

**MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, FEBRUARY 5, 2015  
6:00 PM  
CITY COMMISSION ROOM  
151 MARTIN STREET, BIRMINGHAM**

- A. Roll Call
- B. Introductions
- C. Review of the Agenda
- D. Approval of Minutes, Meeting of January 8, 2014
- E. W. Maple Rd. Ad Hoc Committee  
    Review of First Meeting (Draft Minutes Attached)
- F. Saxon Rd. (Southfield Rd. to West City Limit)  
    Traffic Issues (Verbal Update)
- G. Upcoming Multi-Modal Board Priorities
- H. Meeting Open to the Public for items not on the Agenda
- I. Miscellaneous Communications:  
    W. Maple Rd.
- J. Adjournment

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Las personas con incapacidad que requieren algún tipo de ayuda para la participación en esta sesión pública deben ponerse en contacto con la oficina del escribano de la ciudad en el número (248) 530-1800 o al (248) 644-5115 (para personas con discapacidad auditiva) un día antes de la reunión para solicitar ayuda a la movilidad, visual, auditiva, o de otras asistencias. (Title VI of the Civil Rights Act of 1964).

**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, JANUARY 8, 2014  
City Commission Room  
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, January 8, 2014. Chairperson Johanna Slanga convened the meeting at 6:03 p.m.

**A. ROLL CALL**

**Present:** Chairperson Johanna Slanga; Board Members Vionna Adams, Stuart Bordman, Lara Edwards, Andy Lawson, Jeff Surnow, Amanda Warner

**Absent:** None

**Administration:** Lauren Chapman, Asst. City Planner  
Mark Clemence, Deputy Chief of Police  
Brendan Cousino, Asst. City Engineer  
Jana Ecker, Planning Director  
Paul O'Meara, City Engineer  
Carole Salutes, Recording Secretary

**Also Present:** Mike Labadie from Fleis & Vandenbrink ("F&V"), Transportation Engineering Consultants

**B. INTRODUCTIONS** The chairperson introduced the new board member, Vionna Adams, and everyone introduced themselves to her.

**C. REVIEW AGENDA** Ms. Ecker noted that the W. Maple Rd. Ad Hoc Committee will be called a steering committee.

**D. APPROVAL OF MINUTES, MEETING OF DECEMBER 4, 2014**

**Moved and seconded to approve the Minutes of December 4, 2014 as presented.**

**Motion carried unanimously, 7-0.**

**E. W. MAPLE RD. AD HOC STEERING COMMITTEE**

**1. Introduction Memo**

Ms. Ecker recalled that as discussed, the W. Maple Rd. resurfacing project has been awarded an 80% federally funded construction grant for resurfacing during the 2016 construction season. The plans are prepared by our consulting engineer, and then they need to be reviewed and approved through the local MDOT office. In order to ensure the plans are submitted in a timely manner, the plans need to be nearly complete by June of this year.

Since several individuals representing both residential neighborhoods and businesses along the corridor have expressed concerns with what is being considered, it is recommended that a separate steering committee be formed for W. Maple Rd., similar to what has been done on several other projects. The intent for this steering committee is to find people who are interested in the corridor from different perspectives and get them to serve temporarily on the committee. When Andres Duany was in town he said every time something like this is considered, people outside of the area should be involved, not only those people who are directly affected.

Interested folks from all different areas will be invited to come in and review some of the data and voice their concerns to the steering committee. The steering committee's role would be to canvas data, give additional opportunities for public discussion, make informal recommendations, and provide input from their meetings to the MMTB.

It is proposed that the steering committee meet once a month. The first steering committee meeting is scheduled for Thursday, January 22 at 6 p.m. It is suggested that the following be discussed:

1. An overview of the City's Multi-Modal Transportation Master Plan and what the MMTB has accomplished to date.
2. How W. Maple Rd. affects each member and the group they represent, how it serves them well, how it does not serve them well, and how they or their group feel that it could be changed for the better (if at all).
3. An introduction into transportation engineering, discussing the tools that will be available to better understand how changes to W. Maple Rd. will impact its level of service to the public.
4. Confirmation of the future meeting schedule.

Staff will provide a formal memo to the MMTB highlighting the proceedings from each steering committee meeting.

The general consensus of board members was that the steering committee would provide some fresh perspective and that an informal round table approach would be successful. The board went on to discuss the background of representatives that would make up the steering committee.

**Motion by Mr. Bordman**

**Seconded by Ms. Warner that the following is the category of representation for the W. Maple Rd. Steering Committee:**

- **Up to 3 members of the Multi-Modal Transportation Board;**
- **2 members representing neighborhoods in the area (preferably one from north of W. Maple Rd. and one from south of W. Maple Rd.);**
- **1 homeowner with direct frontage on W. Maple Rd.;**
- **1 business owner from the corridor (preferably from the plaza located at Chesterfield Rd.);**
- **1 business owner from the Central Business District;**
- **1 church staff member or active volunteer representing one of the three large churches along the project route (First United Methodist, First Presbyterian, and Lutheran Church of the Redeemer);**
- **1 member at-large not located in the W. Maple Rd. area.**

Chairperson Slanga called for input on the motion from the public at 7:58 p.m.

Mr. Larry Kunkler, 619 Shirley, received confirmation that a church staff member will be included in the steering committee membership

**Motion carried, 7-0.**

**VOICE VOTE**

Yeas: Bordman, Warner, Adams, Edwards, Lawson, Slanga, Surnow

Nays: None

Absent: None

**Motion by Mr. Lawson**

**Seconded by Mr. Surnow to appoint the three volunteers from this board to the new steering committee: Vionna Adams, Stuart Bordman, Lara Edwards.**

**Motion carried, 7-0.**

**VOICE VOTE**

Yeas: Lawson, Surnow, Bordman, Adams, Edwards, Slanga, Warner

Nays: None

Absent: None

City staff will begin making contact with various members of the community, asking for assistance to spread the word that volunteer help is needed.

**2. Communications Received** (not discussed)

**F. STRAVA LABS GPS MAP**

Mr. O'Meara explained the map is a tool that can be referred to that will give a general indication of where people like to bike and run. Mr. Surnow noted that most serious bikers use the Strava map. He added that Birmingham is a very popular focal point for a lot of riders to meet as it is the gateway to many destinations.

**G. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA**

Mr. Jim Mirro, 737 Arlington, talked about his letter that summarizes the most recent stakeholder votes on W. Maple Rd. The letter came with five attachments, as follows:

The first attachment is a list of 12 reasons why the five neighborhoods are opposed to the narrowing of W. Maple Rd. The second attachment is a Neighborhood Vote Summary showing that an overwhelming 92% of the homeowners in those five neighborhoods are opposed to the plan. The third attachment lists 34 letters sent to the City Commission regarding W. Maple Rd. with 31 letters or 91% opposed to the plan. The fourth attachment lists all of the organizations opposed to the plan, including five neighborhoods, three churches, five businesses and two professional/charitable organizations.

He added they are asking for the board to look over this information and not use taxpayer money to conduct a lot of studies when such an overwhelming number of residents are opposed.

Chairperson Slanga emphasized that it would not be appropriate for the steering committee or this board to not look at all of the information.

Ms. Florence Finkelstein, 577 Arlington, asked why Maple Rd. has to be changed. The chairperson answered that it is time to re-pave Maple Rd. This presents the opportunity to look at the options available for Maple Rd. and take input on whether or not it needs to change.

**H. MISCELLANEOUS COMMUNICATIONS**

**Multi-Modal Transportation Board Proceedings**

**January 8, 2015**

**Page 5**

1. Multi-Modal Articles (general reading)
2. W. Maple Rd. Project

**H. ADJOURNMENT**

No further business being evident, the chairperson adjourned the meeting at 7:21 p.m.

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Jana Ecker, Planning Director

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Paul O'Meara, City Engineer

W. MAPLE STEERING COMMITTEE  
(AS CREATED BY THE MULTI-MODAL TRANSPORTATION BOARD)

<b>Name</b>	<b>Appointed Position</b>	<b>Phone Number</b>	<b>E-mail Address</b>
Stuart Bordman	MMTB Member	248-642-1091	<a href="mailto:sboardman@maddinhauser">sboardman@maddinhauser</a>
Lara Edwards	MMTB Member	734-717-8914	<a href="mailto:lmedwards08@gmail.com">lmedwards08@gmail.com</a>
Vionna Adams	MMTB Member		<a href="mailto:vionnajones@gmail.com">vionnajones@gmail.com</a>
Karen Rock	Resident North of Maple Rd.		<a href="mailto:kgr307.com">kgr307.com</a>
Eugene Nelson	Resident South of Maple Rd.	248-761-4872	<a href="mailto:eugene.nelson.0@gmail.com">eugene.nelson.0@gmail.com</a>
			<a href="mailto:asilbergleit@gmail.com">asilbergleit@gmail.com</a>
Michael Clawson	Resident on Maple Rd.	248-318-9801	<a href="mailto:msc@mikeclawonlaw.com">msc@mikeclawonlaw.com</a>
David Underdown	Business Owner from Chesterfield Plaza	248-901-1072	<a href="mailto:douglascleaners@hotmail.com">douglascleaners@hotmail.com</a>
Karen Daskas	Business Onwer from the CBD	248-258-0212	<a href="mailto:karen@tenderbirmingham.com">karen@tenderbirmingham.com</a>
Russ Ives (tent.)	Church Representative		<a href="mailto:russ.ives@att.net">russ.ives@att.net</a>
Terry Lang	Resident At-Large	248-551-9825	<a href="mailto:Terry.Lang@beaumont.edu">Terry.Lang@beaumont.edu</a>

**CITY OF BIRMINGHAM**  
**W. MAPLE RD. STEERING COMMITTEE**  
*A subcommittee of the Multi-Modal Transportation Board*

**THURSDAY, JANUARY 22, 2015**  
**6:00 PM**  
**ROOMS 202 & 203**  
**151 MARTIN STREET, BIRMINGHAM**

Minutes of the initial meeting of the W. Maple Rd. Steering Committee held Thursday, January 22, 2015. The meeting was convened at 6 p.m.

