

VIRTUAL MEETING OF THE MULTI-MODAL TRANSPORTATION BOARD
Thursday, June 3, 2021
<https://zoom.us/j/93483721344> or dial: 877 853 5247 US Toll-free,
Meeting ID: 934 8372 1344

1. Roll Call
2. Introductions
3. Review of the Agenda
4. Approval of Minutes, Meeting of **May 6, 2021**
5. **Phase III – S. Old Woodward (Brown to Landon)**
6. **Oak Street Pedestrian Improvements**
7. **Sidewalk Network & Prioritization**
8. **Neighborhood Connector Bicycle Map**
9. Meeting Open to the Public for items not on the Agenda
10. Miscellaneous Communications
11. Next Meeting – **July 1, 2021**
12. Adjournment

DRAFT

City Of Birmingham Multi-Modal Transportation Board Thursday, May 6, 2021 Held Virtually Via Zoom and Telephone Access

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, May 6, 2021.

Acting Vice-Chair Katie Schafer convened the meeting at 6:03 p.m.

1. ROLL CALL

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.)

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

Administration: Jana Ecker, Planning Director ("PD")
Laura Eichenhorn, City Transcriptionist
Scott Grewe, Police Operations Commander
Jim Surhigh, Consulting City Engineer ("CCE")
Scott Zielinski, Assistant City Engineer

Fleis & Vandenbrink (F&V):
Julie Kroll

MKSK: Ben Palevsky, Brad Strader

2. Introductions

3. Review Agenda

4. Approval of MMTB Minutes of April 8, 2021

Motion by Mr. Lurie

Seconded by Mr. Peard to approve the MMTB Minutes of April 8, 2021 as submitted.

Motion carried, 5-0.

ROLL CALL VOTE

Yeas: Lurie, Haig, Peard, Hocker, White

Nays: None

Abstain: Schafer, Zane

5. Parking at 33347 Woodward

Ops. Cmdr. Grewe reviewed the item.

The MMTB noted that the petition and photos referenced by Ops. Cmdr. Grewe during his presentation were not included in the evening's agenda packet. He clarified that all three businesses were in favor of the 15-minute parking limit.

John Benedetto of Tropical Smoothie Cafe agreed that all three businesses were in favor of the 15-minute parking limit.

Mr. Zane said that a 15-minute limit for those spaces was reasonable based on his parking experiences at one of the three businesses mentioned.

Motion by Mr. Haig

Seconded by Mr. Lurie to approve the installation of 15-minute parking for the six parking spaces located in the Woodward right-of-way adjacent to 33347 - 33367 Woodward.

Mr. Haig and Mr. Lurie made the motion for six parking spaces, not seven as per the recommended motion. No comment was made regarding the change in the number of spaces.

Motion carried, 7-0.

ROLL CALL VOTE

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

Nays: None

6. Updates

CCE Surhigh provided a brief update on the plans for the Maple-Woodward intersection, Latham, and S. Old Woodward.

Mr. Strader said he and Ms. Kroll would be before the Board with recommendations regarding the Maple-Woodward intersection at the June 2021 meeting and asked Board members to walk the intersection before then if possible.

Mr. Haig recommended that the garage entry and exit ways for the planned RH development be reviewed for multi-modal safety issues if and when the project reaches that point.

In reply to comments from the Board, both PD Ecker and Mr. Strader stated that if the Board was so inclined they could advocate that the City consider installing electric vehicle charging stations as part of the S. Old Woodward project.

Mr. Haig noted that the smaller triangular spaces for parking may only allow bicycles, mopeds or motorcycles since scooters are not legal on the sidewalks or on the roads in the downtown area.

Members of the Board commented that it was worthwhile to consider last-mile infrastructure issues as part of construction plans moving forward. They said that even if the City does not

immediately implement last-mile infrastructure it would be worthwhile to make the planned designs so that they could be updated to accommodate last-mile infrastructure in the future.

7. Meeting Open to the Public for items not on the Agenda

None.

8. Miscellaneous Communications

Mr. Lurie, Mr. Haig, Mr. Hocker and Acting Vice-Chair Schafer advocated for the compilation of the City's various pieces of multi-modal maps into a single online map that residents and visitors could reference.

PD Ecker said she would look into what it would take to compile a more comprehensive multi-modal map. She noted that the person doing it would need GIS experience.

Mr. Lurie raised the issue of Oak looking west where people are walking on the side of the street without sidewalks.

Board members recommended that boulders or landscaping be added to discourage people from walking on that side of the road since it is unsafe and there is a sidewalk on the other side.

Mr. Hocker said that even before the MMTB makes a formal recommendation for what to do with the non-sidewalk side of Oak something temporary should be done sooner out of concern for the safety of pedestrians and cyclists.

CCE Surhigh and Ops. Cmdr. Grewe said they would look at the non-sidewalk side of Oak and propose potential solutions to increase safety in the area.

Mr. Hocker said it would be helpful to have a way to notify police of speeding violations occurring in a given area. He ventured that there is usually more than one violation occurring at a time and that if the police could be made aware of the first one they might catch the second or third occurring shortly after.

Mr. Lurie noted an article in the Birmingham Eagle publicizing the Police Department's work towards decreasing traffic and noise issues on Woodward.

Both he and Mr. Hocker thanked the Police Department for their efforts.

Public Comment

Paul Reagan said increased traffic calming measures on Oak would slow speeding and make the area safer for cyclists and pedestrians.

9. Next Meeting – June 3, 2021

10. Adjournment

No further business being evident, the board members adjourned at 7:15 p.m.

Jana Ecker, Planning Director

DRAFT

DATE: May 28, 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 Concepts

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.

Please see attached a presentation prepared by MKSK to review several design concepts. Each alternative design concept was developed based on design cues from previous phases of this project. The MMTB is asked to review the initial concepts presented, and provide feedback to move into final conceptual design. It is anticipated that final design plans will be presented to the MMTB in July.

SUGGESTED ACTION:

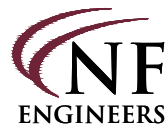
The MMTB is asked to provide feedback related to the following:

- Potential addition and location of crosswalks and pedestrian crossing islands;
- Use and design of a center median;
- Incorporation of green infrastructure elements;
- Integration of electric vehicle charging spaces;
- Integration of scooter or other micro-transit vehicle parking; and
- Any other suggestions for enhancement of S. Old Woodward from Brown to Landon.

SOUTH OLD WOODWARD DESIGN

REVIEW OF DESIGN REFINEMENTS

JUNE 3, 2021



PURPOSE OF TONIGHT'S PRESENTATION

Feedback for the final plan to be presented in July

- » Generally consistent with Phases 1 and 2
- » Angled parking to remain per City Commission (no bike lanes)
- » Lane widths being reduced
- » Some parking replaced with green areas to improve pedestrian safety
- » Phase 4 to be done later - new development and MDOT permitting
- » New traffic, pedestrian and bicycle counts will be evaluated
- » Intersection concepts will be presented in July

