

AGENDA
REGULAR MEETING OF THE BIRMINGHAM MULTI-MODAL BOARD
THURSDAY JULY 7TH, 2022
151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI*
*******6:00 pm*******

The highly transmissible COVID-19 Delta variant is spreading throughout the nation at an alarming rate. As a result, the CDC is recommending that vaccinated and unvaccinated personnel wear a facemask indoors while in public if you live or work in a substantial or high transmission area. Oakland County is currently classified as a substantial transmission area. The City has reinstated mask requirements for all employees while indoors. The mask requirement also applies to all board and commission members as well as the public attending public meetings.

- A. Roll Call
- B. Introductions & Chairpersons Comments
- C. Review of the Agenda
- D. Approval of Minutes, Meeting of **June 2nd, 2022**
- E. New Business
 - 1. Brown & Peabody Intersection Design**
 - 2. Lathum & Southlawn – All Way Stop Analysis**
 - 3. Multi-Modal Transportation Plan – Sidewalk Gaps**
- F. Unfinished Business
- G. Meeting Open to the Public for items not on the Agenda
- H. Miscellaneous Communications
- I. Next Meeting – **July 7th, 2022**
- J. Adjournment

Please note that board meetings will be conducted in person once again. Members of the public can attend in person at Birmingham City Hall or may attend virtually at <https://us06web.zoom.us/j/88295194746> or dial: **929 205 6099 US Toll-free, Meeting ID: 824 7795 4435**

DRAFT

City Of Birmingham Multi-Modal Transportation Board Thursday, June 2, 2022

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

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, June 2, 2022. Chair Doug White convened the meeting at 6:00 p.m.

A. Rollcall

Present: Chair Doug White; Board Members David Hocker, Anthony Long, Tom Peard, Victoria Policicchio, Joe Zane; Alternate Board Member Mark Doolittle; Student Representative Ben Rosenfield

Absent: Board Member Michael St. Germain; Alternate Board Member Amanda Fishburn; Student Representative Isabela Betanzos

Administration:

Brooks Cowan, Senior Planner
Laura Eichenhorn, City Transcriptionist
Scott Grewe, Operations Commander
Jim Surhigh, Consulting City Engineer

F&V: Julie Kroll

MKSK: Brad Strader

B. Approval of MMTB Minutes of May 5, 2022 and May 19, 2022

Motion by Mr. Hocker

Seconded by Mr. Peard to approve the MMTB Minutes of May 5, 2022 as submitted.

Motion carried, 7-0.

VOICE VOTE

Yeas: White, Peard, Hocker, Long, Policicchio, Zane, Doolittle

Nays: None

Mr. Zane noted that the May 19, 2022 meeting was convened around noon and not around 6 p.m. as the minutes stated.

Motion by Mr. Zane

Seconded by Mr. Long to approve the MMTB Minutes of May 19, 2022 as amended.

Motion carried, 7-0.

VOICE VOTE

Yeas: White, Peard, Hocker, Long, Policicchio, Zane, Doolittle

Nays: None

C. Introductions & Chair Comments

OC Grewe stated he would be out-of-state for a period of time, and that Lt. Ryan Kearney would be available for any MMTB-related business in his absence.

D. Review of the Agenda

E. New Business

1. Transportation Day Review

Chair White commended SP Cowan for his organization of Transportation Day.

SP Cowan summarized Transportation Day.

He noted that when he and some of the Board members attempted to cross Woodward from the east at Forest and Brown at the end of the day, they were forced to sprint across the last two lanes to the median as a result of aggressive drivers. SP Cowan and the Board members were then yelled at by one of the vehicles to get out of the road. He acknowledged that it was an uncomfortable experience, and noted that Transportation Day was in part inspired by the difficulties Birmingham faces with that particular crosswalk.

Mr. Zane said he enjoyed the Transportation Day experience. He said he was interested in exploring the MoGo bikes further as an option for Birmingham, stating that they could be useful for people who do not want to transport their bikes or for visitors to the City. He said they were fairly convenient. He said there were a few issues with getting the app to accurately identify the user's location, but said that was typical of technology growing pains and that the experience of using the bikes was positive. He said the most challenging area was at Woodward and 9 Mile, and that the rest of the loop was relatively friendly for bikers beyond that.