**A. INTRODUCTIONS**

**Present: Ad-Hoc Committee Members**

Stuart Bordman (MMTB)  
Mike Clawson (Resident on W. Maple)  
Karen Daskas (Business Owner from CBD)  
Lara Edwards (MMTB)  
Eugene Nelson (Resident South of W. Maple)  
Karen Rock (Resident North of W. Maple)  
David Underdown (Business Owner from W. Maple)  
Russ Ives (Church Member)

**Absent:**

Vionna Adams (MMTB)  
Terry Lang (Resident at Large)

**Administration:** Paul O'Meara, City Engineer  
Jana Ecker, Planning Director  
John Heiney, Principal Shopping District  
Lauren Chapman, Assistant City Planner  
Mark Clemens, Deputy Police Chief

**Guests:** Joe Wolf- S. Glenhurst resident  
Mike Labadie - Fleis & Vandenbrink  
Norm Cox - The Greenway Collaborative  
Jeff Van Dorn- President of President's Council

**B. ELECTION OF CHAIR AND VICE-CHAIR**

Mr. O'Mara explained the roster and why people were asked to be members.

Mr. Underdown volunteered to serve as chair of the committee

**Motion by Mr. Boardman**

**Seconded by Mr. Nelson to have Mr. Underdown serve as chair.**

**Motion carried, 8-0.**

Mr. Bordman volunteered to serve as vice chair



**Motion by Mr. Nelson**

**Seconded by Mr. Underdown to have Mr. Bordman serve as vice-chair.**

**Motion carried, 8-0.**

### **C. ESTABLISH DATE AND TIME FOR REGULAR MEETING SCHEDULE**

The committee established the 3<sup>rd</sup> Thursday from 6-8 pm as the scheduled meeting dates and time. However, due to several board members being unavailable on the 3<sup>rd</sup> Thursday of February, the next meeting will be held on Thursday, February 26<sup>th</sup>.

### **D. OVERVIEW OF STEERING COMMITTEE MISSION**

Mr. O'Meara reviewed why steering committee was created.

### **E. INTRODUCTION TO MULTI-MODAL TRANSPORTATION PLANNING AND THE CITY'S MULTI-MODAL TRANSPORTATION MASTER PLAN**

#### **SPECIAL GUEST NORM COX, THE GREENWAY COLLABORATIVE**

Mrs. Ecker explained the meeting's purpose and introduced Norm Cox.

Mr. Cox presented on: the state of roads one hundred years ago; the number of injuries each year due to crashes; PA135 of 2010- Michigan Complete Streets policy; the Federal Government's policies on complete streets, and Birmingham's desire to have connectivity in the transportation system. He also presented the concepts of complete streets and multi-modal planning, including the positive effects, such as: helping seniors age in place and maintain accessibility and independence, reduce inactivity for citizens, reduce the number and severity of crashes and their social and economic tolls, and the ability to attract millennials. He then generally reviewed the City's Multi-Modal Plan.

Mr. Cox spoke on the possible effects of four to three lane conversions.

Mr. Ives observed that many pedestrians walk in the street even when there are sidewalks. He asked Mr. Cox if such pedestrians skew crash data and if multi-modal planning helps alleviate that.

Mr. Cox replied that it could possibly, but it is unlikely. Most crashes are on major roads and the ones that are on minor roads result in fewer or less severe injuries because the level of use is lower, as are the speeds on minor roads.

Mr. O'Meara noted that the City Commission passed a Resolution of Support for Complete Streets in July 2011 indicating the City's commitment to the complete street principal to build streets that work for all modes of transit, and all users, regardless of age or ability.

### **F. DISCUSSION OF EXISTING CONDITIONS ON W. MAPLE RD.**

Mr. Clawson stated that he has lived on Maple and Pilgrim for twenty-six years. He expressed that he feels that Maple Road in its current condition is not safe, especially westbound traffic;

the traffic is very fast. As an avid runner he has found the road to be hard to cross except at traffic signals. He believes that Maple serves as a good east-west pedestrian route to downtown. He has observed many crashes, including: cars hitting his fence, cyclists getting hit, and he has been rear ended turning left.

Mr. Bordman walks on Maple often and agreed with Mr. Clawson on the safety of the road. He also feels that crossing as a pedestrian is dangerous. He believes that the four lane layout is conducive to the current traffic volume for Maple. He finds that many drivers swerve around left turners adding to the dangerous situation.

Mr. Nelson feels that the traffic is too fast; the fast traffic continues onto Shirley. He believes that much of the traffic on Shirley is cut-through traffic. However, he understands why people go faster. He has observed many drivers run lights, especially westbound at Lakepark. He finds turning onto Maple (especially left) to be a challenge due to speed and volume; peak hours are especially difficult. He thinks the sidewalks are good.

Mrs. Rock believes the sidewalks are good. She stated that she would not bike on Maple. She has observed many people ignore the stop sign on Pilgrim and Pine; she wonders if it is cut-through traffic. She also doesn't want to see cut-through get worse. She has also observed many drivers run lights, especially westbound. She often finds that traffic is backed up at the Southfield and Maple intersection.

Mrs. Edwards thinks that Maple is a lovely road. She finds it to be fun to jog on. She believes that the sidewalks could be wider. She finds using the road to be stressful because of the amount of drivers who weave around other drivers. She often finds that service vehicles contribute to back-ups especially east bound and at Southfield. When she walks on Maple she finds crossing to be dangerous because traffic is too fast. She believes that there is natural spot for crossing at waterfall, but no crosswalk. She has found that there is a greater demand for left turns on to the south side of Maple.

Mr. Underdown feels that the traffic on the road is too fast, but it does move efficiently. He finds Maple to be especially crowded at the Telegraph and Southfield intersections. He observed that many drivers swerve around left turners enabling accidents. He finds making a left on to Maple challenging. He thinks that Lakepark is an awkward intersection.

Mr. Ives finds that rush-hour creates challenges, especially for left turns and believes that traffic signals help create needed gaps for turns onto Maple, specifically the one at Chesterfield. He thinks that the road serves as a solid and convenient east-west connector. Maple is the main thoroughfare for people attending church; many leave church via Pleasant. The sidewalk is in good condition. Often he finds that there are backups at Southfield. The cross streets not being aligned creates challenges crossing Maple. Some of the vegetation can impair visibility.

Mrs. Daskas appreciates the sidewalks and traffic signals. She worries about the existing cut-through traffic; she thinks that it is too fast. She finds that there is a high volume of eastbound heavy truck traffic.

Mr. Van Dorn observed that there is often severe speeding on Maple especially westbound.

Mr. Wolf believes there are many drivers who ignore the road laws. He often uses Lincoln instead because it's tough to turn left onto Maple.

Mrs. Ecker reviewed the most common comments provided for the group regarding the existing conditions on W Maple between Cranbrook and Southfield:

1. This section of road is dangerous and does not feel safe,
2. Traffic moves too fast,
3. Problems are worst going westbound,
4. Traffic backs up at Southfield,
5. There is too much swerving of vehicles to avoid left turning vehicles,
6. It is difficult to turn left onto W. Maple,
7. It is difficult for pedestrians to cross the street, and
8. The existing sidewalks are adequate.

Sb-committee members agreed that improving on each of these areas of concern should be the objectives of any improvements on W. Maple. It was further agreed that any changes to the corridor should not make the the existing conditions worse, or increase cut-through traffic in the neighborhoods.

#### **G. INTRODUCTION TO TRANSPORTATION ENGINEERING TOOLS AND DATA**

Mr. Labadie will look at crashes; intensity, pattern, location, etc. He and his team will count traffic during peak hours 7-9 a.m. and 4-6 p.m., Tuesday, Wednesday, and Thursday during a non-holiday week. They will use a Synchro computer model to create a model of the distribution of traffic between intersections, all roads will be counted and put into model. The model can be created with four lanes and another with three. Traffic signals as they currently operate will be in the model. Mr. Labadie went on to discuss signal coordination. He then gave the attendees examples of traffic counts that are currently in progress. The data collected showing existing conditions on W. Maple will be presented at the next sub-committee meeting on February 26, 2015.

#### **H. MISCELLANEOUS COMMUNICATIONS**

None

#### **I. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA**

None

#### **K. ADJOURNMENT**

No further business being evident, the chairperson adjourned the meeting at 8:13 p.m.

