

SOUTH OLD WOODWARD AVE DESIGN

CITY COMMISSION MEETING

OCTOBER 25, 2021



MKSK



CITY OF BIRMINGHAM:

JANA ECKER
JIM SURHIGH

MKSK:

MATT MANDA
HALEY WOLFE
BRAD STRADER

FLEIS & VANDENBRINK:

JULIE KROLL
JACOB SWANSON

NOWAK & FRAUS:

PAUL TULIKANGAS
BRETT BUCHHOLZ

PROJECT PHASING



PROJECT GOALS

- **Complement Phase 1 & 2**
- Reduce vehicle speeds, **improve pedestrian safety**
- **Improve walkability** and safety, intuitive crossings
- **Reduce conflicts:** parking across intersections, parking backing into crosswalks
- Upgrade to be **ADA compliant**
- Add **green space, seating areas, and dining**
- **Optimize parking** to include **electric vehicles, scooters and bicycles**
- Integrate **green infrastructure**
- **Regular communication** with businesses



PHASE 1 VS. PHASE 3

- **Consistent design features:**
 - Lighting
 - Paving materials
 - Cross section
 - Parking configuration
 - Landscape design
 - Site furnishings
- **Variations in Phase 3:**
 - More pedestrian crossings
 - Access to surface lots, parking structures
 - Offset intersections
 - Stormwater management
 - Traffic calming (medians, stop signs)
 - Electric vehicle infrastructure (4 spaces)
 - Noise pollution concerns
 - Terminating vistas



PUBLIC ENGAGEMENT

- Online public surveys
- Public Open House
- City Commissioner input on Phase 1 and 2
- Accessory Parking Committee
- Principal Shopping District Board
- One-on-one meetings with business owners (on-going)
- Multi Modal Transportation Board
- Merchants meeting
- Planning Board



COMMUNITY FEEDBACK

“Need more places for pedestrians to cross South Old Woodward and Woodward

“Terminate Old Woodward (exit to Woodward) it ends by 555 building. This street bodies **sensitive neighborhood communities**, such as single-family homes.”

“Would like to see the **median** extended further south along old Woodward.”

-  PUBLIC FEEDBACK
-  BUSINESS OWNER FEEDBACK
-  OTHER FEEDBACK

“Communication to businesses throughout the process is vital.”

“Need to start soon and work to finish before busy fall season.”

“Keep as much parking as possible, especially ot North end.”

“It is not safe for vehicles to turn onto S. Old Woodward from Bowers, George St. etc. Need bump outs to improve visiblity.”



BROWN

DAINES

HAZEL

E. FRANK

BOWERS

HAYNES

GEORGE

LONDON

WOODWARD

OLD WOODWARD

TYPICAL STREETSCAPE - NORTH OF HAYNES



TYPICAL STREET SECTION - NORTH OF HAYNES



PROPOSED

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

EXISTING

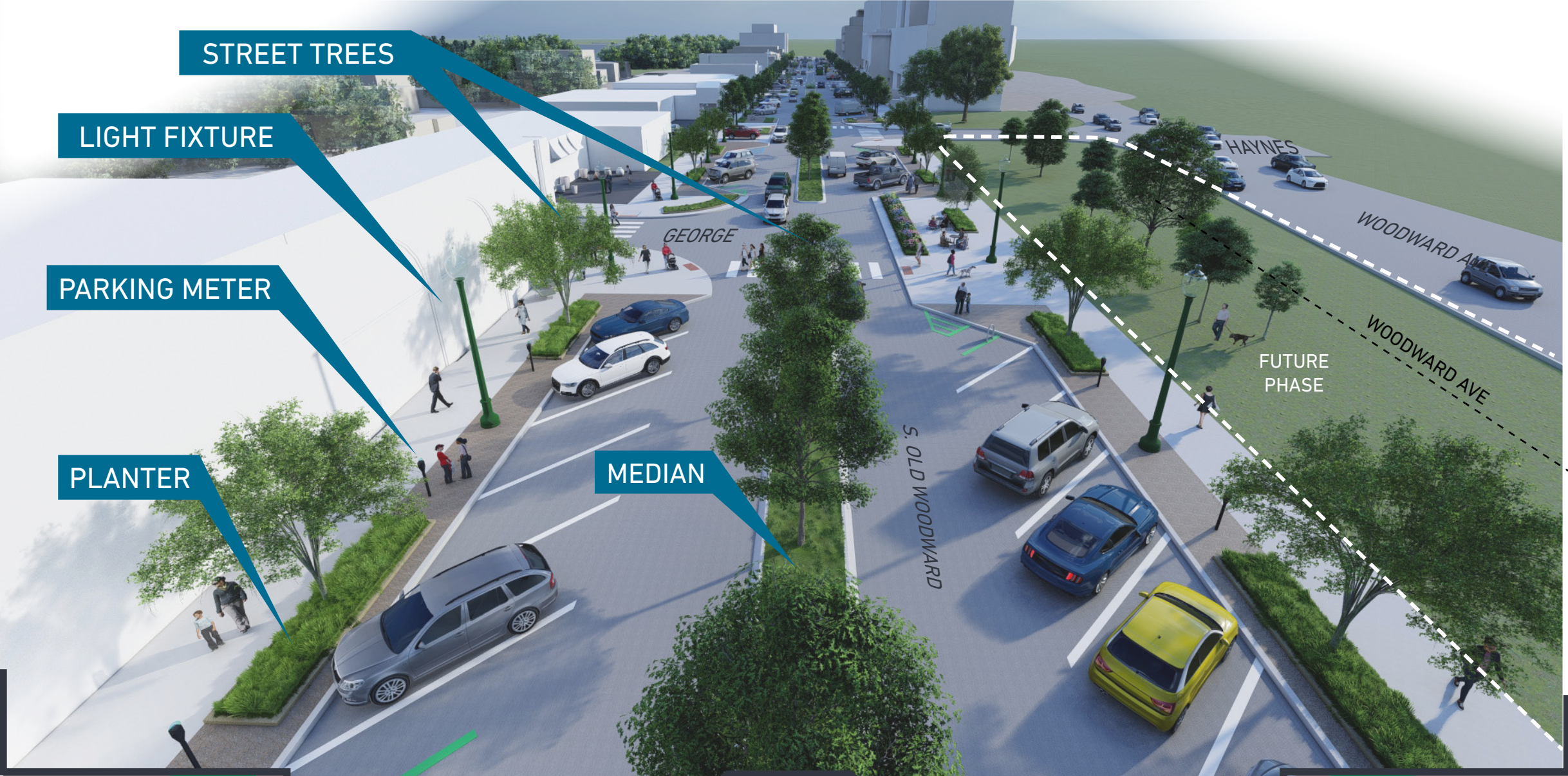
+/- 10'	15.5'	19'	19'	15.5'	+/- 10'
WALKWAY	ANGLED PARKING	TRAVEL LANE	TRAVEL LANE	ANGLED PARKING	WALKWAY