PURPOSE OF TONIGHT'S PRESENTATION

Option A

- » Adds crosswalks, some parking to be replaced with open space

Option B

- » Median where left turns not needed, crossing islands

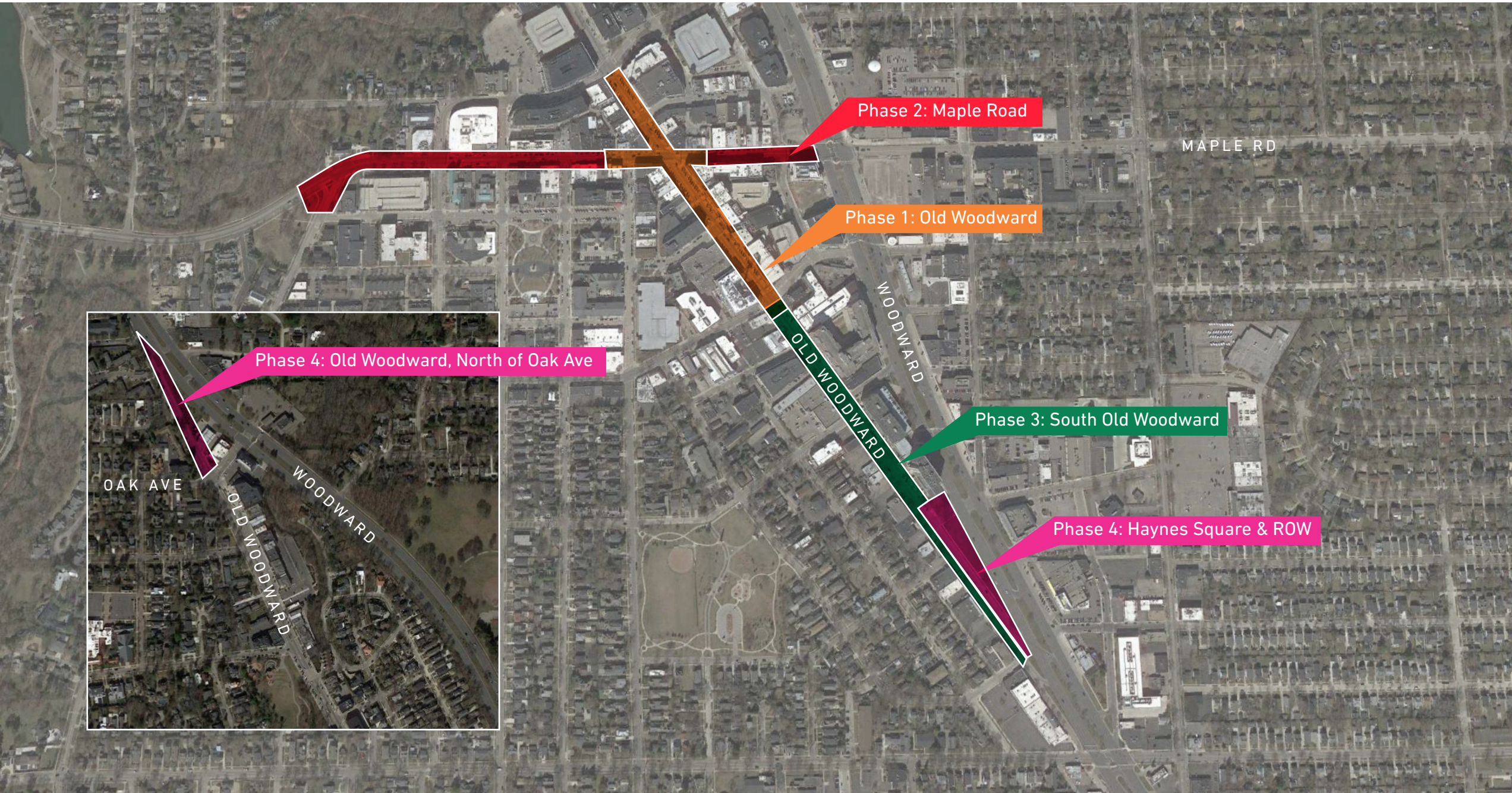
Opportunities for ROW activation

Green infrastructure

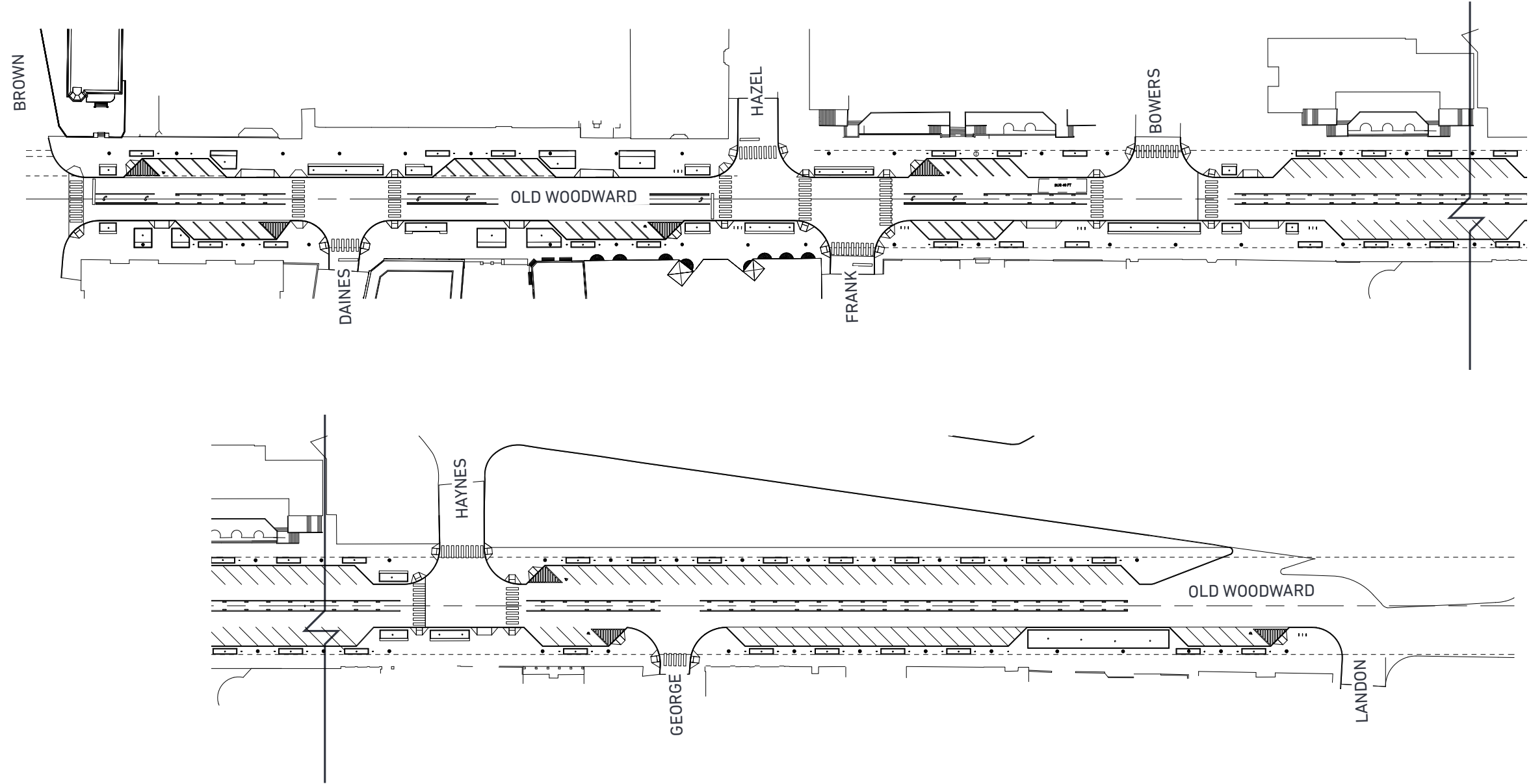
Electric vehicle parking

Scooter/mobility parking

PROJECT OVERVIEW

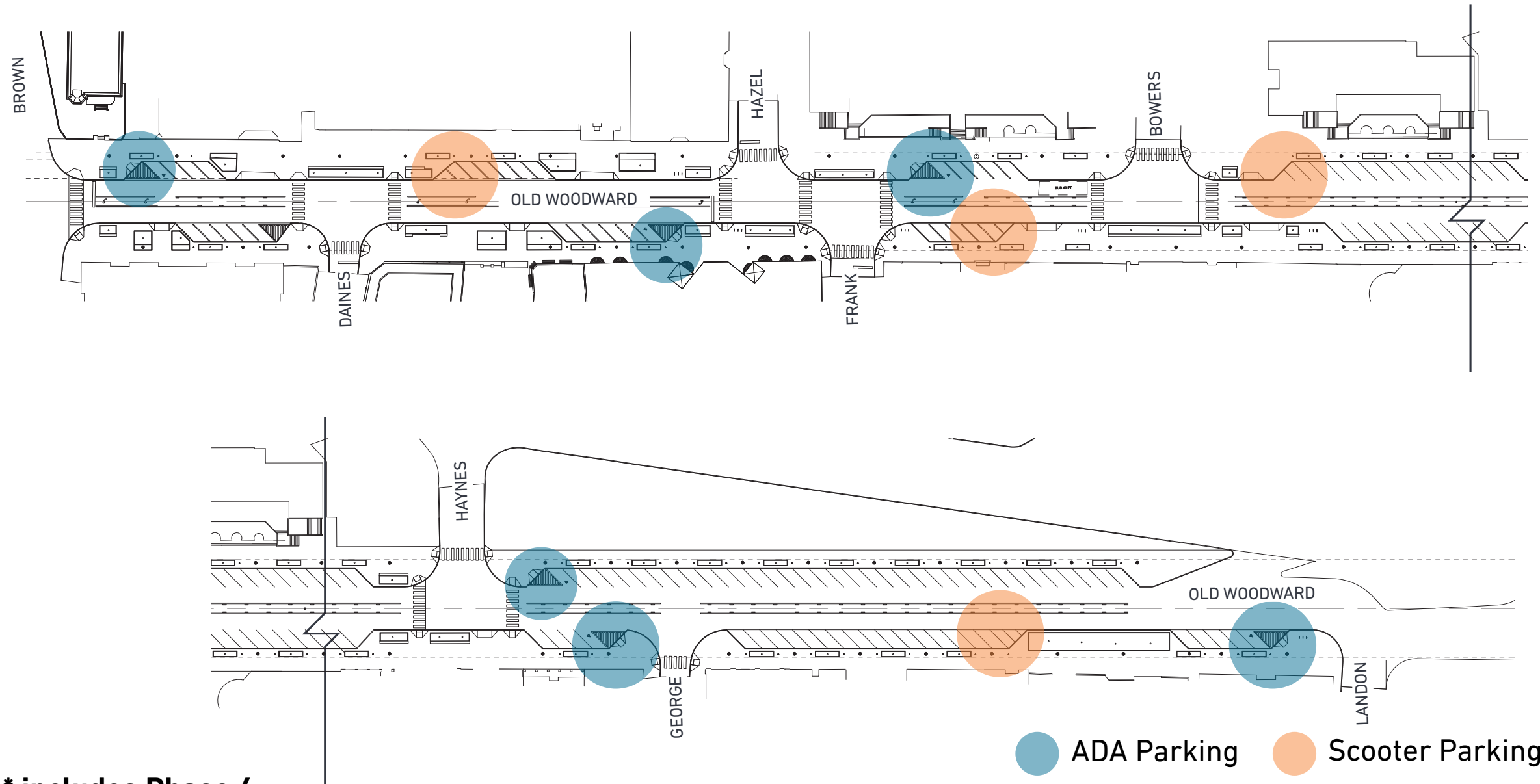


CONCEPT A - OVERALL PLAN



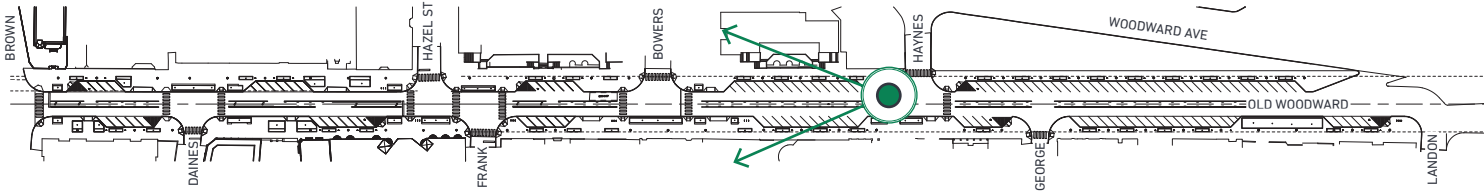
CONCEPT A - OVERALL PARKING

Proposed parking: **112 spaces*** Existing parking: **151 spaces**



* includes Phase 4

CONCEPT A - TYPICAL SECTION



PROPOSED

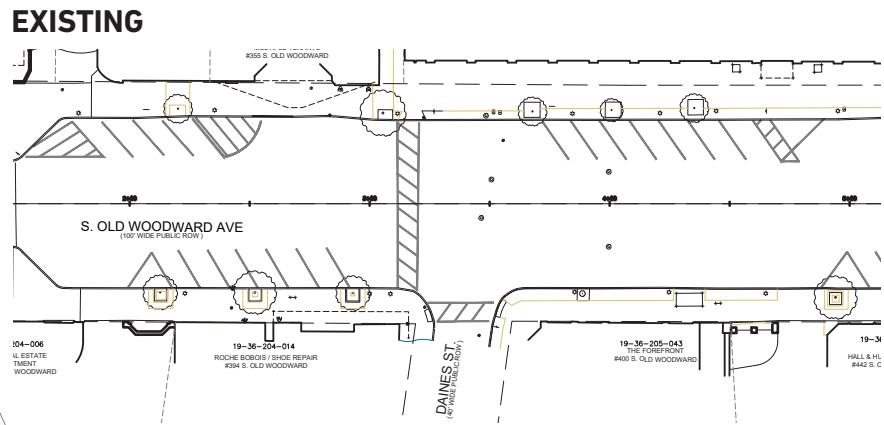
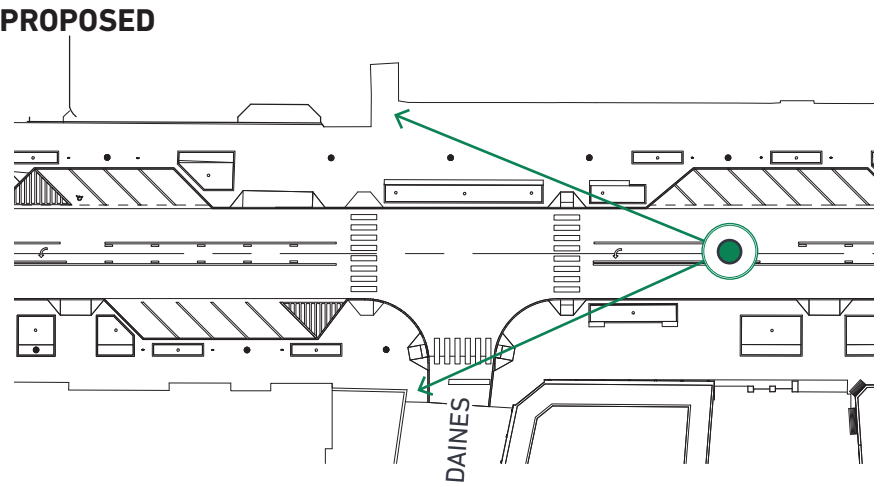
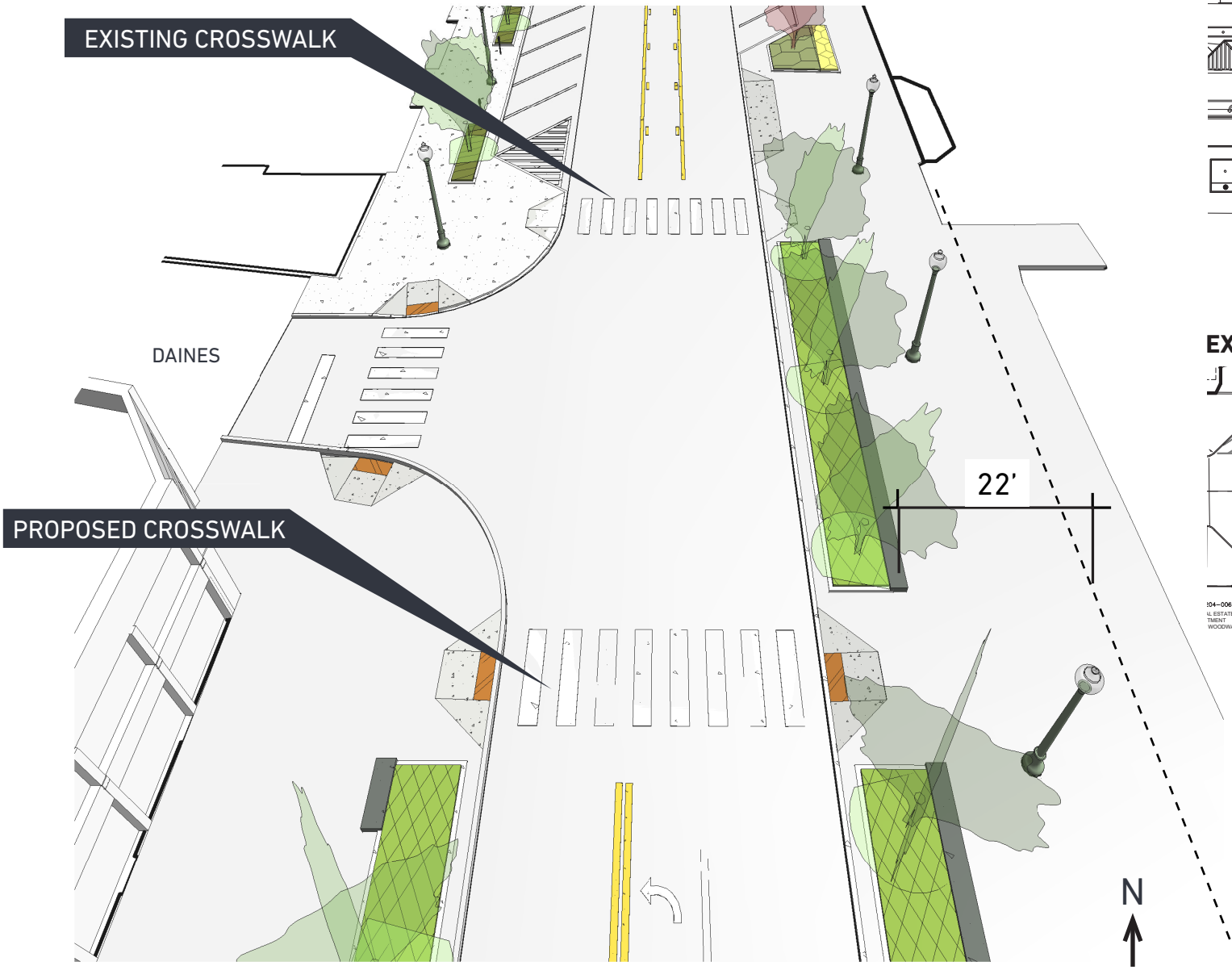
+/- 10'	5'	2' CURB	15.5'	13'	9'	13'	15.5'	2' CURB	5'	+/- 10'
WALKWAY	AMENITY ZONE		ANGLED PARKING	TRAVEL LANE	TURN LANE	TRAVEL LANE	ANGLED PARKING		AMENITY ZONE	WALKWAY

EXISTING

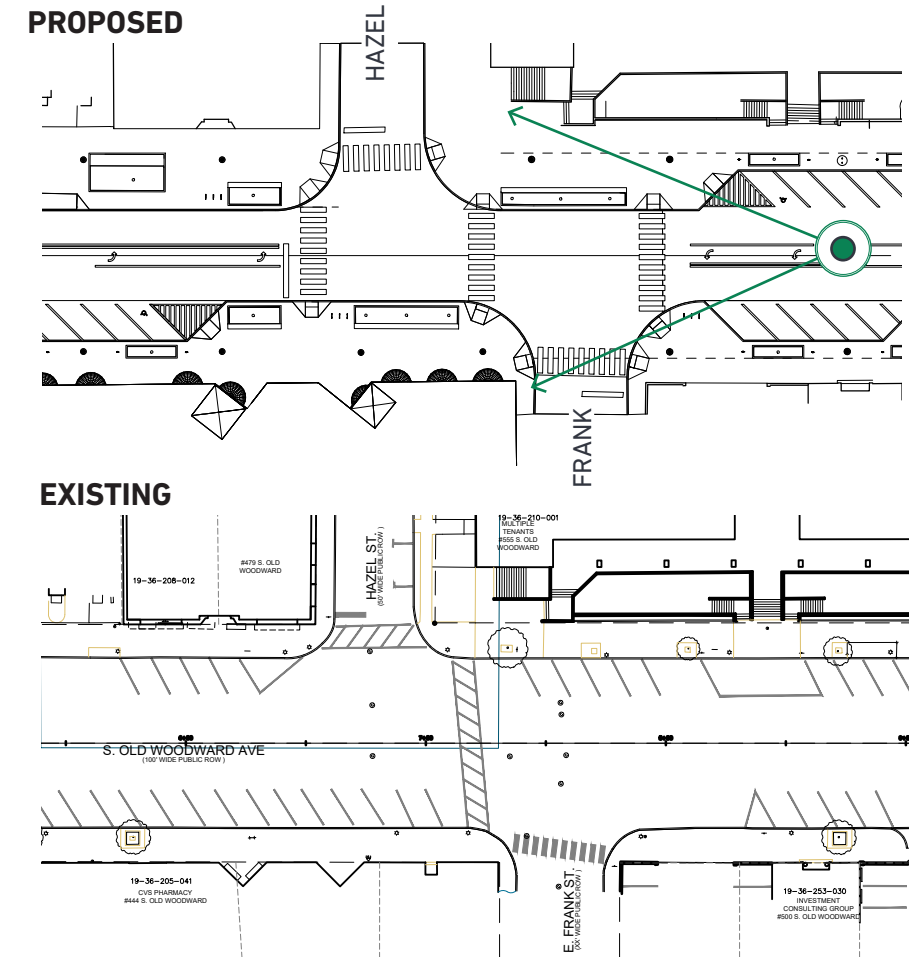
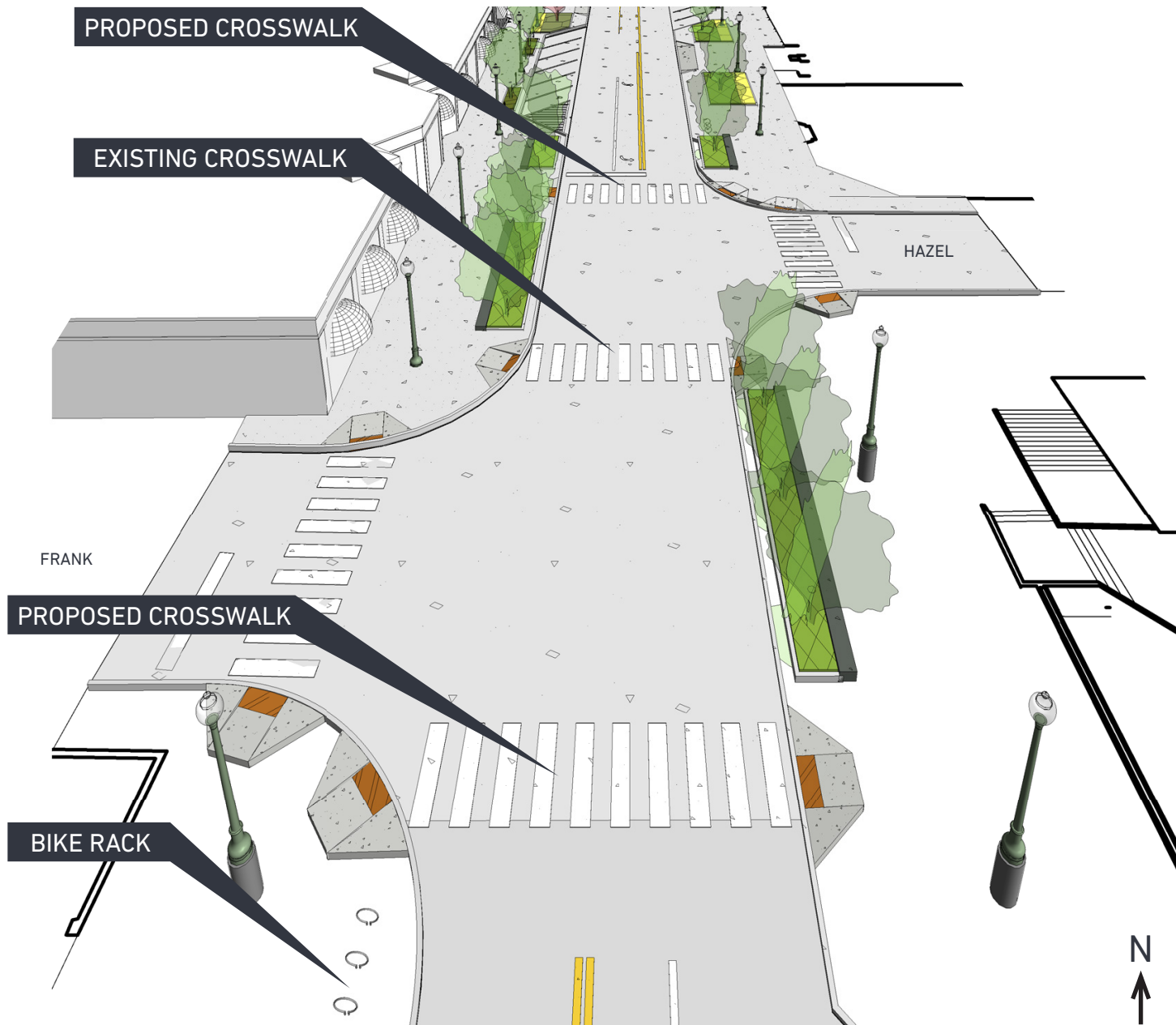
+/- 10'	15.5'	19'	19'	15.5'	+/- 10'
WALKWAY	ANGLED PARKING	TRAVEL LANE	TRAVEL LANE	ANGLED PARKING	WALKWAY



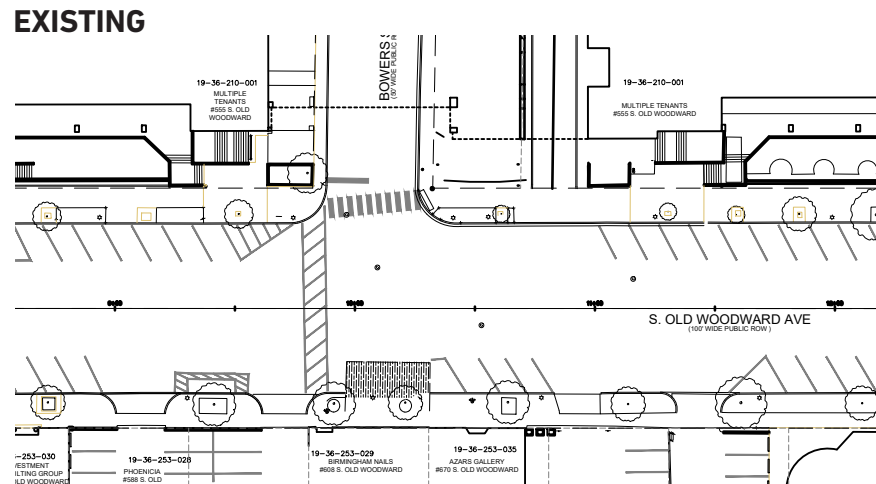
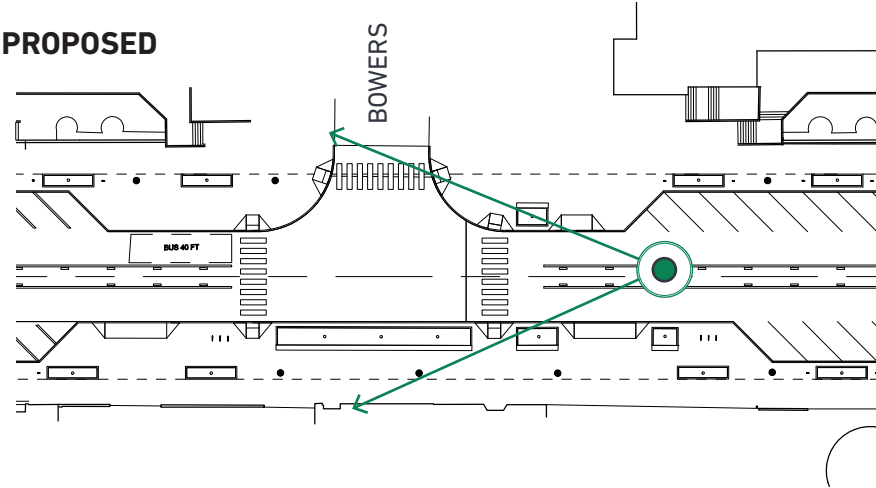
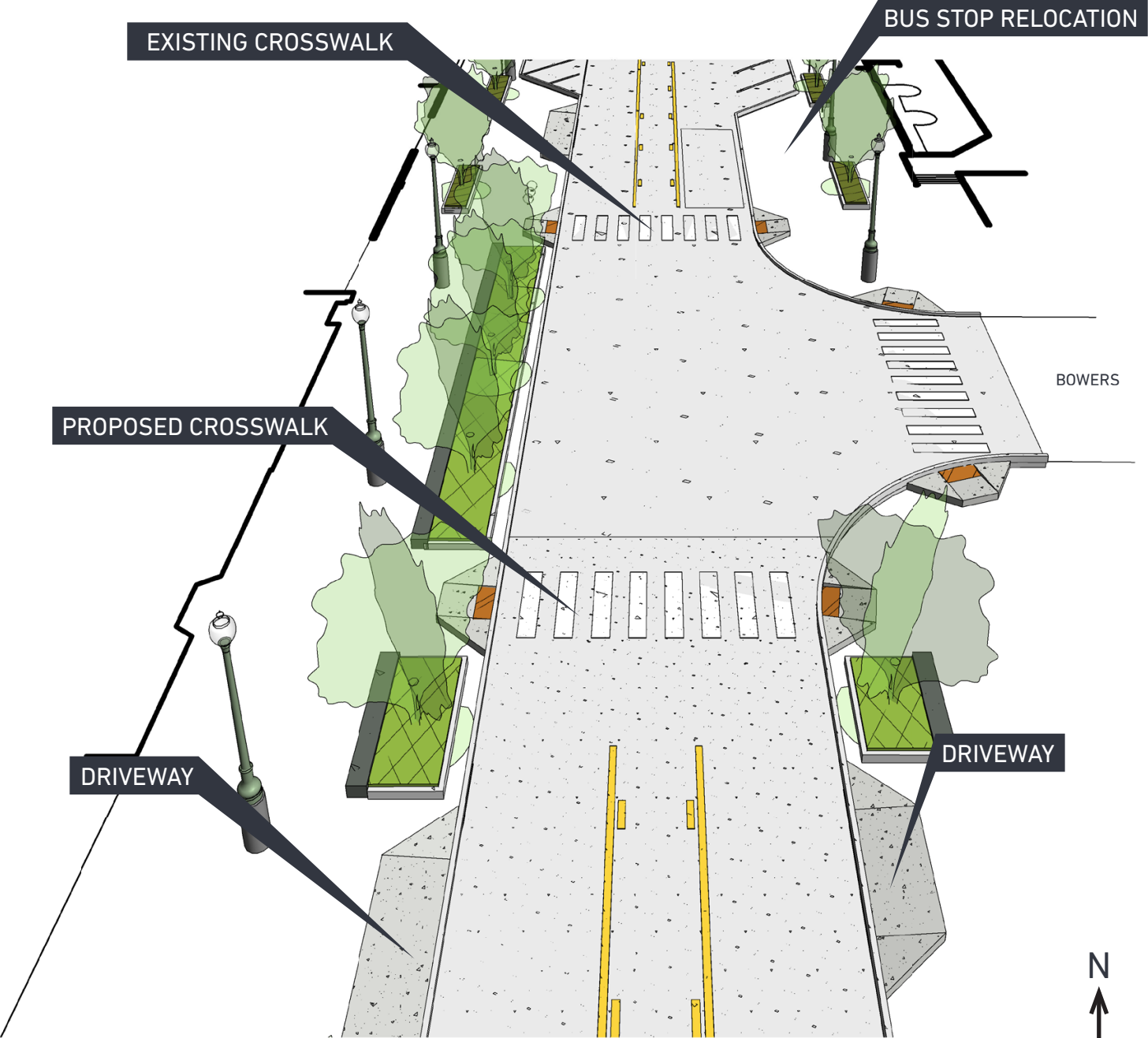
CONCEPT A - DAINES INTERSECTION



