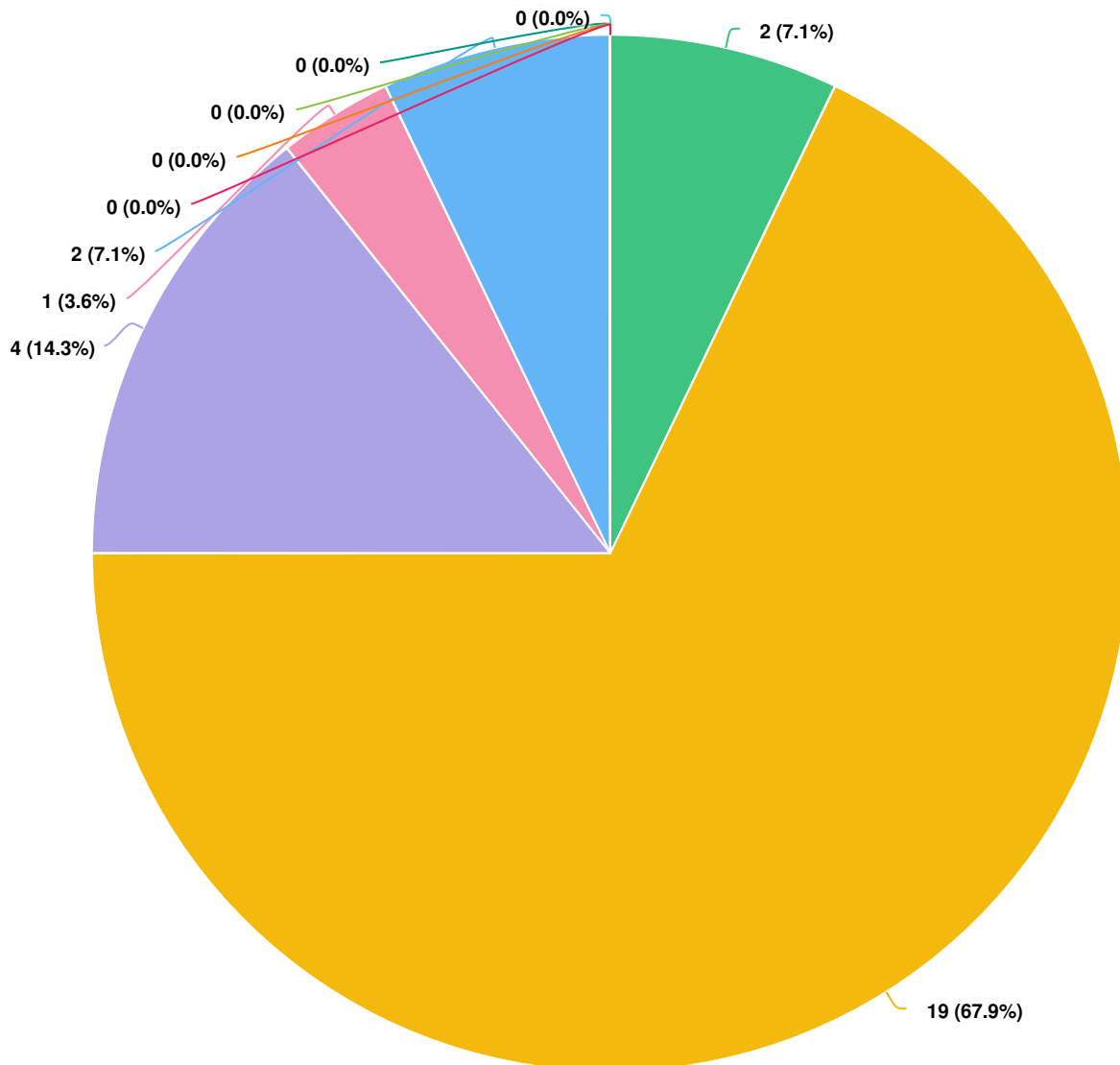
- I live in Birmingham.
- I work in Birmingham.
- I own a business in Birmingham.
- I am a frequent visitor to Birmingham.
- I am a student in Birmingham.

Mandatory Question (29 response(s))

Question type: Checkbox Question



**Q2 Which section of Birmingham do you live in?**



**Question options**

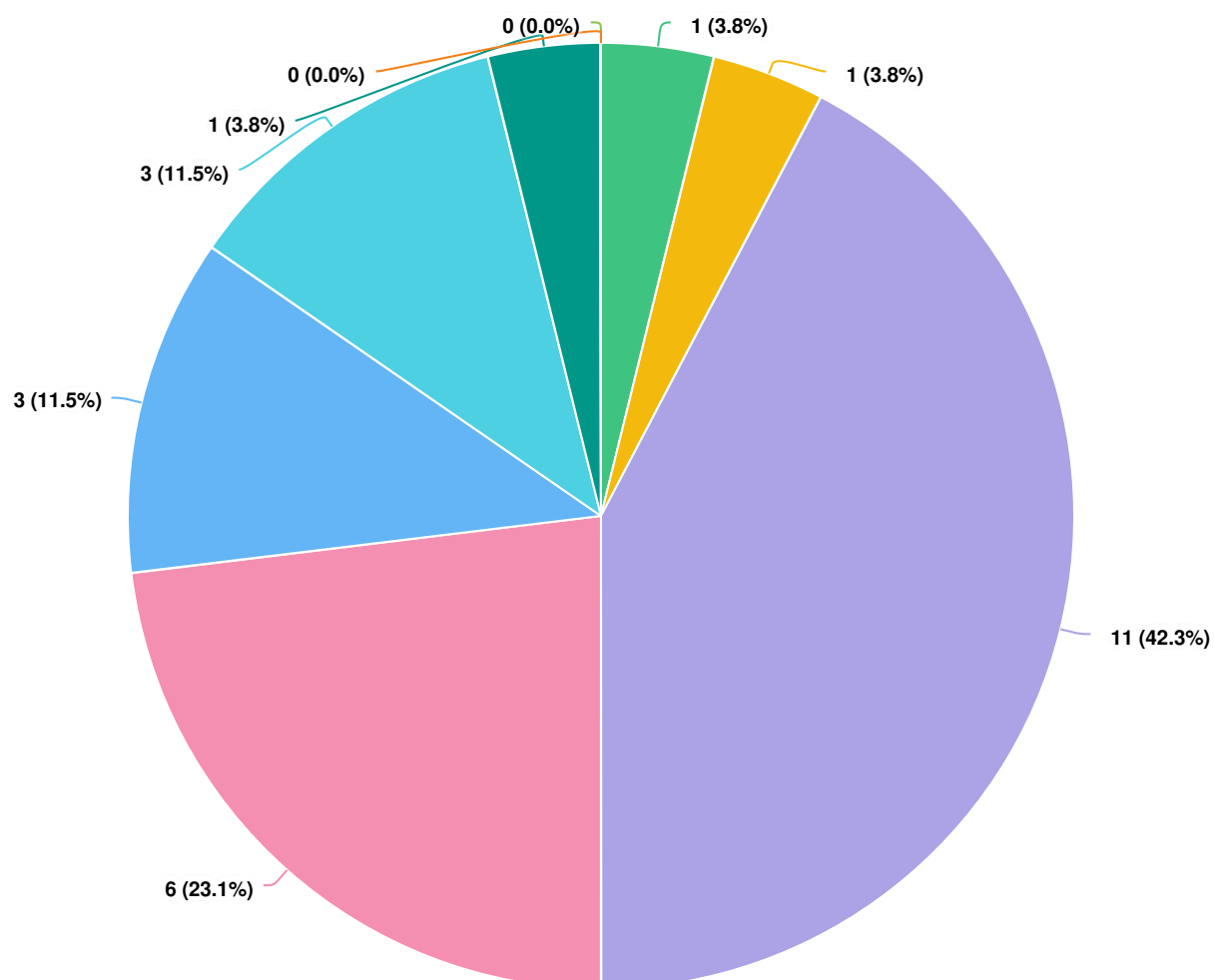
2 5 6 7 9 1 3 4 8 N/A

Optional question (28 response(s), 1 skipped)