TYPICAL STREETSCAPE - SOUTH OF HAYNES



TYPICAL STREET SECTION - SOUTH OF HAYNES



PROPOSED

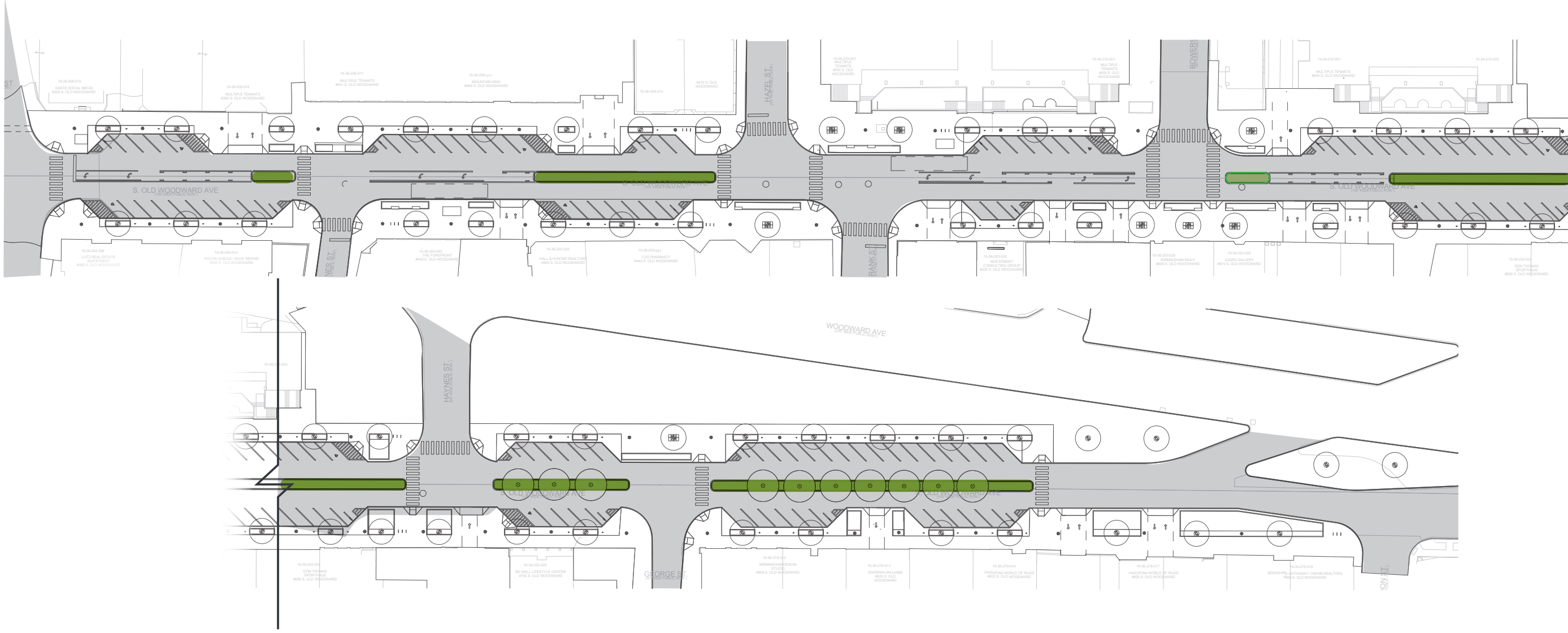
+/- 10'	5'	2' CURB	15.5'	13'	9'	13'	15.5'	2' CURB	5'	+/- 10'
WALKWAY	AMENITY ZONE		ANGLED PARKING	TRAVEL LANE	MEDIAN	TRAVEL LANE	ANGLED PARKING		AMENITY ZONE	WALKWAY

EXISTING

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



MEDIANS



REASONS TO HAVE:

MEDIANS

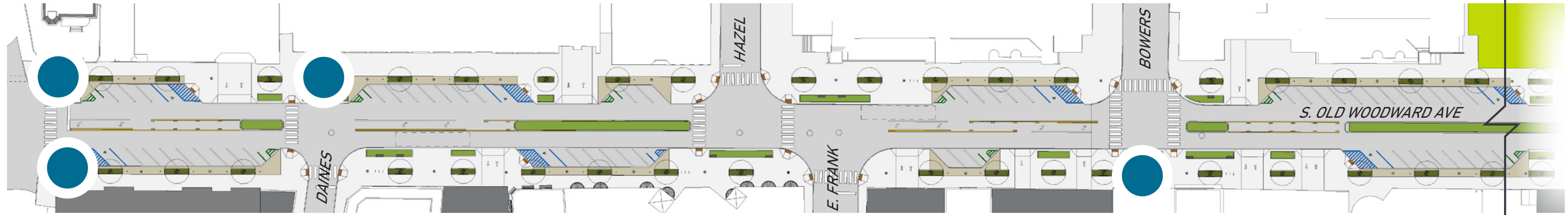
- Where left hand turning movements are low
- Low vehicular queues at intersections
- Increase green space and landscaping
- Slows traffic
- Protection for crossing pedestrians
- Reduces vehicles crossing opposing traffic to park

VS

CENTER TURN LANES

- Higher turning movements
- Medium to high vehicular queues at intersections
- Business loading zone or access
- Temporary snow removal

TERMINATING VISTAS

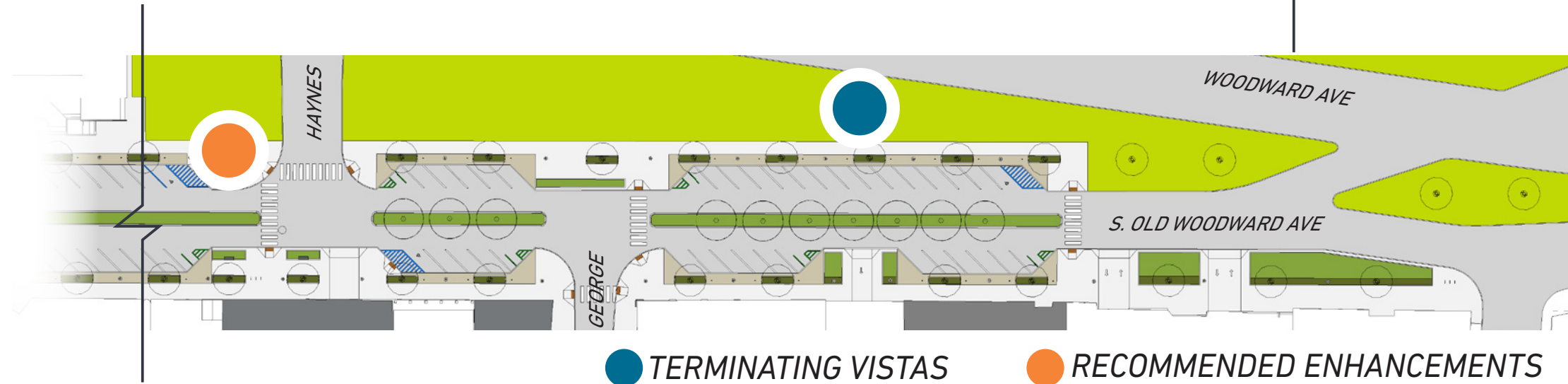


- Locations based on city Terminating Vista report.

- Terminating Vistas can include:

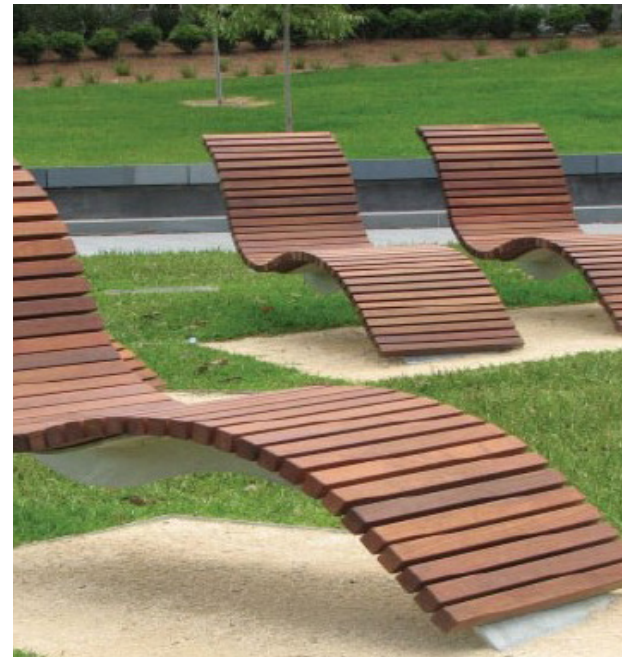
- Sculptures
- Artistic furniture
- Artistic utilities
- Landscaping
- Wall art

- Concrete pads for future sculptures proposed at Terminating Vista locations and/or enhanced landscaping.