Mr. Hocker said he would also be interested in exploring MoGo for Birmingham further. He said it would be useful for the municipalities along the Woodward corridor to have a common bicycle provider so that bikes could be rented and dropped off in different cities depending on a user's preferences. He said he concurred with SP Cowan's description of trying to cross Woodward at Forest and Brown. He agreed with Mr. Zane's statement that crossing Woodward at 9 Mile was difficult as well. He said creating more protection for bikers there would be of more value than protecting bicycle paths in other locations. Mr. Hocker said Transportation Day was an excellent experience overall, with the exception of crossing Woodward at Forest and Brown.

In reply to Mr. Hocker, Mr. Zane noted that MoGo is a Detroit-based non-profit with locations in a number of local municipalities. He said meeting with MoGo would be a worthwhile first step for exploring how Birmingham could incorporate the bikes into the community.

Mr. Peard said he thought of Eton Road twice during Transportation Day. The first was heading north on Pinecrest, where there were dedicated bike lanes on either side of the road with green markings. He described that bike infrastructure as simple, inexpensive, and very effective. He said, in contrast, that the candlesticks marking the bike lanes heading east on Woodward Heights

were overdone, more expensive, and less effective. He emphasized that the simpler design on Pinecrest was more appropriate for neighborhood roads like Eton.

Chair White stated that using the app for the bus was relatively easy, although the email to reset his password went into junk mail initially. He said riding the bus and accessing the MoGo bikes was also easy. He said the MoGo bike stations in Ferndale seemed strategically placed. He said the bike infrastructure in Ferndale seemed a little more contiguous and intuitive than Birmingham's current bike infrastructure. He agreed with Mr. Peard that the simpler bike lanes were likely better for neighborhood contexts. He said Ferndale's bike infrastructure also seemed to be simpler than Birmingham's currently is. The Chair said it was also valuable to meet with Ferndale staff at the end of the day.

2. Brown & Woodward Ave Crosswalk

SP Cowan introduced the item, and Ms. Kroll and Mr. Strader presented the item and answered informational questions.

Ms. Kroll stated that more information about potential changes to Brown Street would likely be available at the July Board meeting.

Mr. Zane said people in the crosswalk would have to be cognizant of drivers turning right.

Motion by Ms. Policicchio

Seconded by Mr. Zane to recommend to City Commission that eastbound Brown Street be reduced to one lane from Peabody to Woodward Avenue to enable the installation of a crosswalk on Woodward Avenue connecting the southern sidewalk on Brown Street to the southern sidewalk of Forest Avenue.

Motion carried, 7-0.

VOICE VOTE

Yeas: White, Peard, Hocker, Long, Policicchio, Zane, Doolittle

Nays: None

3. Multi-Modal Transportation Plan review

SP Cowan and Mr. Strader reviewed the item.

Mr. Strader said the survey indicated that there was the most interest in 'Woodward Ave and its crossings', 'Expand discussion on traffic calming options', and an exploration on what could be learned from crash data. He said the next tier of priorities was 'Map the sidewalk gaps and discuss priorities and funding' and 'Add more "Protected" bikeways (a separator between the cars and bicycle lane)'. He said that looking at potential changes to Adams Road north of Maple was also raised by a few Board members in the comments, and noted that topic was already slated for a future Board agenda.

In reply to an inquiry from Mr. Doolittle, Mr. Zane stated that one example of an area with sidewalk gaps is south of Lincoln and west of Southfield.

Mr. Strader said there are also sidewalk gaps in the area of Evergreen and Cranbrook.

SP Cowan and Mr. Strader said it would likely be worthwhile to update the sidewalk gap map to be more precise about where sidewalk gaps occur.

Mr. Strader said it would also likely be worthwhile to focus on sidewalk gaps near parks and schools.

SP Cowan said he would email the survey results to the Board members.

Mr. Strader recommended that the Board review the survey results and then recommended that the Board have a discussion about which items should be prioritized at the July meeting.

SP Cowan noted that the previous plan did not have much on micro-mobility or last-mile infrastructure and recommended that those be considered for the update.

F. Unfinished Business

G. Meeting Open to the Public for Items not on the Agenda

H. Miscellaneous Communications

Mr. Hocker said it would be useful to begin considering where MoGo stations should be placed.

Mr. Zane said bike paths locations, reasons for bike usage, and where the City wants to encourage bike use would tie into that discussion.