Question type: Dropdown Question



**Q3** In which decade were you born?



**Question options**

● 1931-1940 
 ● 1941-1950 
 ● 1951-1960 
 ● 1961-1970 
 ● 1971-1980 
 ● 1981-1990 
 ● 1991-2000  
● Before 1931 
 ● After 2000

Optional question (26 response(s), 3 skipped)  
Question type: Dropdown Question

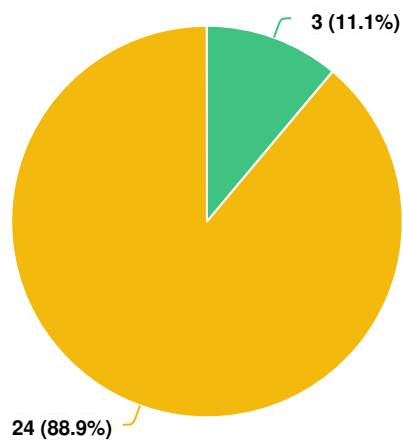




# SURVEY QUESTIONS



**Q1 | Wakefield & Latham: Do you prefer the existing configuration with striping to guide vehicular traffic or the proposed c...**



**Question options**

- ☐ I prefer the existing configuration. ☒ I prefer the proposed configuration.

*Optional question (27 response(s), 2 skipped)*

*Question type: Radio Button Question*



## Q2 Why do you prefer the existing configuration?

Screen Name Redacted

7/13/2021 03:21 PM

Because those in the neighborhood are accustomed to it. The new configuration at Lake Park and Oak continues to be a problem for residents, also the area for flowers is ugly and shows inadequate care

Screen Name Redacted

7/14/2021 12:57 PM

The proposed new configuration does not include sidewalks. Reducing the street size without sidewalks increases risk for walkers and bike riders.

Screen Name Redacted

7/14/2021 01:45 PM

While I acknowledge the idea of curbs and narrowing the road to slow traffic there are several (literally hundreds weekly) bikers on these roads from kids to adults who utilize the marked area when making turns, putting in curbs would not only increase costs it would prevent bikers from utilizing these turns.

**Optional question** (3 response(s), 26 skipped)

**Question type:** Essay Question

## Q3 Why do you prefer the proposed configuration?

Screen Name Redacted

6/29/2021 05:48 AM

We have too much hard surface which isn't needed. Grass would look better and slow traffic.

Screen Name Redacted

7/01/2021 05:15 PM

Better defined road edges and curbs. Pedestrian safety.

Screen Name Redacted

7/06/2021 10:46 AM

I live in the corner house at Latham and Wakefield, where the largest part of the grass infill will go and I think that it would be nicer to have the road narrowed there as so many people are confused by the big gap between the stop sign and our yard where the white lines are.



<p>Screen Name Redacted</p> <p>7/06/2021 10:54 AM</p>	<p>It eliminates unnecessary paved surfaces, which increases green space, resulting in better aesthetics and drainage. I think it also reduces confusion for those infrequent to the area.</p>
<p>Screen Name Redacted</p> <p>7/06/2021 11:08 AM</p>	<p>My hope is that it would improve aesthetics and safety, by calming traffic. Only concern is sufficient space for walking as a lot of residents walk in this area and compete with cut-through traffic to the country club.</p>
<p>Screen Name Redacted</p> <p>7/06/2021 12:14 PM</p>	<p>Many vehicles currently disregard painted lines and drive through the striping, rounding the corner without stopping. This creates a hazard for pedestrians. We have a lot of young children in the area who ride their bikes in the street.</p>
<p>Screen Name Redacted</p> <p>7/07/2021 04:08 AM</p>	<p>I live across the street and it is more appealing to the eye.</p>
<p>Screen Name Redacted</p> <p>7/07/2021 04:24 AM</p>	<p>I prefer add'l grass to tighten the streets</p>
<p>Screen Name Redacted</p> <p>7/07/2021 07:32 AM</p>	<p>I feel the intersection needs more definition. It is hard to determine who's turn it is next.</p>
<p>Screen Name Redacted</p> <p>7/07/2021 11:21 AM</p>	<p>I live on Wakefield. People fly through this intersection. I think the grass will be more "seen" than the faded white lines</p>
<p>Screen Name Redacted</p> <p>7/07/2021 12:01 PM</p>	<p>There's no point in having that huge expanse of asphalt if it's going to be striped off. Let the homeowners plant some greenery. Will slow traffic as well. Lincoln needs pedestrian crossing stripes at Latham</p>
<p>Screen Name Redacted</p> <p>7/07/2021 03:16 PM</p>	<p>Because the current configuration is not working</p>
<p>Screen Name Redacted</p> <p>7/09/2021 09:26 AM</p>	<p>It gets rid of the paint in favor of permanent curbs. Improves safety</p>



and stops cars driving over the paint.

Screen Name Redacted

7/11/2021 07:46 AM

Drivers often cut to the right of the stop signs (or drive right over them!). The ambiguity of the street markings also makes it challenging for a pedestrian to cross this intersection. Could the infill be a low pollinator-friendly ground cover instead of grass?

Screen Name Redacted

7/11/2021 08:11 PM

I think it would be easier to see down Latham when turning on to it from Wakefield

Screen Name Redacted

7/12/2021 09:25 PM

This intersection has been too wide for a long time. This will slow cars down, & it seems more residential, like it used to be before the Market Square got so big & the resulting increased traffic got so out of hand. Market Square shoppers and others trying to avoid the traffic lights @ 14 Mile & Southfield Rd drive like they're on a freeway on Wakefield & on Latham. Also, it looks nicer, more grass & less wide road is better for the neighborhood.

Screen Name Redacted

7/13/2021 04:04 AM

It will reduce the speed of incoming cars . Proposed curbs in pink seem tighter than the original black délimitations . Plus some grass and green looking street are calmer to the eyes and embellish a neighborhood Hope this helps

Screen Name Redacted

7/13/2021 01:51 PM

Neater, more pleasing appearance.

Screen Name Redacted

7/13/2021 04:12 PM

The current state is unattractive and the stop signs have been hit many times, Drivers have actually gone through the striping and onto people's property.

Screen Name Redacted

7/13/2021 04:36 PM

Cars regularly drive on the striping and the stop signs have been hit multiple times. The intersection is unsafe and ugly. The proposed



configuration will address these issues.

Screen Name Redacted

7/14/2021 06:43 PM

I have two babies and go on walks everyday in my neighborhood. It is too large of a street and cars are always passing by. It feels very unsafe. I would, personally LOVE sidewalks in my neighborhood - I live on Worthington Rd. I know you would have to trim some trees and stuff but I would feel so much safer with my toddlers running around to the park.

Screen Name Redacted

7/16/2021 07:34 PM

Safer for pedestrians

Screen Name Redacted

7/22/2021 10:47 AM

Improved pedestrian/cycling experience Clearer direction of roadways=SAFETY Clearer right-of-way=SAFETY Traffic calming/slowing=SAFETY Tremendously improved aesthetic.