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN NETWORK IMPLEMENTATION PLAN



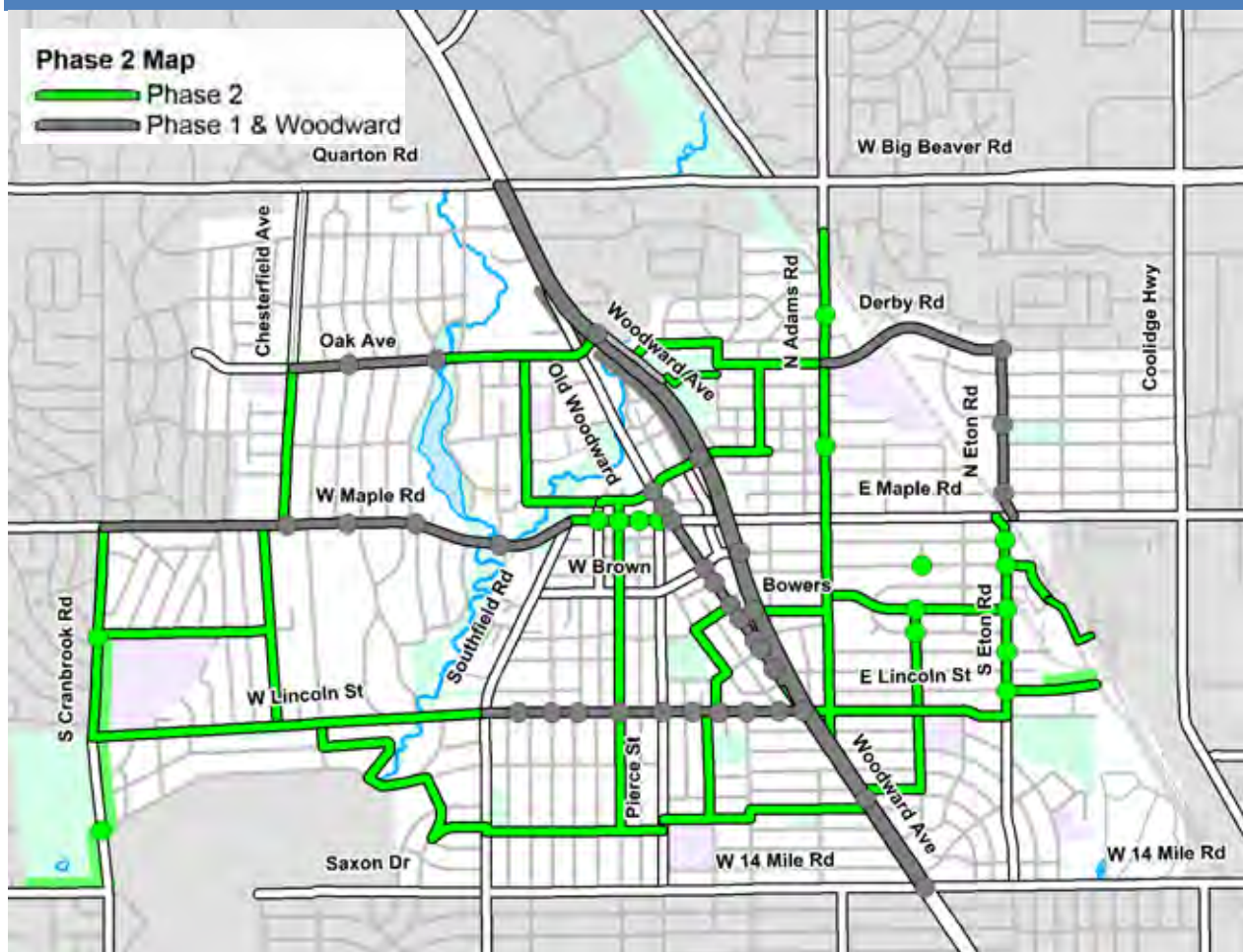
### 4.3 PHASE 2

#### PHASE 2: OVERVIEW

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

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

FIGURE 4.3A. PHASE 2





Paul O'Meara &lt;pomeara@bhamgov.org&gt;

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## Multi-Modal Transportation Board (MMTB) Meeting Summary

1 message

**City of Birmingham, MI** <socialmedia@bhamgov.org>

Thu, Jan 15, 2015 at 3:22 PM

Reply-To: socialmedia@bhamgov.org

To: pomeara@bhamgov.org



## Multi-Modal Transportation Board

### Multi-Modal Transportation Board (MMTB) Meeting Summary

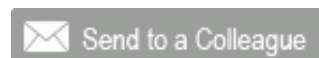
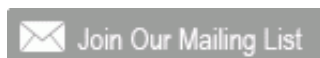
**January 8, 2015**

The City of Birmingham's Multi-Modal Transportation efforts began in 2013 with the adoption of a Multi-Modal Transportation Plan as a means to review scheduled road improvements, while considering overall mobility improvements during the design review phase. To facilitate this effort, a Multi-Modal Transportation Board ("MMTB") was established in 2014 to review all transportation-related projects in the City going forward. The MMTB's role in the design review phase is to consider elements of the Multi-Modal plan, as well as reviewing the data and information specific to a project while providing a forum for public input. The overall goal is to ensure that all projects will improve the quality of the transportation system for all users, ages and abilities, as practical, thus improving the quality of life in the City. Due to the high level of public interest in this project, monthly meeting summaries will be distributed via Constant Contact and posted on the [MMTB webpage](#).

On January 8, 2015, the MMTB met and began to discuss the next transportation project in the Capital Improvement Plan, the resurfacing of W. Maple Road between Southfield and Cranbrook. The creation of a separate steering committee was discussed for this corridor, similar to what

has been done on several other projects in recent years. The intent for the steering committee is to find people who are interested in the corridor from different perspectives and get them to serve temporarily on the committee. The steering committee's role is to review data, give additional opportunities for public discussion, make informal recommendations, and provide input from their meetings to the MMTB. The steering committee will also serve as an opportunity to get a wider spectrum of stakeholders involved and invested in the process.

The first steering committee meeting is scheduled for Thursday, January 22 at 6 p.m. It is expected that the steering committee will meet once per month, in between each regularly scheduled MMTB meeting, with the expectation that its job will be completed in April or May. The Multi-Modal Transportation Board meets the first Thursday of each month at 6 p.m. at the Municipal Building. For additional information about the Multi-Modal Board's meetings visit [www.bhamgov.org](http://www.bhamgov.org).



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City of Birmingham, MI | 151 Martin | Birmingham | MI | 48009



Paul O'Meara &lt;pomeara@bhamgov.org&gt;

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**Fwd: Maple Road Narrowing**

1 message

Jana Ecker &lt;jecker@bhamgov.org&gt;

Mon, Jan 5, 2015 at 4:51 PM

To: "O'Meara, Paul" &lt;Pomeara@bhamgov.org&gt;, Amanda Thomas &lt;athomas@bhamgov.org&gt;

FYI

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

From: **Matt Twomey** <michigan@gmail.com>

Date: Wed, Dec 31, 2014 at 9:17 AM

Subject: Maple Road Narrowing

To: jecker@bhamgov.org

Hi Jana,

How can I go about supporting the narrowing of Maple into Birmingham? I think it's a tremendous idea and I'd like to help in any way that I can.

Matt Twomey  
2048 W Maple Rd  
michigan@gmail.com  
650-269-6329

—  
Jana L. Ecker  
Planning Director  
City of Birmingham  
248-530-1841



Paul O'Meara &lt;pomeara@bhamgov.org&gt;

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**Fwd: Report a Problem**

1 message

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**Marianne Gamboa** <mgamboa@bhamgov.org>

Mon, Jan 5, 2015 at 2:49 PM

To: Paul O'Meara &lt;pomeara@bhamgov.org&gt;, "Ecker, Jana" &lt;Jecker@bhamgov.org&gt;

Cc: Laura Pierce &lt;lpierce@bhamgov.org&gt;

Please see the message below submitted via our website.

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

From: &lt;website@bhamgov.org&gt;

Date: Mon, Jan 5, 2015 at 2:42 PM

Subject: Report a Problem

To: lpierce@bhamgov.org

Cc: mgamboa@bhamgov.org

Name=Gail Whitty

Address=165 Baldwin Rd

Address\_Line\_2=

City\_Town=Birmingham

Stat\_Prov=MI

Zip\_Postal\_Code=48009

Phone=2487230105

Email = gwhitty@hotmail.com

Type of Issue:=General Concern

Comments=My husband and I are 40 year residents of Baldwin at Maple. We are both VERY much in favor of the proposal to make West Maple one lane in both directions. We would love for the calming effect – it is hard for us to enter Maple from Baldwin because of the heavy traffic on Maple. Also we are both avid bikers and would love to see more bike lanes including on Maple.

—  
Marianne Gamboa

Public Relations Specialist

City of Birmingham

151 Martin Street

Birmingham, Michigan 48009

Phone 248.530.1812

Fax 248.530.1072





Paul O'Meara &lt;pomeara@bhamgov.org&gt;

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**Fwd: Maple Road plans**

1 message

Laura Pierce &lt;lpierce@bhamgov.org&gt;

Tue, Jan 13, 2015 at 9:52 PM

To: Jana Ecker &lt;jecker@bhamgov.org&gt;, Paul O'Meara &lt;pomeara@bhamgov.org&gt;, "mclemence@bhamgov.org" &lt;mclemence@bhamgov.org&gt;

See below.

Begin forwarded message:

**From:** george dilgard <gdilgard@hotmail.com>  
**Date:** January 13, 2015 at 8:26:22 PM EST  
**To:** "lpierce@bhamgov.org" <lpierce@bhamgov.org>  
**Cc:** "nummerdo@gmail.com" <nummerdo@gmail.com>  
**Subject:** FW: Maple Road plans

To: Laura Pierce, City Clerk

Please forward Julie Nummer's e-mail to the Multi-Modal Transportation Board for their consideration.