SP Cowan said increasing the number of bike stations between Ferndale and Birmingham could also be part of efforts to increase regional coordination.

Chair White said it would be nice to have a Board visit to Royal Oak as well.

SP Cowan concurred.

I. Adjournment

No further business being evident, the Board adjourned at 7:02 p.m.

Brooks Cowan, Senior Planner

A handwritten signature in black ink, appearing to read 'Laura', with a long, horizontal, wavy line extending to the right.

Laura Eichenhorn
City Transcriptionist



MEMORANDUM

(Police Department)

DATE: June 30, 2022

TO: Multi-Modal Transportation Board

FROM: Scott Grewe, Operations Commander
Jim Surhigh, Engineering Department
with assistance from
Brad Strader, MKSK
Julie Kroll, Fleis & VandenBrink

SUBJECT: Brown St. at Peabody

INTRODUCTION:

At its June 27, 2022 meeting, the City Commission agreed with the Multi-Modal Transportation Board (MMTB) and passed a resolution to reduce eastbound Brown from Peabody to Woodward to one lane (consolidating the two eastbound lanes into one lane to accommodate a full pedestrian crossing). City staff will now be scheduling a meeting with MDOT about the intersection, signals, and pedestrian crossings at the Brown/Forest intersection with Woodward Ave.

As noted at the last meeting, the next step is to determine what other changes along Brown can support the improvements at Woodward. This memo describes some background information and describes some of the situations we are trying to improve. Two concepts are attached. We will be presenting these concepts at the meeting. Julie Kroll will have videos, traffic counts and other information to also share at the meeting.

We will be looking for the MMTB to make a recommendation to the City Commission on the preferred alternative. The City Commission will make the final decision on how to proceed.

BACKGROUND:

In early 2020, the police department received a complaint regarding the operation of the intersection at Brown and Peabody as it relates to pedestrian safety. As a result, the police department contacted the Transportation Improvement Association (TIA) to conduct a review of the intersection. Due to the Covid-19 pandemic, which caused a drastic drop in the volume of traffic, the study was delayed. The review was completed in February of 2021 and a report was submitted to the City from TIA with multiple options at this location. This report was shared with the Engineering Department and the City's consultants, Fleis and VandeBrink and MKSK.

Additionally, there have been two fatal accidents on Woodward at or near Brown during this same time period involving pedestrians.

1. On August 8, 2020 at 0150 hours (PD report #20-13309) a person walking across the northbound lanes of Woodward was struck by a vehicle and passed away. The person was walking on an angle near the gas station lot, in a northwest direction, not in a crosswalk, when struck.
2. On September 12, 2021 at 2113 hours (PD report #14244) a person walking eastbound from Brown, in the crosswalk, crossing the southbound lanes of Woodward was struck by a vehicle and passed away. The vehicle had a green light.

In both incidents, the pedestrians were found at fault. However, the safety of the crossing at this location became a primary concern. Staff and our consultants have met numerous times reviewing options at this location. Meetings have also been held with MDOT as Woodward is under their control, and any changes to Woodward requires their approval.

The City requested the addition of crosswalks on the south side of the intersection at both Brown and Woodward and Woodward and Forest. MDOT reviewed the request and advised they would not support the change unless eastbound Brown was reduced to one lane to reduce the turning conflict between vehicles and pedestrians. At the June 2, 2022 MMTB meeting, the board passed a recommendation to the City Commission to reduce east bound Brown to one lane between Peabody and Woodward. At the June 27, 2022 meeting, the City Commission agreed to the one eastbound lane, and passed a resolution to reduce this section of roadway to one eastbound lane.

ISSUES AND POTENTIAL IMPROVEMENTS ALONG BROWN STREET:

Reduction of one lane of traffic along Brown Street gives the City an opportunity to make other changes. City staff and the consultants reviewed traffic counts and operations, pedestrian crossing patterns, sidewalks conditions, on-street parking needs, traffic flows into the Peabody parking structure, and other situations.

Several potential options were evaluated. The two best options are shown on the following concepts and are based on the following information.