Screen Name Redacted

7/25/2021 09:33 AM

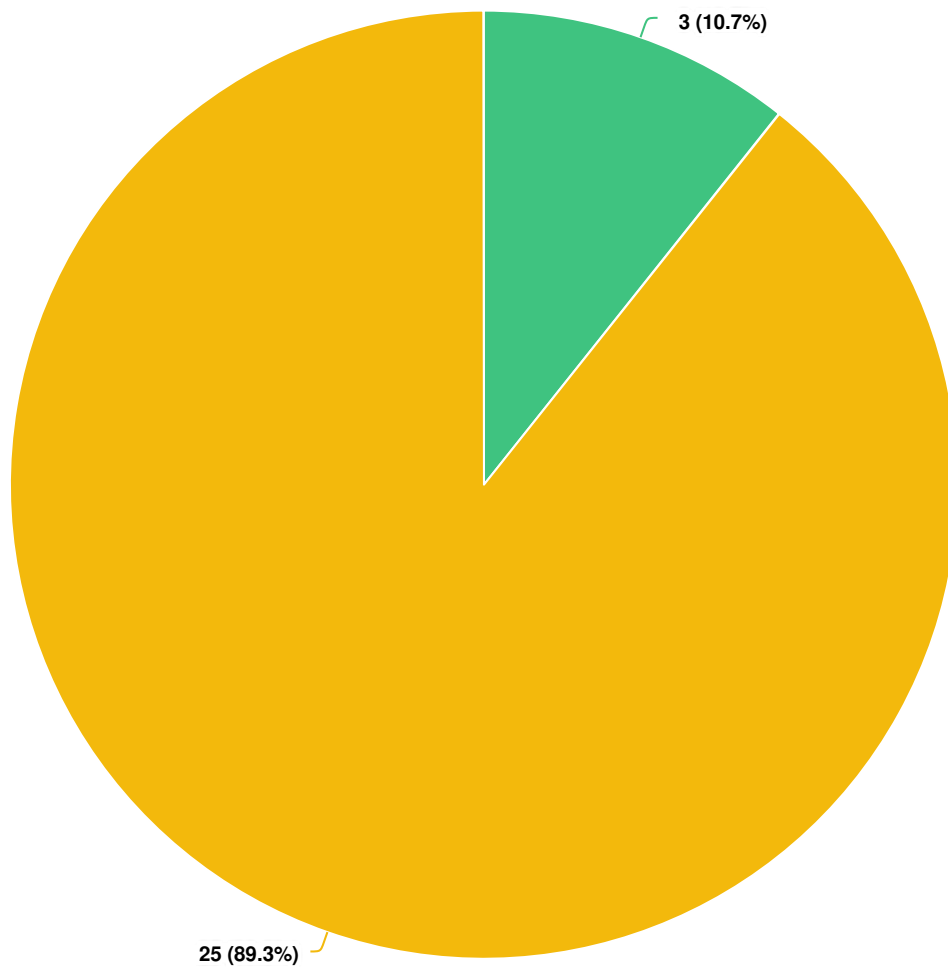
It's definitely more walker friendly and the grass is great. I know much thought I'd put into these changes. My only curiosity is how will the narrowing effect our winter snow plowing, removal, and fire trucks?

**Optional question** (24 response(s), 5 skipped)

**Question type:** Essay Question



**Q4 | Southlawn & Latham: Do you prefer the existing configuration or the proposed configuration with new curbs and grass infill?**



**Question options**

- ☐ I prefer the existing configuration. ☐ I prefer the proposed configuration.

*Optional question (28 response(s), 1 skipped)*  
*Question type: Radio Button Question*



**Q5 Why do you prefer the existing configuration?**

Screen Name Redacted same as above

7/13/2021 03:21 PM

Screen Name Redacted The proposed new configuration does not include sidewalks. Reducing the street size without sidewalks increases risk for walkers and bike riders.

7/14/2021 12:57 PM

Screen Name Redacted Please refer to the answer for Question 1.

7/14/2021 01:45 PM

**Optional question** (3 response(s), 26 skipped)

**Question type:** Essay Question

**Q6 Why do you prefer the proposed configuration?**

Screen Name Redacted Good to slow traffic and looks better

6/29/2021 05:48 AM

Screen Name Redacted Better safety

7/01/2021 05:15 PM

Screen Name Redacted It eliminates unnecessary paved surfaces, which increases green space, resulting in better aesthetics and drainage.

7/06/2021 10:54 AM

Screen Name Redacted aesthetics and safety. the new configuration will leave less variety in traffic patterns and ensure drivers come to more of a corner than a bend.

7/06/2021 11:08 AM

Screen Name Redacted More green space. Looks much better.

7/06/2021 12:05 PM

Screen Name Redacted Traffic is extremely heavy in this area, with motorists traveling above the speed limit. This will calm traffic.

7/06/2021 12:14 PM

Screen Name Redacted love to see more grass in the



7/07/2021 04:08 AM

neighborhood

Screen Name Redacted

7/07/2021 04:24 AM

I prefer add'l grass to tighten the streets

Screen Name Redacted

7/07/2021 07:32 AM

More defined

Screen Name Redacted

7/07/2021 11:21 AM

Same as above

Screen Name Redacted

7/07/2021 12:01 PM

There's no point in having that huge expanse of asphalt if it's going to be striped off. Let the homeowners plant some greenery. Will slow traffic as well.

Screen Name Redacted

7/07/2021 03:16 PM

Because I don't like the looks of the current configuration and people just ignore the painted markings.

Screen Name Redacted

7/11/2021 07:46 AM

I live at the northeast corner of this intersection, so I see often how risky it is. The curve of Southlawn approaching Latham is not obvious, especially when snow-covered, and many drivers barely slow down before turning onto Latham from Southlawn. The situation is made worse by the large evergreen tree on the southeast corner, which blocks the view of traffic northbound on Latham. I'm NOT suggesting the removal of the tree, but this change will make the intersection safer. Could the infill be a low pollinator-friendly ground cover instead of grass? Would this effectively make my lawn larger? Would I be responsible for maintaining the additional infill?

Screen Name Redacted

7/11/2021 08:11 PM

Safer.

Screen Name Redacted

7/12/2021 09:25 PM

Same reasons as above, more residential & nicer looking, but most importantly, less big wide traffic lanes



	for speeding drivers.
Screen Name Redacted 7/13/2021 04:04 AM	Grass and green color embellish a neighborhood. The curb with the proposed drawing is less wide and sharp . It will hopefully force the traffic to slow .
Screen Name Redacted 7/13/2021 01:51 PM	Same
Screen Name Redacted 7/13/2021 04:12 PM	This intersection is extremely wide and dangerous. Cars speed around it. It is unattractive and there is no indication of who has the right away.
Screen Name Redacted 7/13/2021 04:36 PM	The wide current extremely wide intersection is a safety hazard to both adults and the many children in this neighborhood. The intersection is an unattractive desert that reflects poorly on Birmingham. The proposed configuration will address these issues.
Screen Name Redacted 7/14/2021 06:43 PM	I have two babies and go on walks everyday in my neighborhood. It is too large of a street and cars are always passing by. It feels very unsafe. I would, personally LOVE sidewalks in my neighborhood - I live on Worthington Rd. I know you would have to trim some trees and stuff but I would feel so much safer with my toddlers running around to the park.
Screen Name Redacted 7/16/2021 07:34 PM	Safer, nice to have extra green space
Screen Name Redacted 7/22/2021 10:47 AM	Improved pedestrian/cycling experience Traffic calming/slowing Tremendously improved aesthetic.
Screen Name Redacted 7/25/2021 09:33 AM	It's definitely more attractive with grass. I think the walking community will love it and a certain amount of narrowing does control traffic which is great for the residents. Once again I have the same question as for the



