

**VIRTUAL MEETING OF THE MULTI-MODAL TRANSPORTATION BOARD**  
**Thursday, March 4, 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 **February 4, 2021**
5. **Park/Peabody/Maple Intersection**
6. **Multi-Modal Roadway Improvements – 2021 Construction Season, Part II**
7. **Phase III Downtown Improvements – S. Old Woodward Brown - Lincoln**
8. Meeting Open to the Public for items not on the Agenda
9. Miscellaneous Communications
10. Next Meeting – **April 1, 2021**
11. Adjournment

# **DRAFT**

## **CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD**

**Thursday, February 4, 2021**

**Held Virtually Via Zoom and Telephone Access**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, February 4, 2021.

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

### **1. ROLL CALL**

**Present:** Chair Johanna Slanga (located in Bloomfield Hills, MI); Board Members Andrew Haig (located in Birmingham, MI), David Hocker (located in Birmingham, MI), David Lurie (located in Naples, FL), Tom Peard (located in Birmingham, MI), Katie Schafer (located in Birmingham, MI)

**Absent:** Board Member Doug White; Alternate Board Member Joe Zane

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

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

Julie Kroll

### **MKSK:**

Ben Palevsky  
Brad Strader

### **2. Introductions**

None.

### **3. Review Agenda**

### **4. Approval of MMTB Minutes of December 3, 2020**

Mr. Haig recommended a short summary of his question be added to the first paragraph of the "Meeting Open to the Public for items not on the Agenda" section on page six of the minutes.

**Motion by Mr. Haig**

**Seconded by Mr. Lurie to approve the MMTB Minutes of December 3, 2020 as amended.**

**Motion carried, 6-0.**

ROLL CALL VOTE

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

Nays: None

**5. Transportation Agency Coordination**

**A) Mobility Oriented Development Study Overview**

Presented by Ben Stupka, RTA

Assisted by Robert Cramer, SMART

PD Ecker introduced the speakers. Mr. Stupka presented the item.

Chair Slanga said she was interested in the ways Birmingham's multi-modal efforts can connect to the multi-modal efforts in nearby communities.

Mr. Stupka said that this is a planning document which lays out a broad overview of some potential recommendations. The particulars would be decided on at a later date with recommendations and guidance provided by City staff.

Mr. Cramer explained that the goal is to improve the effectiveness of the multi-modal infrastructure that already exists in Birmingham. He said that increasing residential density is not a mandate of the study; rather, these recommendations would simply support Birmingham in increasing its residential density if it so chose.

Mr. Haig said he was in favor of the goal of connecting Birmingham across Woodward multi-modally.

Chair Slanga said she was supportive of the Board having the opportunity to discuss new and diverse ideas in general, even if not everyone agreed with every concept raised.

Mr. Cramer said that the more discourse there is between SMART, the RTA, and Birmingham, the more opportunities there are for the former two organizations to support the latter in achieving its community priorities.

**B) Woodward Avenue Issues and Opportunities – A Discussion with MDOT**

Lori Swanson, MDOT

Tom Pozolo, MDOT

Jim Schultz, MDOT

PD Ecker introduced the conversation.

Mr. Schultz and Ms. Swanson spoke.

Board members generally agreed that they would like Woodward to become safer for pedestrians and for the vehicle speeds to be slowed along Woodward like they are in Ferndale.

Mr. Lurie commented that the vehicle noise along Woodward is a nuisance to Birmingham

residents. He said vehicles speed along Woodward in the summer, contributing to the noise.

Ms. Swanson said she would send MDOT's road diet checklist to PD Ecker.

Mr. Pozzolo and Ms. Swanson said MDOT would not take traffic counts of Woodward while most people are still working from home because the counts would not be representative.

Mr. Peard and Mr. Lurie asked about the possibilities of reopening the underground pedestrian tunnels or depressing the traffic along Woodward for the Birmingham stretch to leave the ground level to pedestrians.

The MDOT representatives did not address the possibility of reopening the pedestrian tunnels.

Mr. Schultz said MDOT depressed traffic at 696 and Woodward and said he doubted that was the outcome Birmingham residents would want.

In reply to Mr. Schultz, PD Ecker said Birmingham would be unlikely to install pedestrian bridges over Woodward because the City would prefer to redesign the at grade crossings to slow traffic and keep pedestrians at street level.

Chair Slanga expressed concern that slowing speeds along Woodward in Ferndale would lead to drivers increasing their speeds once they cleared Ferndale's city limits. She noted this would likely lead to unsafer vehicle speeds along Woodward north of Ferndale. She advocated MDOT taking a more holistic approach to making Woodward safer from Ferndale to Birmingham.

In reply to Chair Slanga, Mr. Schultz said he would look into what it would take for MDOT to conduct a study of the Woodward corridor from Ferndale to Birmingham. He said he would get the information to PD Ecker.

Chair Slanga thanked the speakers.

Ms. Kroll stated she was working with the City and MDOT on the following items and would be bringing the information before the Board in the near future: improving the intersection near the Peabody Redevelopment heading south on Woodward, increasing pedestrian safety measures at Elm and Woodward, and increasing pedestrian safety measures at Forest and Woodward.

## **6. 2021 Construction Projects**

PD Ecker introduced the conversation.

Consulting City Engineer Surhigh and Assistant City Engineer Zielinski provided an overview of the upcoming projects.

Mr. Haig asked that the Engineering Department look at whether it would make sense to install a bike path along Townsend, and to report back with the age of the roads being reconstructed. He said he was interested in the road life span as a real-life data point to compare to the estimated road life spans provided in the Ad Hoc Unimproved Streets Study Committee report.



In response to Mr. Lurie, Assistant City Engineer Zielinski said the end of Bird Street at the beginning of the alley seemed largely to be ADA compliant, but may not be towards the end of the alley. He said the Engineering Department can ensure during the upcoming construction that the area where Bird and the alley meets is compliant with current ADA standards. He said the Engineering Department might also be able to make sure that the extent of the alley is updated to be compliant with current ADA standards.

After discussion, Chair Slanga recommended that Board members visit the intersection at Southfield and Maple sometime over the next couple of months to gather observations about the safety of the layout of the truck apron and pedestrian areas.

Mr. Peard recommended that each Board member visit the Southfield and Maple intersection twice - once in a vehicle and once as a pedestrian - in order to get a better understanding of the layout from both perspectives.

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

#### **8. Miscellaneous Communications**

PD Ecker advised the Board that members could send concerns about sidewalk snow removal to her. She said she would then send those concerns on to the Department of Public Services, and they would contact the responsible parties and resolve the issue.

#### **9. Next Meeting – March 4, 2021**

#### **10. Adjournment**

No further business being evident, the board members adjourned at 7:59 p.m.

Jana Ecker, Planning Director



## MEMORANDUM

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**DATE:** February 26, 2021

**TO:** Multi-Modal Transportation Board

**FROM:** Jana L. Ecker, Planning Director  
Cmdr. Scott Grewe, Police Department  
Austin Fletcher, City Engineer

**SUBJECT:** Park/Peabody/Maple Intersection

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Last summer, Maple Road was reconstructed to replace underground infrastructure, and to construct a new road and streetscape to enhance vehicular and pedestrian conditions. Park Street was also reconstructed to allow two way traffic on Park Street and to enhance pedestrian crossings. After Maple and Park were reopened to traffic, the City was contacted by several residents expressing concern regarding the lane designation and updated striping on WB Maple at the Park/Peabody/Maple intersection and approach. Although the traffic flow patterns remained very similar to those existing prior to reconstruction, there were subtle changes made to lane widths, surrounding streetscape and signage.

Accordingly, the City's transportation consultants were asked to evaluate the existing operations, signage, striping and safety concerns on WB Maple approaching Woodward Avenue through to the Park/Peabody/Maple intersection.