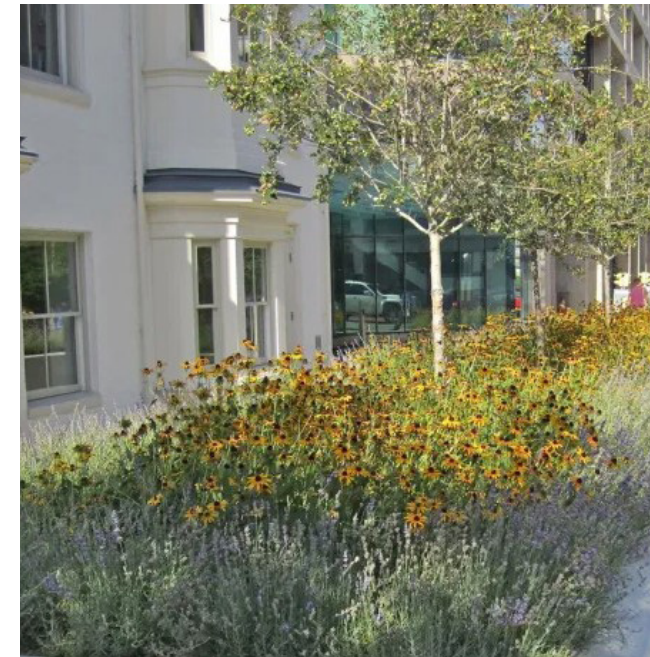


● TERMINATING VISTAS

● RECOMMENDED ENHANCEMENTS



ARTISTIC FURNITURE



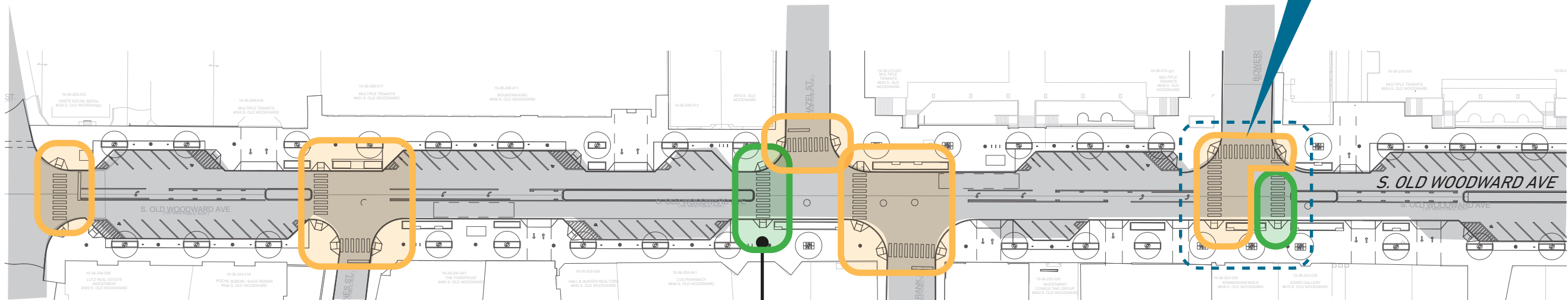
ENHANCED LANDSCAPING



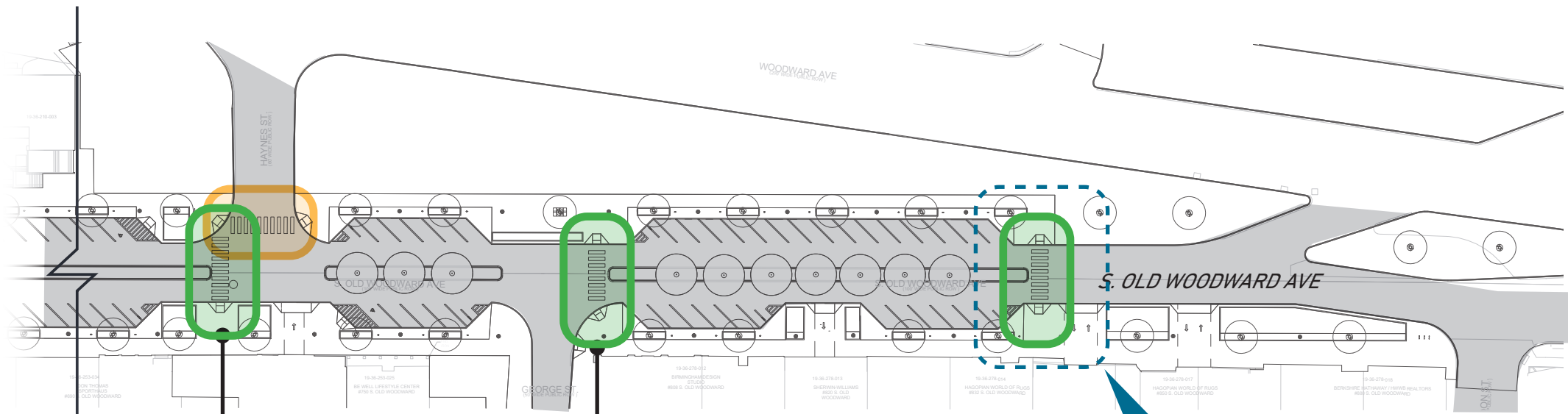
SCULPTURE

IMPROVED WALKABILITY INTUITIVE CROSSWALKS

- EXISTING CROSSING
- PROPOSED CROSSING
- POTENTIAL RAISED CROSSING



N. OF HAZEL

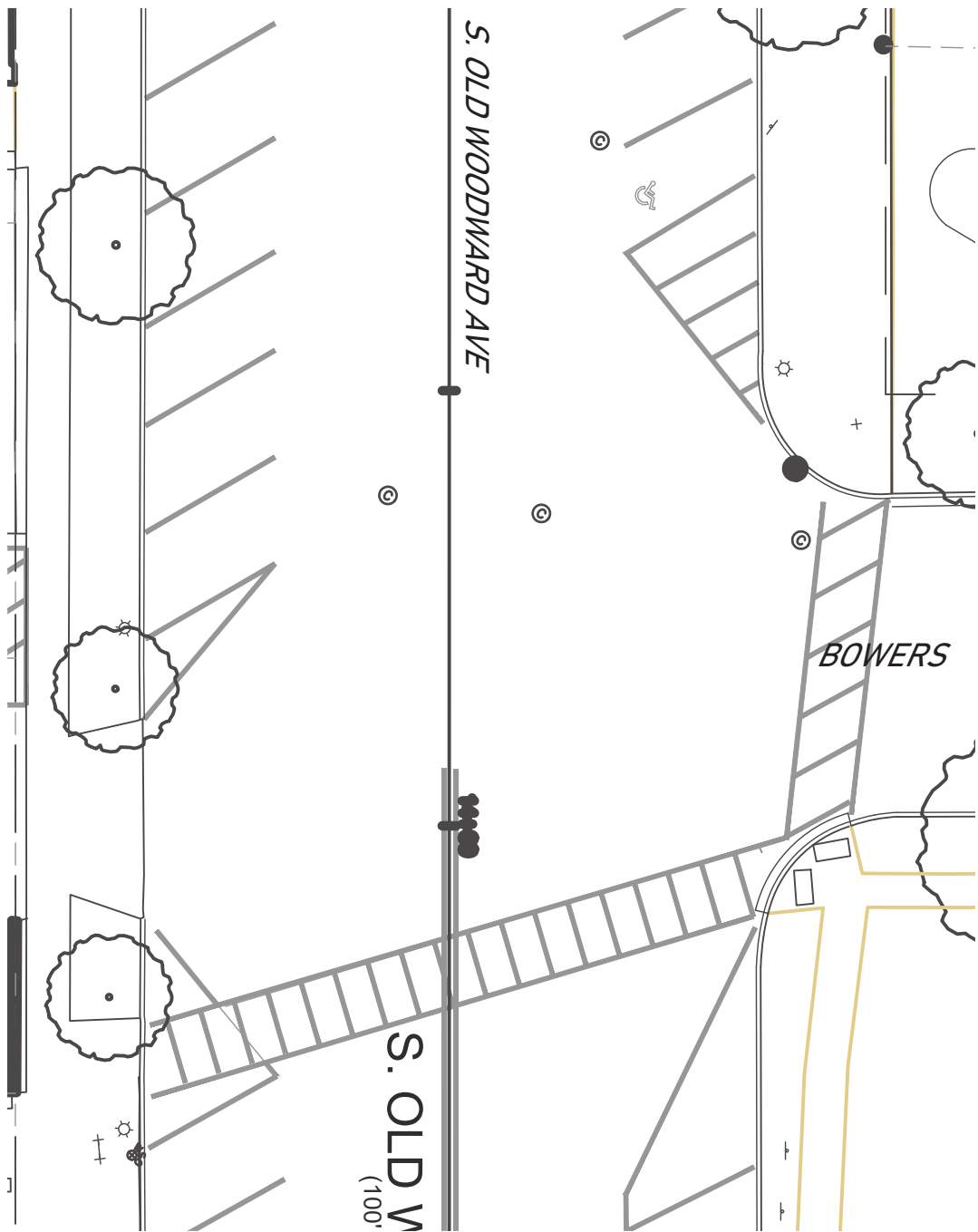


N. OF HAYNES

S. OF GEORGE

The 4 additional crossings proposed are necessary based on recorded pedestrian counts and safety.