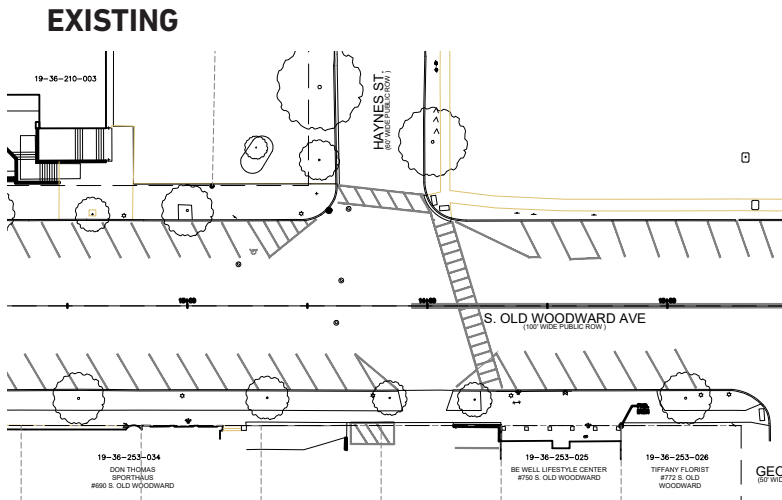
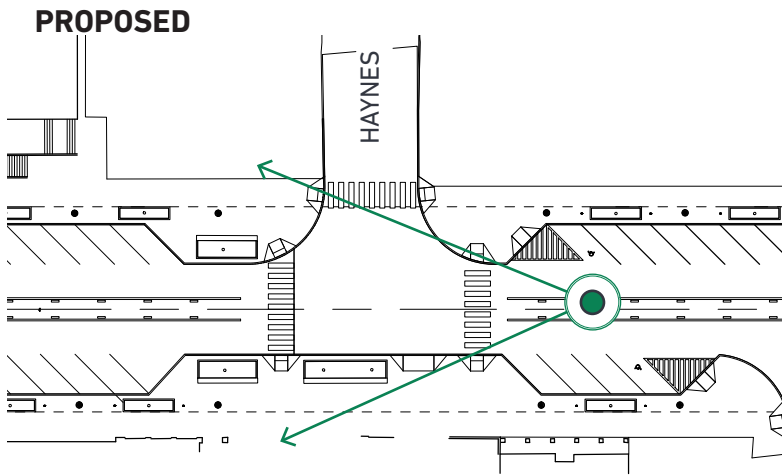
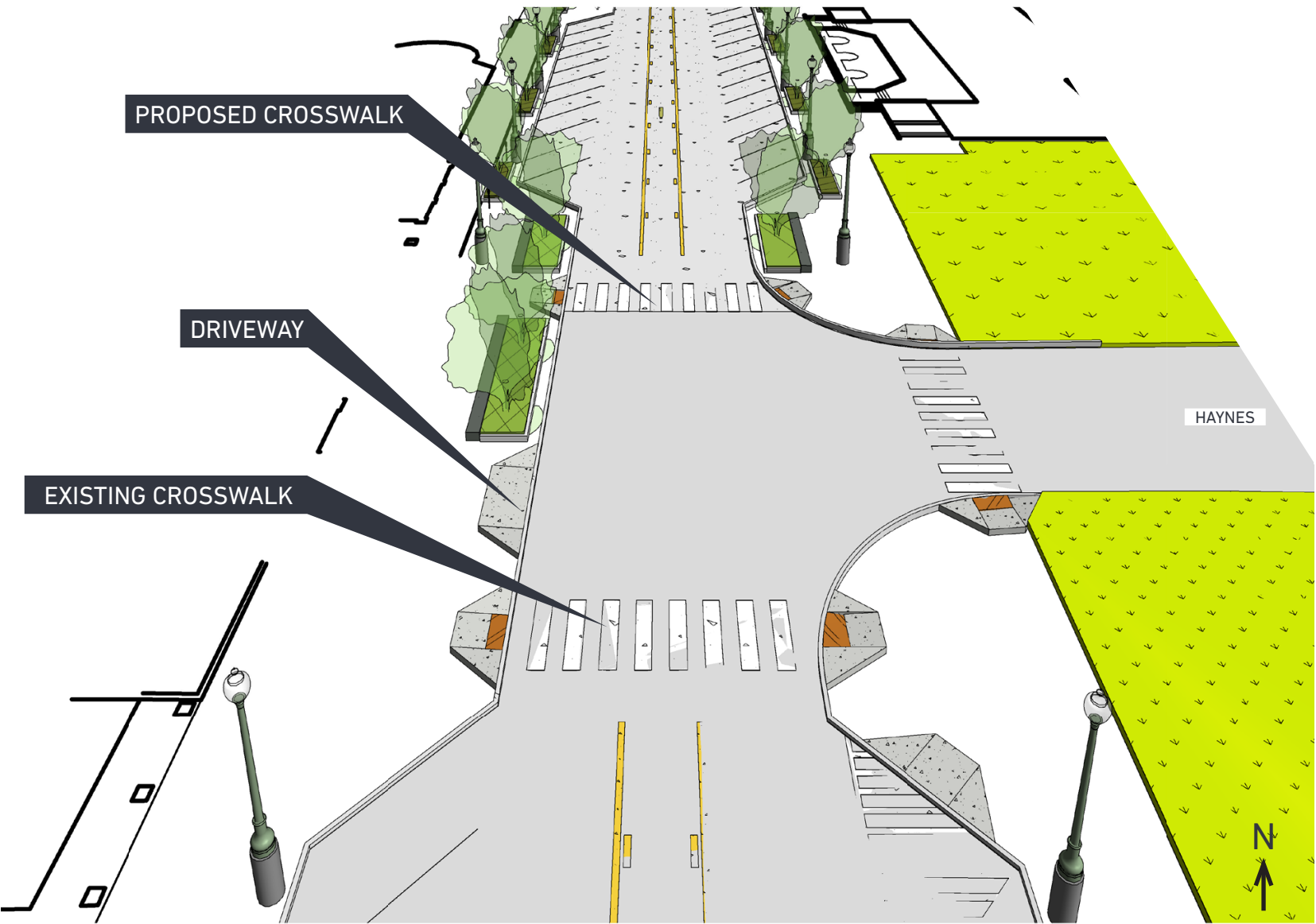
CONCEPT A- HAZEL/FRANK INTERSECTION



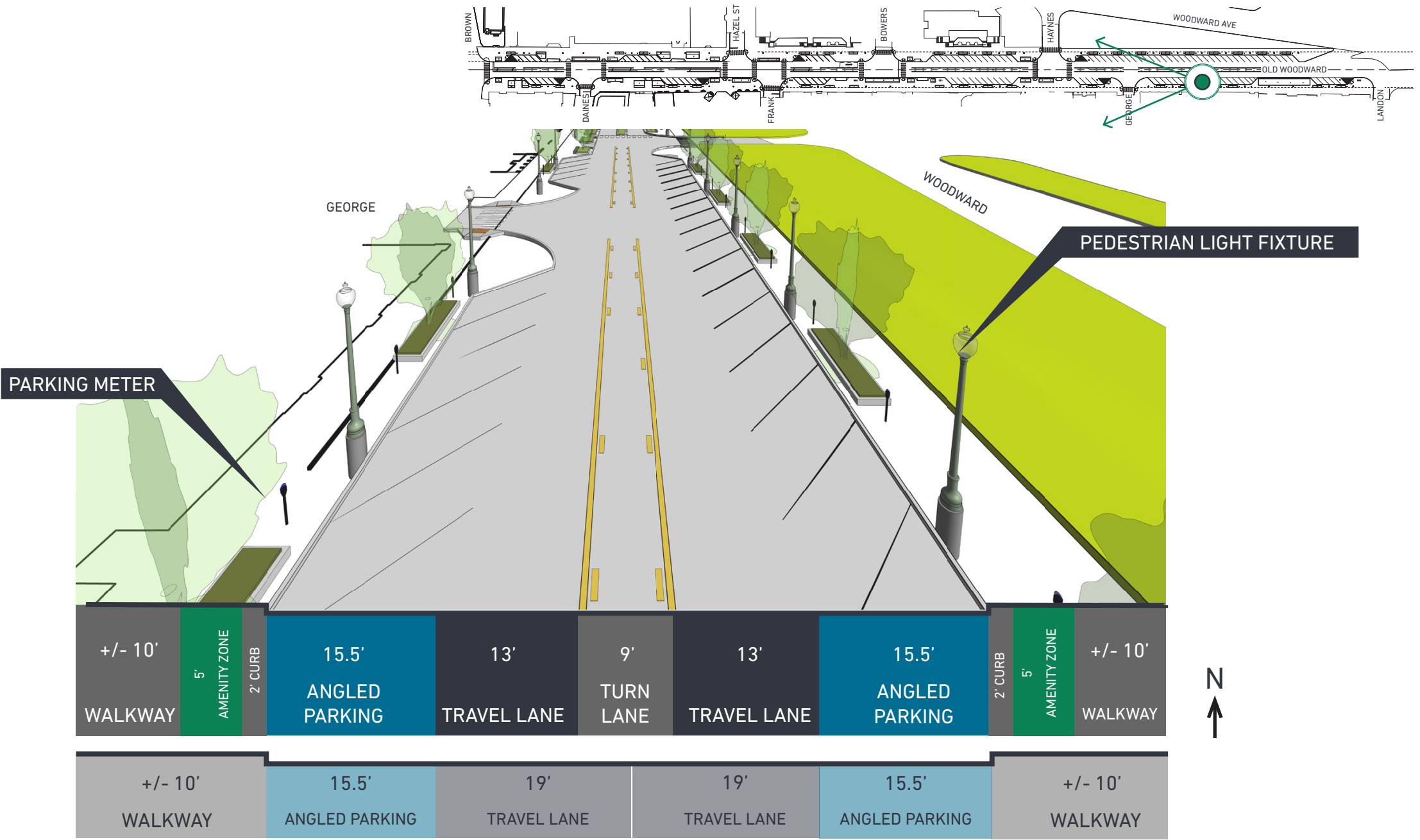
CONCEPT A - BOWERS INTERSECTION



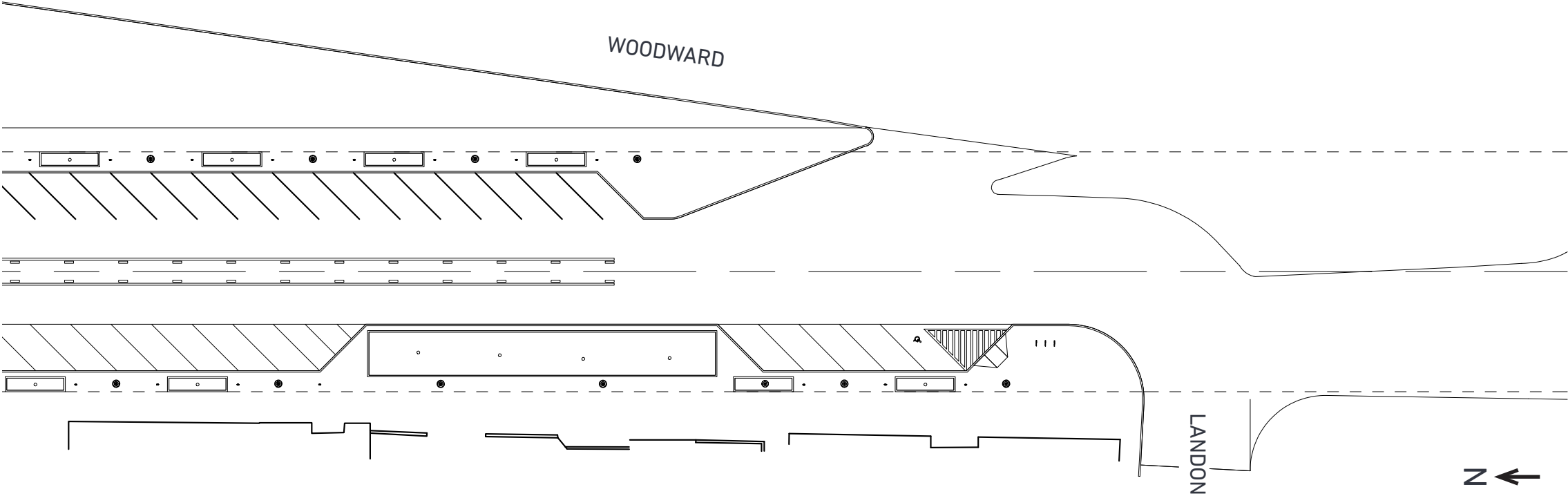
CONCEPT A - HAYNES INTERSECTION



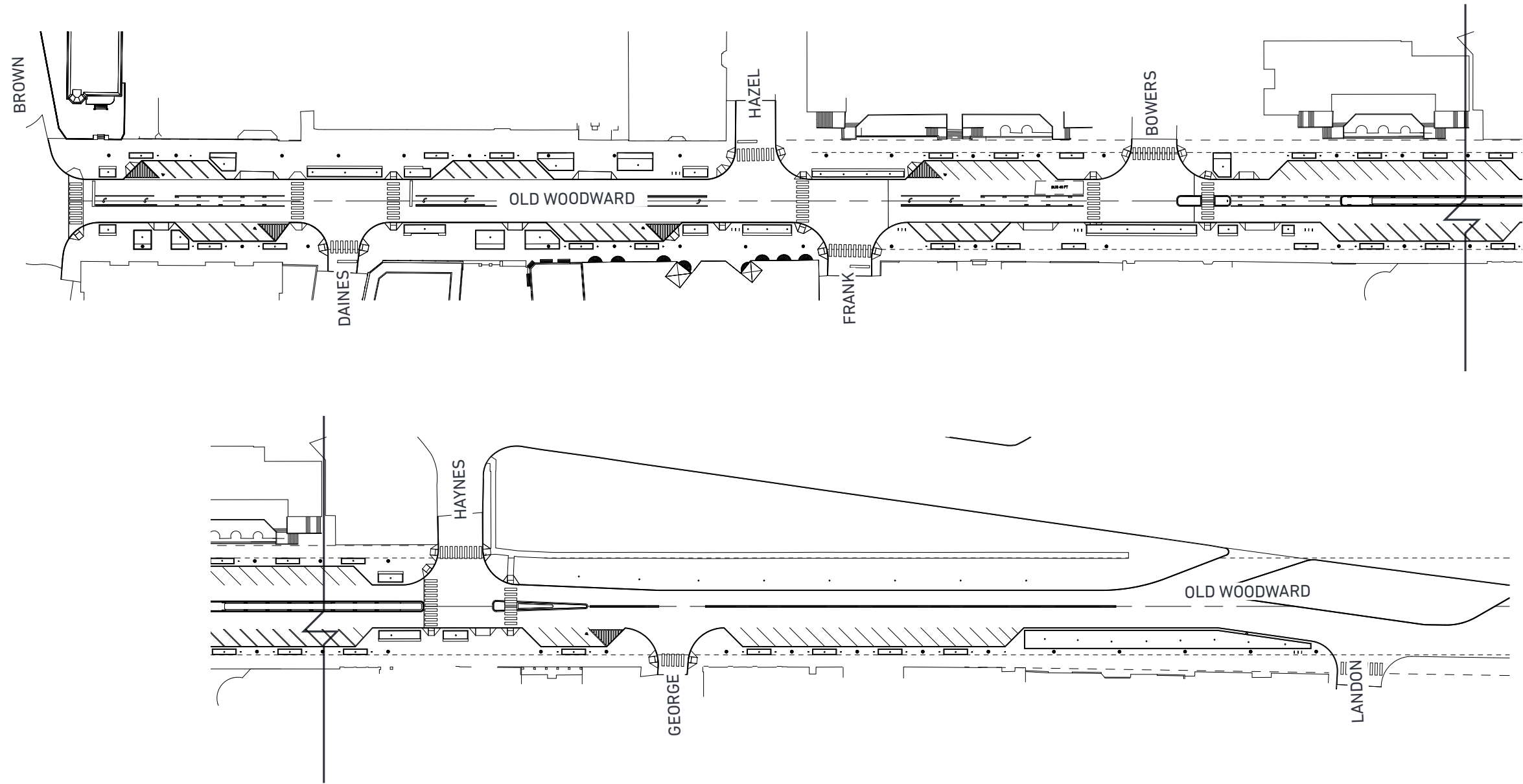
CONCEPT A - HAYNES TO LANDON TYPICAL SECTION