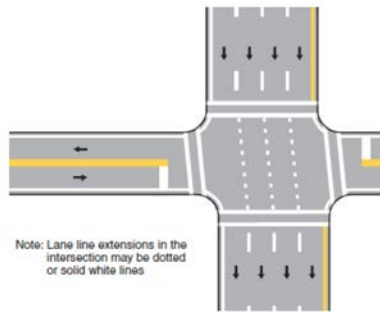
Please find attached a report from Fleis and VandenBrink outlining the findings of their review, along with their recommendations to add new lane striping and advanced signage to clarify the lane configuration through and west of Woodward Avenue on WB Maple.

The Multi-Modal Transportation Board is asked to review the findings, and forward a recommendation to the City Commission for potential improvements.

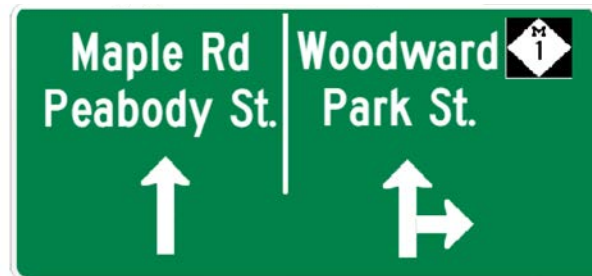
### **Suggested Action:**

To recommend approval of the following improvements to clarify the lane configuration of WB Maple across Woodward into Downtown Birmingham and improve the safety of the Park/Peabody/Maple intersection:

- Add lane line extensions as illustrated below on WB Maple across NB and SB Woodward to Park/Peabody; and



- Add advanced signage as shown below on WB Maple east of Woodward along the Kroger frontage to clarify the upcoming lane configuration.



# MEMO

VIA EMAIL

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

**From:** Julie M. Kroll, PE, PTOE  
Jacob Swanson, EIT  
Fleis & VandenBrink Engineering

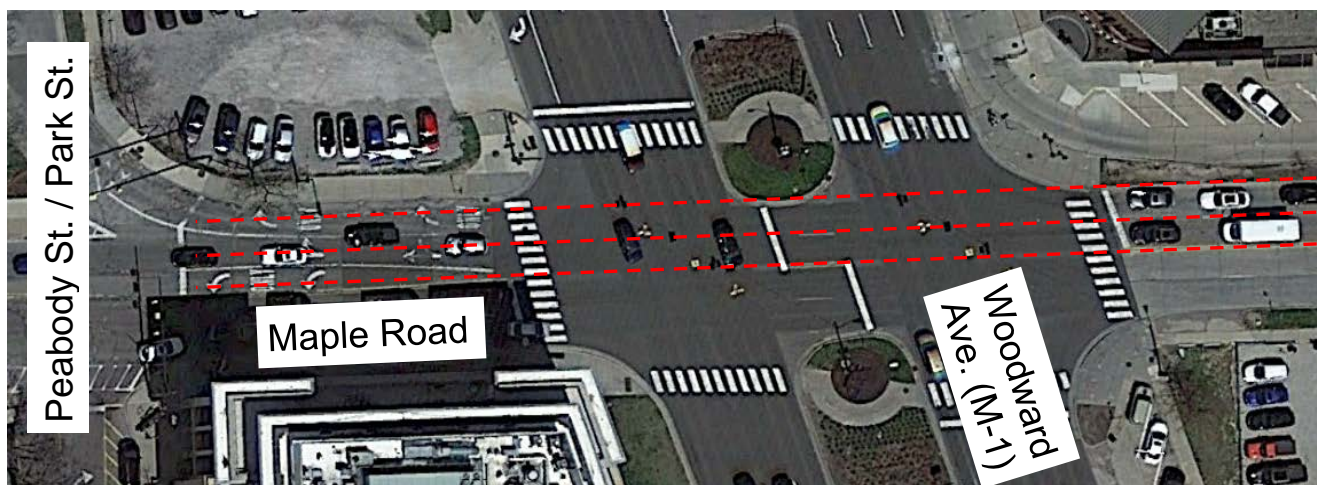
**Date:** February 23, 2021

**Re:** Westbound Maple Road Approach at Woodward Avenue (M-1) & Park/Peabody

Fleis & VandenBrink (F&V) performed an evaluation of the existing signing, striping, operations, and safety on the westbound Maple Road approach to Woodward Avenue and to Park Street/Peabody Street. This analysis was performed to address resident concerns received by the City regarding the westbound Maple Road approach at Woodward Avenue (M-1), leading into the Park Street/Peabody Street intersection.

The intersection of Maple Road & Park Street/Peabody Street was recently reconstructed to allow two-way traffic on Park Street. Maple Road was closed for several months and upon reopening of the roadway, residents have stated there is confusion involving the lane designation with the updated striping on this approach.

As seen in the image below, the westbound Maple Road lanes east of Woodward Avenue and through Woodward Avenue are not aligned. Therefore, vehicles on westbound Maple Road must shift through the southbound Woodward Avenue approach. The figure below shows the lane alignment through Woodward Ave.