BUMP-OUTS / OFFSET INTERSECTIONS



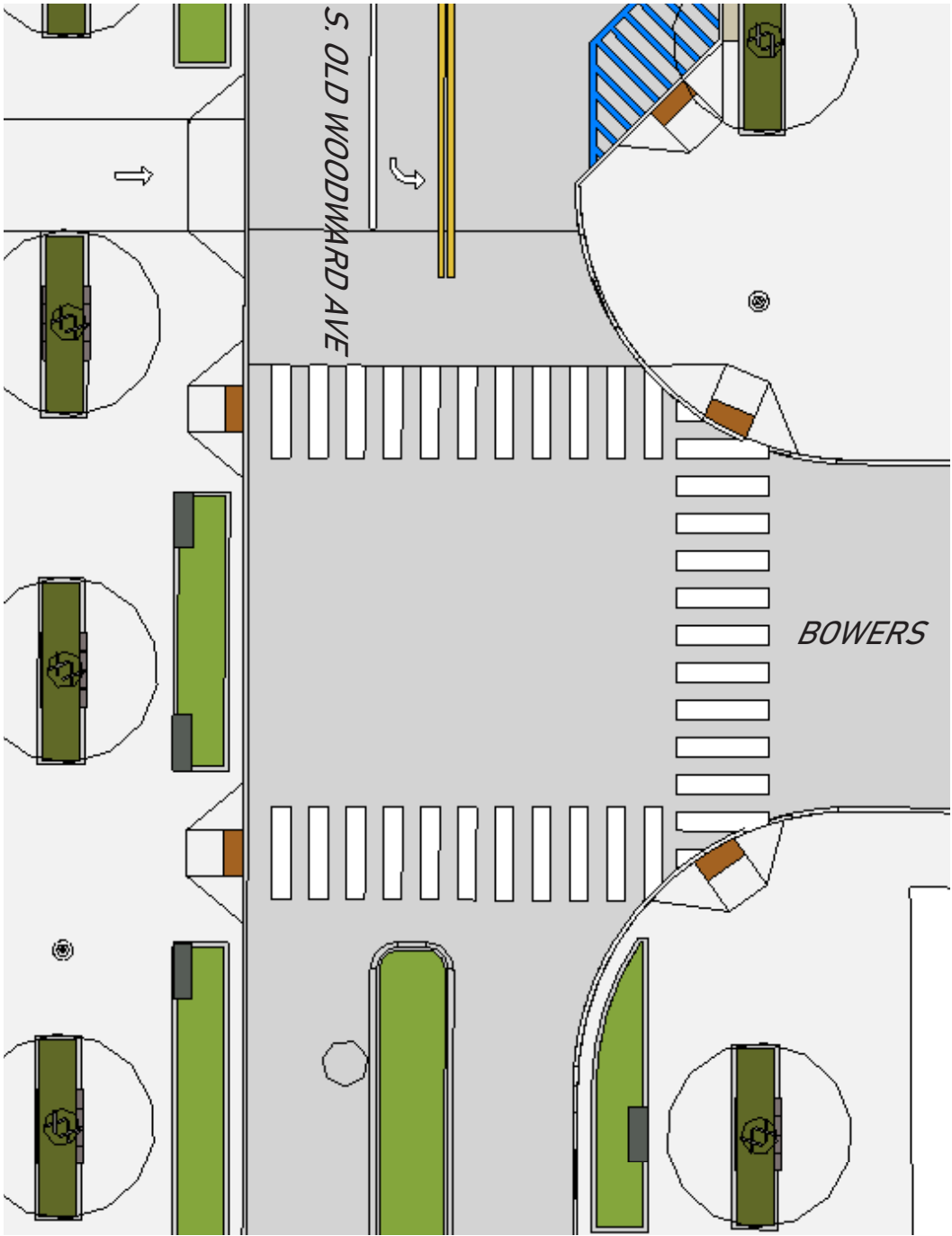
EXISTING CONDITION

Assure sight and physical distance for pedestrians at driveways, crosswalks, parking, and intersections.

Slows down vehicles because they create a narrowed visual corridor.*

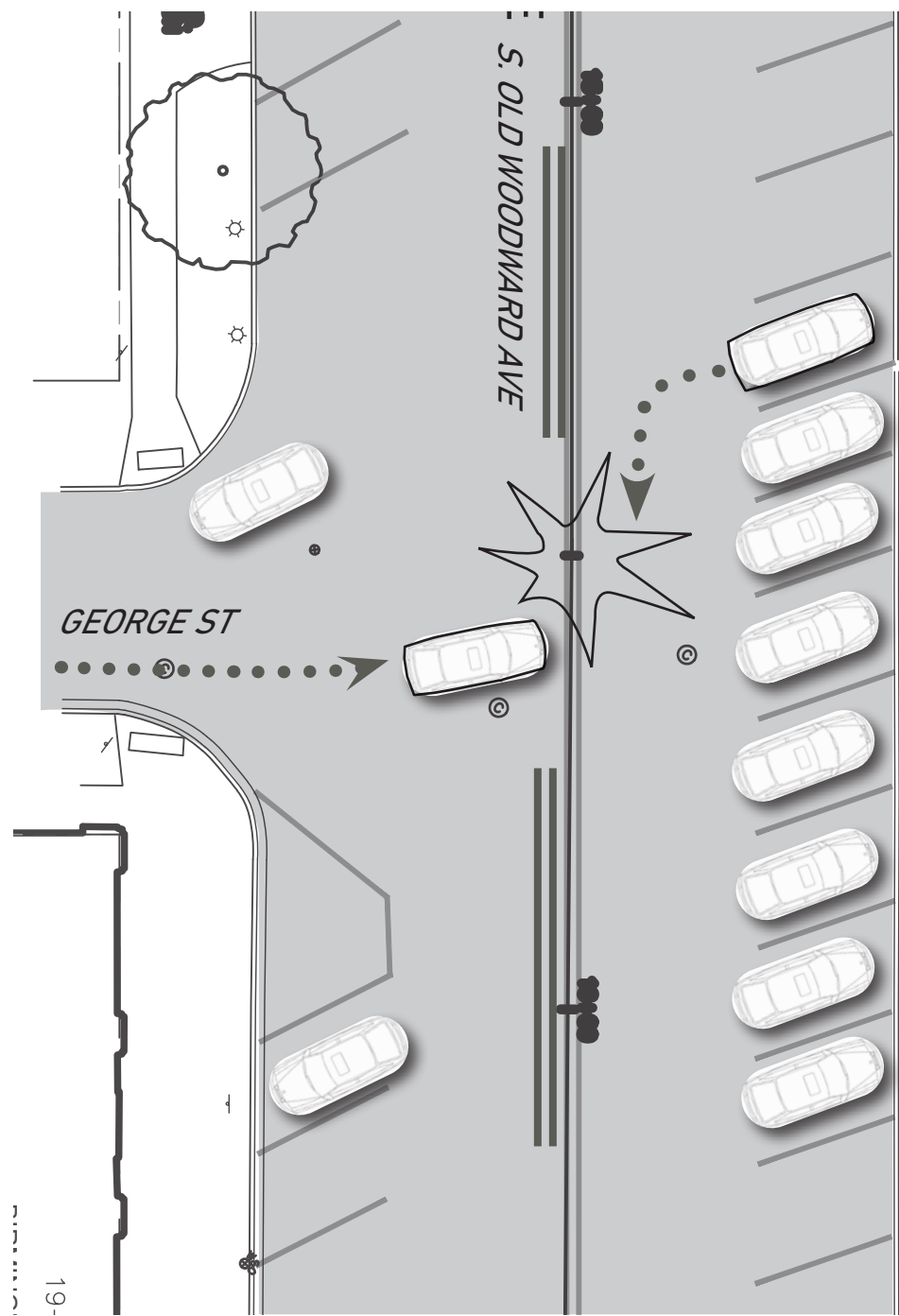
Bump-outs also **create opportunities** for seating areas, outdoor dining, landscape, public art, and other amenities.