CONCEPT A - [PHASE 4] LANDON INTERSECTION



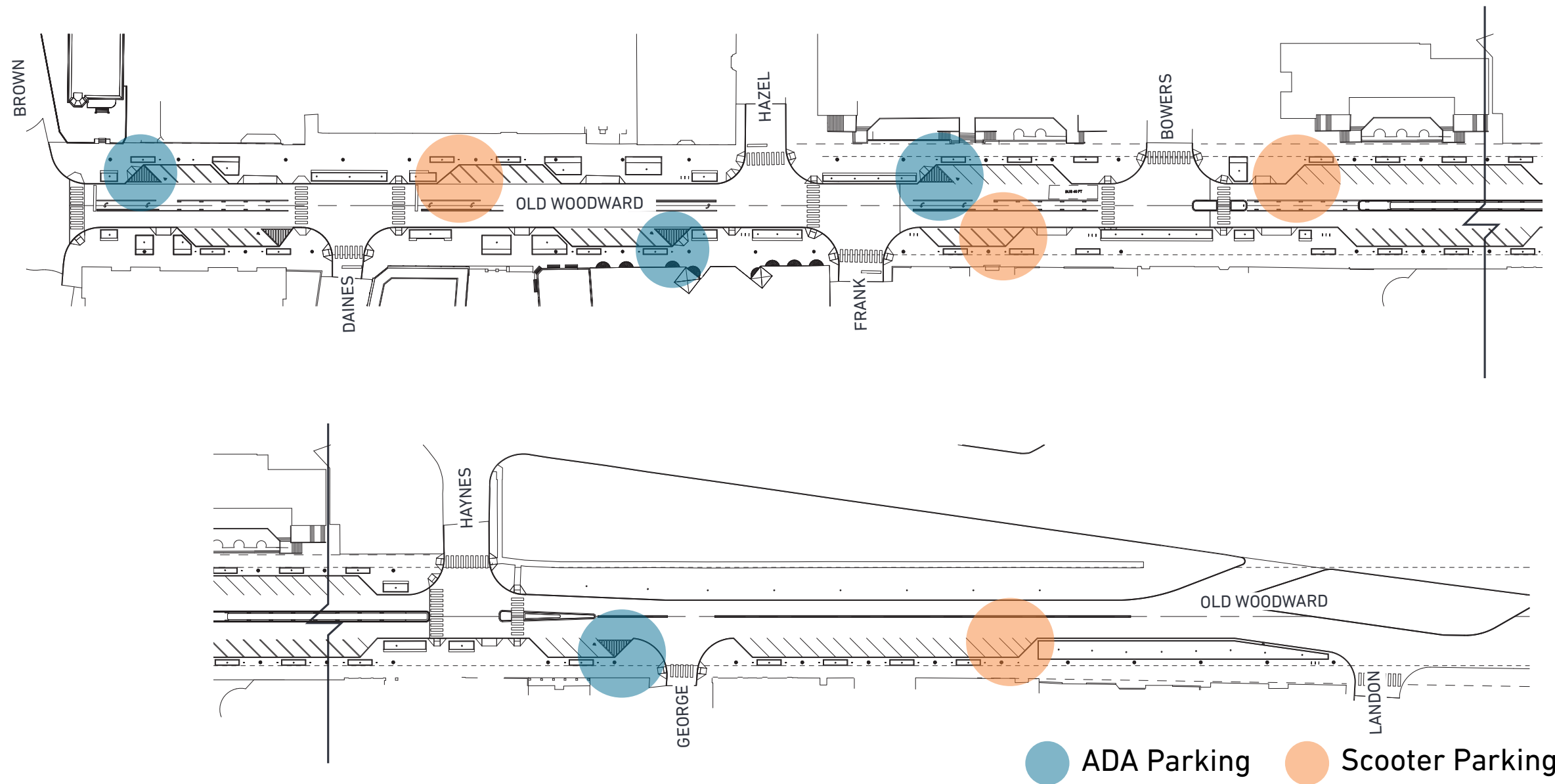
CONCEPT B - OVERALL PLAN



CONCEPT B - OVERALL PARKING

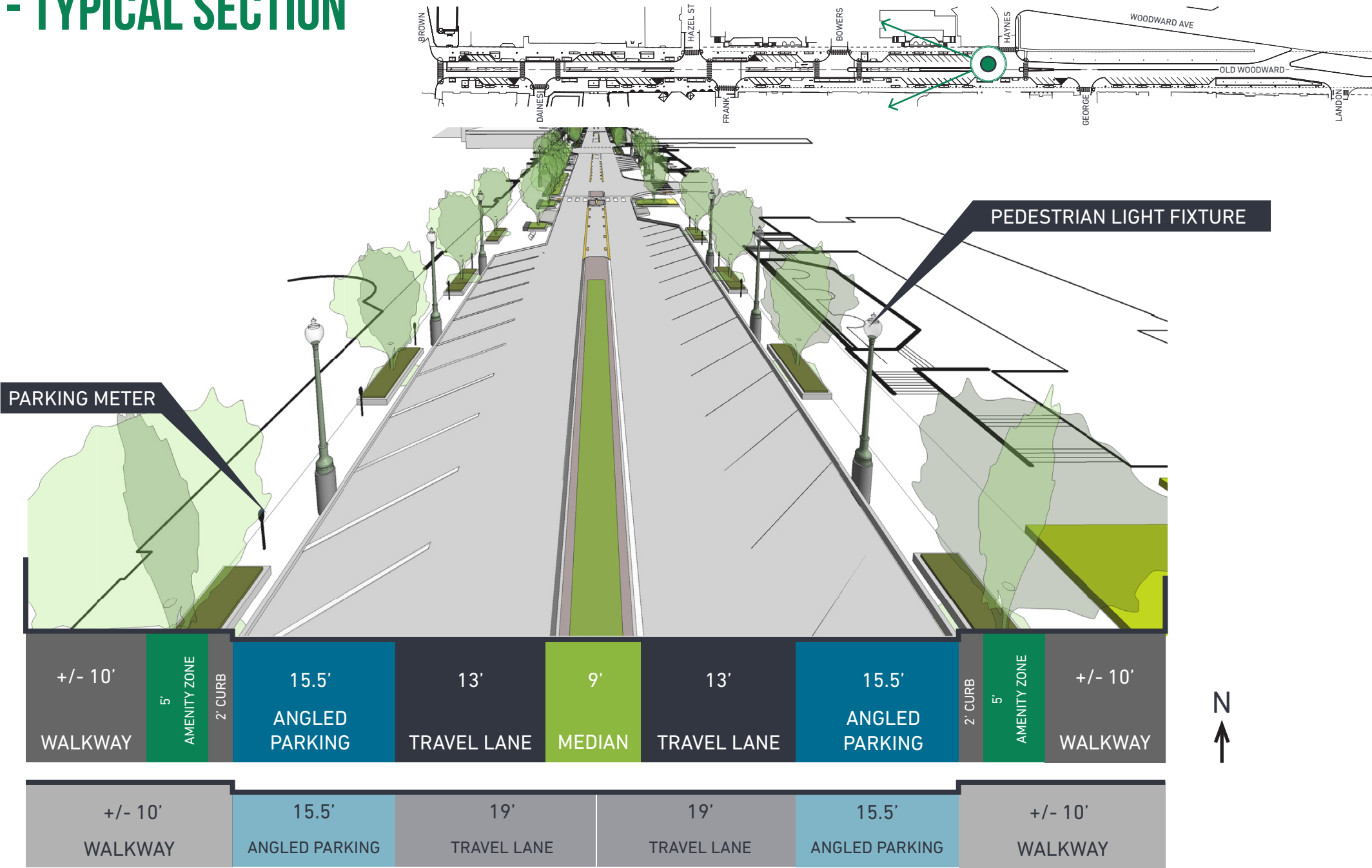
Proposed parking: **74 spaces***

Existing parking: **112 spaces**

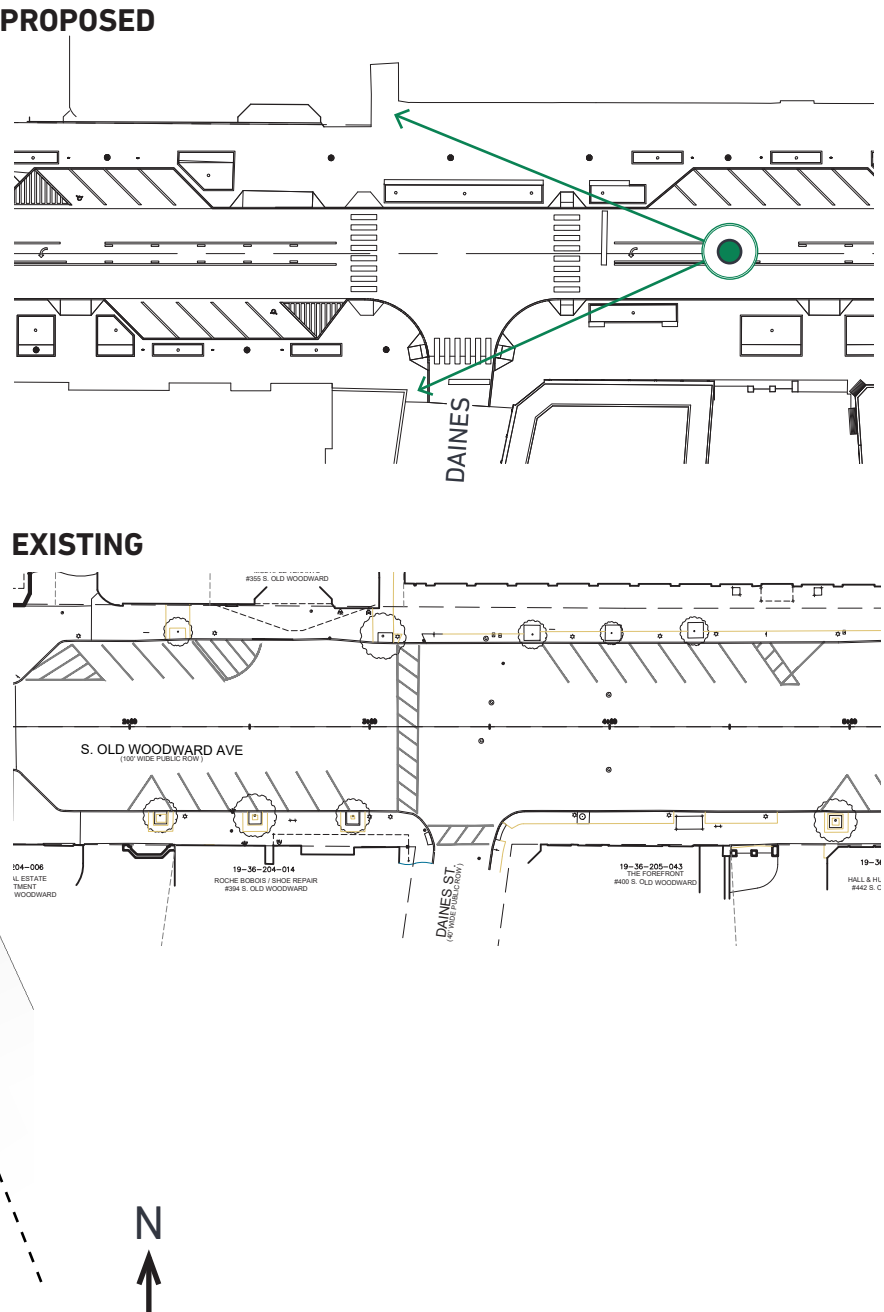
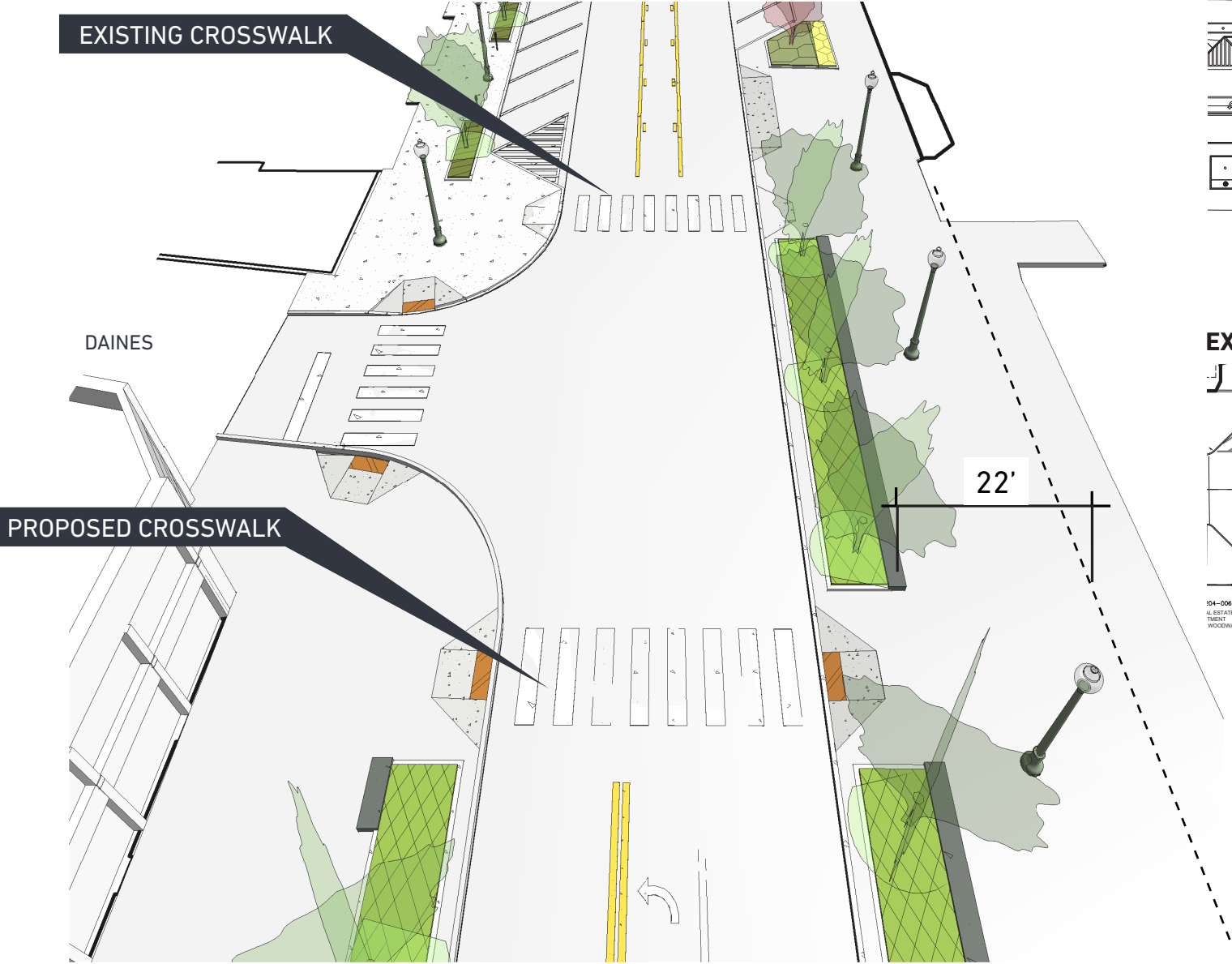


*** does not include Phase 4**

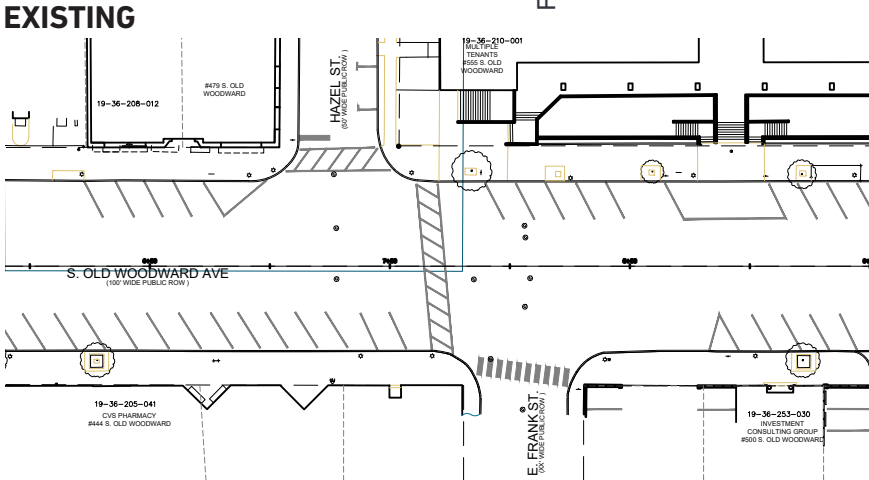
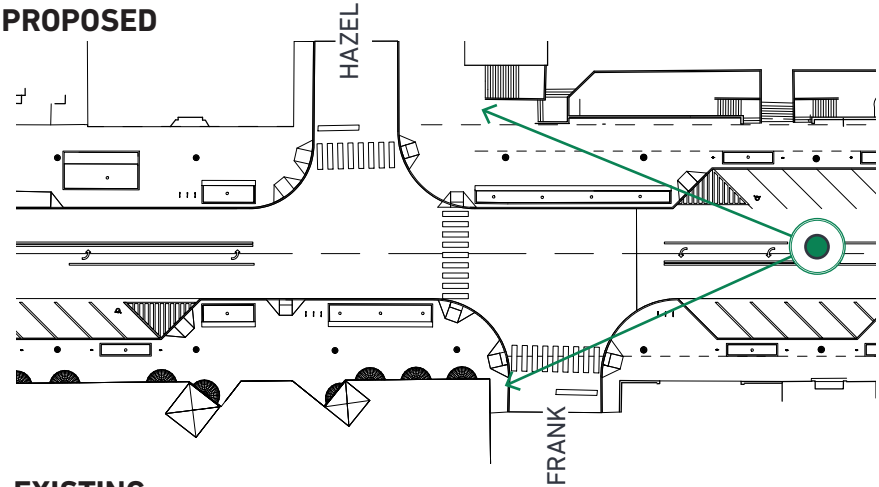
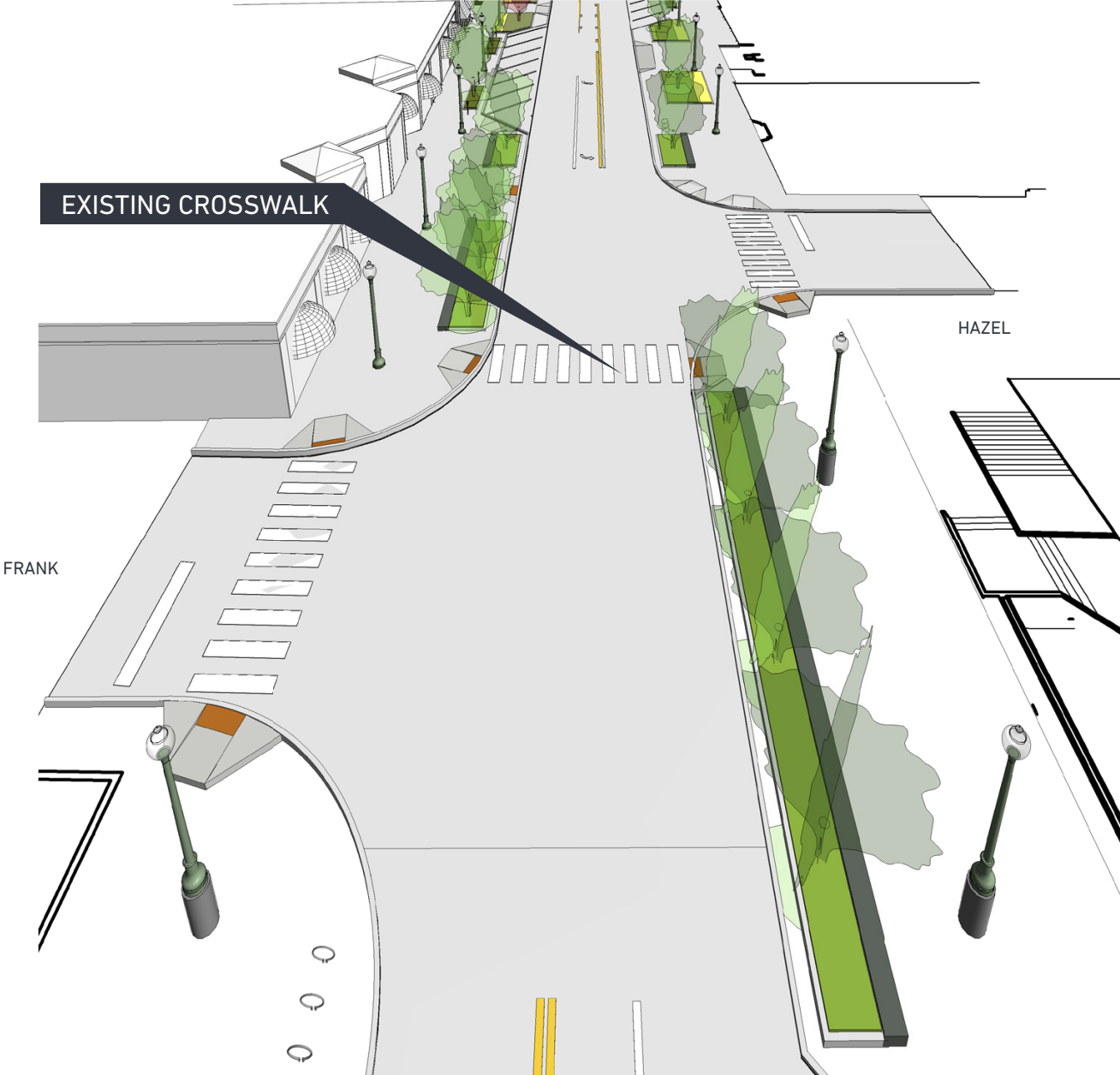
CONCEPT B - TYPICAL SECTION