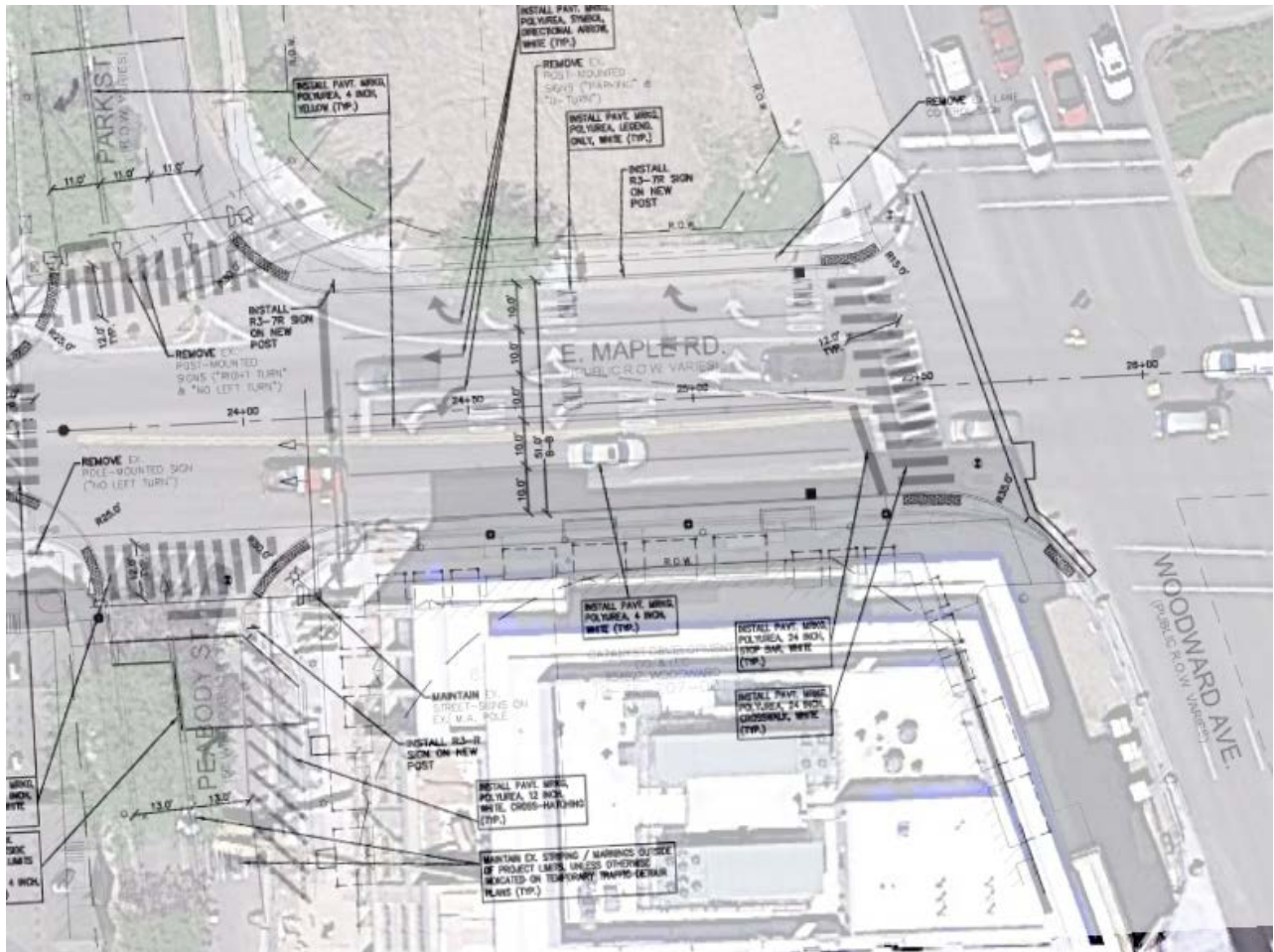


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www.fveng.com

The lane alignment or operations through this intersection were not affected by the roadway improvements recently completed on Maple Road; however, the pavement markings between Woodward Avenue and Park Street/Peabody Street were updated to meet current standards. This included the following changes:

- The left-through and right lanes now are equal widths (10 feet), previously they varied from 9 to 12 feet.
- The pavement marking for the left-turn lane at Peabody was updated from a solid white line to a dashed.

The figure below shows both the old pavement markings and an overlay of the current pavement markings. It can be seen from this image that these changes, as noted, are very minor and vehicles are being required to make the same shifting maneuver that was required before the reconstruction.



During field review, vehicles were observed to stay left through the Woodward Ave. intersection, expecting it will become the through lane; however, quickly after passing Woodward Avenue, they realize they are in the left-turn lane onto Peabody Street and abruptly weave right into the through lane. In trying to understand how this change might have impacted the traffic operations, a few items were identified:

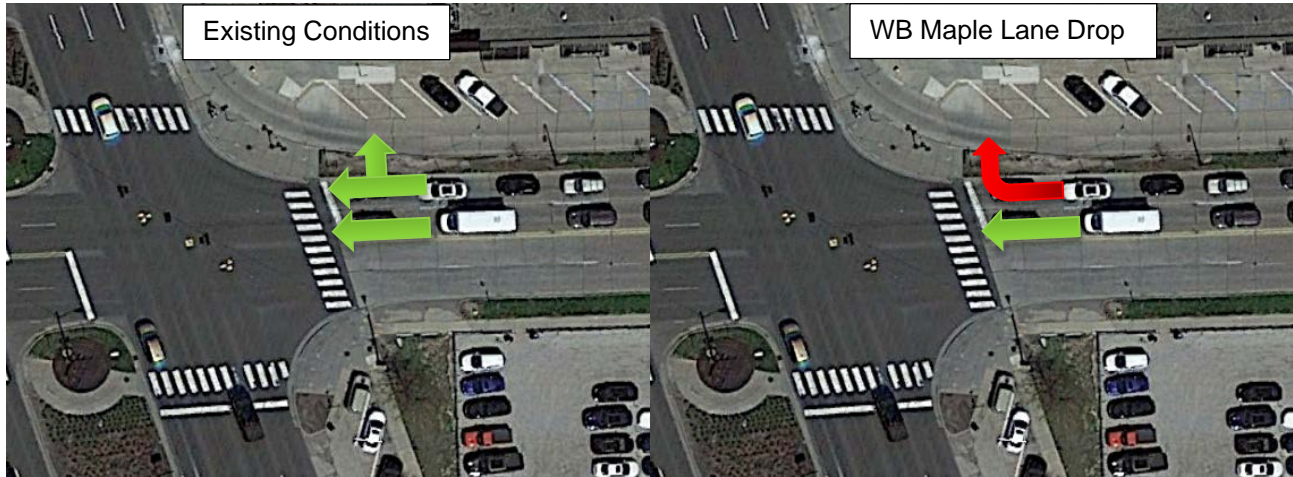
- The change from the previous solid white line to dashed white line may have guided the driver's eye to shift to the right. With the dashed line, it is clear that this lane becomes a left-turn lane.
- There was an overhead sign that was removed and replaced with a ground mounted lane designation sign.
- Maple Road was closed for an extended period and drivers may have forgotten how the intersection previously operated and perceive it as different now.

A combination of these factors likely contributed to driver confusion through this intersection. In an effort to improve the safety of this intersection we reviewed several options for consideration.



## 1. WESTBOUND MAPLE ROAD LANE DROP

The westbound Maple Road approach at NB Woodward Avenue currently provides an exclusive through lane and a shared through/right lane. The operations of this approach were evaluated with an exclusive through lane and an exclusive right-turn lane, creating a lane drop for westbound Maple Road where all vehicles in the right lane must turn right. This mitigation measure would provide the safest operations for westbound Maple Road traffic, as it would eliminate last-minute lane changes in order to get into the correct lane for the Park Street/Peabody Street intersection.



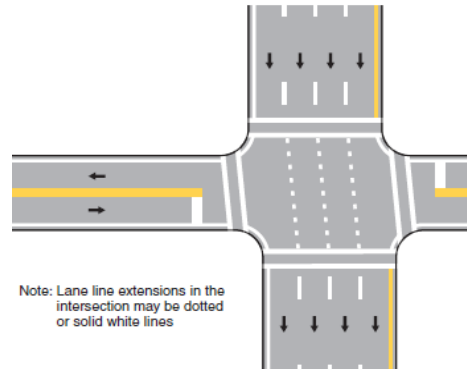
This intersection was modeled with Synchro/SimTraffic (Version 10) traffic analysis software to determine the impact on traffic operations with the lane drop. The results of the evaluation indicate that the proposed lane drop would result in significant *increases* in delay during the AM peak period and minor decreases in delay during the PM peak period. The improvements for the projected delay during the PM peak hour are the result of a significant proportion of the westbound approach volume being represented by right-turn traffic (~44% right-turns); whereas, the AM peak hour right-turn volume represents a much smaller proportion (~31% right-turns) of the WB approach volume. As a result, the two (2) through lanes are necessary to avoid significant delays during the AM peak hour. Additionally, SimTraffic network simulations were reviewed in order to evaluate the average and 95<sup>th</sup> percentile queueing at this intersection. The results of the microsimulation observations indicate that, with the proposed lane drop, significant increases in vehicle queueing are expected during the AM peak hour. Additionally, microsimulations indicate large increases in vehicle queueing for the through movement during the PM peak hour, with only minor reductions in queueing for the right-turn movement. Based on the results of this analysis, a lane drop is **Not Recommended**.

Intersection	Approach	Existing Conditions				WBR Lane Drop				Difference			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Woodward Ave. (M-1) & Maple Rd.	EB	30.4	C	35.3	D	30.4	C	35.3	D	0.0	-	0.0	-
	WB	95.2	F	103.3	F	157.9	F	78.2	E	62.7	-	-25.1	F→E
	NB	23.0	C	18.1	B	23.0	C	18.1	B	0.0	-	0.0	-
	SB	17.8	B	33.4	C	17.8	B	33.4	C	0.0	-	0.0	-
	Overall	36.1	D	35.1	D	49.9	D	30.0	C	13.8	-	-5.1	D→C
Intersection	Approach	Existing Conditions				WBR Lane Drop				Difference			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		Average Queue	95th % (ft)	Average Queue	95th % (ft)	Average Queue	95th % (ft)	Average Queue	95th % (ft)	Average Queue	95th % (ft)	Average Queue	95th % (ft)
Woodward & Maple Rd.	WBT	2221	4240	1005	1933	3334	5241	1438	2470	1113	1001	433	537
	WBTR	2238	4235	1051	1974	2947	5451	847	1908	709	1216	-204	-66

It was determined that the lane drop is not recommended due to the increased delay and vehicle queuing associated with the lane reconfiguration on the westbound Maple Road approach; therefore, the *Michigan Manual on Uniform Traffic Control Devices* (MMUTCD) was reviewed for pavement marking and signing improvements. F&V met with MDOT on January 28, 2021 to discuss the pavement markings and signage and we have developed the following recommendations based on this discussion.