**USDOT Federal Highway Administration*



PROPOSED CONDITION

BUMP-OUTS (CONTINUED) / OFFSET INTERSECTIONS



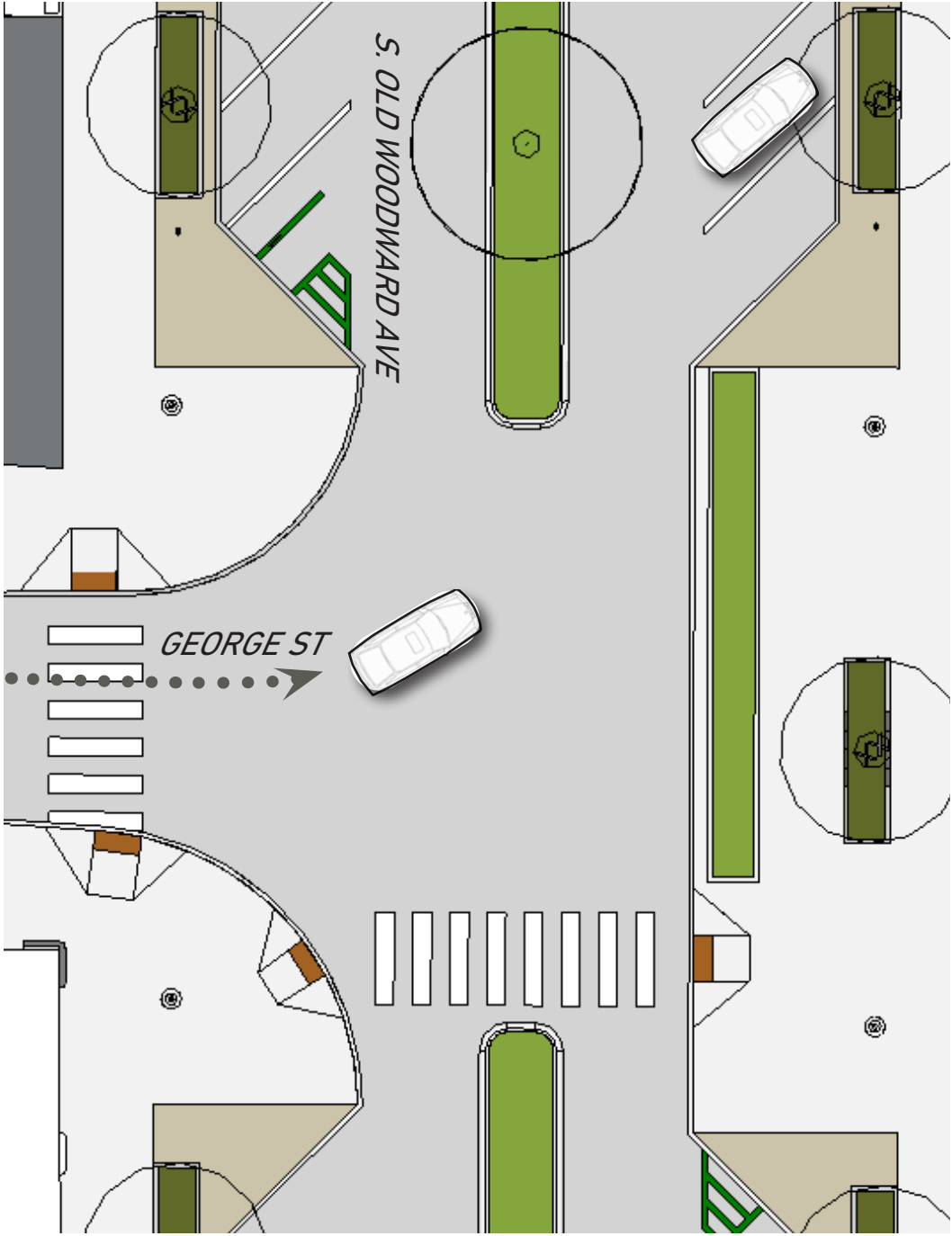
EXISTING CONDITION

Angled parking where vehicles back into an intersection or crosswalk is **dangerous**.

Parking too close to intersections also results in **reduced visibility** between motorists and pedestrians.*

The proposed design uses **bump-outs** to eliminate these situations at all intersections and crosswalks

**USDOT Federal Highway Administration*



PROPOSED CONDITION

**Bird's eye of South Old Woodward Ave, south of Hazel/Frank St.
Bus stop relocation**



BOWERS INTERSECTION - 3 WAY STOP OPTION

Rendering of South Old Woodward Ave, southwest of Bowers St.



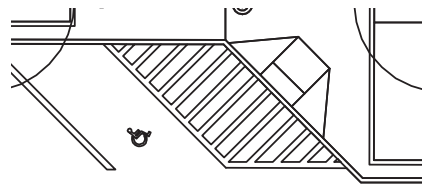
BOWERS INTERSECTION - RAISED INTERSECTION OPTION



Rendering of South Old Woodward Ave, southwest of Bowers St.

OPTIMIZE PARKING AND SAFETY

EXISTING SPACES: 160
EXISTING UTILIZATION: 44%*
PROPOSED SPACES: 100
PROPOSED UTILIZATION: 72%*
**Optimum utilization is 85%*



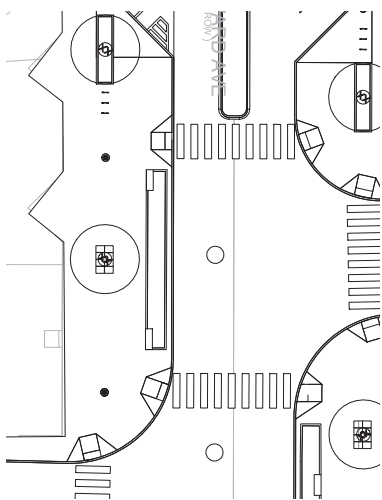
ADA SPACES
Each ADA space now has barrier-free ramp access