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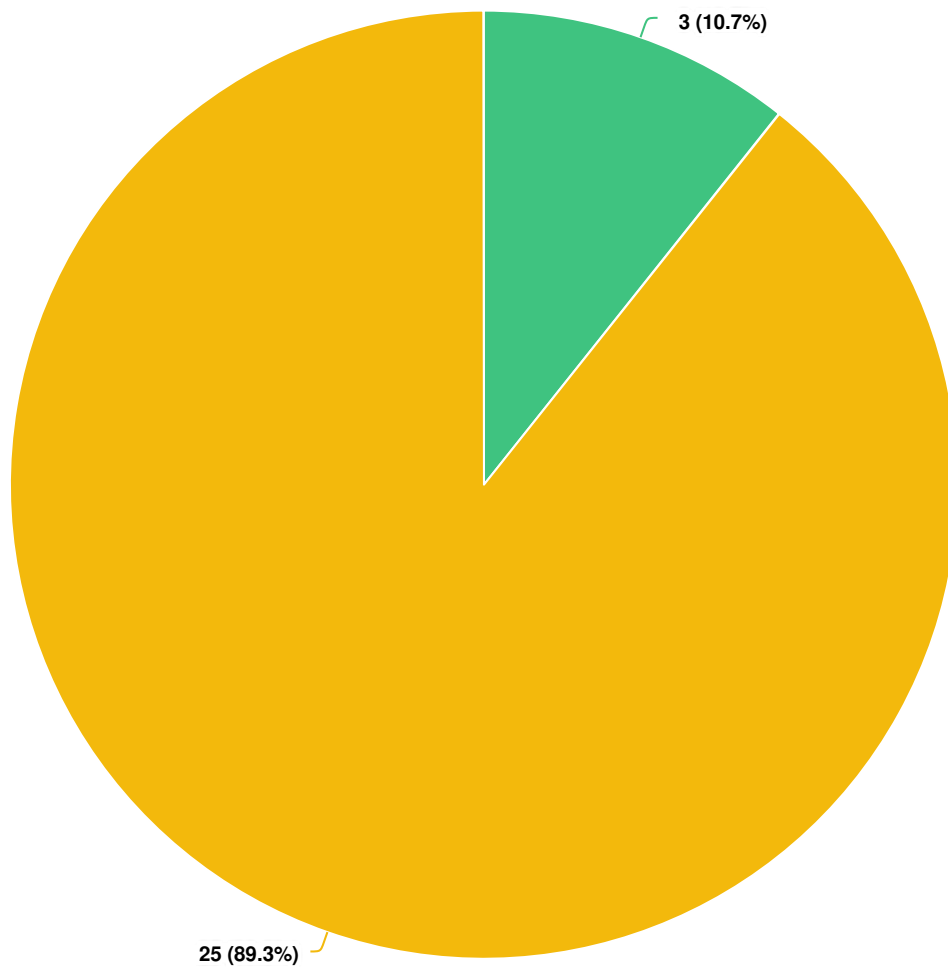
above intersection. Is the degree of  
narrowing acceptable for plows,  
plowing, and fire trucks.?

**Optional question** (23 response(s), 6 skipped)

**Question type:** Essay Question



**Q7 | Worthington & Latham: Do you prefer the existing configuration or the proposed configuration with new curbs and grass infill?**



**Question options**

- ☐ I prefer the existing configuration. ☐ I prefer the proposed configuration.

*Optional question (28 response(s), 1 skipped)*  
*Question type: Radio Button Question*



## Q8 Why do you prefer the existing configuration?

Screen Name Redacted

7/14/2021 12:57 PM

The proposed new configuration does not include sidewalks. Reducing the street size without sidewalks increases risk for walkers and bike riders.

Screen Name Redacted

7/14/2021 01:45 PM

Please refer to the answer for question 2.

**Optional question** (2 response(s), 27 skipped)

**Question type:** Essay Question

## Q10 Why do you prefer the proposed configuration?

Screen Name Redacted

6/29/2021 05:48 AM

This is hate end of my street, and I have never understood why we had so much hard surface.. It makes much more sense this the new way.

Screen Name Redacted

7/01/2021 05:15 PM

Better sight lines

Screen Name Redacted

7/06/2021 10:54 AM

It eliminates unnecessary paved surfaces, which increases green space, resulting in better aesthetics and drainage. I think it would also reduce speeds through the intersection.

Screen Name Redacted

7/06/2021 11:08 AM

aesthetics and safety. less variety in traffic pattern, more of a corner than a bend. only concern is sufficient room for walking, as there are no sidewalks. I live on Worthington and walk my dog 2X/day.

Screen Name Redacted

7/06/2021 12:05 PM

I like green/plants

Screen Name Redacted

7/06/2021 12:14 PM

This will help calm traffic which is currently moving above the speed limit.



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Screen Name Redacted 7/07/2021 04:08 AM	More grass and safer
Screen Name Redacted 7/07/2021 04:24 AM	I prefer add'l grass to tighten the streets
Screen Name Redacted 7/07/2021 07:32 AM	More definition
Screen Name Redacted 7/07/2021 11:21 AM	Same as above
Screen Name Redacted 7/07/2021 12:01 PM	There's no point in having that huge expanse of asphalt if it's going to be striped off. Let the homeowners plant some greenery. Will slow traffic as well.
Screen Name Redacted 7/07/2021 03:16 PM	Because I don't like the looks of the current configuration and people just ignore the painted markings.
Screen Name Redacted 7/09/2021 09:26 AM	As the current homeowner at 1159 Worthington, I believe the proposed configuration will improve safety for cars and pedestrians by slowing down traffic. Currently, I see many cars that proceed through the intersection much too quickly because the intersection is too wide and open.
Screen Name Redacted 7/11/2021 07:46 AM	My house also fronts on this intersection, and the proposed configuration would make it safer. Could the infill be a low pollinator-friendly ground cover instead of grass? Or a small prairie garden? Would this effectively make my lawn larger? Would I be responsible for maintaining the additional infill? My driveway goes to Latham. Would you extend it through the infill? What would this look like? I support this change in principle, but I would appreciate more details on how it would affect my property.

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Screen Name Redacted 7/11/2021 08:11 PM	A more defined intersection
Screen Name Redacted 7/12/2021 09:25 PM	Same as above, more residential & nicer looking but more importantly, less traffic speeding on wide roads.
Screen Name Redacted 7/13/2021 04:04 AM	Grass and green color embellish a neighborhood. The curb with the proposed drawing is less wide and sharp . It will hopefully force the traffic to slow .
Screen Name Redacted 7/13/2021 01:51 PM	Same
Screen Name Redacted 7/13/2021 04:12 PM	This intersection is way too wide and dangerous. Cars often speed around the wide corners and there is no stop sign there. Children are in danger of getting hit by cars.
Screen Name Redacted 7/13/2021 04:36 PM	The wide current extremely wide intersection is a safety hazard to both adults and the many children in this neighborhood. The intersection is an unattractive desert that reflects poorly on Birmingham. The proposed configuration will address these issues.
Screen Name Redacted 7/14/2021 06:43 PM	I have two babies and go on walks everyday in my neighborhood. It is too large of a street and cars are always passing by. It feels very unsafe. I would, personally LOVE sidewalks in my neighborhood - I live on Worthington Rd. I know you would have to trim some trees and stuff but I would feel so much safer with my toddlers running around to the park.
Screen Name Redacted 7/16/2021 07:34 PM	Safer, nice to have extra green space
Screen Name Redacted 7/22/2021 10:47 AM	Improved pedestrian/cycling experience Clearer direction of roadways=SAFETY Clearer right-of-



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way=SAFETY Traffic  
calming/slowing=SAFETY  
Tremendously improved aesthetic.

Screen Name Redacted

7/25/2021 09:33 AM

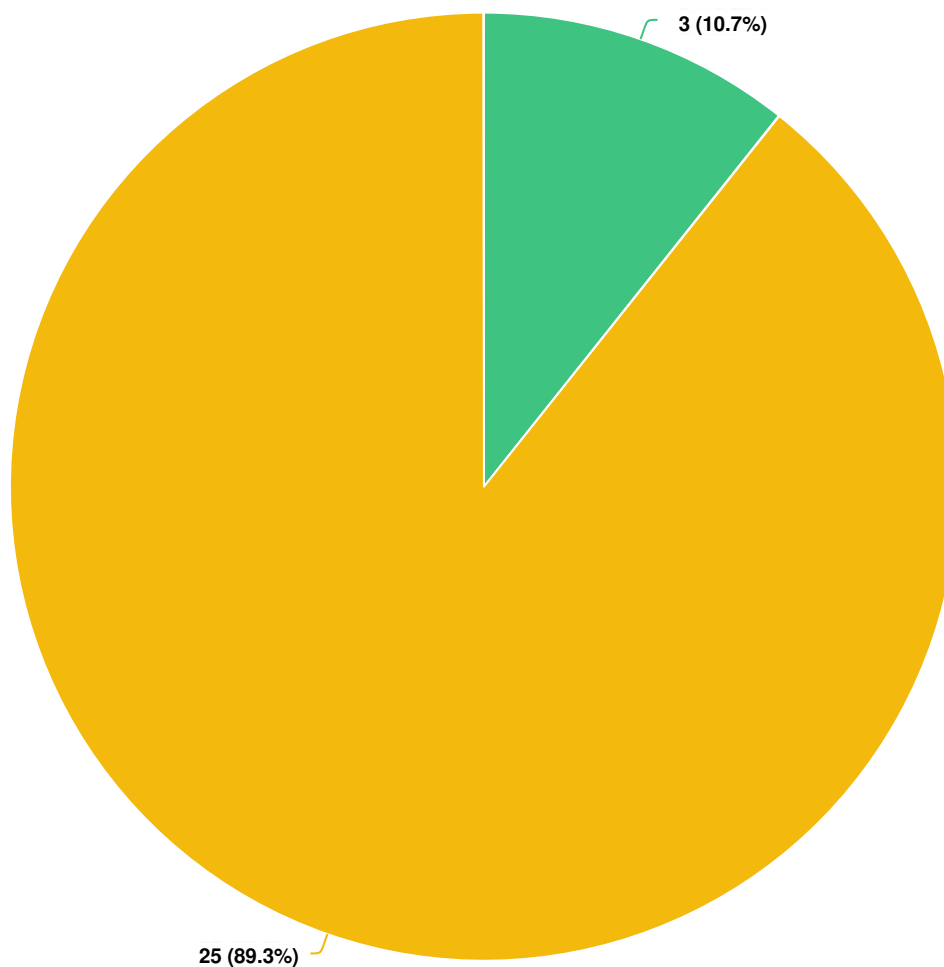
This is more suited to a residential  
are, the grass is great and I'm sure  
homeowners will live it.