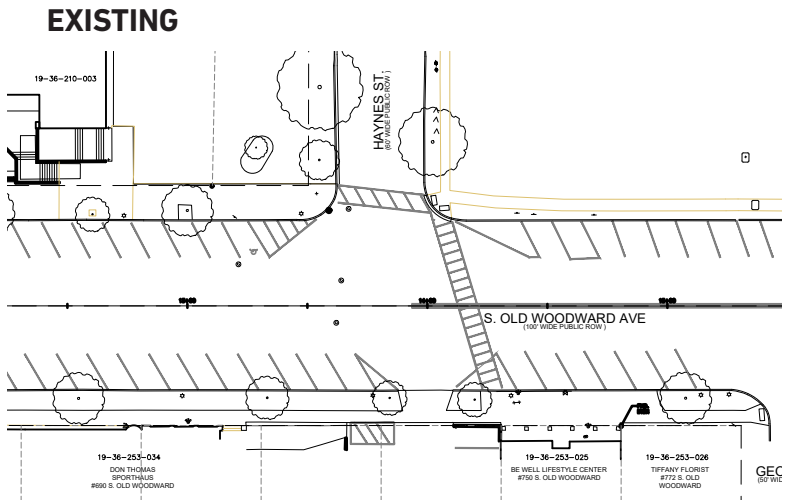
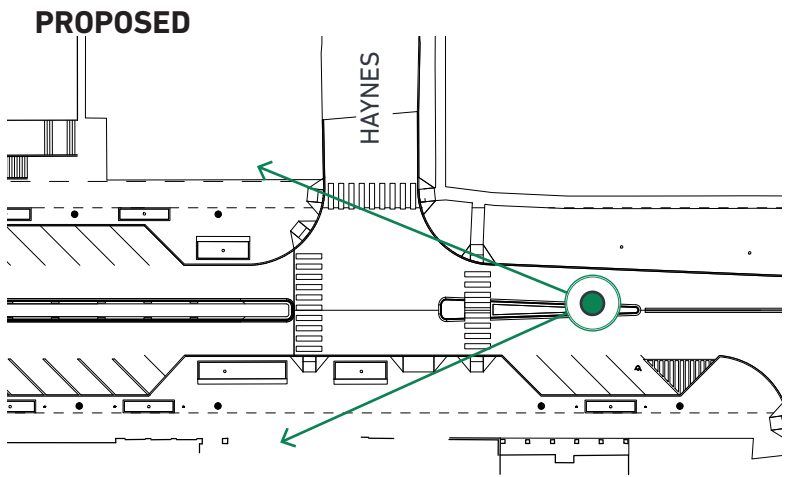
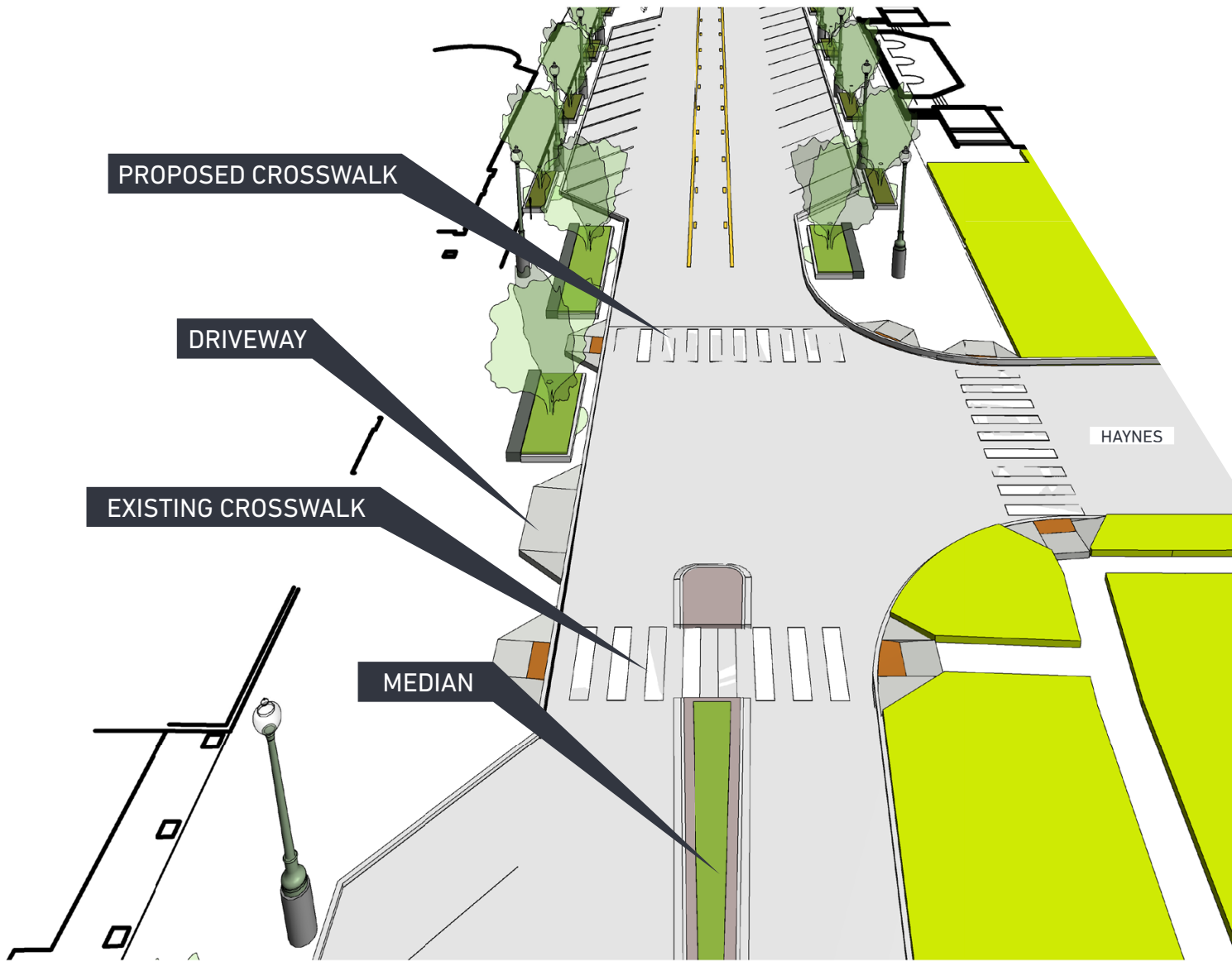
CONCEPT B - DAINES INTERSECTION



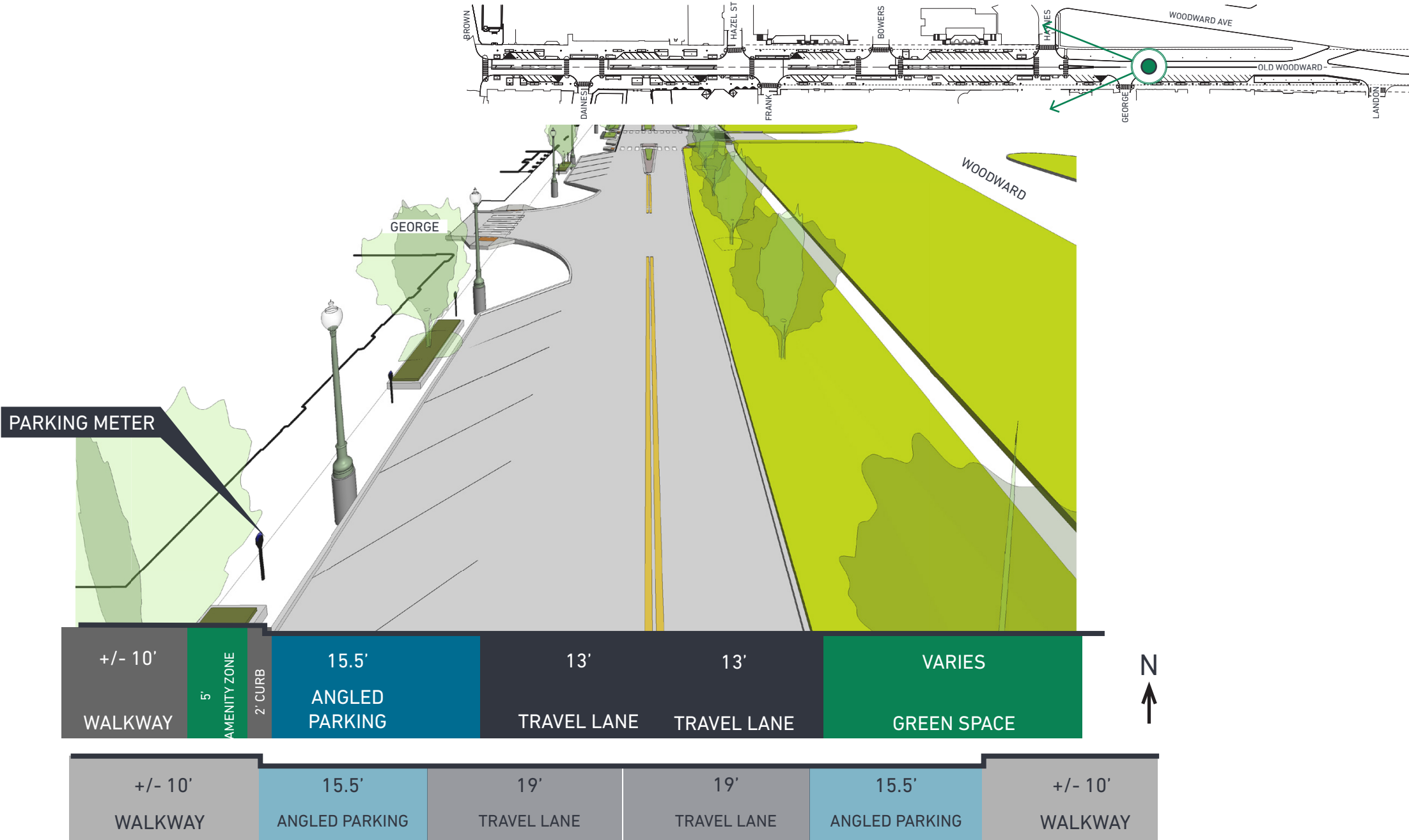
CONCEPT B - HAZEL/FRANK INTERSECTION



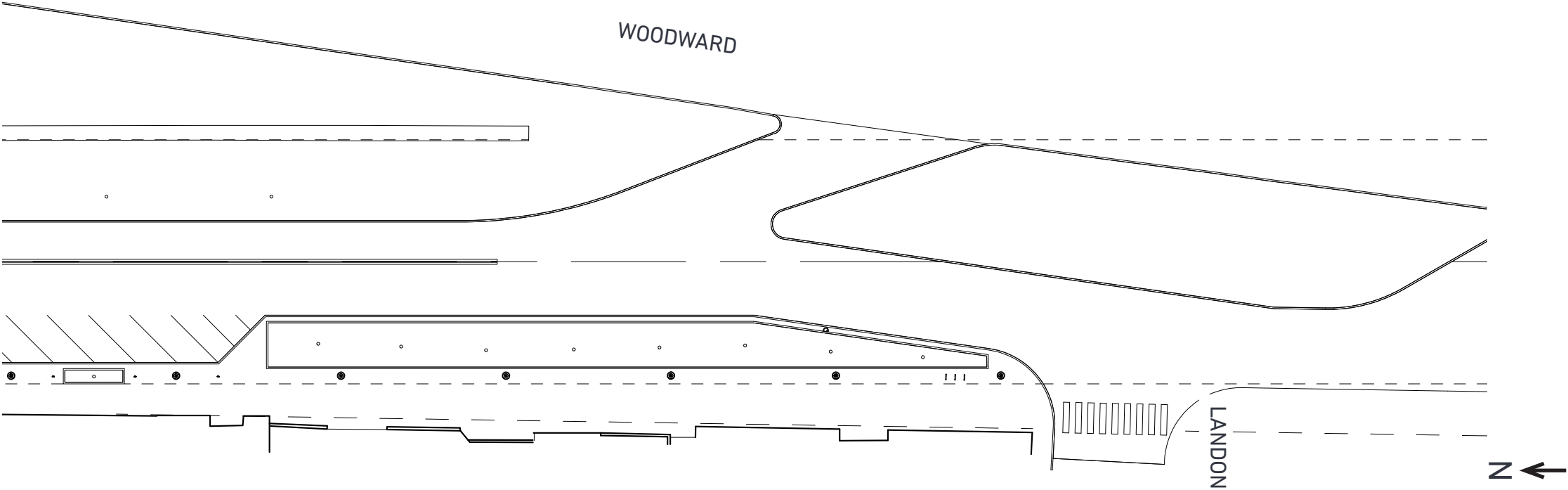
CONCEPT B - HAYNES INTERSECTION



CONCEPT B - HAYNES TO LANDON TYPICAL SECTION



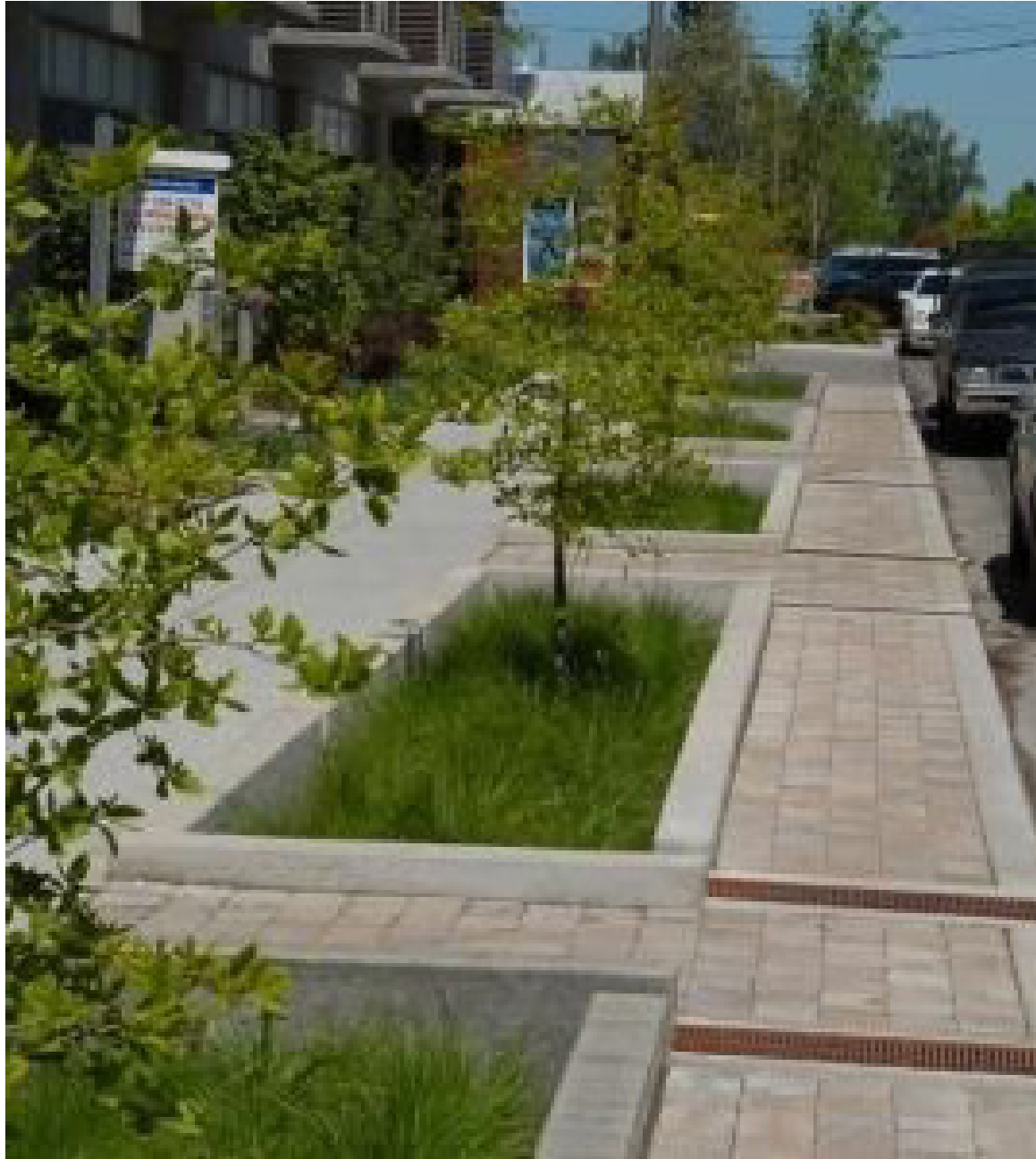
CONCEPT B - [PHASE 4] LANDON INTERSECTION