### Pavement Markings (Lane Designators)

Realignment of westbound Maple Road, east of Woodward Avenue and through Woodward Avenue, is not feasible; therefore, lane line extensions through the southbound Woodward Avenue may be used to better delineate the approach lanes on the west side of the intersection. These line extension delineators will improve lane designations and help mitigate last minute lane changes. The image below depicts the *Michigan Manual on Uniform Traffic Control Devices* (MMUTCD) example of line extensions through an offset intersection.



### Advanced Signing

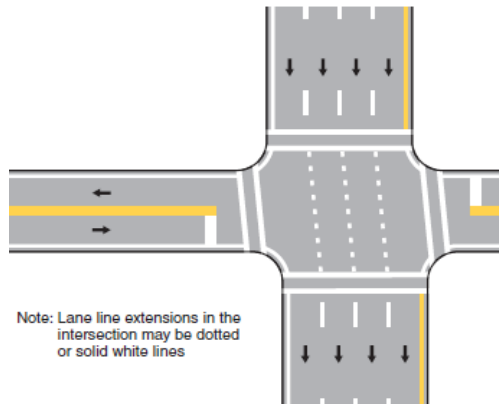
Advance lane designation signage is recommended to indicate which of the approach lanes on Maple Road service the through and turning traffic. This signage would provide vehicles with advanced notice of which lane they need to be in; allowing drivers to make necessary lane changes prior to the intersection of Maple Road & Woodward Avenue, ideally eliminating all of the last-minute vehicle jockeying that is currently identified by Birmingham residents.



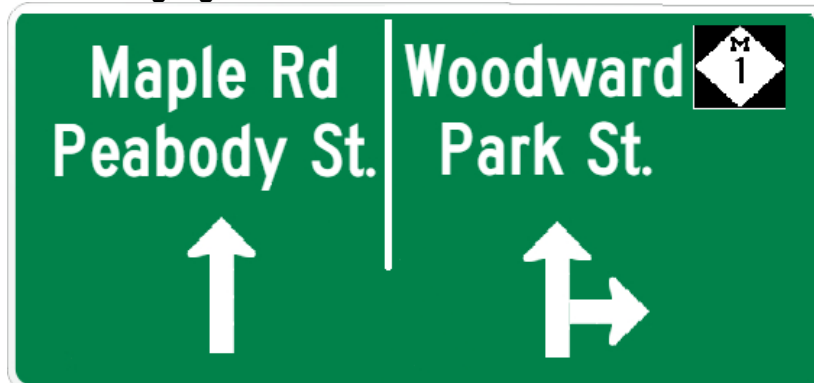
## RECOMMENDATIONS

Through discussions with MDOT, the following improvements are recommended to improve the safety through this intersection.

### 1. Lane Line Extensions



### 2. Advance Signage



Any questions related to this memorandum, study, analysis, and recommendations should be addressed to Fleis & VandenBrink.



**DATE:** February 26, 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:** 2021 Street Repaving Projects

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The projects listed below are currently planned for Birmingham's pavement maintenance program in the upcoming construction season. Each of the road projects listed below for the 2021 season are previously improved streets. 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. Sidewalk ramps in the work area will be reviewed for ADA compliance, and any replacements needed to bring into compliance will be part of the project. The Multi-Modal Transportation Board (MMTB) is asked to review each project and provide recommendations to improve non-motorized safety and mobility, and to ensure compliance with the City's Multi-Modal Transportation Plan.

#### **Latham Rd – Northlawn Dr to Saxon Dr (14 Mile Rd)**

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 with 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 safety. Some intersections have used painted pavement markings and signage to delineate a tighter turning radius in an effort to mitigate this effect. MKSK will review options to address these issues and comply with Plan objectives. Please see attached illustrations to be discussed at the MMTB meeting.

#### **Fairway Dr - Pleasant Ave to 600 feet East**

Fairway is generally a 29 ft wide, 2 lane asphalt road with concrete curbs. Sidewalks are present on both the north and south sides of the road. Plans include milling the asphalt surface, performing limited curb repairs, and replacing with asphalt. The existing water main will be replaced with this project.

A review of the Multi Modal Transportation Master Plan shows that Pleasant Ave, which crosses Fairway, is a designated “Neighborhood Loop”, and MKSK will review options to comply with the Plan objectives. Please see attached illustrations to be discussed at the MMTB meeting.

**Watkins Ave – Brown St to Frank St & Hanna St to Wallace St**

Watkins is approximately 21 ft wide, 2 lane asphalt road with concrete curbs. Sidewalks are present on both the east and west sides of the road. Plans include milling the asphalt surface, performing limited curb repairs, and replacing with asphalt.

A review of the Multi Modal Transportation Master Plan shows that Watkins is a designated “Neighborhood Connector”, and MKSK will review options to comply with the Plan objectives. Please see attached illustrations to be discussed at the MMTB meeting.

**Stanley Dr – Lincoln Ave to 14 Mile Rd (not shown in exhibits)**

Stanley is a boulevard street, with 19 ft wide single lanes for both northbound and southbound lanes, and an 11 ft wide grassed median with trees. Sidewalk is present on both the east and west sides of the road. Plans include milling the asphalt surface, performing limited curb repairs, and replacing with asphalt.

A review of the Multi Modal Transportation Master Plan shows that Southlawn Blvd, which crosses Stanley, is a designated “Neighborhood Loop”, and MKSK will review options to comply with the Plan objectives. Please see attached illustrations to be discussed at the MMTB meeting.