1. Widen the sidewalk along the south side of Brown Street. The sidewalk along the south side of Brown Street, along the Jax's car wash, is very narrow. There are light poles and other obstacles that reduce the sidewalk to about three feet in some areas. A reduction of Brown Street could allow the sidewalk width to be expanded to be more consistent with ADA and provide more pedestrian space from traffic. The potential changes are shown on the concept. At the meeting we will provide photos of the existing conditions and potential changes.
2. Need for additional on-street parking. While there is capacity available at the Peabody Parking Structure, there is limited on-street parking in the area. There is a demand, for example, at the corner of Peabody at Brown, where 1-2 cars are often illegally parked running into the Birmingham Roast to get coffee or a meal. Adding a few on-street parking spaces could help offset some of the parking removed along South Woodward as part of that improvement project. We have explored different configurations that could provide the opportunity to add some parking.

We looked at different on-street options. Adding 2-3 spaces along Northbound Peabody at the corner was considered. This would mean removing the center turn lane to add parking along the east side. That center turn lane gets a lot of use by Northbound traffic entering the Peabody Parking Structure, especially in the morning. And in the evening,

having two lanes splits the Southbound traffic, around 100 turn right and 100 turn left. The City could consider adding some on-street parking along the east side father north along Peabody.

The best opportunity to add parking is to add a few on-street spaces along Westbound Brown between Peabody and Woodward, as shown. This would require removing some of the plantings and streetscape area.

3. Pedestrian Crossings along Brown Street. Quite a few people park in the Peabody Parking Structure and then cross along Brown at the closest connection between the pedestrian doorway and the fitness center to the south (rather than using the available pedestrian crosswalk just a short distance to the east, at Peabody. Some of the pedestrians maneuver between eastbound cars queued at Peabody. There are also conflicts between those pedestrians and Westbound traffic.

Two options were considered. One is to add landscaping along both sides of Brown Street to make it more cumbersome for people to illegally cross the street and direct them to cross at the intersection. The 2nd option is to add a new crosswalk where some people are crossing now. An additional location could create more conflicts along Brown, especially with just one eastbound traffic lane.

4. One Eastbound lane along Brown at Peabody. Traffic counts and observations show that one eastbound lane can accommodate the volumes instead of two lanes (the traffic modeling will be shown at the meeting). There would be an increased delay along Brown Street during a brief time during the PM peak hour. A reduction of Brown to one lane would allow additional of some on-street parking, ease pedestrian crossings, and allow bump-outs to better define the entrance to Jax's car wash.

We look forward to discussing the options with you at the upcoming meeting on July 7, 2022.



TRANSPORTATION IMPROVEMENT ASSOCIATION

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Macomb County

February 18, 2021

Scott Grewe

Operations Commander

Birmingham Police Department

151 Martin Street

Birmingham, Michigan 48009

Dear Mr. Grewe:

As requested, TIA completed a review of the E Brown Street and Peabody Street intersection and prepared four alternatives for consideration, some that may improve safety and make it feel better to a pedestrian as you requested.

SUMMARY OF DATA COLLECTION AND OBSERVATIONS

A Turning Movement Count, which included pedestrian counts was taken from 10:00 AM to 12:00 PM (noon) on July 21, 2020.

During this 2-hour period of time a total of 498 vehicles passed through the intersection. A total of 111 crossed over the Peabody Street crosswalk, 126 crossed over the Brown Street westerly crosswalk, 437 crossed over the Brown Street easterly crosswalk, and 25 crossed over the Jax car wash driveway.

During this 2-hour period of time a total of 59 pedestrians were counted, 6 crossed the Peabody Street approach, 3 crossed the west approach of Brown Street, 39 crossed the east approach of Brown Street, and 11 crossed the Jax car wash driveway. It was noted by the Technician in the field that several pedestrians were observed crossing Brown Street west of the intersection between the Powerhouse Gym on the south side and the parking garage pedestrian entrance on the north side, though no pedestrian count was taken at this location. This is a mid-block location with no marked crossing.

A field visit to the intersection was made on February 2, 2012 from 2:15-3:15 PM to collect site information, take measurements, and observe operations. The weather was sunny, the temperature was 30 degrees, and the Jax car wash was busy with many customers using the Brown Street driveway occasionally causing a 1-3 vehicle backup onto Brown Street. Snow piles were present directly behind the curbs due to prior plowing operations. This snow covered the pedestrian ramp located on the south side of Brown Street just east of the Jax car wash driveway, which some motorists have been using to enter the Jax car wash parking lot by evidence of wheel tracks in the snow.