RIGHT OF WAY OPPORTUNITIES - ACTIVATION



RIGHT OF WAY OPPORTUNITIES - GREEN INFRASTRUCTURE



STREET TREE RECOMMENDATIONS

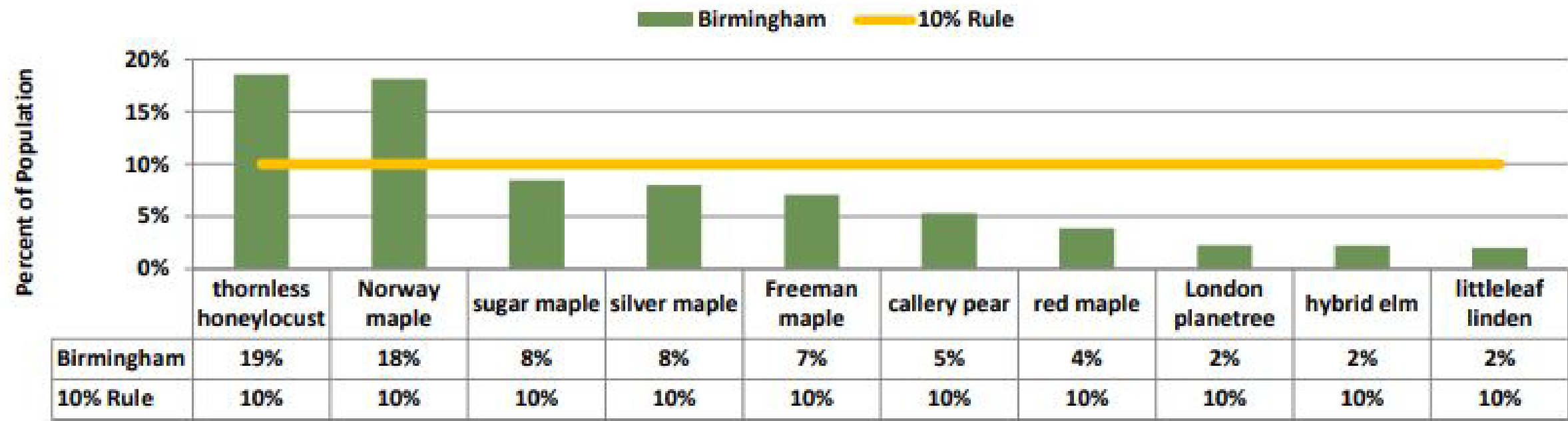


Figure 2. Ten most abundant species of ROW trees identified during the inventory

STREET TREE RECOMMENDATIONS

Large Trees: Greater Than 50 Feet In Height When Mature

Scientific Name	Common Name	Cultivar
<i>Aesculus hippocastanum</i>	horsechestnut	'Baummanii'
<i>Catalpa speciosa</i>	northern catalpa	
<i>Cercidiphyllum japonicum</i>	katsuratree	
<i>Cladastris kentukea</i>	yellowwood	
<i>Eucommia ulmoides</i>	hardy rubber tree	
<i>Ginkgo biloba</i>	ginkgo	(Choose male trees only)
<i>Gleditsia triacanthos inermis</i>	thornless honeylocust	'Skyline'
<i>Gymnocladus dioica</i>	Kentucky coffeetree	Prairie Titan®
<i>Liriodendron tulipifera</i>	tuliptree	
<i>Liquidambar styraciflua</i>	sweetgum	'Moraine'
<i>Magnolia acuminata</i>	cucumbertree	
<i>Metasequoia glyptostroboides</i>	dawn redwood	'Emerald Feathers'
<i>Nyssa sylvatica</i>	black tupelo	
<i>Quercus bicolor</i>	swamp white oak	
<i>Quercus ellipsoidalis</i>	northern pin oak	
<i>Quercus imbricaria</i>	shingle oak	
<i>Quercus macrocarpa</i>	bur oak	
<i>Quercus rubra</i>	northern red oak	'Splendens'
<i>Taxodium distichum</i>	common baldcypress	'Shawnee Brave'
<i>Tilia tomentosa</i>	silver linden	'Sterling'
<i>Ulmus x</i>	hybrid elm	'Frontier' 'Homestead' 'Pioneer' 'Regal' 'Urban'
<i>Zelkova serrata</i>	Japanese zelkova	'Green Vase' 'Halka' 'Village Green'

Medium Trees: 26 To 49 Feet In Height When Mature

Scientific Name	Common Name	Cultivar
<i>Aesculus glabra</i>	Ohio buckeye	
<i>Aesculus x carnea</i>	red horsechestnut	'Briotii'
<i>Betulus nigra</i>	river birch	'Heritage'
<i>Carpinus betulus</i>	European hornbeam	
<i>Carpinus caroliniana</i>	American hornbeam	
<i>Cercidiphyllum japonicum</i>	katsuratree	
<i>Cladrastis kentukea</i>	American yellowwood	'Rosea'
<i>Corylus columa</i>	Turkish filbert	
<i>Halesia tetraptera</i>	Carolina silverbell	
<i>Koeleruteria paniculata</i>	goldenraintree	
<i>Ostrya virginiana</i>	American hophornbeam	
<i>Parrotia persica</i>	Persian parrotia	'Vanessa'
<i>Phellodendron amurense</i>	Amur corktree	'Macho'
<i>Prunus sargentii</i>	Sargent cherry	'Columnaris'
<i>Ulmus parvifolia</i>	lacebark elm	

MKSK recommendations:

Ulmus x, Hybrid elm

Quercus bicolor, Swamp white oak

Liriodendron tulipifera, Tuliptree

Carpinus, Hornbeam

Cercidiphyllum japonicum, Katsuratree

DATE: May 28, 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: Oak Ave Pedestrian Improvements

INTRODUCTION:

As follow-up to the April MMTB meeting, MKSK, FV Engineering, the City Police, Engineering and Planning departments met to review the Oak Ave pedestrian path area that was removed as part of the Lakeview Ave Paving Project in 2020 due to safety requests by residents to the City.

BACKGROUND:

In 2020, after hearing concerns about pedestrian safety, the City removed the existing asphalt shoulder on the south side of the road that was being used by pedestrians walking between Lakeside and Lakeview. A new pedestrian crossing was installed on the west side of Lakeview to encourage pedestrians to cross Oak and use the sidewalk on the north side of the road. Since that time, it is apparent that many pedestrians still walk along the south side of the road across the grass that was planted to replace the asphalt shoulder.

The 2013 Multi-Modal Transportation Plan shows that the area in question is part of the proposed neighborhood connector route, and part of the proposed shared lanes marking area for bicycles. (See next page for figures showing these routes with the project area outlined in orange).

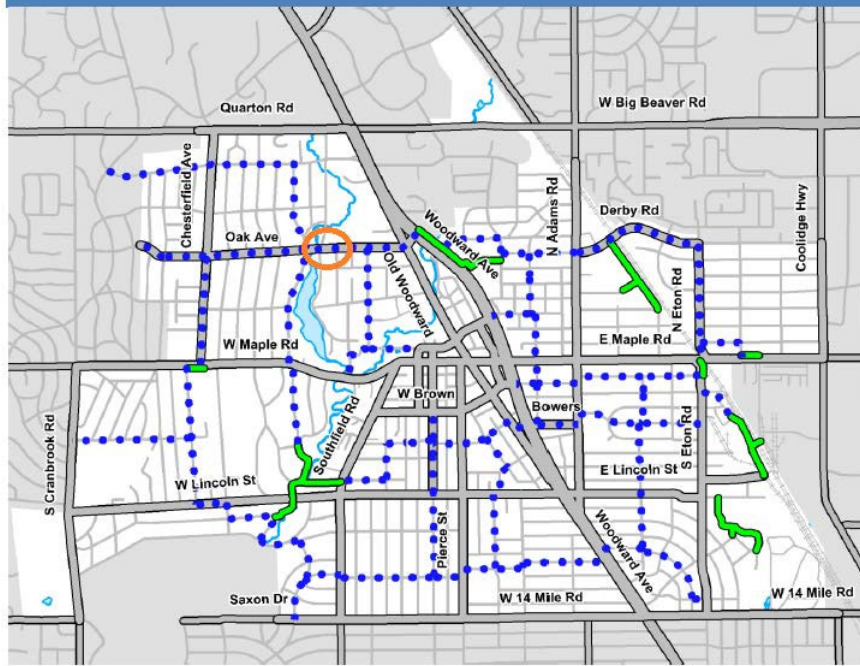
Please also find attached sketches prepared by MKSK with options for possible short term and long term improvements for the area to help encourage safe travel for pedestrians. Please note our short term plan is only aimed at improving immediate pedestrian safety concerns, long term solutions will consider incorporation of Multi-Modal Transportation Plan improvements.

SUGGESTED ACTION:

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;
2. Installation of additional "Sidewalk ends" signs where sidewalk terminates; and
3. Installation of grass and landscaping on the south side of Oak between Lakeside and Lakeview.

FIGURE 3.7A PROPOSED NEIGHBORHOOD CONNECTOR ROUTES

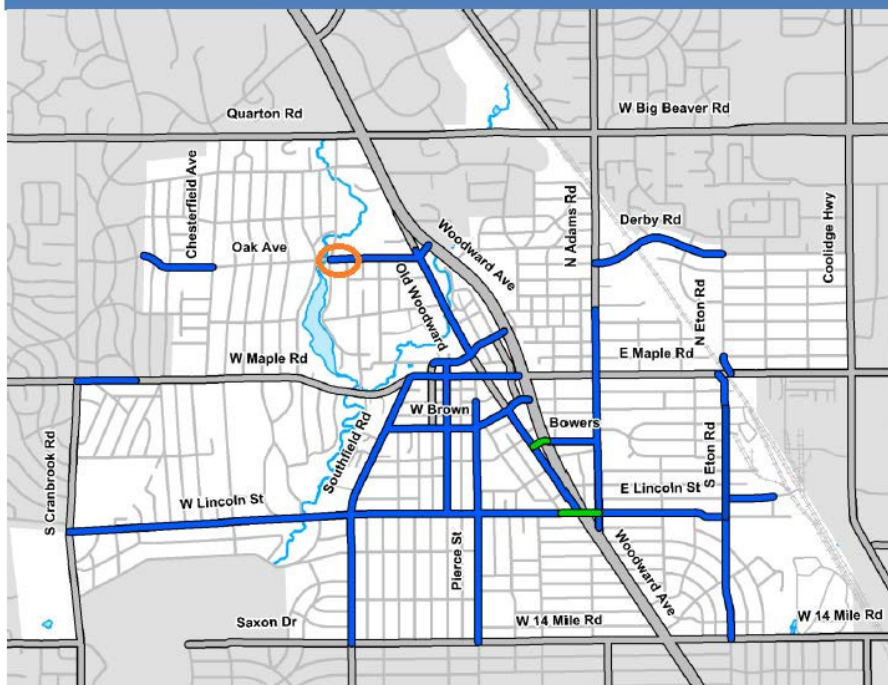


Proposed Neighborhood Connector Routes

- • • • • Proposed Routes on Local Roadways
- Proposed Off-Road Trail

APPROXIMATELY 15.4 MILES OF NEIGHBORHOOD CONNECTOR ROUTES AND 2.25 MILES OF PAVED OFF-ROAD TRAILS ARE PROPOSED

FIGURE 3.6A PROPOSED SHARED LANE MARKINGS



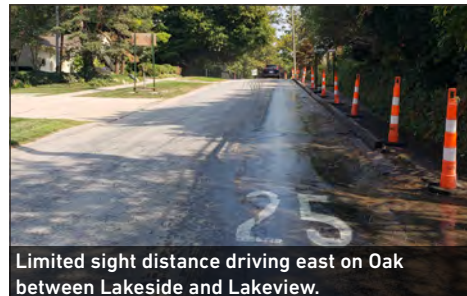
Shared Lane Markings

- Proposed Shared Lane Markings
- Proposed Colored Shared Lane Markings

APPROXIMATELY 10.7 MILES OF NEW SHARED LANES MARKINGS ARE PROPOSED AND 0.2 MILES OF COLORED SHARED LANE MARKINGS ARE PROPOSED

EXISTING CONDITIONS

Oak Ave Pedestrian Improvements

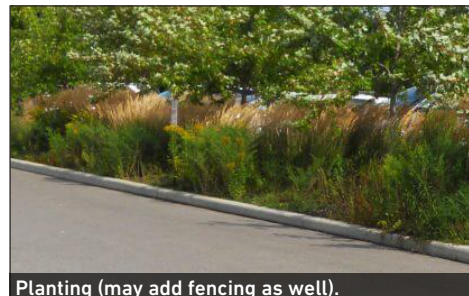


SHORT TERM IMPROVEMENTS

Oak Ave Pedestrian Improvements



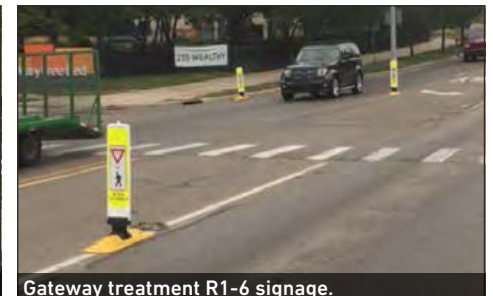
SIDEWALK ENDS signage.



Planting (may add fencing as well).



Active warning beacon at pedestrian crossing.



Gateway treatment R1-6 signage.

LONG TERM - STUDY OPTIONS & COSTS

Oak Ave Pedestrian Improvements



- Improve Oak Street?
- Shift road slightly to the north?
- Add sidewalks along the south side?
- Consider sidewalks along the cemetery?
- Other ideas?

DATE: May 27th, 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

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.

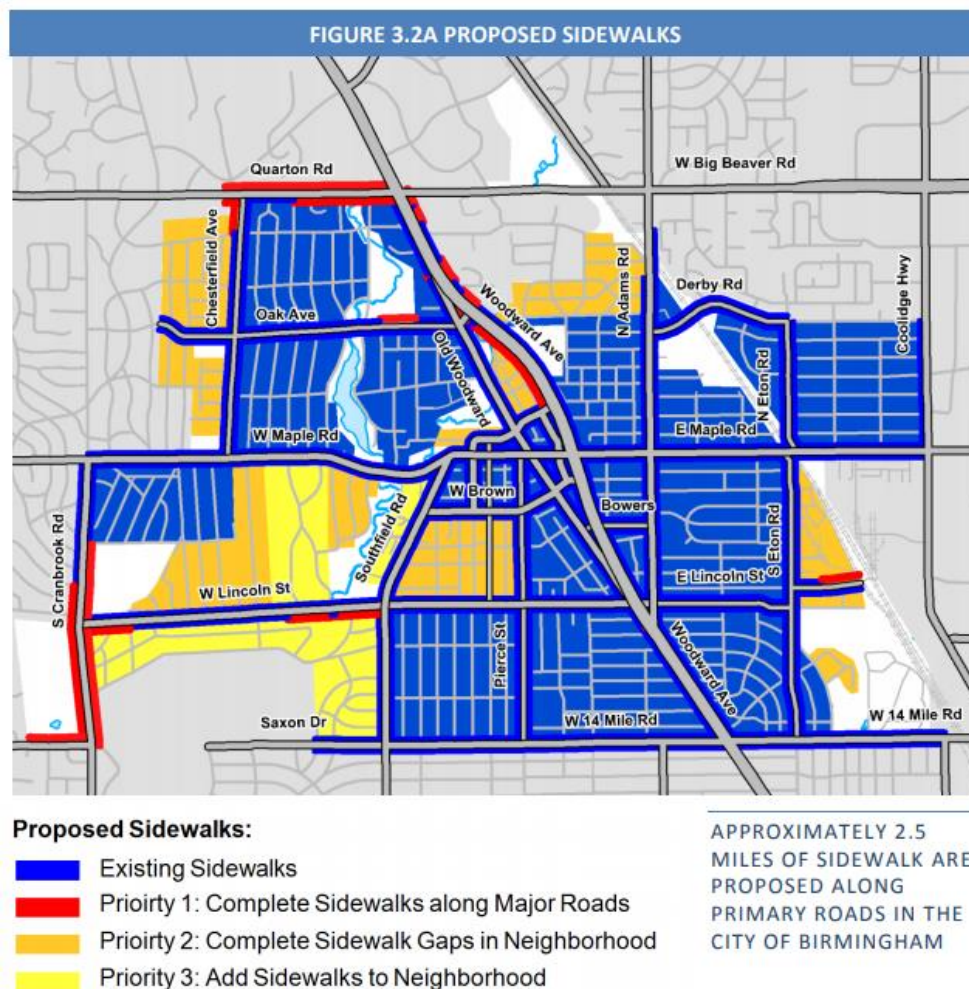
Staff recommends that the Multi-Modal Board review the ways in which roadsides without sidewalks were prioritized for future sidewalk projects, and come to a consensus on how future sidewalk projects should be categorized and prioritized. Evaluating the plausibility of sidewalks

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.

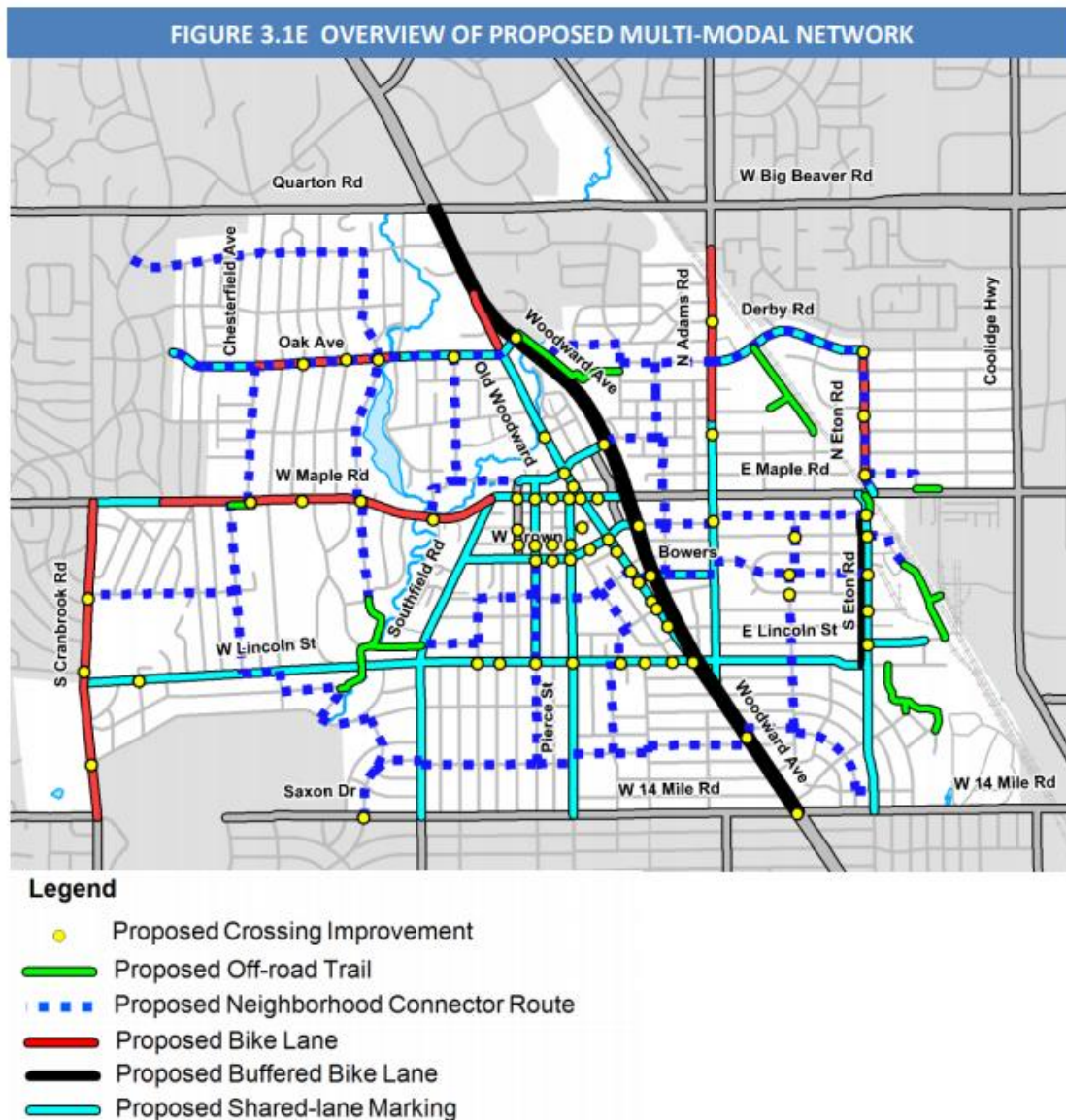
1. As an overview of Figure 3.2A from the Multi-Modal Plan, in 2013 the Greenway Collaborative made the following sidewalk priority recommendations:

- 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.