**Optional question** (24 response(s), 5 skipped)

**Question type:** Essay Question



**Q11 | Norfolk & Latham: Do you prefer the existing configuration or the proposed configuration with new curbs and grass infill?**



**Question options**

- ☐ I prefer the existing configuration. ☐ I prefer the proposed configuration.

*Optional question (28 response(s), 1 skipped)*

*Question type: Radio Button Question*



**Q12 Why do you prefer the existing configuration?**

Screen Name Redacted

7/14/2021 12:57 PM

The proposed new configuration does not include sidewalks. Reducing the street size without sidewalks increases risk for walkers and bike riders.

**Optional question** (1 response(s), 28 skipped)**Question type:** Essay Question**Q13 Why do you prefer the proposed configuration?**

Screen Name Redacted

7/01/2021 05:15 PM

Traffic safety

Screen Name Redacted

7/06/2021 10:54 AM

It eliminates unnecessary paved surfaces, which increases green space, resulting in better aesthetics and drainage. I think it would also reduce speeds through the intersection.

Screen Name Redacted

7/06/2021 11:08 AM

aesthetics and safety. Make it a 4-way stop. cars speed on Latham. we need traffic calming measures.

Screen Name Redacted

7/06/2021 12:05 PM

Green is good

Screen Name Redacted

7/06/2021 12:14 PM

Traffic in this area is excessive and moving at a rapid speed. This will help calm traffic.

Screen Name Redacted

7/07/2021 04:08 AM

more grass and safer

Screen Name Redacted

7/07/2021 04:24 AM

I prefer add'l grass to tighten the streets

Screen Name Redacted

7/07/2021 07:32 AM

More definition

Screen Name Redacted

This intersection is a death trap.



7/07/2021 11:21 AM

Needs to be a 4 way stop

Screen Name Redacted

7/07/2021 12:01 PM

There's no point in having that huge expanse of asphalt if it's going to be striped off. Let the homeowners plant some greenery. Will slow traffic as well. Can't Latham be paved all the way to Lincoln?? It desperately needs it

Screen Name Redacted

7/07/2021 03:16 PM

Because I don't like the looks of the current configuration and people just ignore the painted markings. This intersection should be a four-way stop

Screen Name Redacted

7/11/2021 07:46 AM

This intersection gets a lot of cut-through traffic from Birmingham Country Club, and there is often confusion because it is a two-way stop. The stop signs are set so far back from the intersection that you need to drive past them to check for cross-traffic on Norfolk. Narrowing the intersection would improve the visibility for drivers on Latham. In addition, there are overgrown Japanese barberry shrubs at the southwest corner of the intersection that block the view of eastbound traffic on Norfolk when you are traveling north on Latham. Can these be removed?

Screen Name Redacted

7/11/2021 08:11 PM

More defined intersection.

Screen Name Redacted

7/12/2021 09:25 PM

Same as above, less speeding on wide roads, and more residential & nicer looking for the neighborhood, but trees need trimming here so we can easily see if a car is coming on Norfolk when we stop at the stop sign on Latham.

Screen Name Redacted

7/13/2021 04:04 AM

Grass and green color embellish a neighborhood. The curb with the proposed drawing is less wide and sharp . It will hopefully force the



traffic to slow .

Screen Name Redacted

7/13/2021 01:51 PM

Same

Screen Name Redacted

7/13/2021 04:12 PM

I have lived on this corner for over 20 years. It is a dangerous intersection. Cars speed through on both streets (because of the width of the intersection) and there have been a few accidents and near misses. I am in favor of reducing the street size to calm the traffic and make this a safer area for our residents, especially the children. We do not have sidewalks and our only option is to walk on the streets. The corner across from us (NE side) constantly has standing water in the street.

Screen Name Redacted

7/13/2021 04:36 PM

This intersection is too wide, and the lack of a four-way stop causes accidents and near misses. Eastbound cars turning north onto Latham often cut the corner, which will result in a pedestrian being hit at some point. There is always standing water in the northeast corner. This intersection should be made even narrower than the proposed configuration, and should be a four-way stop.

Screen Name Redacted

7/16/2021 07:34 PM

Safer, nice to have extra green space

Screen Name Redacted

7/22/2021 10:47 AM

Improved pedestrian/cycling experience Clearer direction of roadways=SAFETY Clearer right-of-way=SAFETY Traffic calming/slowing=SAFETY Tremendously improved aesthetic.

Screen Name Redacted

7/25/2021 09:33 AM

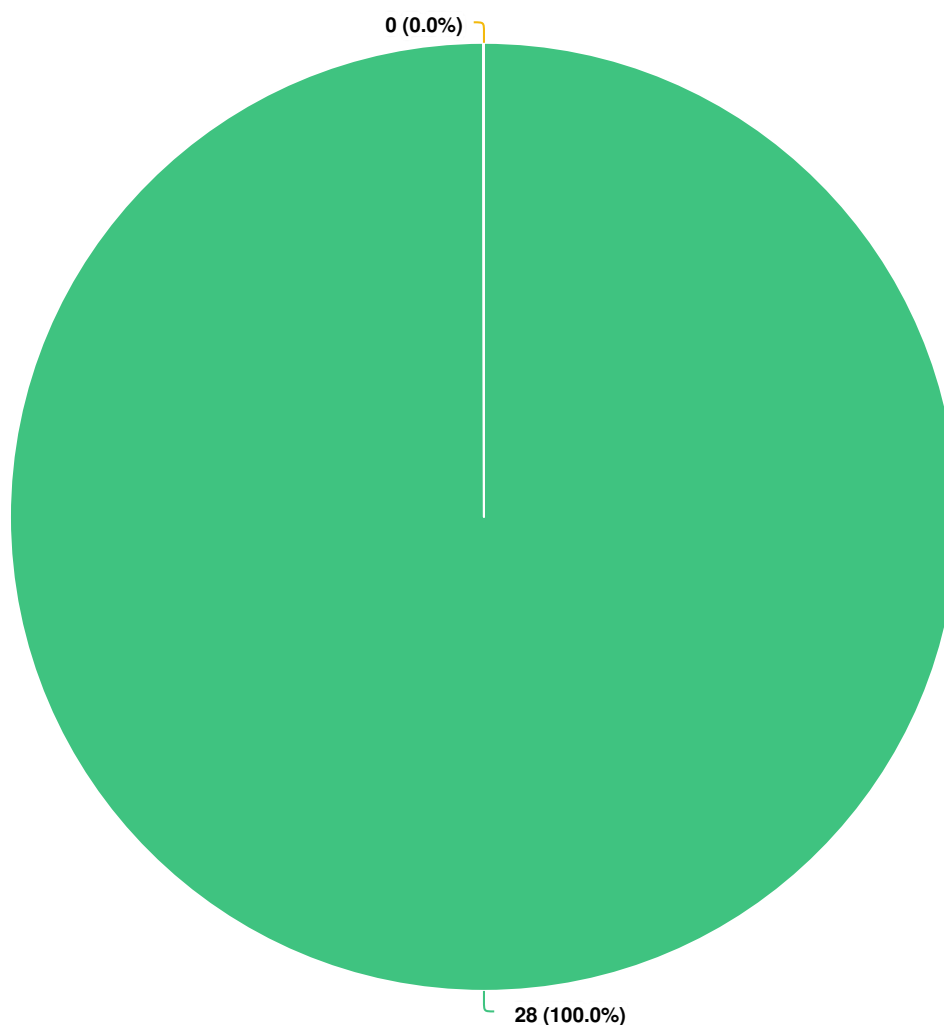
Fits residential environment.