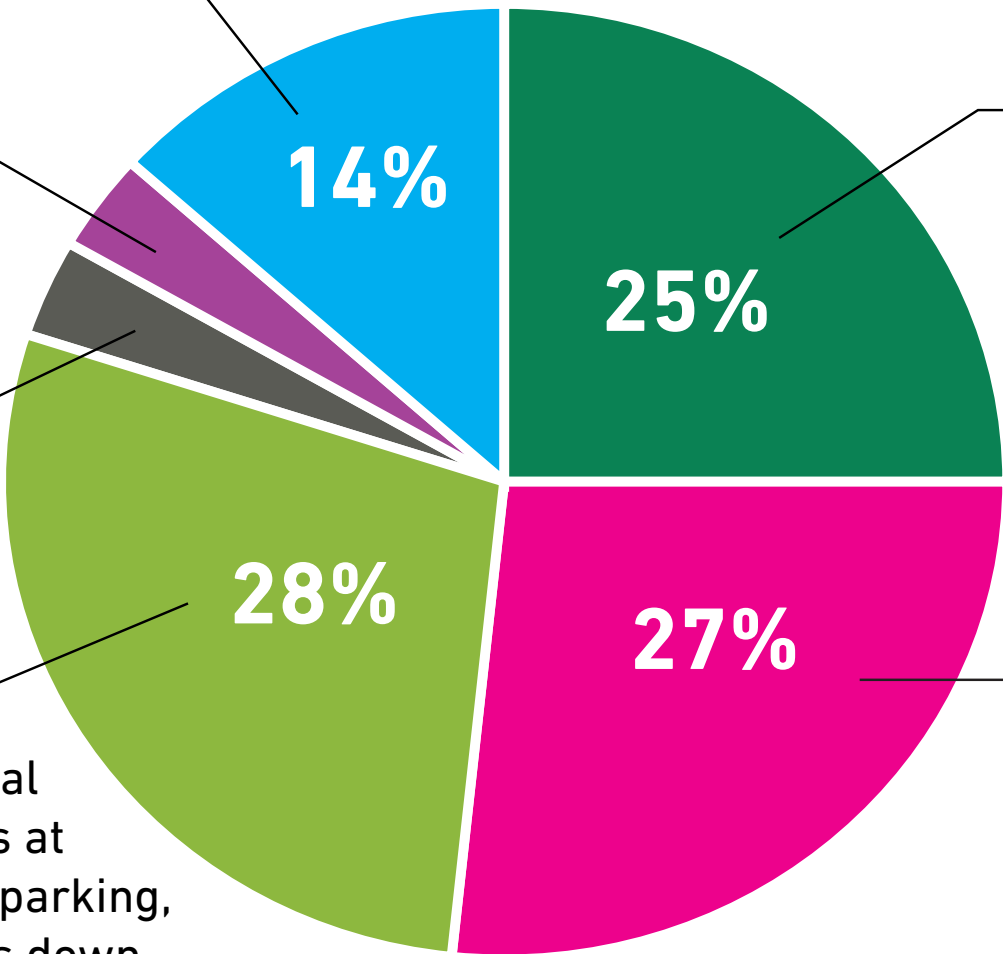
VALET FOR RESTORATION HARDWARE



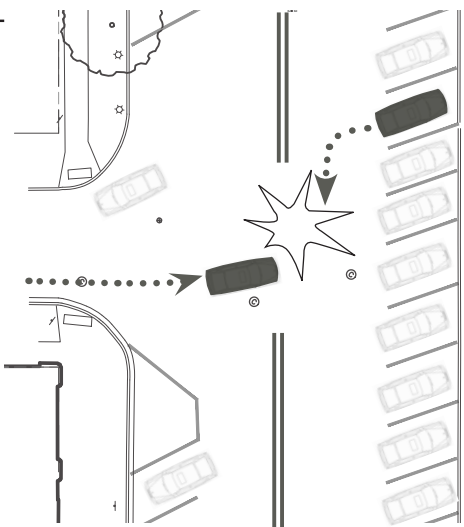
BUS STOP AT BOWERS



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



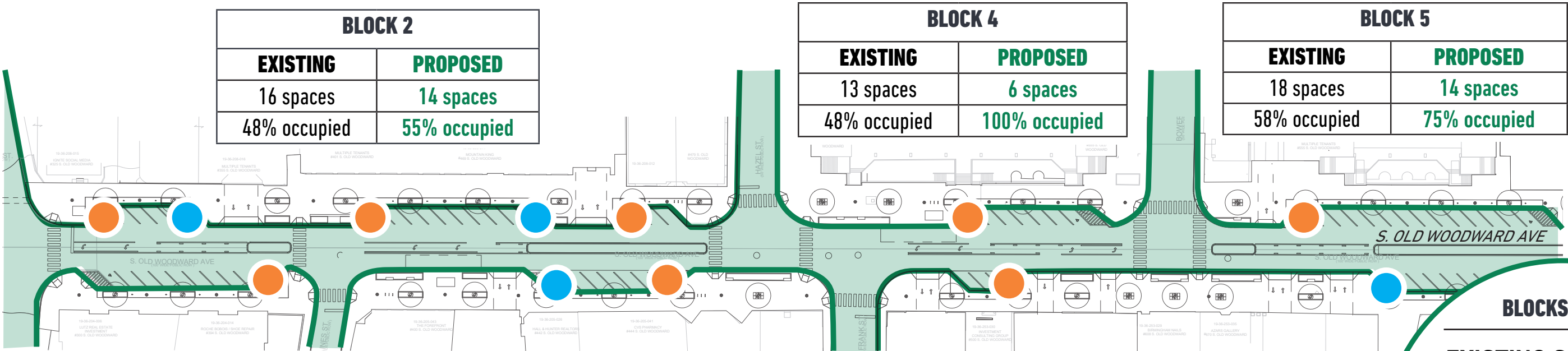
PROPOSED CROSSWALKS
Crosswalks proposed are necessary based on pedestrian counts and safety.



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

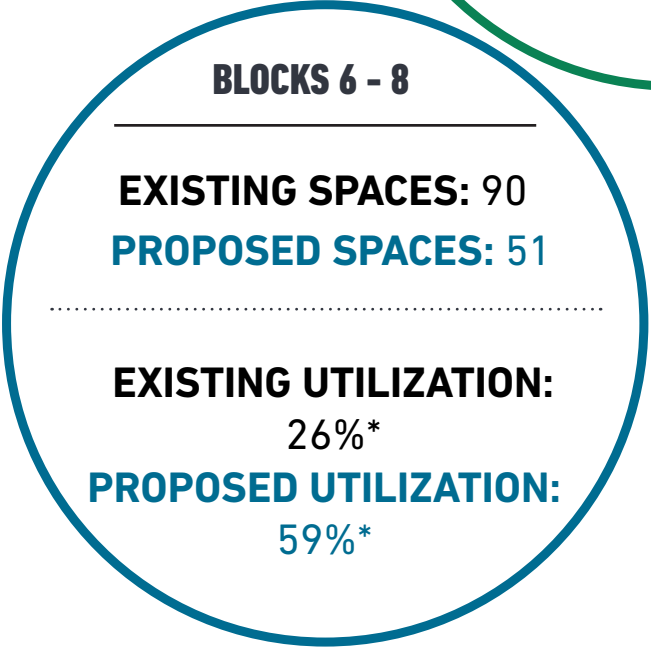
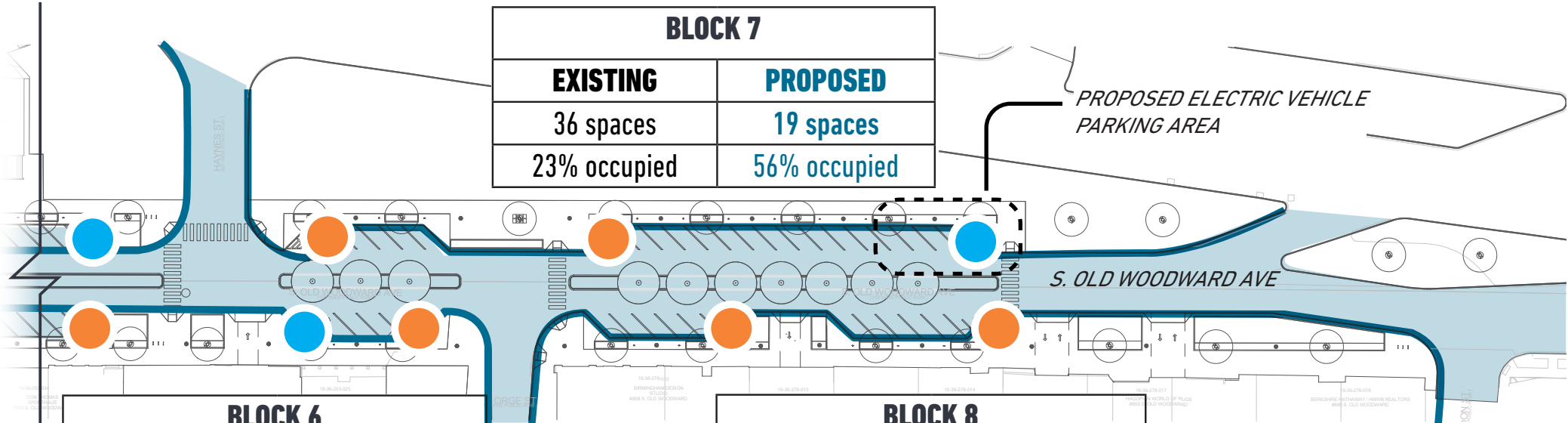
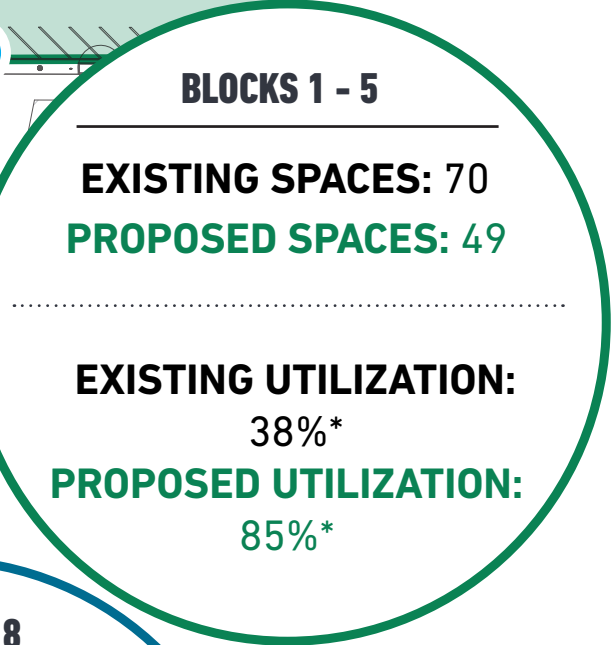
OPTIMIZE PARKING AND ACCESSIBILITY