Thanks,

George

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Date: Tue, 13 Jan 2015 14:01:09 -0500  
Subject: Maple Road plans  
From: nummerdo@gmail.com  
To: gdilgard@hotmail.com

I live on Devon Lane just southeast of the Maple Cranbrook intersection. I think Maple Road could be reconstructed to 3 lanes—one in each direction and a center turn lane with no roadway bicycle lane. I am a recreational bicyclist but would never use this lane. Instead I would like the sidewalk widened substantially to accomodate walkers and bikers ie. the Little Traverse Wheelway in Petoskey. It is well used and very safe with everyone being very respectful of each other and the common bicycling and passing rules.

I would like to see Maple returned to the way it was before it became a speeding highway! Thank you, George and Birmingham City Commission, Julie Nummer



Paul O'Meara &lt;pomeara@bhamgov.org&gt;

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**Re: FW: Stakeholder Votes on West Maple Road**

1 message

**Joe Valentine** <jvalentine@bhamgov.org>

Fri, Jan 16, 2015 at 5:53 PM

To: jmirro &lt;jmirro@intromarketing.com&gt;

Cc: Stuart Sherman &lt;stuart.sherman@sbcglobal.net&gt;, Racky Hoff &lt;rackyhoff@hotmail.com&gt;, George Dilgard &lt;gdilgard@hotmail.com&gt;, Tom McDaniel &lt;mcdaniel\_tom@hotmail.com&gt;, Scott Moore &lt;sdm984@sbcglobal.net&gt;, Mark Nickita &lt;markforbirmingham@yahoo.com&gt;, gordon4bhm@aol.com, Jana Ecker &lt;jecker@bhamgov.org&gt;, Paul O'Meara &lt;pomeara@bhamgov.org&gt;, Mark Clemence &lt;mclemence@bhamgov.org&gt;

Mr. Mirro,

Thank you for sharing your perspectives and concerns regarding the City's planned review of West Maple Road and the Multi-Modal Transportation Board's role in this process. As you point out in your email, the Multi-Modal Transportation Board is facilitating the process for which they have been established. Therefore, your requests to not discuss, review and study the data and information necessary to be able to make an informed recommendation to the City Commission runs counter to the City's long standing practice of reviewing all information and gathering all input before developing any conclusions.

At the City Commission meeting on January 12, 2015, the City Commission did acknowledge and discuss your email of January 11, 2015 and expressed their desire to comply with the City's public review process in order to base their decisions on applicable data, information and public input when formulating their conclusions.

Again, thank you for sharing your perspectives and concerns on this matter. The City Commission has requested I pass along their perspective as well.

Best Regards,  
Joe Valentine

On Sun, Jan 11, 2015 at 10:55 PM, jmirro <jmirro@intromarketing.com> wrote:

Dear City Commissioner:

I have been a Birmingham resident for 36 years and last Thursday I witnessed community relations reach a new low at the January 8 Multimodal Transportation Board (MMTB) Meeting for the reasons described in this letter. As a representative of 5 neighborhoods adjoining West Maple Road, I am asking the City Commission to take action soon to reverse this situation.

First, the MMTB chairperson and Planning Department spent the entire first hour of the meeting explaining the need for another level of review with a dozen-member Steering Committee to "filter out" public comments and to make recommendations regarding West Maple Road to the Board. When some board members and the public questioned the wisdom of adding more bureaucracy to perform the basic function of the 8-person MMTB, they were roundly "convinced" that creating this additional committee was essential for the process (empire?). How wasteful.

Second, as a representative of 5 neighborhoods adjoining West Maple Road, I had planned to read the attached one-page letter at the public comments portion of the meeting in response to the Board's request for

public input. This would have been especially helpful for the Board's newest member who had not been appointed yet at the 11/20/14 meeting where I read the 5 neighborhoods' first letter. Furthermore, this second letter contained new information versus the November letter. But halfway through my reading of this letter, the chairperson rudely interrupted me (under the guise of a time constraint) and began her own speech instead as to why the neighborhoods' opinions will have no effect on the Board's decision to study all aspects of the road for the next 5 months and arrive at its own conclusion about changes needed. She said it would be "asinine" (her word) not to do this—despite our evidence that 92% of the residents are opposed to road narrowing, bike lanes and traffic light removal for West Maple (2<sup>nd</sup> attachment). How arrogant.

Third, during the formal part of the meeting and not on the agenda, the chairperson permitted the city's contract traffic engineer to lecture the audience on how citizens opposed to Maple Road's multimodal plan are woefully "misinformed" and in need of an "education" to understand its many benefits. He never mentioned that his firm pockets a tidy sum from our tax dollars for providing this "education." How self-serving.

The fourth reason is the demeaning attitude of the MMTB chairperson toward all Birmingham residents who braved a snow storm last Thursday to provide public input. For example, a senior lady who followed me at the podium politely asked her why it is necessary to consider all the multimodal changes to West Maple Road rather than simply resurface it with the 4 lanes it has always had. Without missing a beat, the chairperson snapped back that it is necessary "because we are in the 21<sup>st</sup> century," implying that the senior citizen was not. How insensitive and shameful.

After attending and speaking at two MMTB meetings about Maple Road as a representative of the 5 neighborhoods, I have now concluded that the MMTB, under its present leadership and direction, is not interested in hearing public opinion or understanding neighborhood surveys if the information does not support multimodal changes. There were 5 people in the audience on 1/8/15 and only 3 of them asked to make a public comment. But in all 3 cases, when the chairperson heard their opposing viewpoints, she urged unnecessary briefness of comment, interrupted the speakers to counter their opinions with her own and generally appeared hostile/disinterested in what each speaker had to say. After the last few meetings, the public is recognizing this reality and meeting attendance has dwindled away to almost nothing.

In partial defense of the MMTB and the Planning Department, they may have been given the impossible task from the Commission of studying and implementing multimodal changes for ALL Birmingham streets when this is not practical. For streets like Lincoln and Oak, the community has mostly supported the changes. But for major arteries like Maple and Woodward, a more flexible approach is needed. Even the Complete Streets Plan does not require that every street in a community account for every type of travel in that community according to SEMCOG. After the library bond debacle, residents need to know that the Commissioners are really listening and not just going through the motions like the MMTB.

Because of the above, the 5 neighborhoods are asking the Commissioners to get more involved and make the right decision on West Maple Road before the MMTB infuriates more residents beyond the point of reconciliation. Taking this action will also prevent the unnecessary spending of taxpayer money on studying multimodal changes for this road that an overwhelming majority of Birmingham residents already understand and oppose. The 5<sup>th</sup> attachment of the letter to the MMTB, for example, analyzes West Maple issues based on similar 2012 East Maple data without spending a penny of taxpayer money.

In today's front page Eccentric article regarding the 2015 city elections, Paul Reagan states, "There are a substantial number of homeowners in Birmingham who feel disenfranchised as evidenced by the recent library bond defeat." On page A10 of the same newspaper, Bill Dow describes how 231 homeowners found it necessary to sign petitions in 2012 against the narrowing of East Maple Road to avoid being disenfranchised. At this point in time, 233 homeowners have signed petitions against the narrowing of West Maple Road and

the opinion of thousands more is reflected in the organization letters from churches, businesses and other associations that have sent their opposition letters to the city. They need to know that the democratic process is working and they have been heard by the Commission since they are certainly not being heard and understood by the MMTB.

Toward this goal, please read the attached 1-8-15 letter sent to the MMTB by the 5 neighborhoods and the backup pages of letters/petitions which will be sent to you as part of 3 other emails that were also sent to the MMTB. Most stakeholders being considered by the MMTB for positions on the Steering Committee (church and business leaders, professional association officials, residents north and south of Maple, etc.) have already provided their input through letters to the city which you will read in these emails. After you have done this, I hope that you will agree with the 5 neighborhoods that the proposed multimodal changes for West Maple Road are a bad idea for Birmingham.

Jim Mirro

737 Arlington

248-420-5113

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**From:** jmirro [mailto:[jmirro@intromarketing.com](mailto:jmirro@intromarketing.com)]

**Sent:** Thursday, January 08, 2015 9:17 AM

**To:** 'jopardee@gmail.com'; 'sboardman@maddinhauser.com'; 'lmedwards08@gmail.com'; 'andloawson@deloitte.com'; 'jeff@sumow.com'; 'adriana.tatuch@gmail.com'; 'awarner@aol.com'; 'vionnajones@gmail.com'

**Cc:** 'Jana Ecker'; 'Paul O'Meara'; 'Mark Clemence'; 'Joe Valentine'

**Subject:** Stakeholder Votes on West Maple Road

Dear MMTB Member:

Attached for your information is a summary of the most recent stakeholder votes on West Maple Road. Please print out and read this information at the January 8, 2015, meeting and make it part of the meeting minutes on behalf of the 5 neighborhoods adjoining this road. In 3 separate emails, you will be provided with backup to these attachments that the neighborhoods wish you also to read and make part of the meeting minutes.

The first attachment is a list of 12 reasons why the 5 neighborhoods are opposed to the narrowing of West Maple Road. The 2<sup>nd</sup> attachment is a Neighborhood Vote Summary showing that an overwhelming 92% of the homeowners in these 5 neighborhoods are opposed to the plan. The 3<sup>rd</sup> attachment lists 34 letters sent to the City Commission regarding West Maple Road with 31 letters or 91% opposed to the plan. The 4<sup>th</sup> attachment lists all the organizations opposed to the plan, including 5 neighborhoods, 3 churches, 5 businesses and 2 professional/charitable organizations.