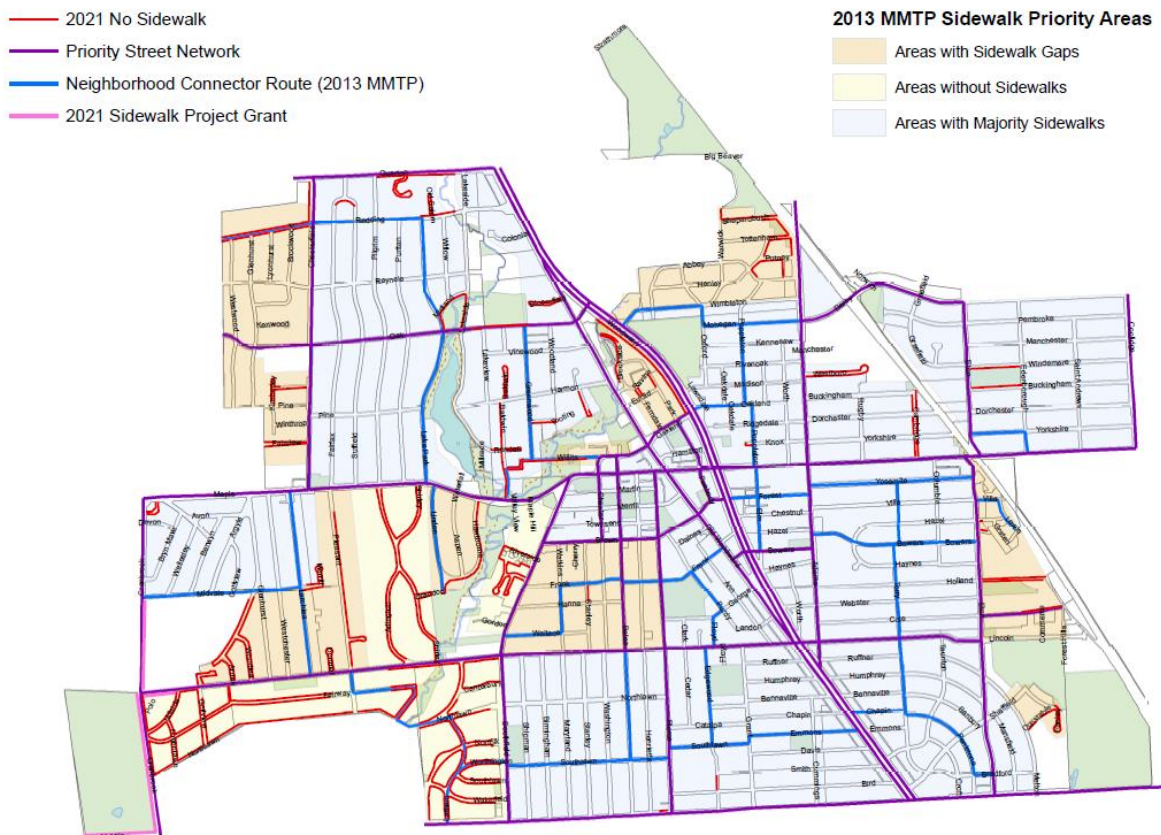


2. As an overview of Figure 3.1E from the Multi-Modal Plan, in 2013 the Greenway Collaborative provided the following neighborhood connector route recommendation below in the dashed blue line.
- The intent of the neighborhood connector route is to provide access to key destinations in the City while 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



4. Staff has created a prioritization map for future sidewalk projects based upon priorities from the MMTP and the neighborhood connector route.
 - Priority 1 is completing sidewalks along major roads and the neighborhood connector route which includes Quarton Road, Chesterfield Ave, Redding, Oak Ave, Woodward Ave, Willits Street, Lincoln Ave, Fairway, Northlawn, Latham, and Cole Street – highlighted in green.
 - Priority 2 is completing sidewalks in neighborhoods with sidewalk gaps – highlighted in pink.
 - Priority 3 is complete sidewalks in neighborhoods without sidewalks – highlighted in orange.
 - Priority 4 is complete sidewalks in neighborhoods with majority sidewalks.

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

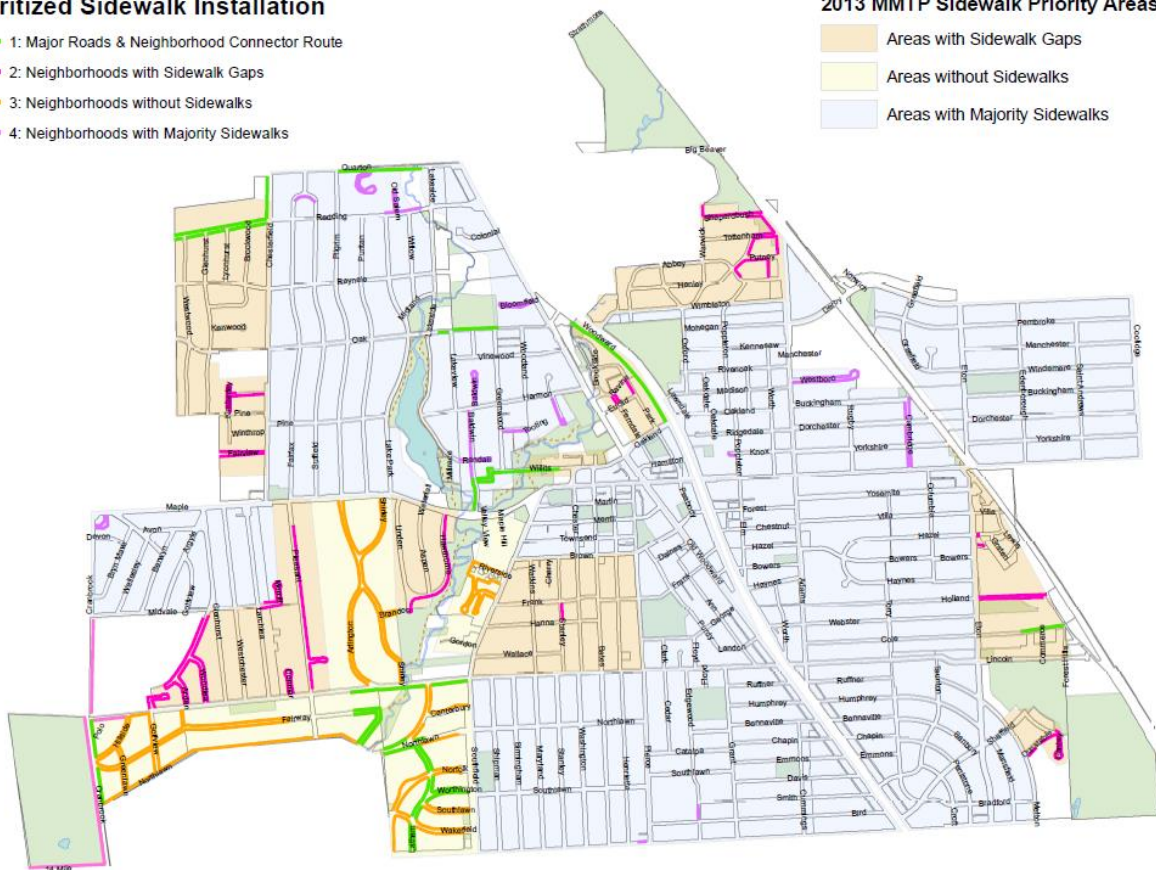
Future Sidewalk Construction Recommendation Priorities

Prioritized Sidewalk Installation

- 1: Major Roads & Neighborhood Connector Route
- 2: Neighborhoods with Sidewalk Gaps
- 3: Neighborhoods without Sidewalks
- 4: Neighborhoods with Majority Sidewalks

2013 MMTP Sidewalk Priority Areas

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

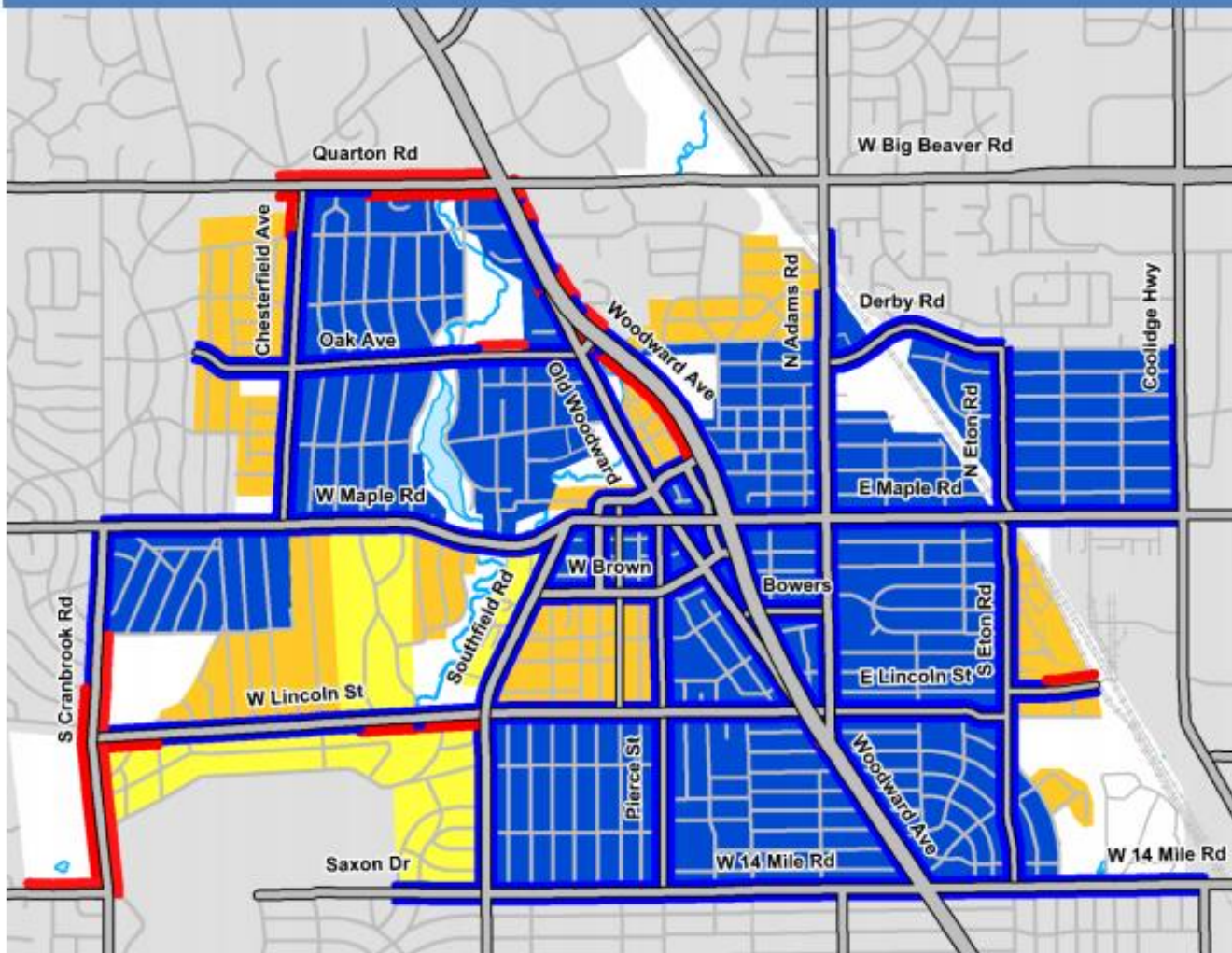


Staff recommends the Board consider the following items for discussion and recommendation as a part of prioritizing future sidewalk projects:

1. Should the neighborhood connector route be considered a high priority for sidewalk installation?
2. Are the prioritized neighborhoods from the 2013 MMTP still valid?
3. Are four categories of priority acceptable?

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.

FIGURE 3.2A PROPOSED SIDEWALKS

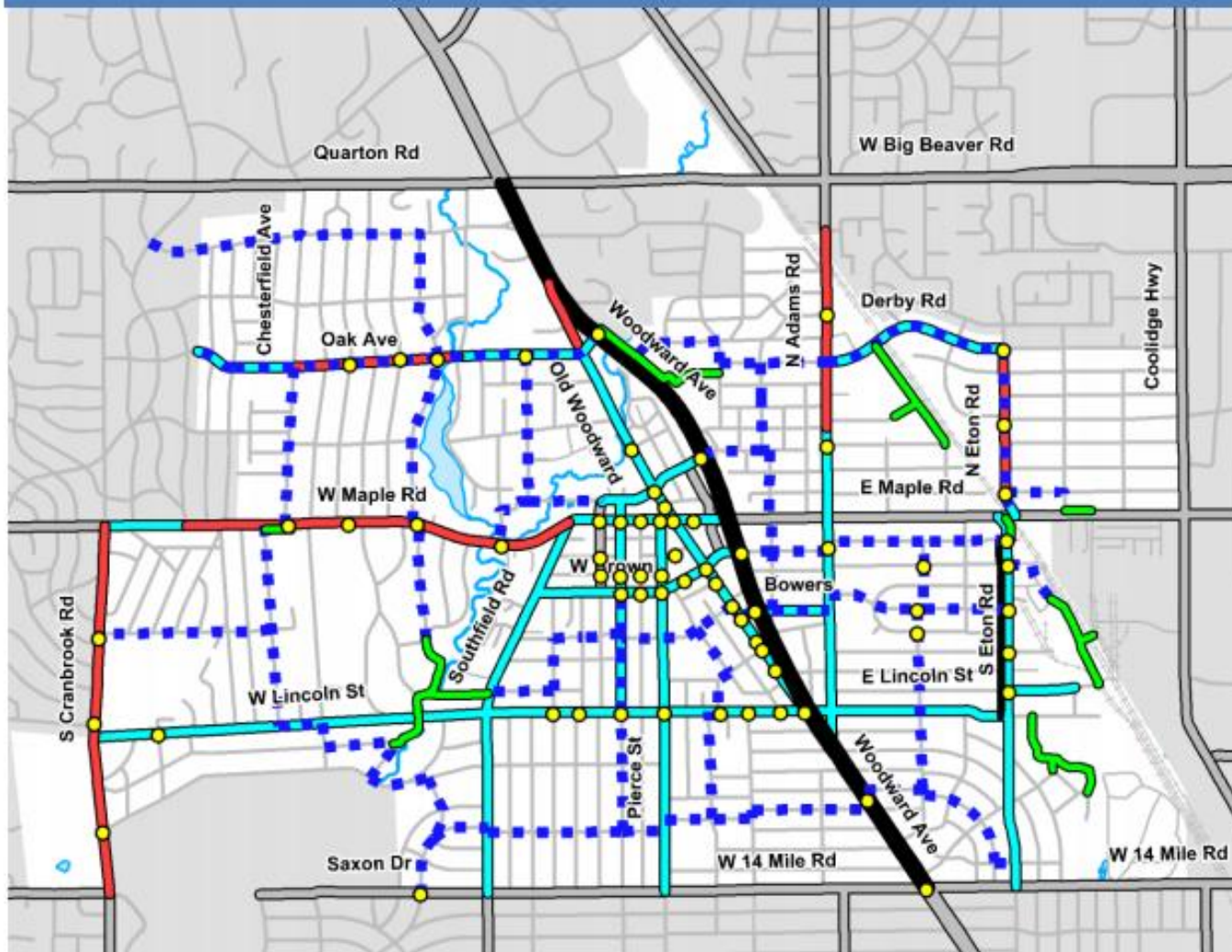


Proposed Sidewalks:

- Existing Sidewalks
- Priority 1: Complete Sidewalks along Major Roads
- Priority 2: Complete Sidewalk Gaps in Neighborhood
- Priority 3: Add Sidewalks to Neighborhood