SCOOTER PARKING ADA PARKING



BLOCK 1	
EXISTING	PROPOSED
7 spaces	9 spaces
72% occupied	56% occupied

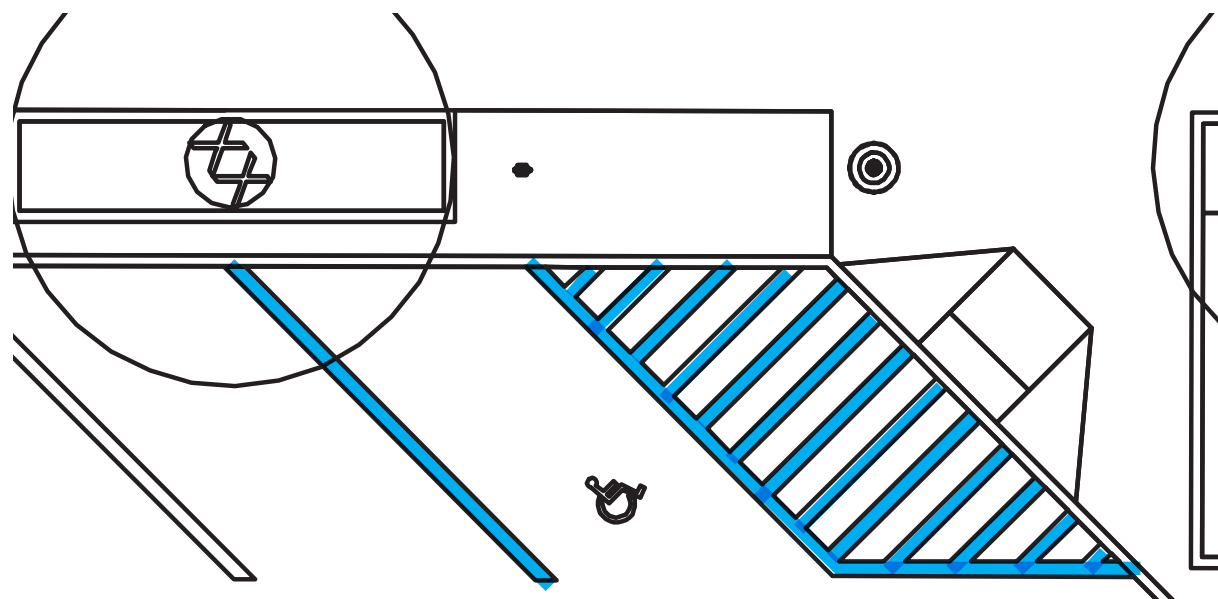
BLOCK 3	
EXISTING	PROPOSED
16 spaces	6 spaces
52% occupied	100% occupied



*Optimum utilization is 85%

ADA COMPLIANCE

PROPOSED TYPICAL ADA PARKING SPACE



Existing ADA spaces require users to use either ramps at crosswalks or even driveways.

Each ADA space now has barrier-free ramp access (requiring use of 2 full sized regular spaces).

The proposed design implements at least 1 ADA space per block (as built in Phase 1).