In view of the attachments shown above, the 5 neighborhoods are asking once again for the MMTB to recommend to the City Commission that the plan to narrow Maple Road be deleted at this time without spending taxpayer money to study the issue. There is no question that the road CAN be narrowed and the bike lanes added. The question is SHOULD the road be narrowed and the bike lanes added?

The neighborhoods understand that urban planner Andres Duany thinks the narrowing plan is a cool idea, but he does not live in the city and the neighborhood homeowners do. After all, he admitted during his May visit to the city that he was wrong on his 1996 recommendation to move the front door of the library. He could also be wrong on Maple Road and Birmingham stakeholders, not Andres, would need to live with the consequences.

The neighborhoods are also opposed to any test of the narrowing plan using temporary road striping. With 12,000 vehicles traveling on Maple Road each day, even a temporary striping plan will expose neighborhood children to the unnecessary risk of a bicycle/vehicle accident that will probably be fatal. It will be little solace to grieving parents to hear that the city will revert to the old striping pattern after their child has died.

The bike lanes also do not make sense from a financial viewpoint. The city's own surveys show that only 6% of bikers would consider using Maple Road if the lanes were added. One neighborhood's survey revealed that 8% of its residents would use the bike lanes if available—very close to the city's conclusion. Both surveys are described in the 5<sup>th</sup> attachment and also note that the expected annual usage would be less than 6%-8% after adjusting for Michigan's 7-month cycling season. Even if a few people on the Board and the Commission are avid bikers, is this a good way to spend taxpayer money for the majority of the residents?

When this subject came up in 2012 regarding East Maple as part of The Complete Streets Plan, the neighborhoods adjoining East Maple came to the same conclusion as the neighborhoods adjoining West Maple—and with approximately the same level of opposition. Because nothing has changed in two years, the Board is being asked to act in the interest of the vast majority of Birmingham stakeholders and delete the plan without further study.

Citizens United to Save Maple Road

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**Joseph A. Valentine**

City Manager  
City of Birmingham  
151 Martin Street  
Birmingham, MI 48009  
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[jvalentine@bhamgov.org](mailto:jvalentine@bhamgov.org)

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Paul O'Meara &lt;pomeara@bhamgov.org&gt;

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**Fwd: West Maple Road proposal to narrow to one lane each way....**

1 message

**Joe Valentine** <jvalentine@bhamgov.org>

Mon, Jan 19, 2015 at 12:24 PM

To: Mark Clemence &lt;Mclemence@bhamgov.org&gt;, Paul O'Meara &lt;Pomeara@bhamgov.org&gt;, Jana Ecker &lt;Jecker@bhamgov.org&gt;

Please share with the MMTB at the appropriate time.

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

From: **Joe Valentine** <jvalentine@bhamgov.org>

Date: Mon, Jan 19, 2015 at 12:23 PM

Subject: Re: West Maple Road proposal to narrow to one lane each way....

To: Mark and Peggy Griffin &lt;mgriff65@ameritech.net&gt;

Mr. and Mrs. Griffin,

Thank you for your email sharing your perspectives and concerns for West Maple Road. I understand your concerns for making any modifications to the travel lanes along this route and your views on its impacts as a frequent user of this roadway.

At present, there has not been any public reviews to discuss any portion of this project or reviews of any applicable information which is necessary for the public process to occur. When this begins I will be sure your comments are also included and can be considered in the review as it occurs.

Again, thank you for sharing your input on West Maple Road. I'm appreciative of all community input as it is the consideration of all information that make the City a better one.

Best Regards,  
Joe Valentine

On Sun, Jan 18, 2015 at 2:44 PM, Mark and Peggy Griffin <mgriff65@ameritech.net> wrote:

Hi Joe,

My wife and I are long time Birmingham residents. My wife travels Maple road west and east bound between Southfield Rd. and Cranbrook Rd. every weekday to and from work.

We have been reading about the proposal to "possibly" reduce this stretch of Maple Rd. to one lane each way, and add bike lanes. We both agree this would be a VERY BAD idea, in terms of efficient traffic flow and impact to surrounding neighborhoods. These neighborhoods would undoubtedly see increased traffic volume as drivers cut through to avoid inevitable traffic back-ups at peak drive times (as already happens even with two lanes in each direction!), and adding bike lanes for this short stretch of road is of minimal benefit - - as bikers can easily move into the surrounding neighborhoods and travel on much less congested and slower moving side streets. As a long time biker, I would not be interested in traveling on Maple Rd. even with bike lanes, since the road will no doubt continue to carry a very high vehicle volume.

I read with interest your column in the Eccentric this morning, telling residents to "keep an

open mind" on the West Maple Rd. design decision process. Not to simplify things too much, but this one really is a "no brainer". Reducing Maple to one lane in that area will lead to the situation described above, with little or no benefit to Birmingham residents like my wife, who travel this route daily as the most expedient path to and from work. In my opinion, the role of government, local or otherwise, should not be to make daily activities more difficult for its citizens. I think that many Birmingham residents share that same opinion, especially on this issue. I trust that the Birmingham city government is listening to its citizens, rather than a city planner that is not a resident, and will make the obvious choice in this discussion - - KEEP MAPLE RD. TWO LANES IN EACH DIRECTION, PLEASE!!

Thanks for listening, and sincerely thank you for your service to our city. It is appreciated.

Mark and Peggy Griffin  
911 Rivenoak  
Birmingham, MI

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**Joseph A. Valentine**

City Manager  
City of Birmingham  
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Birmingham, MI 48009  
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Paul O'Meara &lt;pomeara@bhamgov.org&gt;

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**Re: Eccentric - Maple Rd in Birmingham ( 1/18/2015)**

1 message

**Joe Valentine** <jvalentine@bhamgov.org>

Fri, Jan 23, 2015 at 3:08 PM

To: Eric Gersonde &lt;eric7579@gmail.com&gt;

Cc: jgrossman@hometownlife.com, Larry Ruehlen &lt;lruehlen@hometownlife.com&gt;, monica.drake@oakpress.com, andrew.kidd@oakpress.com, Paul O'Meara &lt;Pomeara@bhamgov.org&gt;, Jana Ecker &lt;Jecker@bhamgov.org&gt;

Mr. Gersonde,

Thank you for your email and sharing your views on the elements to be discussed for West Maple Road. I understand your concern and will just reiterate that no decisions have been made until the public process concludes. The purpose of the review of public roads prior to the planned construction season is to review not only the elements of the Multi-Modal Transportation Plan, but other opportunities to improve mobility along these roadways for all users. There are no predetermined solutions nor is there a single solution for each road. The plan is not definitive, but rather a guide based on prior community input to enhance overall mobility.

This review is not solely focused on narrowing Maple Road, but rather a comprehensive review of the entire roadway from the perspective of all users. The review process will take into account all elements, comments, concerns and input in order to conduct an open public review on what enhancements should be advanced.

To ensure your concerns are included in this process, I will forward them on to the appropriate boards for consideration during their review.

Thank you again for taking the time to share them with me.

Regards,  
Joe Valentine

On Thu, Jan 22, 2015 at 10:09 AM, Eric Gersonde <[eric7579@gmail.com](mailto:eric7579@gmail.com)> wrote:

SUBJECT : Eccentric 1/18/2015 : "Keep an Open Mind on West Maple" by Mr. Joe Valentine, Birmingham City Manager,

Mr. Valentine,  
Birmingham City Manager

Your long and detailed explanation of our city's new transportation committee (MMTB) concluded with your message, " ....*keep an open mind on West Maple*".

How can the narrowing of Maple be positive ? If all the current Maple traffic is forced from double to single lanes, the new bumper-to-bumper traffic will promote more north-south vehicles cutting through the neighborhood streets to Oak and Lincoln. Frustrated east-west drivers won't pick alternative 14 or 16 Mile Roads either (they're single-lane roads now). And, why is accommodating bicycle traffic now so important, for every 200+ cars on Maple you might see one bike, and that's only 6 months of the year, plus there is open easement land available today on either side of four-lane Maple for adding bike lanes. And if slowing traffic is your objective, just enforce the speed limits. Since I doubt the narrowing of Maple Road will be determined in an open-vote like last year's defeat of the over-the-top \$20 million library, I'm concerned now that the promoted changes



to West Maple will be approved and "buffalo-ed in" against the wishes of our Birmingham residents. If you want to put the MMTB and your efforts to good use, work on fixing our terrible downtown traffic, fix the city's by-pass by motivating drivers with well-timed green lights, make it work as it did 20 years ago.

So ..... for you and the City of Birmingham, ...." *you please, >> keep an open mind*", the needs of the many out-weigh the needs of the few.

Narrowing Maple Road is a bad idea, and you don't need expensive out-sourced city planners, independent studies and sub-committees to conclude this.