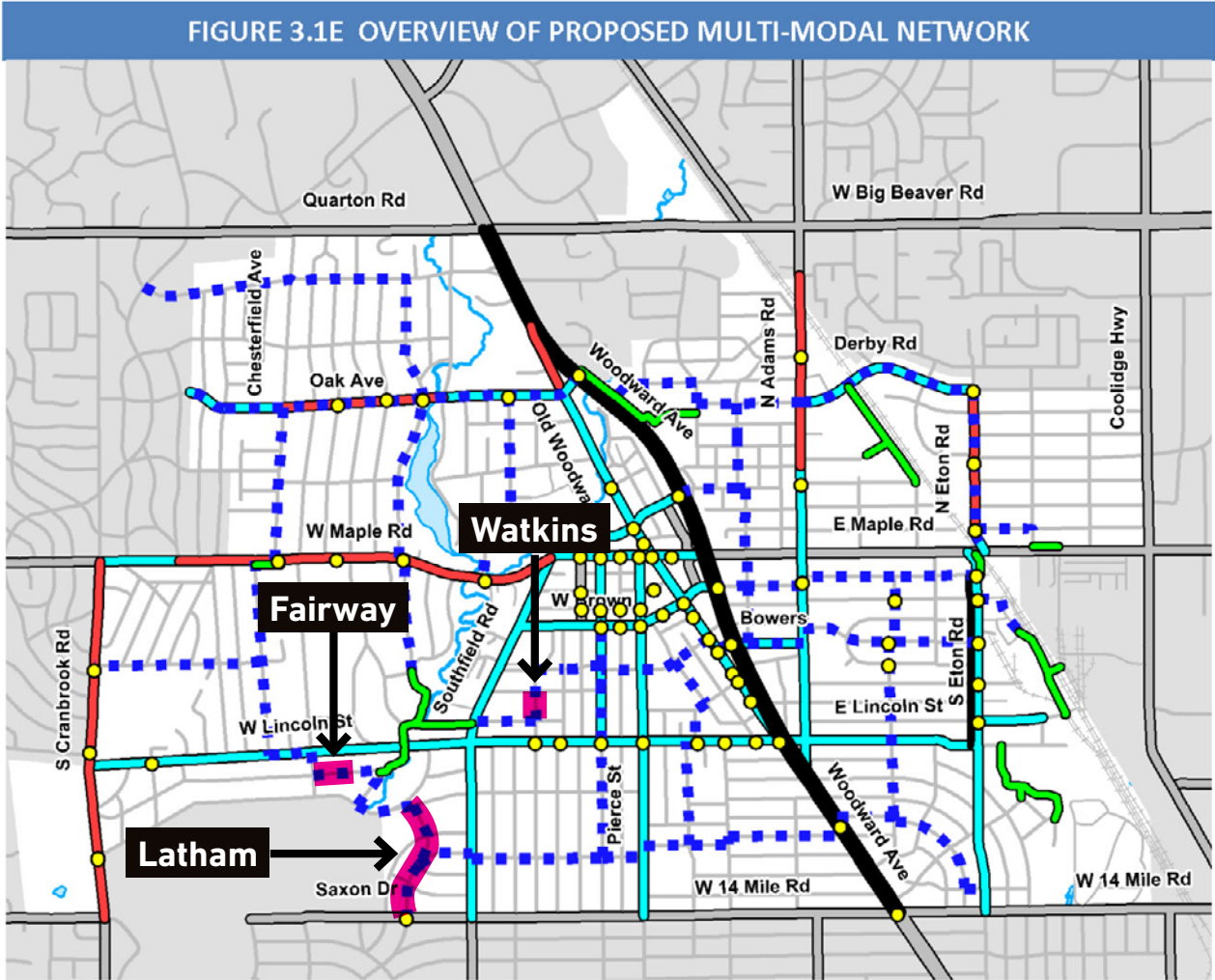
# **2021 STREET REPAVING PROJECT INVENTORY**

BIRMINGHAM MMTB

MARCH 4, 2021

MULTI-MODAL TRANSPORTATION PLAN

November 25, 2013



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

Due to the scale of this map some facilities were not included. Please refer to the following maps for more details.

DRAFT MASTER PLAN

A. Vision

A.2. The Future City

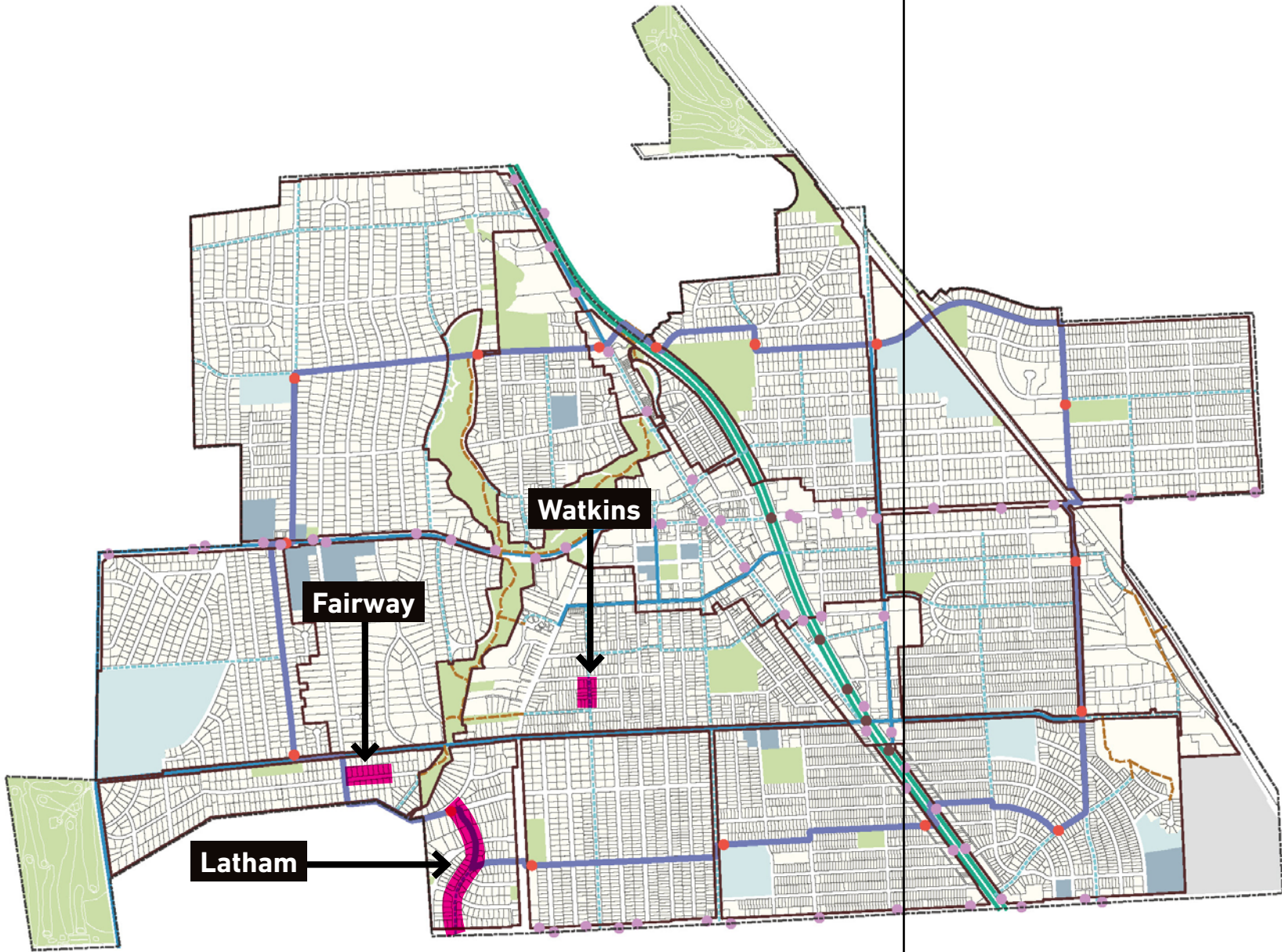


Figure A.2-16. Future Transportation Plan: Transit, Cycling, and Micro-mobility.