**Optional question** (21 response(s), 8 skipped)

**Question type:** Essay Question



**Q14** Should all of the intersections be completed uniformly (either in the existing configuration or the proposed configuration)?



**Question options**

- ☒ Yes, all four intersections should be completed in the same way.
- ☐ No, some intersections should be completed using the proposed configurations while others should be repaved in the existing configurations.

*Optional question (28 response(s), 1 skipped)*  
*Question type: Radio Button Question*



**DATE:** July 29<sup>th</sup>, 2021

**TO:** Multi-Modal Transportation Board

**FROM:** Brooks Cowan, City Planner

**APPROVED:** Jana Ecker, Planning Director  
Scott Grewe, Police Department  
Jim Surhigh, Engineering Department

**SUBJECT:** Sidewalk Network Prioritization (Updates in Blue)

The Multi-Modal Board has indicated an interest in reviewing a map of areas without sidewalks and prioritizing where future sidewalk projects should be. There are approximately 19 miles of roadsides without a sidewalk throughout Birmingham. The 2013 Multi-Modal Transportation Plan (MMTP) recommends completing the City's sidewalk network for safe pedestrian travel and connectivity.

In regards to addressing roadsides without sidewalks, the MMTP "Proposed Sidewalks" map, Figure 3.2A, indicated 3 areas of priority for sidewalk installation (pg. 49):

- First Priority is along major roadways.
- Second Priority should be to complete sidewalk gaps in neighborhoods that already have an existing sidewalk system partially in place.
- Third Priority should be to complete sidewalks in all neighborhoods.

The MMTP report also prioritizes a "Neighborhood Connector Route" that encourages multi-modal connectivity along quieter roads throughout Birmingham. Staff recommends that this route also be prioritized for sidewalk installation and has placed it in the "High Priority" category for sidewalks. The Board may wish to discuss how to prioritize roads without sidewalks along the neighborhood connector route, and whether or not they agree with staff's current prioritized recommendation.

The following report includes an overview of the 2013 MMTP recommendations for sidewalk priority areas and the neighborhood connector route. This is followed by a map from City staff indicating an inventory of roads in Birmingham without sidewalks and where the lack of sidewalks are located in relation to major roads, the neighborhood connector route, and the prioritized neighborhoods for sidewalks. Areas without sidewalks were then sorted into four categories ranking from high priority to low priority based upon their relationship to major roads, the neighborhood connector route, and prioritized neighborhoods in the 2013 MMTP report. Larger versions of the included maps can be found at the end of the report.

Staff recommends that the Multi-Modal Board review the ways in which roadsides without sidewalks were prioritized for future sidewalk projects, and come to a consensus on how future sidewalk projects should be categorized and prioritized. Evaluating the plausibility of sidewalks

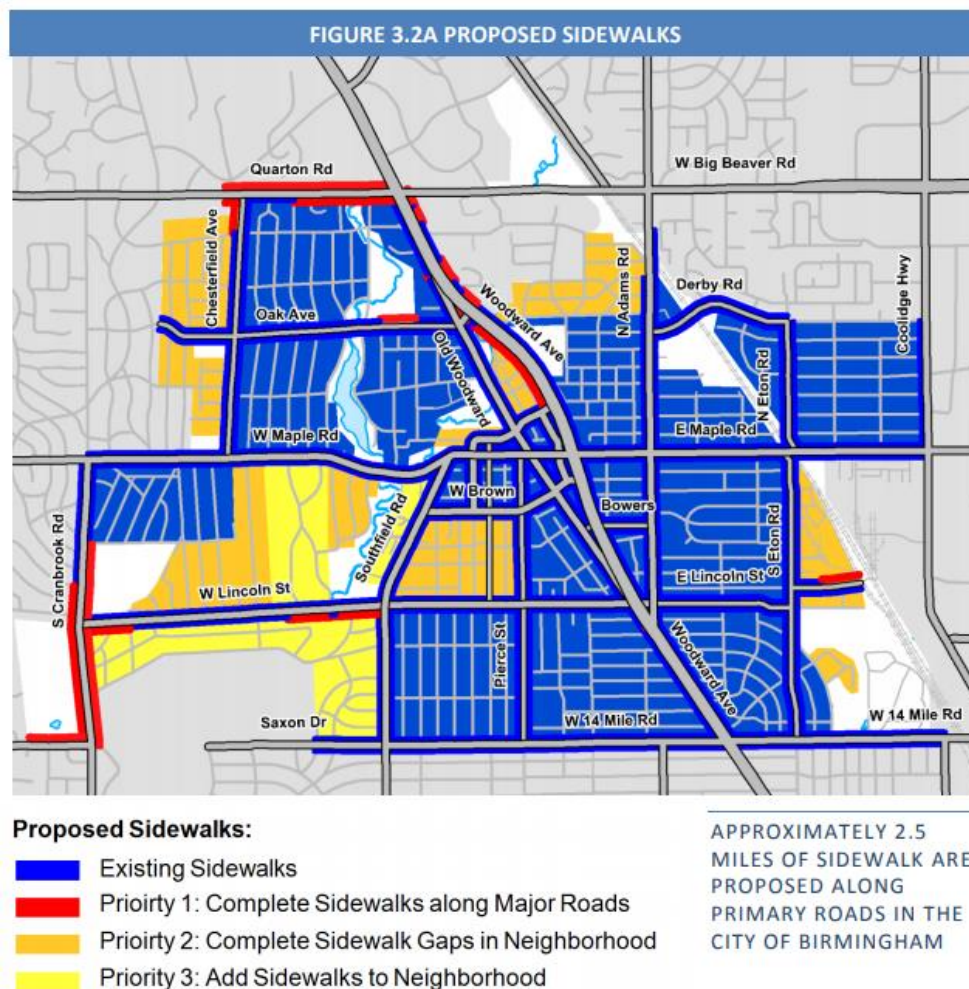


on each street on a granular level should be done later in the process. First, it is recommended that the Board reach an agreement on how to prioritize areas without sidewalks for future installation.