Regards,

Eric Gersonde  
Birmingham, Michigan

---

**Joseph A. Valentine**

City Manager

City of Birmingham

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Birmingham, MI 48009

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[jvalentine@bhamgov.org](mailto:jvalentine@bhamgov.org)

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Jana Ecker &lt;jecker@bhamgov.org&gt;

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**Fwd: FW: Center for Problem-Oriented Policing | Problem Guides | Speeding in Residential Areas 2nd Ed.**

1 message

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**Joe Valentine** <jvalentine@bhamgov.org>

Mon, Jan 26, 2015 at 3:57 PM

To: Mark Clemence &lt;Mclemence@bhamgov.org&gt;, Paul O'Meara &lt;Pomeara@bhamgov.org&gt;, Jana Ecker &lt;Jecker@bhamgov.org&gt;

FYI

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

From: **Rackeline Hoff** <rackyhoff@hotmail.com>

Date: Sun, Jan 25, 2015 at 9:06 PM

Subject: FW: Center for Problem-Oriented Policing | Problem Guides | Speeding in Residential Areas 2nd Ed.

To: Joe Valentine &lt;jvalentine@ci.birmingham.mi.us&gt;

Joe,

In addition to the previous email from Ms. Lindblom, which she copied you on, I also received the following email. You're probably planning on sending a response, so I wanted you to be aware of her suggestions.

Racky

---

From: [msnyderlindblom@gmail.com](mailto:msnyderlindblom@gmail.com)

Subject: Center for Problem-Oriented Policing | Problem Guides | Speeding in Residential Areas 2nd Ed.

Date: Sun, 25 Jan 2015 15:55:48 -0500

To: [rackyhoff@hotmail.com](mailto:rackyhoff@hotmail.com)

Dear Commissioner,

I am sending this site to you to suggest ways to reduce speeding on West Maple. I would ask that as a representative of mine, that you request heightened police presence to ticket speeders, as well as, to mount a public campaign to educate that Maple is a residential neighborhood of Birmingham.

Thank you,

Melanie Snyder Lindblom

<http://www.popcenter.org/problems/speeding/3>

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## Table of Contents

## Responses to the Problem of Speeding in Residential Areas

Your analysis of your local problem should give you a better understanding of the factors contributing to it. Once you have analyzed your local problem and established a baseline for measuring effectiveness, you should consider possible responses to address the problem.

The following response strategies provide a foundation of ideas for addressing your particular problem. These strategies are drawn from a variety of research studies and police reports. Several of these strategies may apply to your community's problem. It is critical that you tailor responses to local circumstances, and that you can justify each response based on reliable analysis. In most cases, an effective strategy will involve implementing several different responses.

Law enforcement responses alone are seldom effective in reducing or solving the problem. Do not limit yourself to considering what police can do: carefully consider whether others in your community share responsibility for the problem and can help police better respond to it. The responsibility of responding, in some cases, may need to be shifted toward those who have the capacity to implement more-effective responses. (For more-detailed information on shifting and sharing responsibility, see Response Guide No. 3, *Shifting and Sharing Responsibility for Public Safety Problems*).

### Engineering Responses

**1. Using traffic calming.** Traffic-calming describes a wide range of road and environmental design changes that either make it more difficult for a vehicle to speed or make drivers believe they should slow down for safety.<sup>17†</sup> The measures are also intended to make roads easier and safer for pedestrians and bicyclists to use. Traffic-calming measures are particularly effective at reducing speeds in residential areas.<sup>18</sup> Common traffic-calming measures are divided into three main categories: vertical deflections, horizontal deflections and horizontal narrowing:

† The U.S. Transportation Department prepares traffic-advisory leaflets that provide illustrations and technical details about many road design features. There are also a number of useful web-based summaries and descriptions of traffic-calming measures: see, for example, [TrafficCalming.org](http://TrafficCalming.org), the Federal Highway Administration, at [www.fhwa.dot.gov/environment/tcalm/](http://www.fhwa.dot.gov/environment/tcalm/), and the Los Angeles County Public Works Department's neighborhood traffic-management-plan toolbox, at <http://ladpw.org/TNL/NTMP/>.

#### 1a. Vertical Deflection

*Speed humps.* Speed (or road) *humps* are different from speed *bumps*. Speed *humps* are about 12 feet wide and 2 to 3 inches high, and can be crossed safely at 20 to 30 mph. Properly designed, they can accommodate large vehicles such as fire trucks. Speed *bumps* are shorter and narrower, and can be crossed safely only at lower speeds. They can damage large vehicles. They are more appropriately installed in parking lots than on roads.††



Although the street sign describes them as "street bumps," these "speed humps" can be crossed safely by cars traveling 20 to 30 mph. (Photo credit: Kip Kellogg)

†† Some jurisdictions have experimented with placing optical illusions of speed bumps, potholes or other obstructions on the road. These devices tend to have at least a short-term effect of reducing speeds until drivers realize they are illusions. There is an obvious risk that drivers might subsequently come to believe that real obstacles are illusions and fail to slow down when they should.

*Speed tables.* Speed tables are similar to speed humps, but are usually long enough for the entire wheelbase of a passenger car to rest on top of the flat, top section. They are often made with brick or other textured materials to draw attention to them or improve their appearance.

*Raised crosswalks.* These are speed tables placed at crosswalks and outfitted with crosswalk markers to improve pedestrian visibility to motorists.

*Speed cushions.* Speed cushions are narrow, rectangular humps that are placed close enough to reduce the speed of passenger vehicles, but that allow vehicles with wide tracks, such as emergency vehicles and buses, to straddle them and not affect their speed.

*Raised intersections.* These are similar to raised crosswalks, but cover the entire intersection, identifying it as a pedestrian zone.

*Textured pavements.* Pavements made from brick or cobblestone can be used for entire street blocks and can substantially reduce vehicle speeds.

### **1b. Horizontal Deflection**

*Traffic circles.* Traffic circles are raised islands placed at intersections where traffic volume is not a concern.



Traffic circles, of varying sizes, reduce speeds and crashes in residential areas. (Photo credit: Kip Kellogg)

*Roundabouts.*††† Roundabouts are similar to traffic circles but are used in areas where traffic volume is also a consideration.

*Chicanes.* Chicanes are traffic deflections that narrow or redirect the road.

*Realigned intersections.* Realigning intersections involves putting bends and curves in the road at "T" intersections to help reduce speeds.

††† It is essential that vehicles traveling in the roundabouts have the right-of-way, rather than those entering the roundabouts, for them to be effective in reducing crashes (National Highway Traffic Safety Administration 1999).

### 1c. Horizontal Narrowing

*Neckdowns.* Neckdowns are built-out curbs at intersections that reduce the width of the road and the distance needed for pedestrians to cross.

*Center islands.* These are raised islands in the centerline of a road. They can be installed as gateways to residential neighborhoods.



Neighborhood gateways remind drivers that they are entering residential areas where lower speeds are appropriate. (Photo credit: Kip Kellogg)

*Chokers*. These are mid-block build-outs (sidewalk-area extensions into the road).

Other strategies include:

- marking the road to create the illusion that it is narrowing,
- planting trees and other foliage along roadsides,
- permitting parking on both sides of residential streets,<sup>†</sup>
- timing traffic signals for vehicles traveling the desired speed, and
- erecting mid-block barriers that create two cul-de-sacs.

<sup>†</sup> The speed reductions achieved by permitting parking must be offset against the increased risk to pedestrians who dart into the road from between parked vehicles.

Traffic-calming measures can be expensive, however, so you must determine their cost-effectiveness over the long term. Traffic-calming measures work best if they are understood and accepted by the public, take into account the special requirements of emergency response vehicles and are reinforced with adequate levels of police enforcement.<sup>19</sup> Properly designed, traffic-calming measures can also reduce noise levels by reducing vehicle acceleration. Without traffic-calming measures, it is difficult for police to reduce average vehicle speeds below 25 mph.<sup>20</sup>

**2. Posting warning signs and signals.** Painting speed limits or "SLOW" on the road surface, in combination with posting roadside signs, can help reduce speeds.<sup>21</sup> Transverse pavement markings create the illusion of high speed, and when placed ahead of traffic hazards, have been shown to cause drivers to slow down.<sup>22</sup> Strobe-light signals, flashing signals and warning signs painted in eye-catching fluorescent colors can improve drivers' awareness of special hazards and reduced speed limits.<sup>23</sup> Where there are many other signs and sights competing for drivers' attention, it is hard to get drivers to notice speed warnings. Warning signs and signals are more effective if they convey why drivers should slow down (e.g., curve ahead, school zone, road construction).<sup>24</sup> Other signs, such as those that warn of children in the area, are not known to effectively reduce speeds.<sup>25</sup>



Warning signs such as these pedestrian-crossing and school-zone signs remind drivers to slow down. (Photo credit: Kip Kellogg)

### **3. Blending motor and non-motor vehicle uses of public space through urban design.**

In some communities, urban planners are rethinking the conventional separation of driving and nondriving uses of public space. They are removing standard barriers, signs and road markings that delineate where vehicles, bicycles and pedestrians belong, replacing them with gateways, new surface materials and street furniture, such as benches, short posts or pillars, streetlamps, waste bins, fountains, and bus stops. This reduces the traditional separation between motorists, bicyclists and pedestrians by eliminating wide, straight routes and blurring the lines between public and private space. The results are greatly reduced speeds because motorists recognize that they are sharing the space with non-motorized users and therefore must be more cautious.<sup>26</sup> First pioneered by the Dutch, these designs are being used successfully in the United States in Seattle; Portland and Eugene, Oregon; and West Palm Beach and Sarasota, Florida.