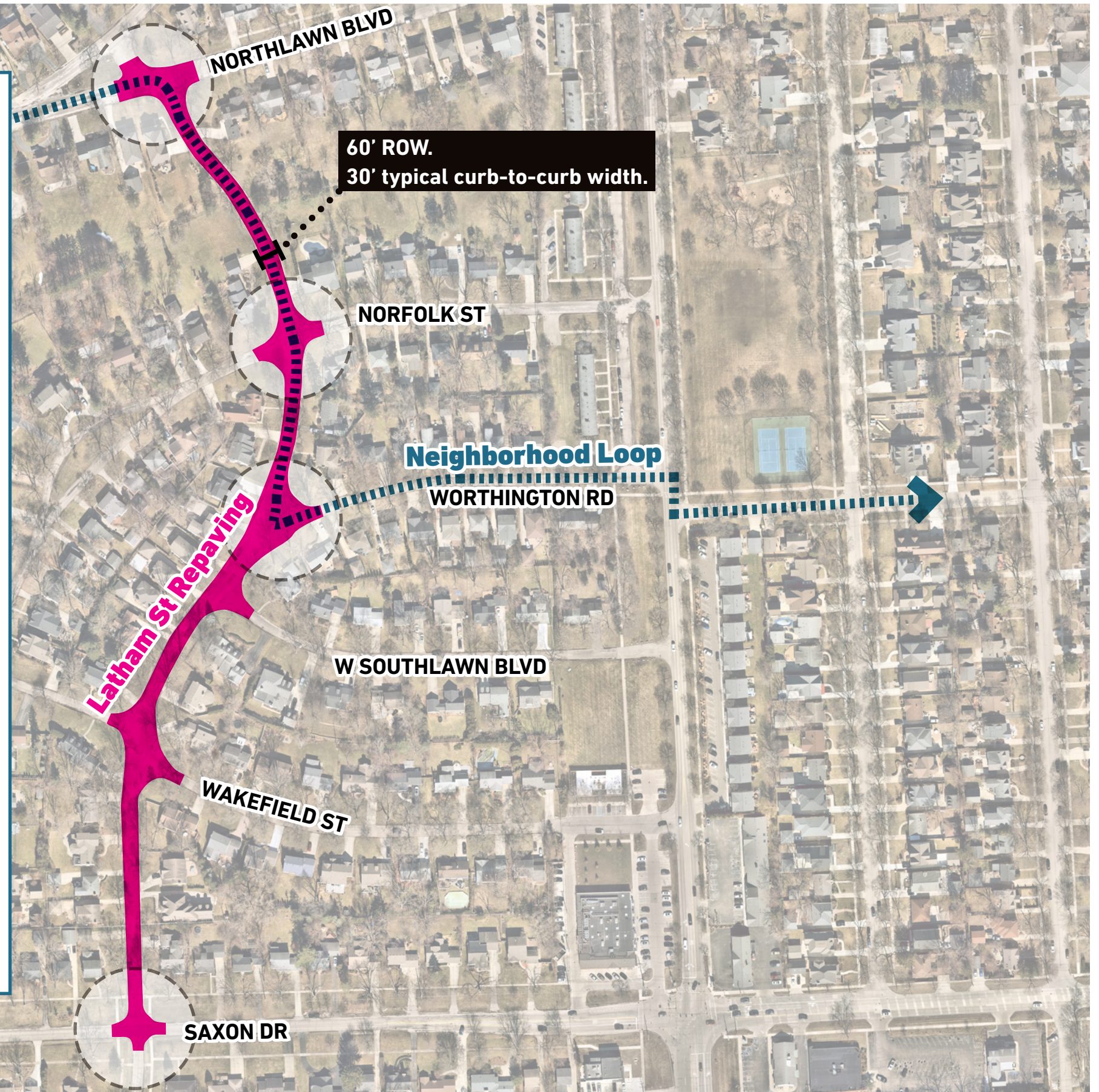


# LATHAM ST

Saxon Dr to Northlawn Blvd

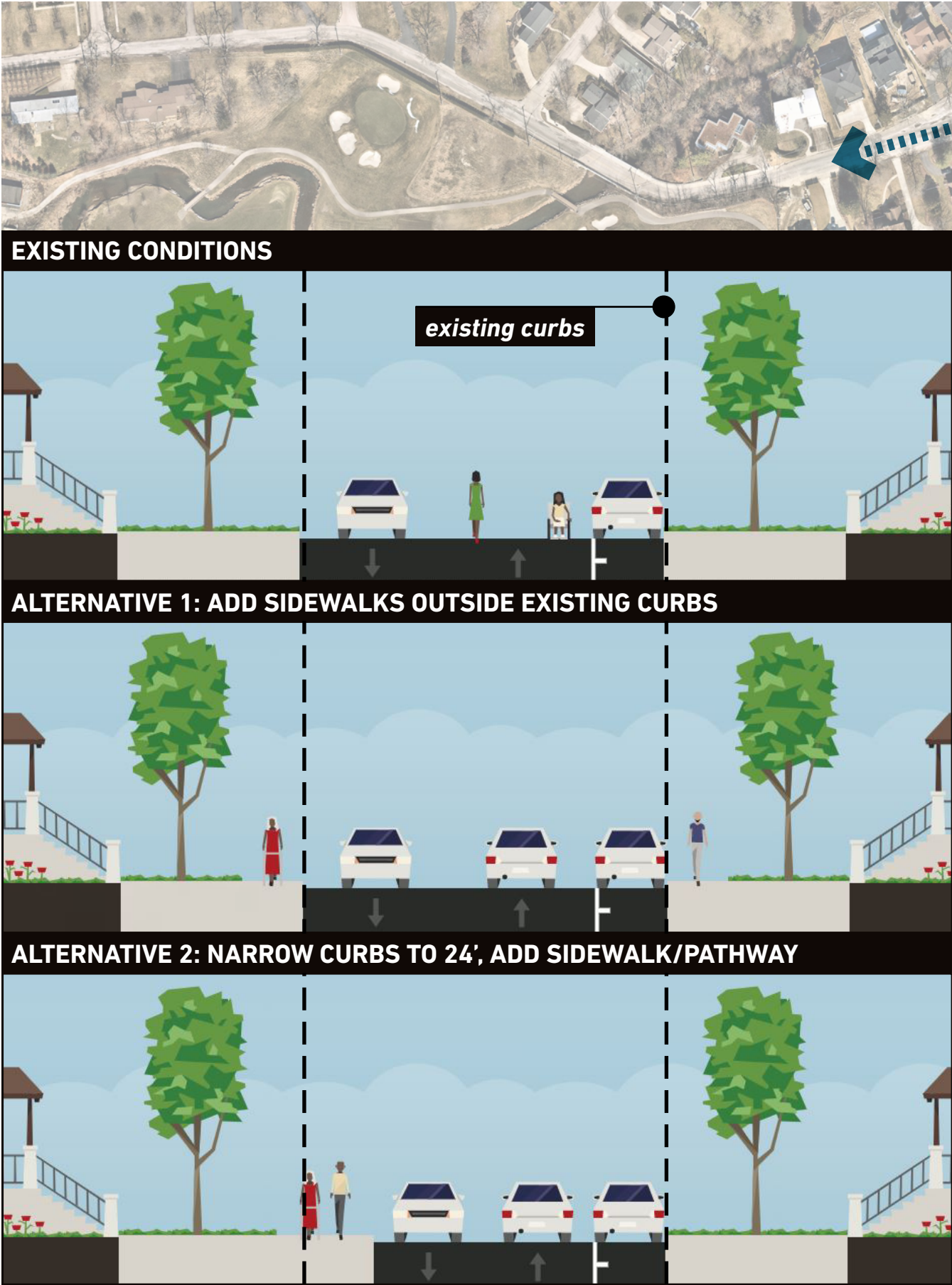
## LATHAM ST DESIGN OPTIONS

- Draft Master Plan identifies “general pedestrian improvements” at the following intersections:
  - Worthington
  - Norfolk
  - Northlawn
  - Saxon
- Latham non-motorized options (see following page):
  - Construct sidewalks on one or both sides outside existing curbs.
  - Reduce width to 26' standard, may qualify for 24' exception per Residential Street Design Standards. Would create room for sidewalk or shared use path on one side of the street.
- Add Stop signs and/or “Yield to Bikes and Peds” signs for E-W traffic at the following intersections:
  - Southlawn
  - Worthington
  - Norfolk
- “Neighborhood Loop” signage at each intersection.
- Right-size intersections and turning radii.
- Add/Refresh crosswalk markings and add Yield to Peds signage at Saxon and Northlawn intersections.