1. As an overview of Figure 3.2A from the Multi-Modal Plan, in 2013 the Greenway Collaborative made the following sidewalk priority recommendations:

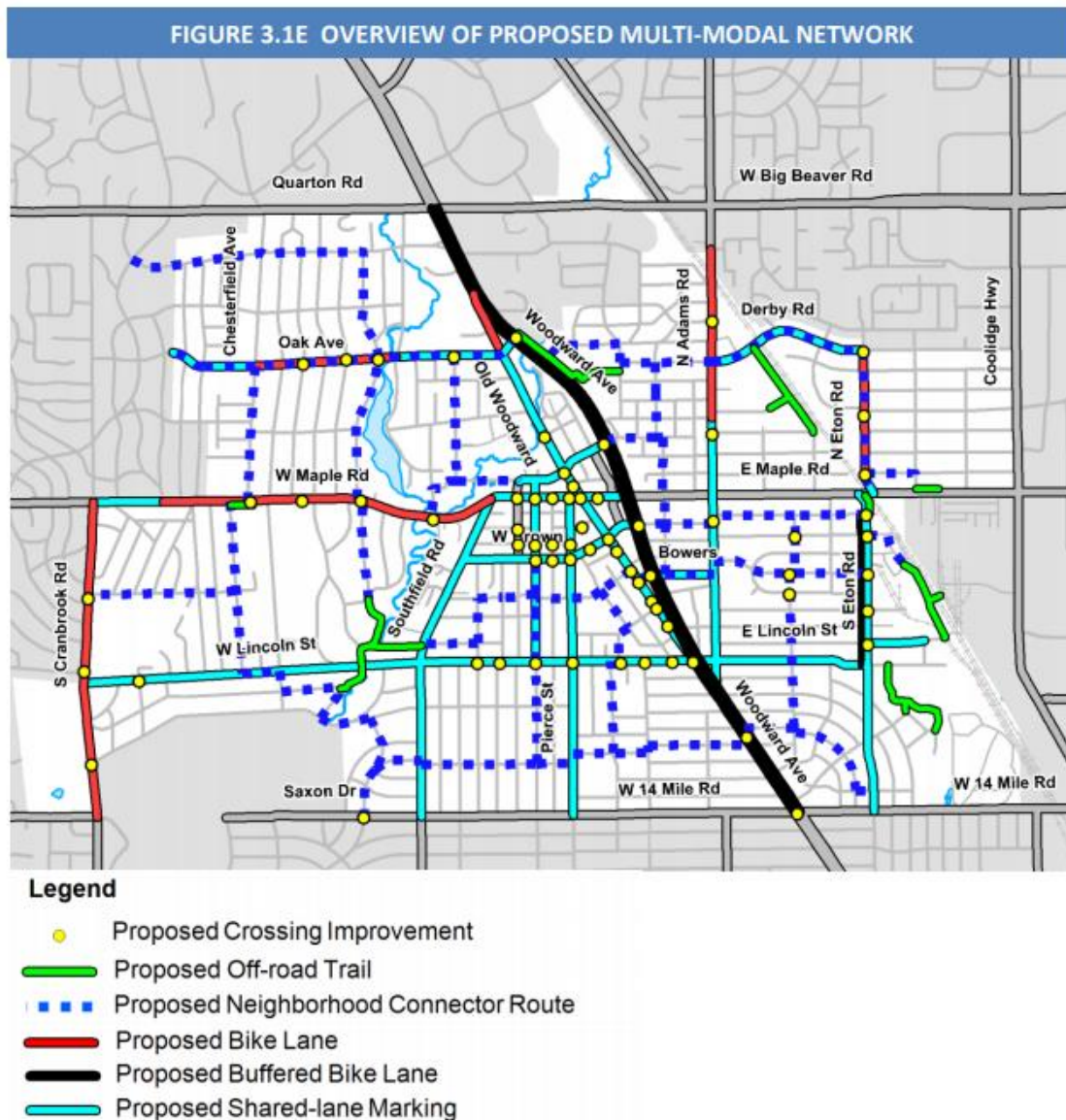
- The major roads recommended as priority 1 include Cranbrook Road, Lincoln Road, Cole Street, Woodward Avenue, Oak Avenue, Quarton Road, and Chesterfield Avenue.
- The areas identified as priority 2 for sidewalks include North Poppleton, Western Quarton Lake, Hawthorne-Aspen-Linden, the western portion of central Birmingham, Willits Street, Pleasant to Seaholm, the Rail District, and the portion of Torry/Sheffield along Kenning Park.
- The areas identified as priority 3 for sidewalks include Arlington & Shirley, the area along Lincoln, Southfield, and Birmingham County Club, and the area on the west side of Southfield Road.
- Areas identified as lower priority are highlighted in blue where the majority of roads have sidewalks.

\*It is important to note that a number of sidewalks have been installed since the 2013 MMTP report, therefore the prioritized areas may have different conditions.





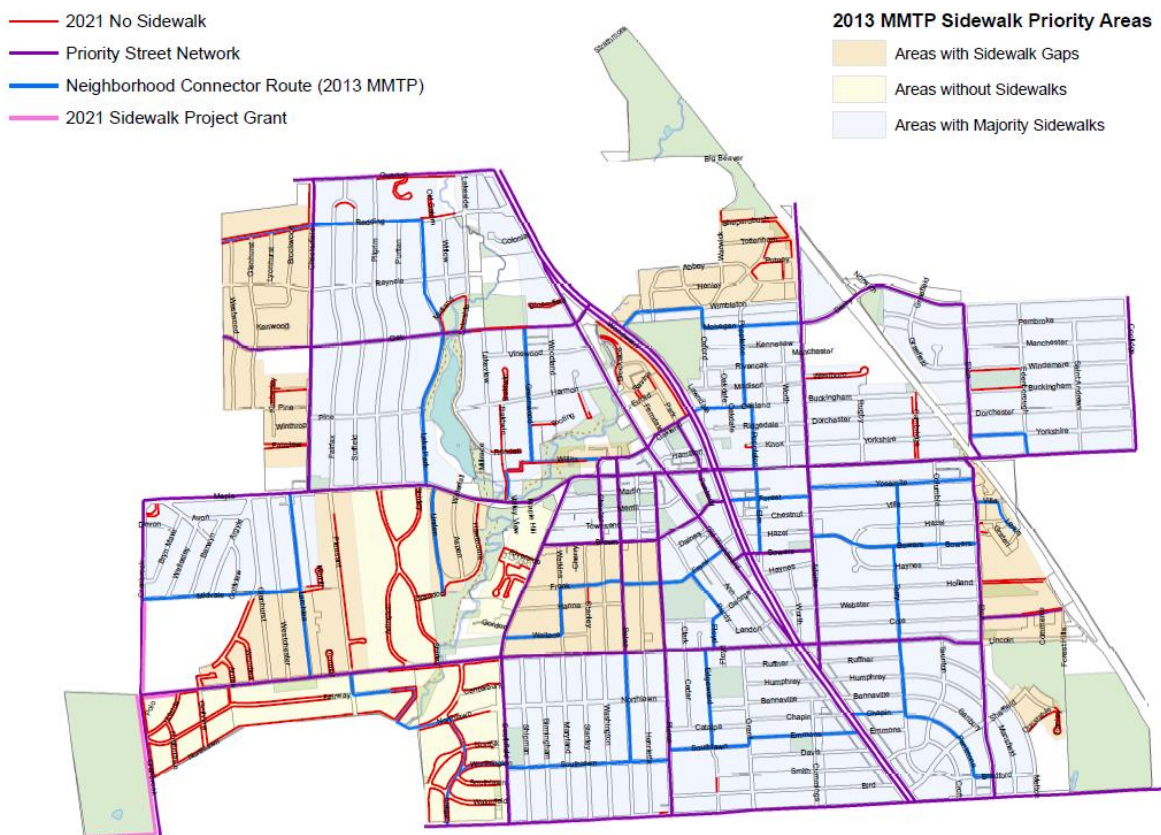
2. As an overview of Figure 3.1E from the Multi-Modal Plan, in 2013 the Greenway Collaborative provided the following neighborhood connector route recommendation below in the dashed blue line.
- The intent of the neighborhood connector route is to provide access to key destinations in the City while minimizing exposure to a large volume of high speed motor vehicles.
  - Not only does the neighborhood connector route prioritize connectivity to Birmingham amenities such as downtown, parks, schools, and the Rouge Trail, it also prioritizes connectivity to neighboring communities and amenities such as Beverly Park, Cranbrook, Somerset, and the Target / Home Depot Super Center.





3. A current inventory of roadsides without sidewalks in 2021 has been included in the map below.
    - Layers from the MMTP recommendations have also been included in order to compare where current roadsides without sidewalks are located in relation to areas that are prioritized in the MMTP.
- Areas along the priority street network without sidewalks include Quarton Road, Chestefield Ave, Woodward Avenue, Lincoln Avenue, Oak Street, and Cole Street.
  - Areas along the Neighborhood Connector Route without sidewalks include Latham, Northlawn, Fairway, Willits, and Redding.
  - Neighborhoods with either sidewalk gaps or no sidewalks at all appear to be predominantly located in the southwest portion of town near the Rouge Trail network and Birmingham County Club.