## **Education Responses**

The goal of education responses is to make speeding socially unacceptable. But given the current acceptability of speeding, there is the potential for a negative backlash against anti-speeding campaigns.<sup>27</sup>

**4. Conducting anti-speeding public awareness campaigns.** Anti-speeding public awareness campaigns have been recommended, even though their effects may not be immediate and substantial; they can help change the social acceptability of speeding and alter drivers' beliefs that they are better and safer than other drivers.<sup>28</sup> Public awareness campaigns need not be overtly accusatory, but should convey facts about the dangers and consequences of speeding so as to debunk common myths about speed and driving. Because many drivers say they speed merely to keep up with traffic, encouraging voluntary compliance with speed limits can help slow down those drivers who consciously or subconsciously follow other drivers' lead.

Targeted information campaigns can be even more effective than publicly broadcast campaigns. Police can issue warnings and requests directly to groups of chronic speeders if they can identify



them. For example, Raleigh, North Carolina, police determined that students' parents were the most common speeders near schools: police set up warning signs in the school zones, published speeding education information in the school newsletters, and distributed warning and education information to parents stopped for speeding and those dropping off their children at school, resulting in a doubling of the percentage of drivers obeying the speed limit.<sup>29</sup>

A twist on the conventional public awareness campaign that *discourages* speeding is a campaign that *encourages* obeying the speed limit. In some campaigns of this sort, police have achieved positive results by stopping drivers and thanking them for obeying the speed limit; in others, signs have been posted indicating the percentage of drivers obeying the speed limit.<sup>30</sup>

An interesting method for making the public aware of the hazards of speeding in school zones comes from Lithuania. There, drivers are required to keep their headlights on at all times during the first week school is in session as a reminder to one another to drive carefully where children are present.

Some public awareness campaigns are professionally developed, using television, radio and billboards. These campaigns typically convey official, government-sanctioned messages about speeding risks. Anti-speeding campaigns developed at the grass-roots level are potentially even more effective than official campaigns. Using simple lawn signs, speed display boards, warning letters, or personal appeals to speeders who have been stopped, these campaigns can convey more heartfelt messages to speeders about the risks they create.



Grass-roots anti-speeding signs convey more heartfelt messages to speeders. (Photo credit: Kip Kellogg)

**5. Informing complainants about actual speeds.** Complainants do not always estimate vehicle speeds accurately. Vehicle speed almost always seems faster to a stationary pedestrian than to a moving motorist. Where you suspect that complainants' concerns may be exaggerated, you might have a police officer monitor speeds with complainants present. Some complainants may be surprised to learn that vehicles are in fact traveling the speed limit. This does not necessarily mean that speeds are appropriate for the conditions, but at a minimum it helps complainants better understand what responses might be most appropriate to remedy the problem.

**6. Providing realistic driver training.** Realistic driver training similar to what police officers receive can help drivers better appreciate speed's effects on their ability to control a vehicle.<sup>31</sup> Proper, realistic training courses require skilled instructors, special safety equipment and protected driving areas.

## Enforcement Responses



**7.Enforcing speeding laws.**Long-term changes in drivers' attitudes toward speeding depend on drivers' perceived risk of being stopped.<sup>32</sup>However, a considerable investment of resources is required to significantly increase the risk of getting caught.<sup>33</sup>The public generally supports speed enforcement, especially in residential areas and other areas where there are children.<sup>34</sup>Speed enforcement works best if

- drivers believe it will occur;
- it has meaningful costs to offenders;
- police apply it generally, rather than at specific times and locations; and
- drivers are not tipped off by cues as to when it is or is not happening.<sup>35</sup>

With respect to the last condition above, you must balance making the public aware of the enforcement campaign against allowing drivers to anticipate precisely where and when officers are conducting enforcement. For example, you might consider advertising on the radio that the police will be enforcing speeding laws on particular roads on particular days, but not give visual cues to drivers of the exact location of the speed detection devices and officers. This will enhance the deterrent effect for drivers listening to the radio, without reducing the deterrent effect for those who are not. You should vary the enforcement times and locations enough so that drivers do not become confident that they can avoid detection. Advance publicity of enforcement campaigns also increases public support for enforcement by establishing a sense of fairness to drivers. Explaining why police have targeted particular locations for enforcement (e.g., there's a high rate of crashes or citizen complaints) also increases public support.†† You should conduct enforcement both at problem locations and at randomly selected locations to maximize deterrence.††† Stationary marked police vehicles are more effective than moving marked police vehicles in reducing speed.<sup>36</sup>

†† The Silverthorne, Colorado, Police Department surveyed the community to determine the thresholds at which the public believed the police should issue speeding citations at specific locations. The police issued the survey results to drivers stopped for speeding, thereby enhancing police authority to enforce speeding laws and minimizing citizen complaints about speed enforcement.

††† An Australian study concluded that posting police officers in marked police vehicles on randomly selected stretches of road at random times generally is a cost-effective way to maximize deterrence and reduce traffic crashes (Leggett 1997).

Police enforcement is expensive to maintain consistently, and it quickly loses its effect where the enforcement effort is not visible to drivers.<sup>37</sup>Intensive speed enforcement also loses its effectiveness because of the typical incentive system for traffic officers—they are rewarded for issuing citations rather than for maintaining reduced average speeds. Consequently, as soon as the enforcement effort has the positive effect of reducing speeds, there are fewer violations and traffic officers move on to other locations, after which speeds quickly resume their pre-enforcement levels.<sup>38</sup>



Drivers should not be able to easily detect when and where police are enforcing speed limits. (Photo credit: Kip Kellogg)

**8. Enforcing speeding laws with speed cameras.** Speed cameras, also referred to as *photo radar*, are cost-effective in reducing speeds, crashes, injuries, and fatalities, particularly when detected violations are prosecuted.<sup>39</sup> Police determined that speed cameras, used in conjunction with other responses, have proved effective in reducing the percentage of speeders, vehicle crashes, injuries, and fatalities in Victoria, Australia.<sup>40</sup> There, police mounted speed cameras either in unmarked police vehicles or on tripods along the roadside, without advance warnings to drivers about the cameras' location. The police could move the cameras around so drivers could not predict where they placed them. Speed-camera use can be effective in residential neighborhoods as well as on major arteries and highways.<sup>41</sup> Some drivers slow down when approaching speed cameras, but quickly speed up once they pass.<sup>42</sup> This can be countered by hiding the cameras better and otherwise preventing drivers from knowing exactly where they are. In some jurisdictions, the relatively inexpensive protective boxes in which speed cameras are placed are mounted in many locations, leaving drivers uncertain as to which boxes actually contain cameras at any particular time.

The public has generally accepted the use of speed cameras, especially in high-risk zones, although there are some strong objections to the invasion of privacy and preferences for personal interactions with enforcers.<sup>43</sup> Some jurisdictions have experienced significant vandalism to speed cameras.<sup>44</sup> The United Kingdom first authorized speed cameras by law in 1991; now, all British police forces use them. Norway has used them effectively since 1988.<sup>45</sup> Not all U.S. jurisdictions have specifically authorized speed cameras for prosecution, and some states and municipalities have specifically rejected proposals for their use. You should first gauge public support for speed cameras before formally attempting to use them. In addition, some issues exist regarding the fees companies that install and operate speed cameras charge, and how the jurisdiction uses revenue generated from fines.

The first generation of speed cameras required that someone take film from the cameras, to be

processed. More-advanced technology allows for more-efficient remote-image processing.<sup>46</sup>

**9.Using speed display boards.**Speed display boards measure oncoming vehicles' speeds and prominently display the speeds to drivers. Research has shown that speed display boards reduce speeds and crashes, seem at least as effective as speed cameras and are more cost-effective.<sup>47</sup>Speed display boards are particularly effective with drivers who do not pay attention to their speed. Large, changeable-message signs that combine site-specific messages with speed displays have effectively reduced speeds by as much as nine mph in and around school speed zones.<sup>48</sup>They are more effective when supplemented with police enforcement—in this combination, the effect can last several weeks after they are removed. Unattended display boards, however, are vulnerable to vandalism.



Speed display boards are a cost-effective way to reduce speeds. (Photo credit: Kip Kellogg)

**10.Arresting the worst offenders.**As one method for changing public attitudes toward speeding, some police agencies have amended their policies and arrested serious offenders (those driving much higher than the speed limit) rather than merely releasing them with a citation. The intent is to convey a strong message that driving well over the speed limit is a seriously dangerous offense and not a harmless technical infraction.† This response may require special legislation and policies.

† The Glendale, Ariz., Police Department (1998) used this response as part of a comprehensive strategy to reduce speeding. State law specifically authorized the police department's custodial arrest policy.

**11.Having citizen volunteers monitor speeding.**Some police agencies have recruited and trained citizen volunteers to operate speed detection devices in residential areas.<sup>49</sup>The volunteers record the vehicle speeds and license plate numbers and turn them over to the police. Police then send official warning letters to the registered vehicle owners. Other police agencies, such as the Madison, Wisconsin, Police Department, have had citizens join police officers on traffic stops to explain the community's concerns about speeding to drivers.

## Responses With Limited Effectiveness

**12.Reducing speed limits.**Speed limits alone have little effect on actual vehicle speeds.

Reducing posted speed limits will typically decrease actual average vehicle speeds by only one-fourth of the reduction.<sup>50</sup>So, for example, reducing the posted speed limit from 30 to 25 mph will reduce actual average vehicle speeds by only a little more than one mph. When police set speed limits lower than what most drivers consider safe (typically, the 85th percentile), the net effect is to cause many drivers to ignore those speed limits, as well as other posted speed limits;<sup>51</sup>if police enforcement of the reduced limits fails to establish a credible deterrent, drivers may increasingly lose respect for *all* speed limits. In some jurisdictions, a posted speed limit lower than the 85th-percentile speed may constitute a legal defense to enforcement. Researchers should conduct careful speed studies before police change speed limits. Similar roads should have similar speed limits so drivers do not come to believe that police arbitrarily set speed limits.<sup>52</sup> ††

†† The Wisconsin Transportation Information Center (1999) published a guide for setting speed limits on local roads. Although it specifically refers to Wisconsin, much of the information applies to any jurisdiction.