APPROXIMATELY 2.5
MILES OF SIDEWALK ARE
PROPOSED ALONG
PRIMARY ROADS IN THE
CITY OF BIRMINGHAM

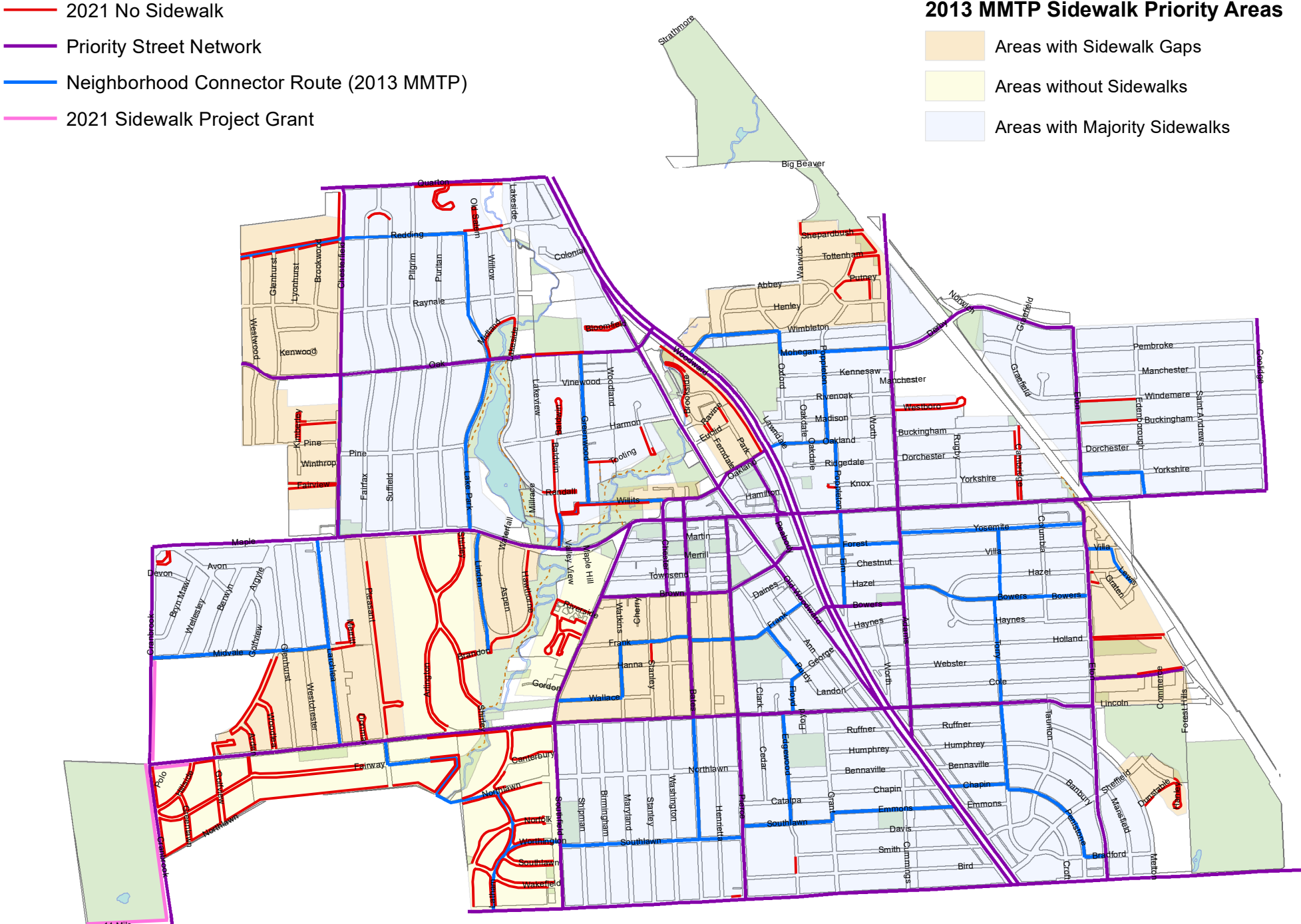
FIGURE 3.1E OVERVIEW OF PROPOSED MULTI-MODAL NETWORK



Legend

- Proposed Crossing Improvement
- Proposed Off-road Trail
- - - Proposed Neighborhood Connector Route
- Proposed Bike Lane
- Proposed Buffered Bike Lane
- Proposed Shared-lane Marking

Current Inventory of Sidewalks vs. 2013 MMTP Priorities



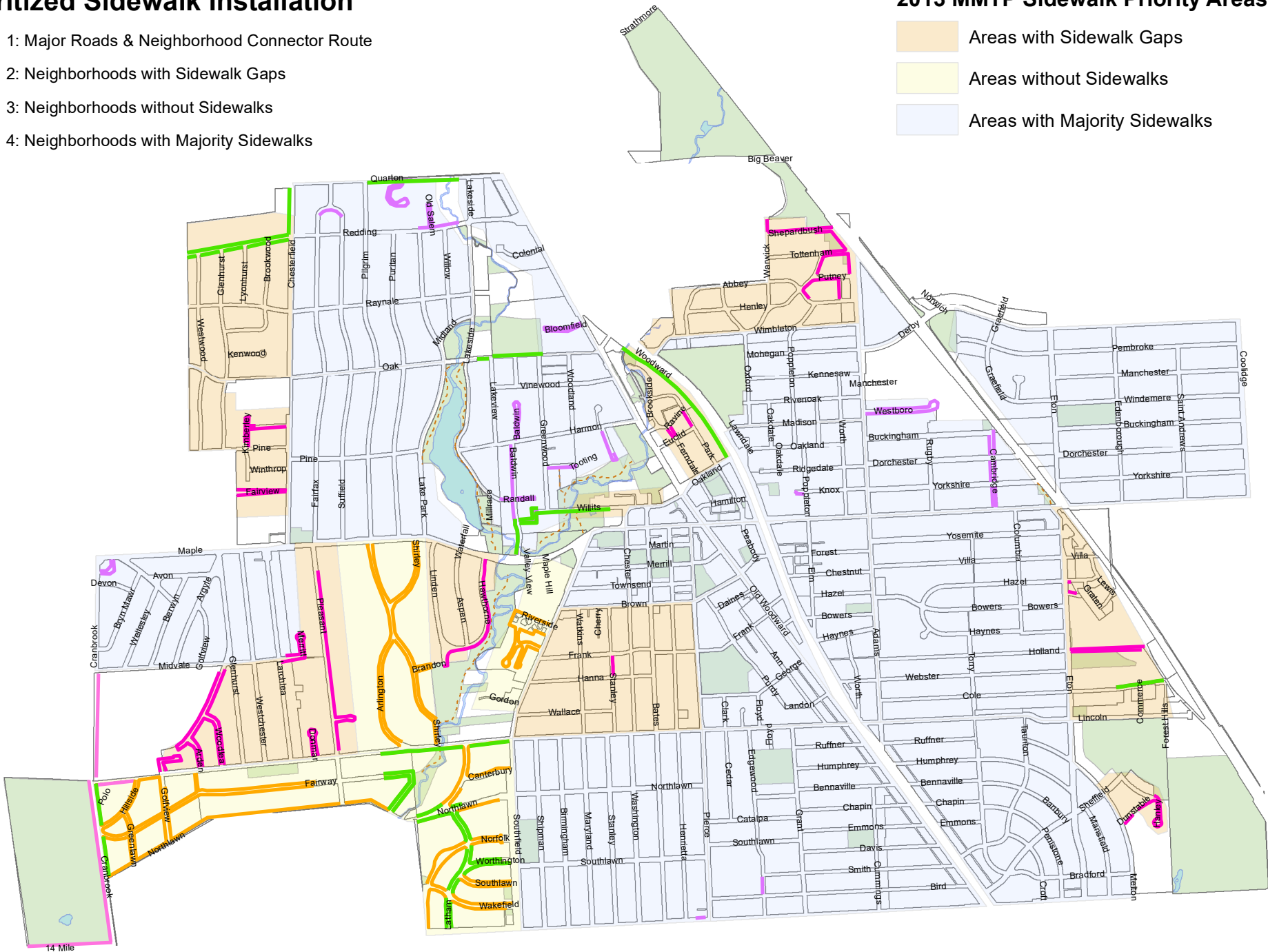
Future Sidewalk Construction Recommendation Priorities

Prioritized Sidewalk Installation

- 1: Major Roads & Neighborhood Connector Route
- 2: Neighborhoods with Sidewalk Gaps
- 3: Neighborhoods without Sidewalks
- 4: Neighborhoods with Majority Sidewalks

2013 MMTP Sidewalk Priority Areas

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





MEMORANDUM

Planning Department

DATE: May 26th, 2021

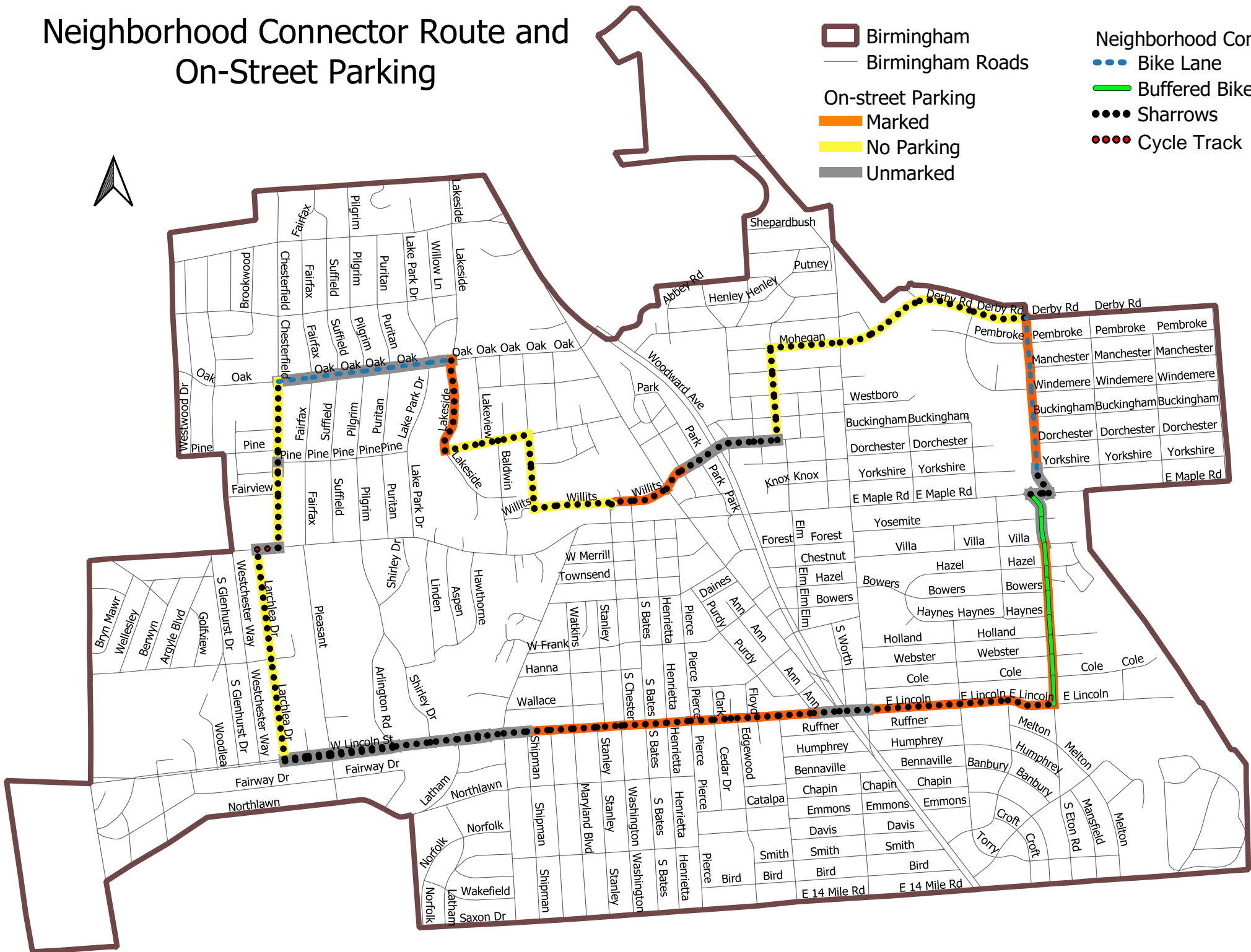
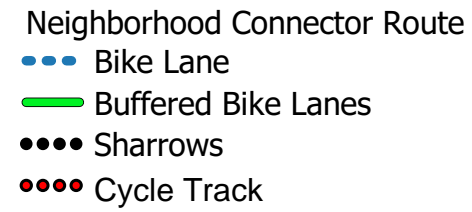
TO: Multi-Modal Transportation Board

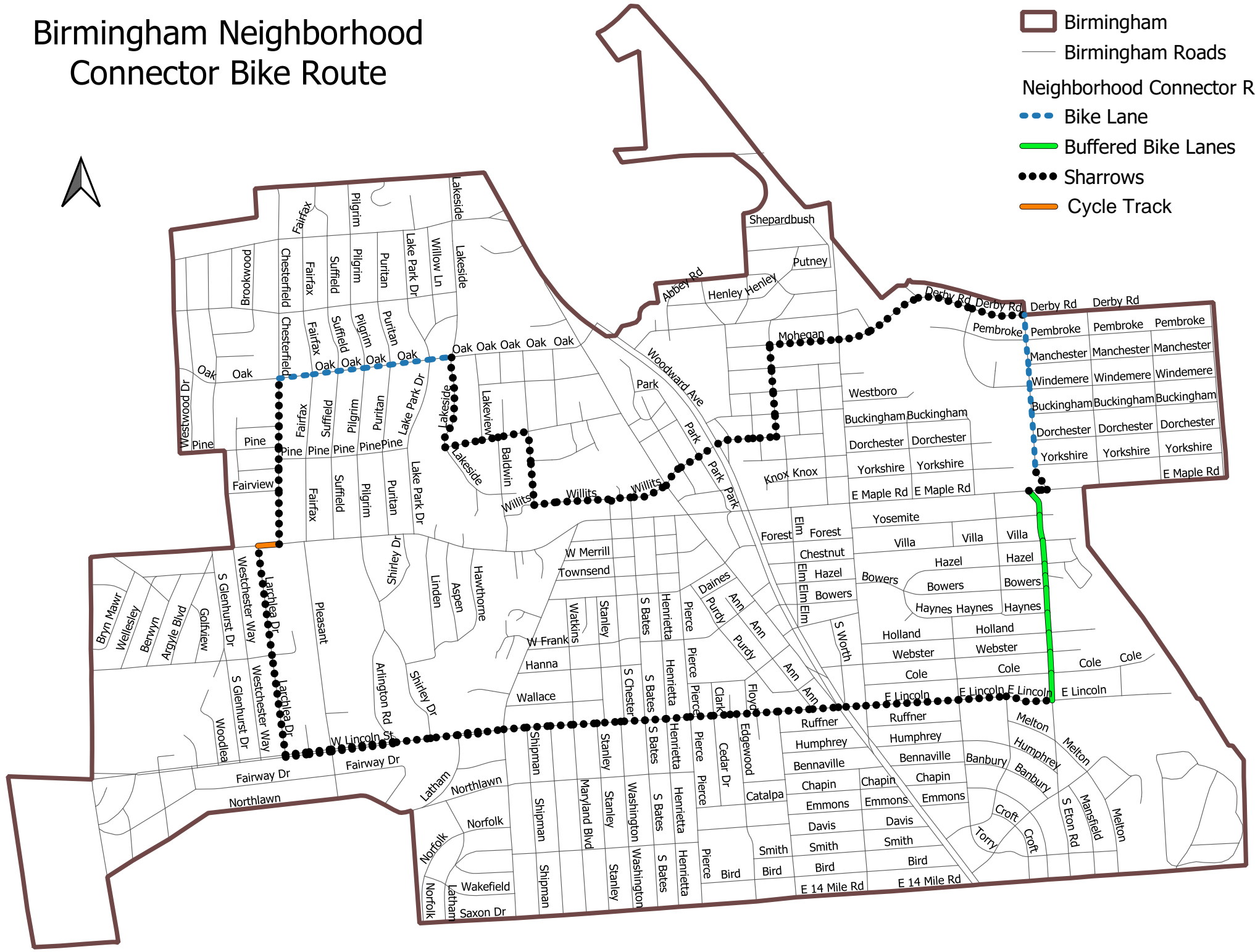
FROM: Brooks Cowan, City Planner

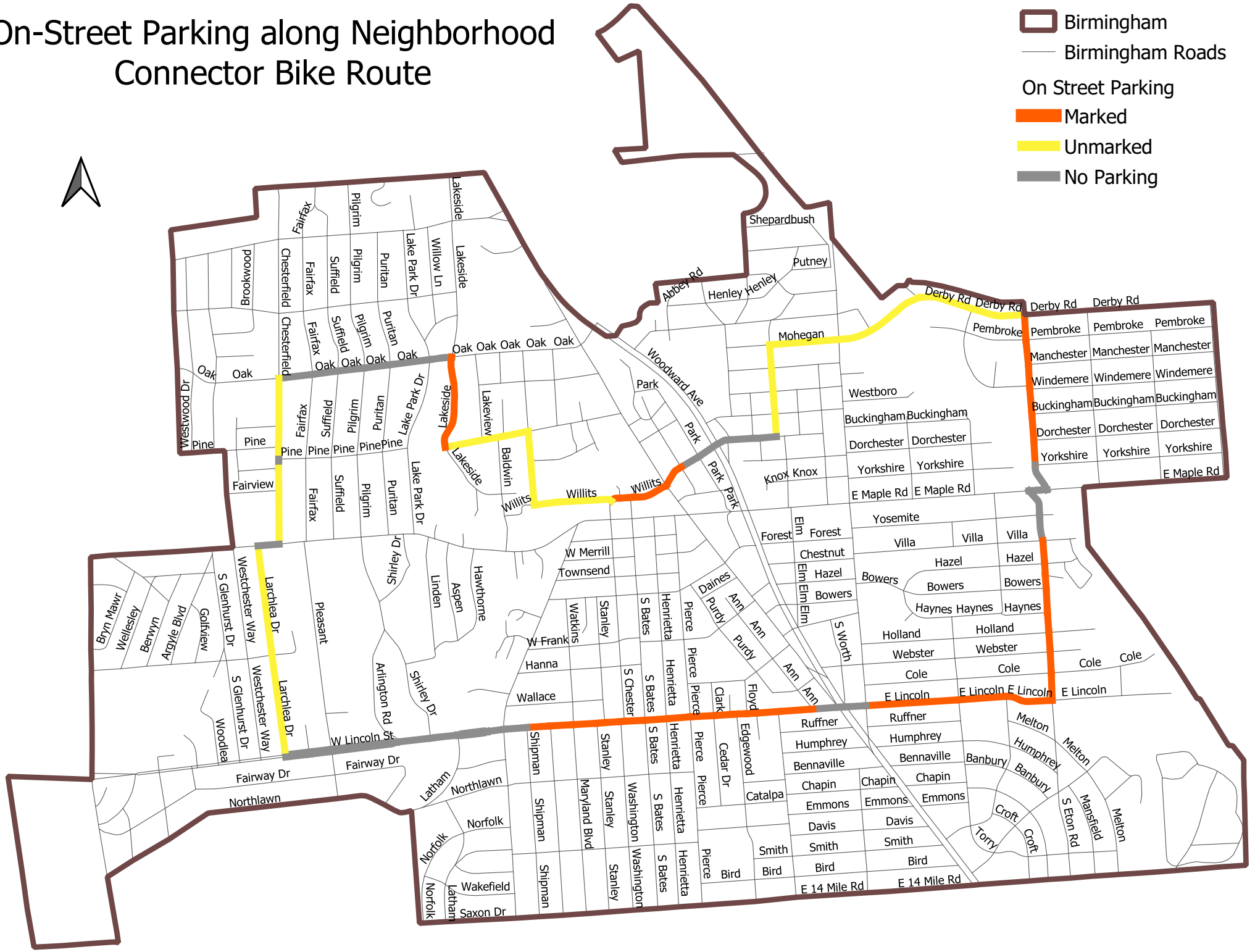
APPROVED: Jana Ecker, Planning Director

SUBJECT: Birmingham Neighborhood Bike Connector

The Multi-Modal Board has indicated an interest in a detailed map and route for Birmingham's Neighborhood Connector Bike Route. Such a route map could be shared online and provide information about biking in Birmingham. Fleis & Vandebrink have provided a map that illustrates details of the Neighborhood Connector Route including locations of a buffered bike lane, regular bike lanes, and routes with sharrows. The map also indicates where there is on-street parking along the bike route for safety purposes.







Recommended Locations for 'May Use Full Lane' (R4-11) Sign



Birmingham Roads



Bike Sign (R4-11)

Location #	Direction	Street	Location
1	WB	Lincoln Street	West of S. Eton
2	EB	Lincoln Street	East of Adams
3	WB	Lincoln Street	West of Woodward
4	EB	Lincoln Street	West of Shipman