### Current Inventory of Sidewalks vs. 2013 MMTP Priorities





On May 28<sup>th</sup>, 2021, the MMTB reviewed four prioritized categories for sidewalk installation recommendations. The categories were based on recommendations from the 2013 Multi-Modal Transportation Plan (MMTP) and staff. Upon review, the Board wanted to prioritize residential neighborhoods over commercial areas, therefore it was recommended that roadsides in the Rail District be moved to priority four.

The Board then discussed the recommendations of the 2013 MMTP that prioritizes “neighborhoods with sidewalk gaps” over “neighborhoods without sidewalks”. The current sidewalk inventory map illustrated that most streets in the “neighborhoods with sidewalk gaps” were either dead-ends or had a sidewalk on one side of the street. The Board felt that “neighborhoods without sidewalks” should be prioritized over “neighborhoods with sidewalk gaps” so that neighborhoods would have a more fair distribution of sidewalk access. City staff indicated they would update the priority map to reflect this recommendation for the next meeting discussion.

The Engineering Department pointed out that a number of streets in the “neighborhoods without sidewalks” category in southwest Birmingham are considered unimproved streets. Staff noted that the 2013 MMTP may not have prioritized unimproved streets as high as areas with improved streets due to the potential for future construction where the road and/or sidewalk (if any) would have to be torn up for new sewer installation.

The Board requested that a layer indicating where unimproved streets are located be added to the map for review during the next discussion. There was also general consensus that improved streets in “neighborhoods without sidewalks” should be moved to priority one in order to improve pedestrian safety in neighborhoods with less sidewalk access than others.

Staff has updated the prioritization map for future sidewalk projects based upon priorities from the 2013 MMTP, the neighborhood connector route, and recommendations from the MMTB. It is recommended that the Board review the priorities and how they are reflected in the recommendation map. Larger maps are attached following the memo.

- Priority 1 is completing sidewalks along major roads, the neighborhood connector route, and improved streets in neighborhoods without sidewalks.
- Priority 2 is complete sidewalks in neighborhoods without sidewalks – highlighted in orange.
- Priority 3 is completing sidewalks in neighborhoods with sidewalk gaps – highlighted in pink.
- Priority 4 is complete sidewalks in neighborhoods and commercial areas with majority sidewalks – highlighted in purple.

\*Sidewalk recommendations were removed from Pembroke Park, N. Quarton Lake Park, and Brookside Drive given their location along a park and/or natural landscaping.



# Future Sidewalk Construction Recommendations

## Prioritized Sidewalk Installation

- 1: Major Roads, Improved Streets, & Neighborhood Connector Route
- 2: Neighborhoods without Sidewalks
- 3: Neighborhoods with Sidewalk Gaps
- 4: Neighborhoods & Commercial Areas with Majority Sidewalks
- Unimproved Streets
- 2021 Sidewalk Project Grant

## 2013 MMTP Sidewalk Priority Areas

- Areas with Sidewalk Gaps
- Areas without Sidewalks
- Areas with Majority Sidewalks

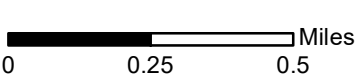
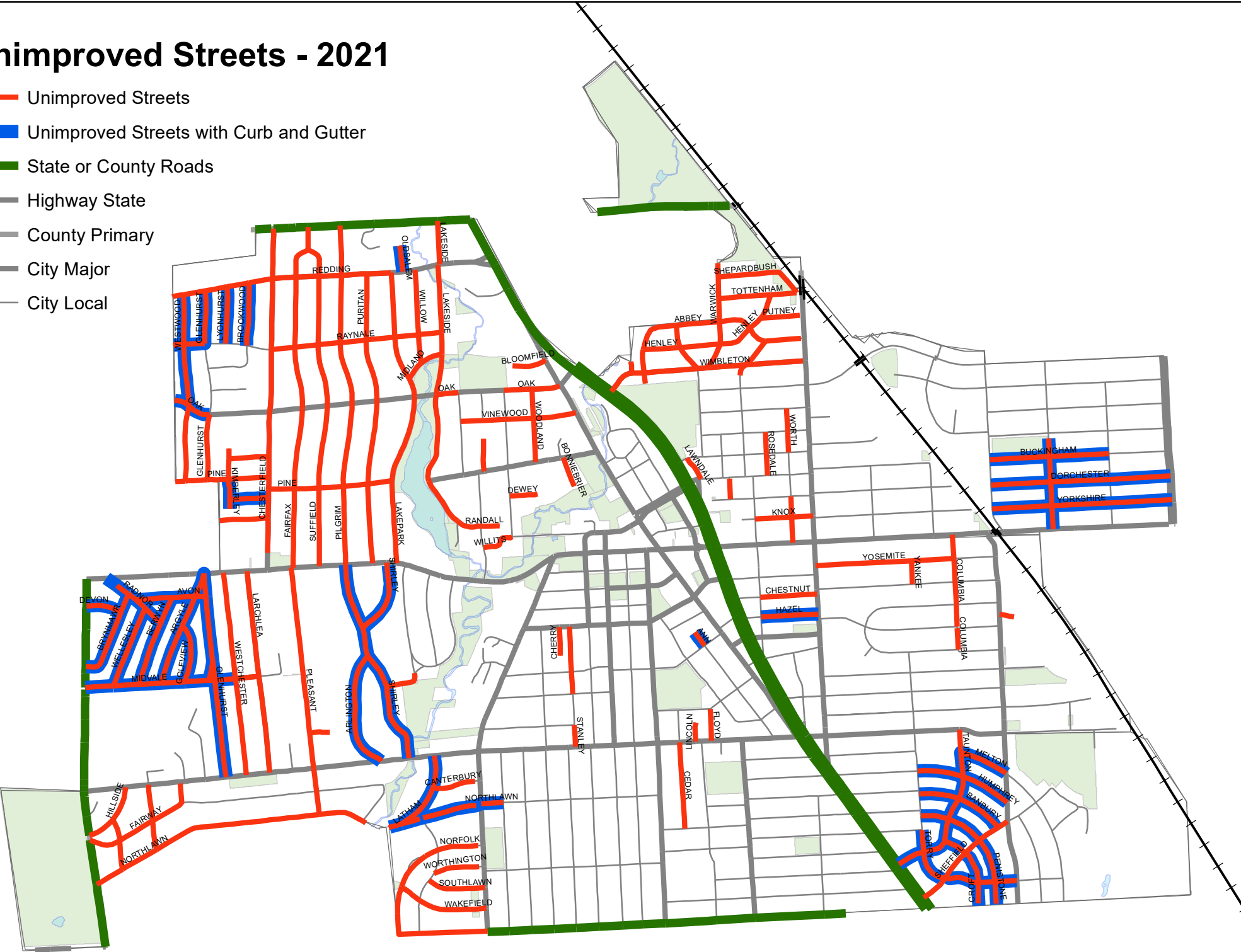


Once a method for prioritizing future sidewalk projects is established by the Board, City staff and partnering consultants will conduct more in depth research on the plausibility of installation. Larger versions of the memo's maps are included in the following pages for more detailed review.



# Unimproved Streets - 2021

- Unimproved Streets
- Unimproved Streets with Curb and Gutter
- State or County Roads
- Highway State
- County Primary
- City Major
- City Local





## Future Sidewalk Construction Recommendation Priorities





# Future Sidewalk Construction Recommendations

## Prioritized Sidewalk Installation

- 1: Major Roads, Improved Streets, & Neighborhood Connector Route
- 2: Neighborhoods without Sidewalks
- 3: Neighborhoods with Sidewalk Gaps
- 4: Neighborhoods & Commercial Areas with Majority Sidewalks
- Unimproved Streets
- 2021 Sidewalk Project Grant

## 2013 MMTP Sidewalk Priority Areas

- Areas with Sidewalk Gaps
- Areas without Sidewalks
- Areas with Majority Sidewalks