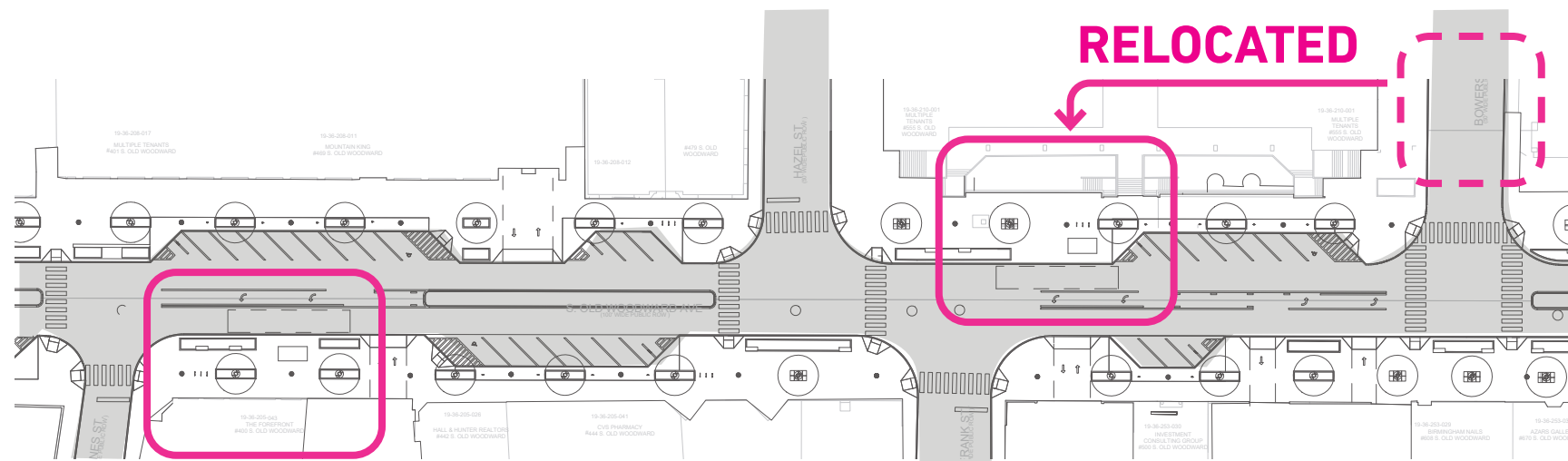


PHASE 1 ADA PARKING SPACE



**EXISTING TYPICAL
ADA PARKING SPACE**

BUS STOPS

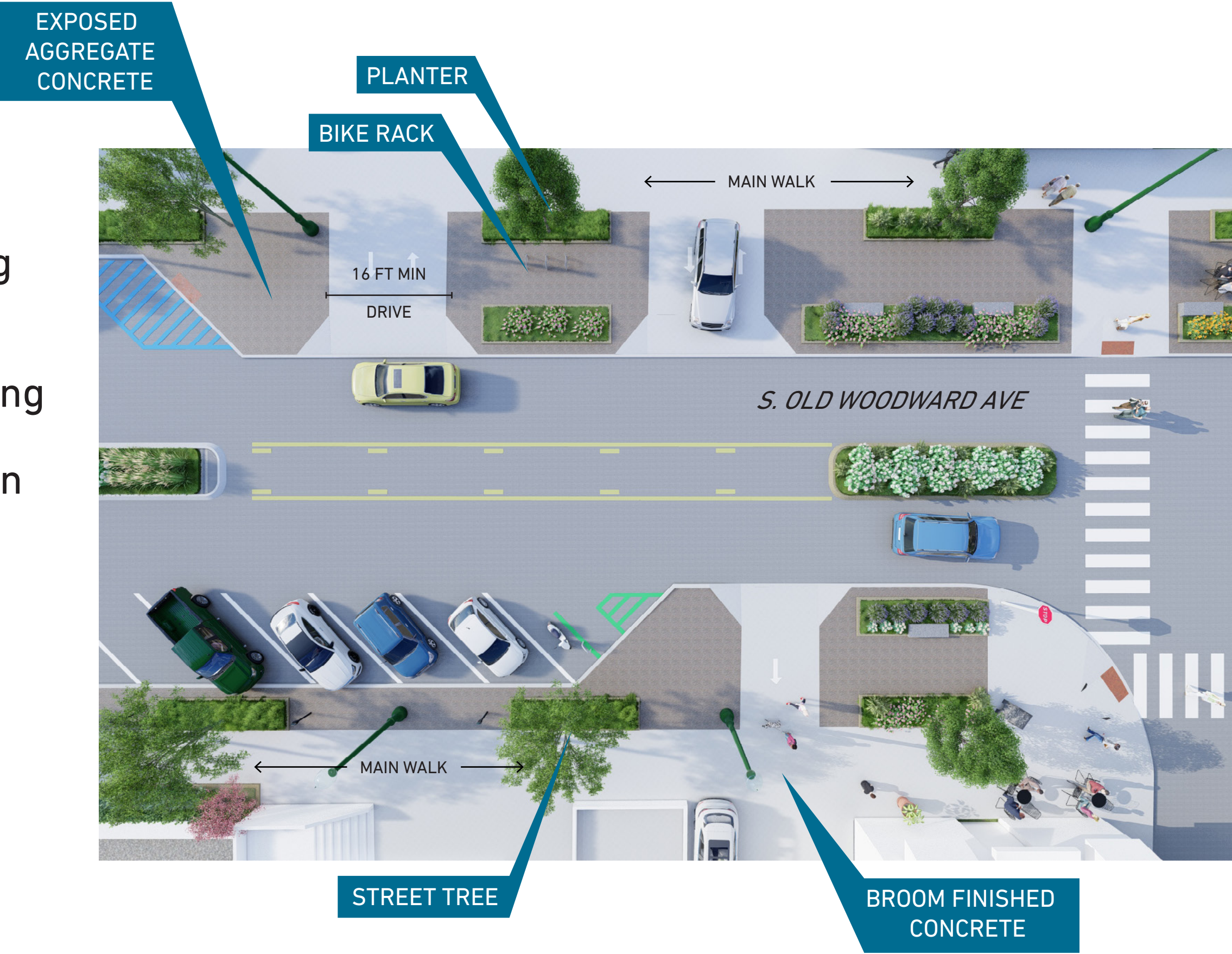


- Bus stop locations
 - South bound: Daines and Old Woodward
 - North-bound: Hazel and Old Woodward (moved from Bowers)
- Must accommodate new 60 ft SMART vehicles
- Shelter to match previous phases
- ADA compliant

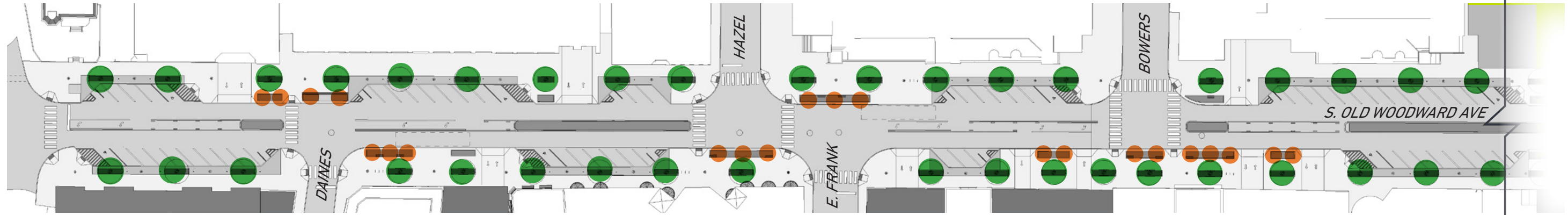


DRIVEWAYS

- Numerous drives to surface lots and parking structures
- Drives to have contrasting material to delineate vehicular and pedestrian zones



STREET TREE STRATEGY

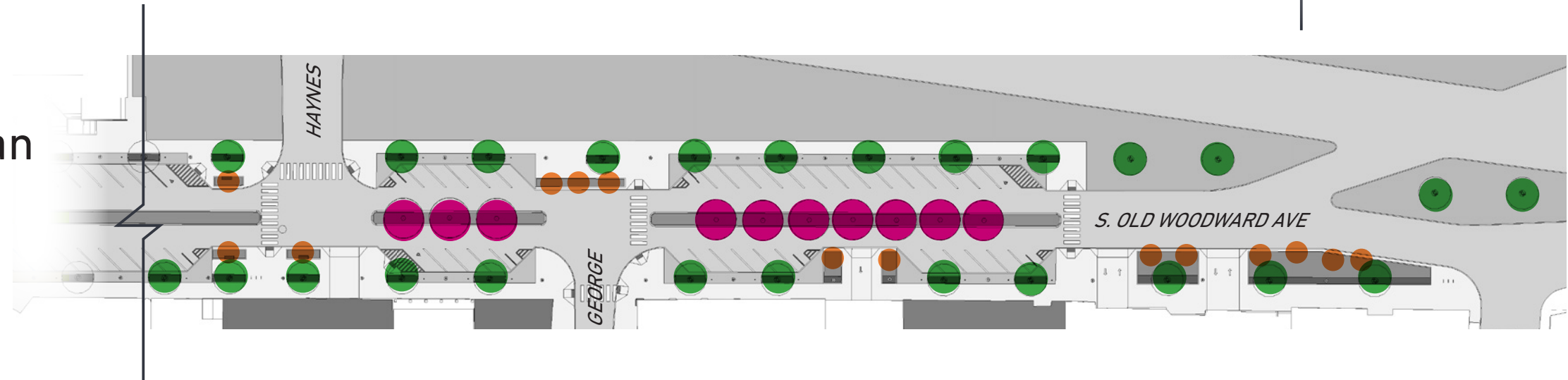


- Street tree in planters, median trees, ornamental trees

- Vary species for biodiversity, avoid monoculture

- Complement Phase 1 & 2, evaluate success of species planted, adjust as needed

- Species selected in accordance to city Tree Management Plan and market availability



● STREET TREES



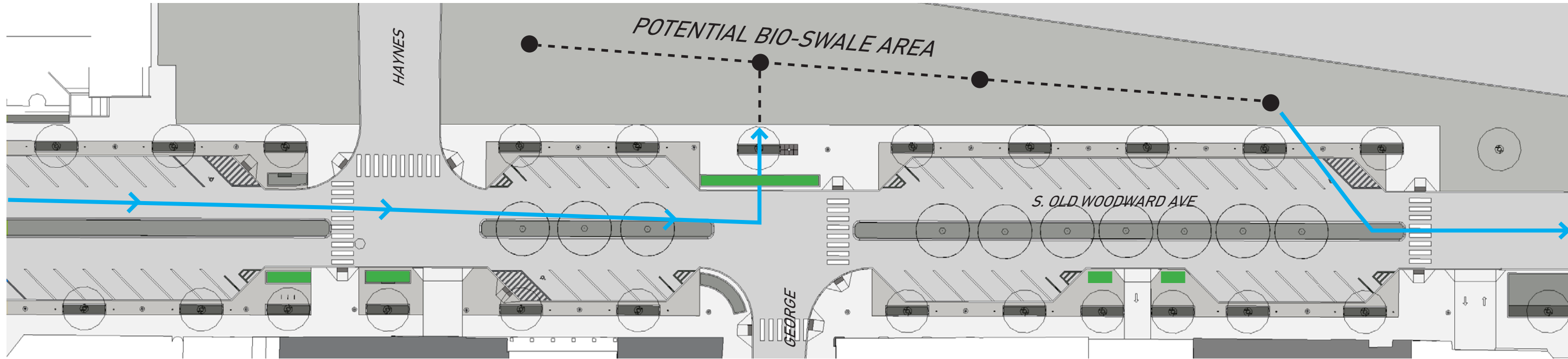
● MEDIAN TREES



● ORNAMENTAL TREES



GREEN INFRASTRUCTURE



- Large planters as rain gardens can mitigate some stormwater impact. Stormwater retention may include larger subsurface storage in addition to planters.
- Potential bio-swale south of Haynes, infrastructure only in this phase
- Educational / case study
- Opportunities to collaborate with local horticulture, sustainability, or watershed coalitions.