Traffic and road engineers may inadvertently increase vehicle speeds when they build extra safety margins into the road design and speed limit.<sup>53</sup>For example, if they want vehicles to travel 25 mph along a particular road, they might set the speed limit at 25 mph, but design the road using accepted guidelines for 30-mph travel, thinking this will provide an extra safety margin. However, the accepted guidelines already have a safety margin factored into them, resulting in a double safety margin that actually makes the road seem travel-safe at 35 to 40 mph. Because most drivers travel at what they perceive as safe speeds rather than the posted speed limit, they will end up driving 10 to 15 mph faster than the engineers originally intended. This unintended effect reflects an underlying tension in road safety—a desire on the one hand to build roads that encourage drivers to drive at slower, safer speeds, and a desire on the other hand to make roads safe enough for drivers who choose to drive faster. Road and traffic engineers have often tried to resolve this tension by making roads wider, straighter and more obstruction-free. More recent trends have turned in the opposite direction, to get drivers to slow down.

**13.Increasing fines and penalties.**Higher fines and penalties, beyond the threshold that offenders consider meaningful, do not continue to reduce speeds.<sup>54</sup>

**14.Erecting stop signs.**Many aggrieved citizens believe that erecting stop signs along residential roads will force drivers to slow down. They pressure elected officials and traffic engineers to erect new stop signs. However, the unintended effects may be that drivers speed up mid-block to make up for lost time, thereby keeping average speeds high, increasing acceleration noise and decreasing fuel efficiency.<sup>55</sup>

**15.Installing speed bumps or rumble strips.**Speed *bumps*, as opposed to speed *humps*, do not effectively reduce speeds, and can prove hazardous.<sup>56</sup>Rumble strips—intermittent series of bumps across the road—do not reduce speeds directly; they serve merely to warn drivers of a hazard ahead.<sup>57</sup>

**16.Reengineering vehicles.** New vehicle technology holds some potential to control speeding, but most features are not yet standard or widely accepted by the public.<sup>58</sup>*Speed limiters* prevent a vehicle from going faster than a set speed. Speed limiters can be programmed to receive

electronic signals from transmitters along the road and adjust maximum speeds automatically. So-called *smart cards* can electronically record a vehicle's speed and automatically report it to police. *Electronic speed indicators*, reading electronic roadside signals, warn drivers they are speeding, or speed indicators in the vehicle electronically trigger roadside warning signals.

There is currently available more practical and increasingly popular in-vehicle technology that records speeds and other data for later or real-time monitoring by drivers' guardians, commonly teenage drivers' parents. Prosecutors might also consider such technology as a conditional sentence for convicted chronic speeders.



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Jana Ecker &lt;jecker@bhamgov.org&gt;

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**Re: Narrowing of West Maple Rd**

1 message

**Joe Valentine** <jvalentine@bhamgov.org>

Mon, Jan 26, 2015 at 3:52 PM

To: Melanie Snyder Lindblom &lt;msnyderlindblom@gmail.com&gt;

Cc: Scott Moore &lt;sdm984@sbcglobal.net&gt;, George Dilgard &lt;gdilgard@hotmail.com&gt;, Racky Hoff &lt;rackyhoff@hotmail.com&gt;, Tom McDaniel &lt;mcdaniel\_tom@hotmail.com&gt;, Mark Nickita &lt;markforbirmingham@yahoo.com&gt;, Gordon Rinschler &lt;gordon4bham@aol.com&gt;, Stuart Sherman &lt;stuart.sherman@sbcglobal.net&gt;, Jana Ecker &lt;Jecker@bhamgov.org&gt;, Paul O'Meara &lt;Pomeara@bhamgov.org&gt;, Mark Clemence &lt;Mclemence@bhamgov.org&gt;

Ms. Lindblom,

Thank you for your email and sharing your perspectives for West Maple Road. Interestingly, many of your questions and suggestions are, in fact, part of the data gathering that will occur in the review of West Maple Road for many of the reasons you cite.

We can certainly plan to share the traffic counts as they become available. In addition, I will pass along your comments to the Multi-Modal Transportation Board so they are also aware of them as they prepare to begin their review of the data and input for West Maple.

I'm glad you have taken advantage of the meeting updates that will be provided in order to be kept informed of board's discussions on this issue.

Should you have any further questions, please feel free in contacting me.

Regards,  
Joe Valentine

On Sun, Jan 25, 2015 at 3:01 PM, Melanie Snyder Lindblom <[msnyderlindblom@gmail.com](mailto:msnyderlindblom@gmail.com)> wrote:  
Dear City of Birmingham Commissioners,

Today I read a Birmingham Guest column entitled "Over 90 percent of residents oppose narrowing W. Maple" by Birmingham resident Mr. Jim Mirro. Since I too am a resident of Birmingham, I immediately wondered how 90 percent could oppose when I was not queried. That led to my contacting Mr. Mirro directly to discuss his findings. Mr. Mirro is a pleasant fellow who explained that residents of Arlington, Shirley, Hawthorne, Aspen, Linden, Pleasant and Golfview Streets along with Quarton Lake residents were polled by private petition. Mr. Mirro estimates that the population is about ten (10) percent of the total Birmingham population. Thus the article's claim that 90 percent of residents oppose the narrowing of Maple is inflated and needs to be viewed in the context of 10 percent of the population reporting.

Birmingham is an old community that finds itself surrounded by more developments to the east, west, north and south. The amount of business and residential growth in Oakland County has lead to increased traffic not only by residents of Oakland County but nearby counties as they flock to employment in our county. Newer cities to our east, west, north and south have built residential areas with reduction of traffic in mind, thus residential streets cannot be used as easily as Birmingham streets to access major crossroads. If we as a city are to continue to earn a title of "walkable city" or support the growth of million dollar homes, we need to consider the quality of life issues in our city. Traffic is a quality of life issue.

In the twenty five years plus that I have lived in this city, traffic has changed. It is not only faster but greater. Rudeness is beginning to dominate. I have observed downtown traffic giving the "finger" and cursing out individuals. It is disheartening and I wish we had more police presence to eliminate these behavioral incidents. Mind you, I have not been the receipt of this behavior, just the observer. Birmingham needs to act to get the best of human nature, not the worse. Design is the answer in the long term, policing in the short term. Traffic lights appear to serve as flag bearers in a race, green signaling a race to the next light. Since I

live off of Maple. I daily observe that the traffic is not traveling at 35 miles an hour as the electronic clocking device near Lakepark will attest. Indeed, does that clocking device have a counter so we could have an accurate count of how many cars travel at the speed limit vs. exceeding the speed limit? If so, I would like to be provided that count. The pleasant hum of background traffic now sounds like a freeway. I feel for those who live on Maple and try to exit their driveways. Indeed it is difficult to exit a side street with the traffic flowing at such great speeds and volume. Our neighborhoods were never meant to be inundated with this traffic problem. I have contacted the past and current City Managers with concerns about the ability to access the Quarton Lake Park from the ravine park on the south. The traffic flowing from downtown Birmingham west goes down an incline that increases speeds well beyond 35, rounds a blind curve just as pedestrians are trying to traverse Maple Road. Walkable-no, more like a recipe for pedestrian hits or near misses.

As our leaders, we look to you for a solution to this problem. Changing Lincoln into one lane plus parking has reduced the flow and rate of traffic on Lincoln. The same needs to be done for Maple, however, the residential neighborhoods designed in a grid format on either side of Maple need protection from non residential traffic in order to support the narrowing of Maple. How can traffic be diverted from Maple before it gets to Birmingham boundaries to reduce gridlock with a narrowing of Maple? Would our neighbor to the West consider making a medium on Maple? How can the residential streets be protected by drivers wanting to avoid gridlock? How can the residents of Maple Rd. enter and leave their property without risk of an accident? The current solution does not seem to consider the changes that surround our community that has lead to the increase in traffic. Maple is not well patrolled by our police and tickets are not issued with enough frequency to thwart fast and erratic drivers. There is inadequate crosswalks for the park connections.

Although it is not on the books, why not create a medium on Maple and reduce the traffic to one way in each direction? It would be a visual signal to drivers that they are entering a residential neighborhood. Turning lanes could be incorporated into the mediums. The addition of green would help reduce the noise and dust of traffic and increase the neighborhood feel of Maple. Move beyond the current game-plan to examine and address the issues that are driving traffic to our area. Step up police patrol and earn some dollars from those who do not respect the 35 mile an hour designation. Evergreen Rd. has always been known as a speed trap and fast traffic is quickly addressed by ticket, thus insuring the tranquility of this "Natural Beauty Road." Let's put the brakes on speed on Maple and see if local traffic could tolerate two lanes.

I have signed up for updates on this issue and will continue to follow your progress. Please provide forward leadership so our community continues to warrant a positive destination for home ownership.

Sincerely,  
Melanie Snyder Lindblom  
520 Wellesley  
Birmingham Mi 48009  
[248 644 1629](tel:2486441629)

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**Joseph A. Valentine**  
City Manager  
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