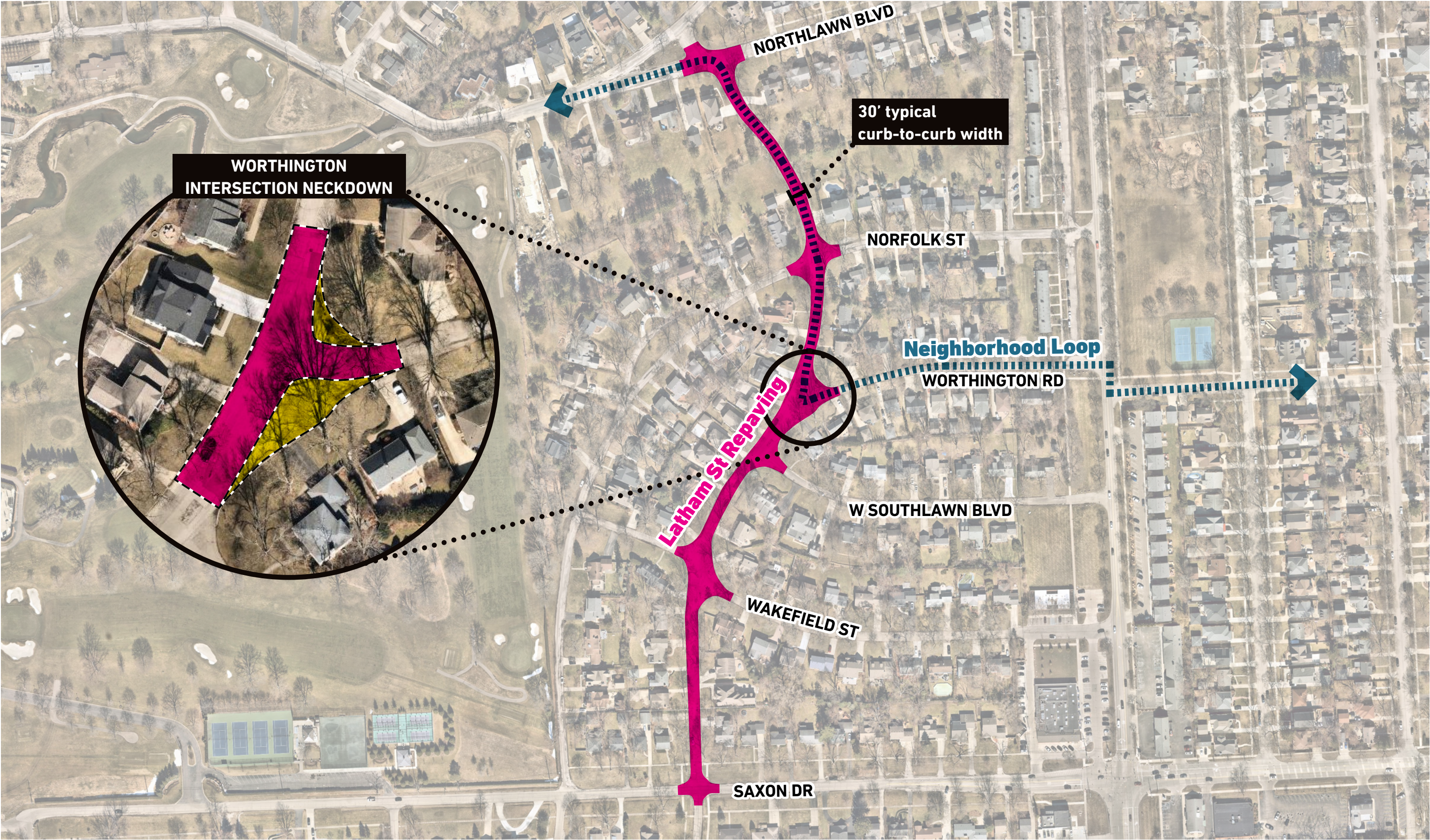


**LATHAM ST**  
Saxon Dr to Northlawn Blvd



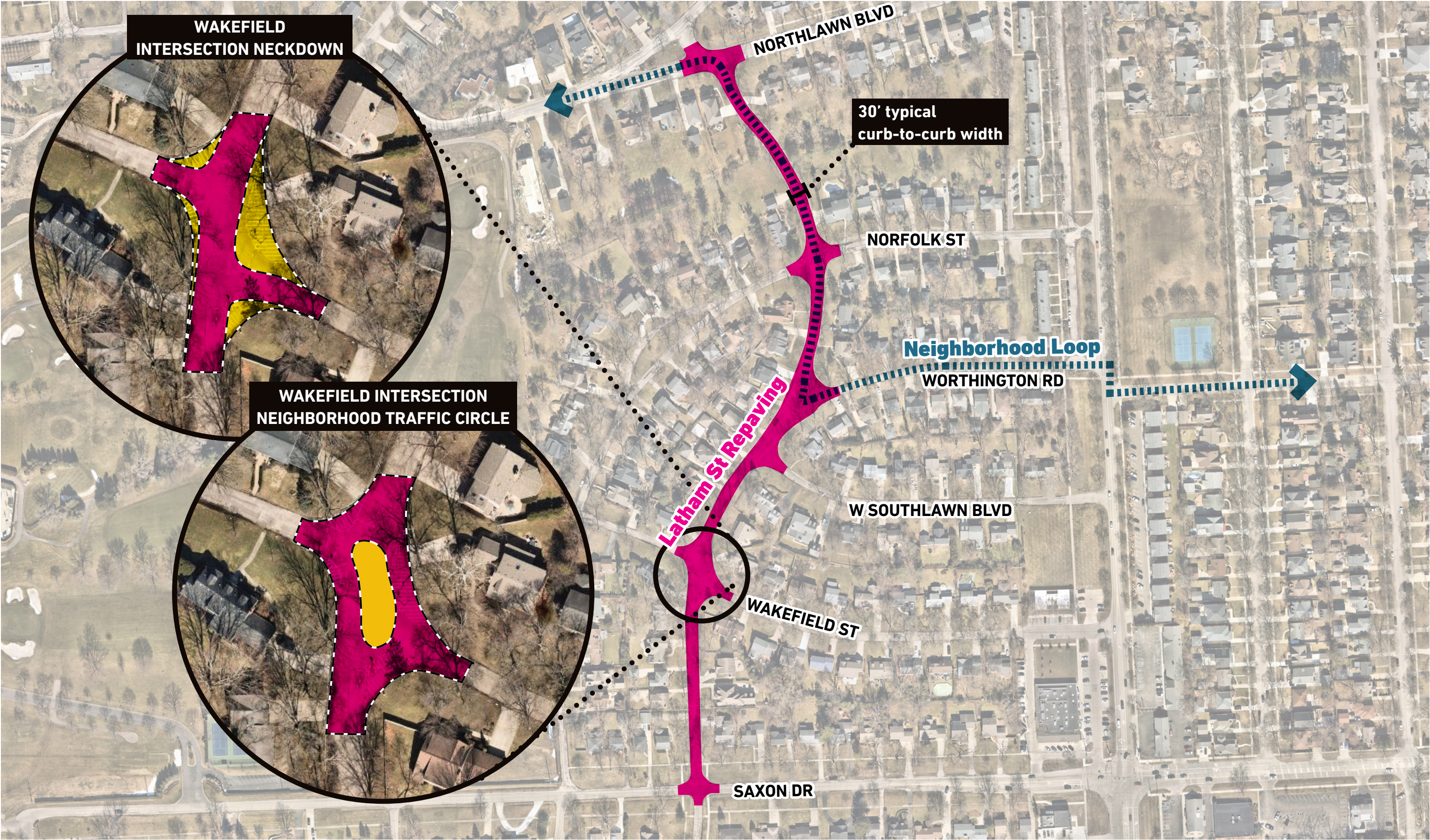


**LATHAM ST**  
Saxon Dr to Northlawn Blvd



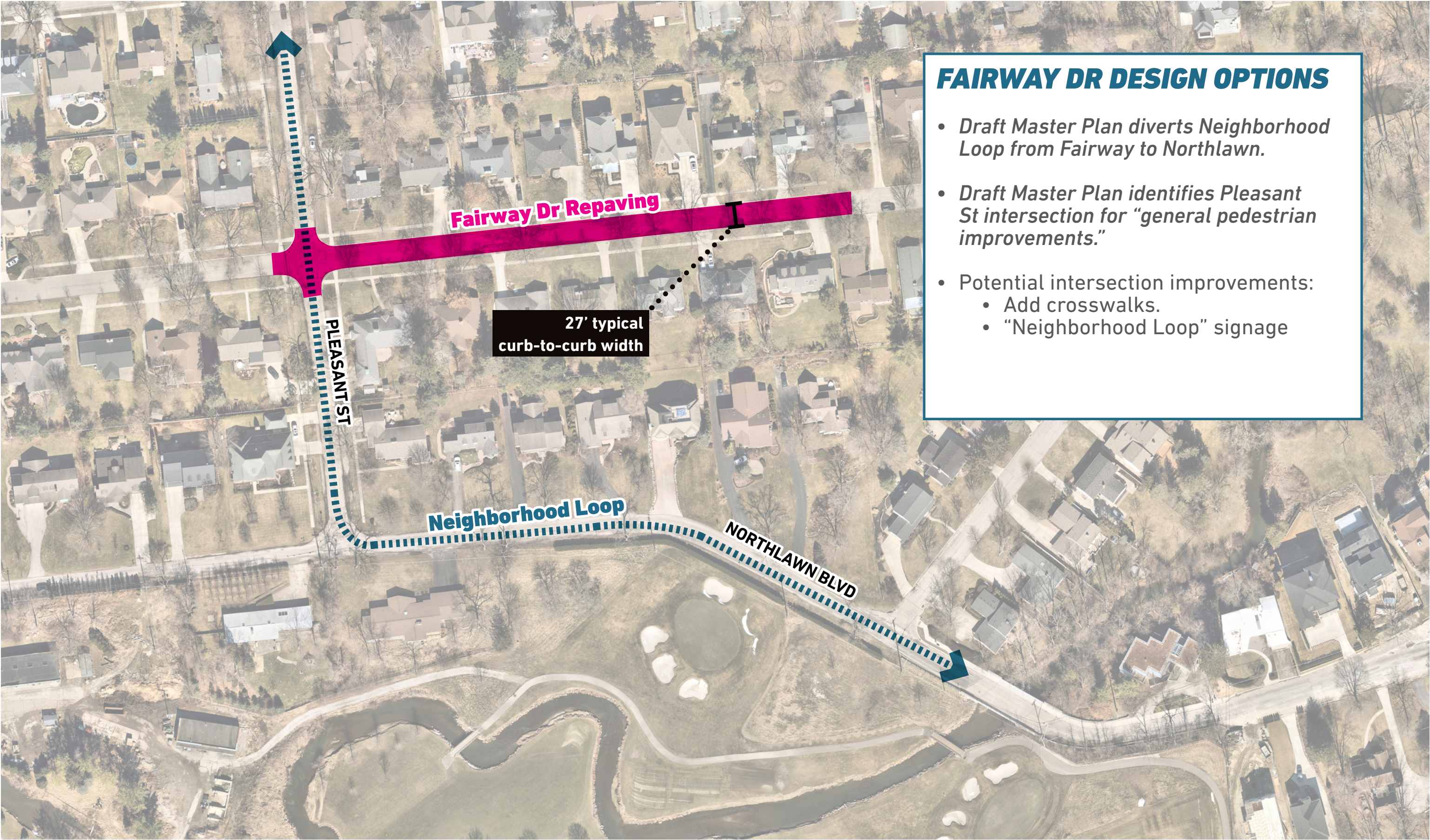


**LATHAM ST**  
Saxon Dr to Northlawn Blvd





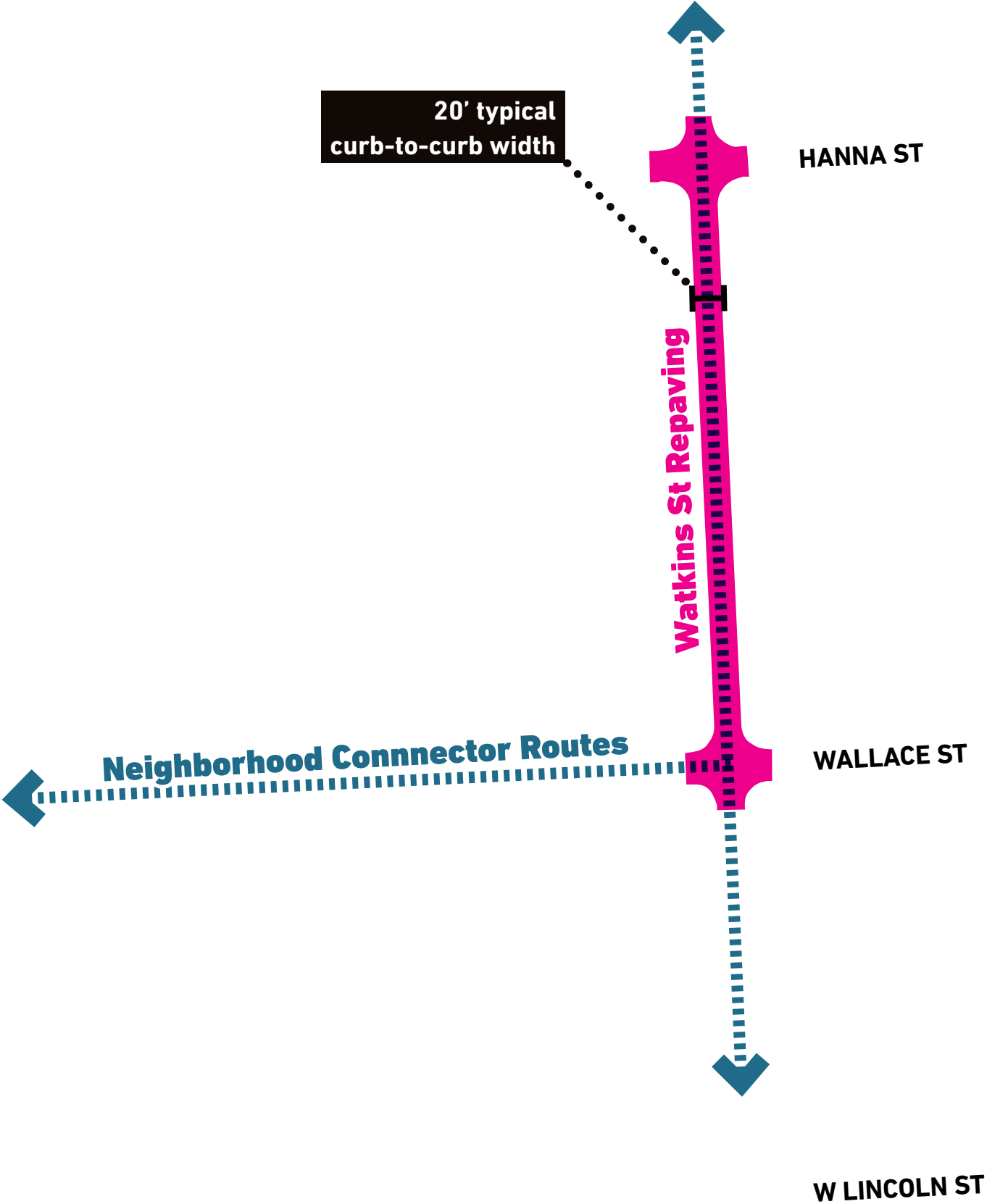
**FAIRWAY DR**  
Pleasant St to 600' East



- FAIRWAY DR DESIGN OPTIONS**
- Draft Master Plan diverts Neighborhood Loop from Fairway to Northlawn.
  - Draft Master Plan identifies Pleasant St intersection for “general pedestrian improvements.”
  - Potential intersection improvements:
    - Add crosswalks.
    - “Neighborhood Loop” signage



**WATKINS ST**  
Wallace St to Hanna St



**WATKINS ST DESIGN OPTIONS**

- “Neighborhood Connector” signage at Hanna and Wallace St intersections.
- Add crosswalks at both intersections.