The intersection of Brown Street and Peabody Street is controlled by an All-Way Stop. The required R1-3P "All-Way" supplemental plaques, as required by the Michigan Manual on Uniform Traffic Control Devices (MMUTCD), Section 2B.05 (see attached), to be installed under the Stop signs are missing. There is a Stop sign posted on the south side of Brown Street, facing east, just before the pedestrian crossing on the west side of the intersection. Reason for the installation of this additional Stop sign is unknown and the placement could cause confusion for motorists. Is this sign just supplemental to the posted westbound Stop sign on the north side of Brown Road, or posted in an effort to have motorists stop before entering the Jax car wash driveway, or is it posted for pedestrians?



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Motorists on westbound Brown Street occasionally stopped on the crosswalk and not at the Stop Bar. Westbound motorists intending to enter the Jax car wash are often stopped on the west side crosswalk waiting for a gap in traffic to make their turn. Motorists on eastbound Brown Street rarely stopped at the location of the Stop Bar, instead stopping on the crosswalk. There were significant violations of the Stop sign occurring where motorists in the eastbound direction never came to a complete Stop, or in some instances, did not stop.

Peabody Street is 30 feet wide, with one northbound lane and two southbound lanes, (thru or right turn, and one left only). Parking is prohibited on both sides of the street. The pedestrian crossing distance is 30 feet.

Brown Street is 40 feet wide on the west side of Peabody Street, with one westbound lane which is 20 feet wide and tapers down to 10 feet wide westerly of the intersection, and two eastbound lanes. Brown Street is 30 feet wide on the east side of Peabody Street, with two eastbound lanes and one westbound lane. Parking is prohibited on both sides of the street. The pedestrian crossing distance on the west side of Peabody Street is 45 feet due to the slightly angled crossing. The pedestrian crossing distance on the east side of Peabody Street is 30 feet.

During the February 2nd visit to this intersection, 10 pedestrians were observe crossing Peabody Street, 12 crossing Brown Street on the east side, 4 crossing Brown Street on the west side, and 5 crossing the Jax Car wash driveway. There were also, 21 pedestrians observed crossing Brown Street west of the intersection where there is no marked crossing between the Powerhouse Gym on the south side and the parking garage pedestrian entrance on the north side. Pedestrians crossing on the west side of the intersection did not stay in the marked crossing, often using the Jax car wash driveway as the pedestrian ramp, either as a short cut to their destination, or to avoid the snow covered ramp.

CRASH HISTORY

A review of the 5-year Peabody Street and Brown Street intersection crash history for found no reported crashes (see attached).

A review of the 5-year crash history for Brown Street from Old Woodward Avenue to M-1 found three reported crashes (see attached). One at the intersection of Brown Street at Old Woodward Avenue when a westbound motorist made a right turn on red and hit a pedestrian in the crosswalk. One involving a motorist backing out of the Jax car wash parking lot hitting a vehicle stopped on Brown Street at M-1, and another involving a southbound M-1 motorist making a right turn onto westbound Brown Street hitting a vehicle stopped on Brown Street at M-1.

CONCLUSION

While the absents of crash history at this location gives way to the conclusion that motorists and pedestrians understand the proper and safe way to navigate this intersection, and the "Do Nothing" approach may be appropriate, there is some alternatives that may be considered. The potential for vehicle conflicts were most prevalent with the pedestrian crossing on the west side of the intersection and with the crossing of the Jax car wash driveway.



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ALTERNATIVES

No. 1: Do Nothing, Install Missing Signs – Leave existing signs and pavement markings as-is, continue to monitor the intersection and provide selective enforcement to address Stop sign violations. Install missing “All-Way” supplemental plaques under the existing Stop signs to be in compliance with the MMUTCD.

Pros – Low cost

Cons – Does not address concerns expressed for perceived pedestrian safety.

No. 2: Install Signs, Add Crosswalk Pavement Marking – Install two (R10-15) Turning Vehicles Yield to Pedestrian signs on the street light pole located on the south side of Brown Street, just west of the Jax car wash driveway. One sign facing west with the right turn arrow, and one sign facing east with a left turn arrow. This gives notice that motorists must yield the right of way to pedestrians crossing the driveway. Install special warning signs for pedestrians in advance of the Jax car wash driveway. Signs would read “Caution Pedestrians Watch for Turning Vehicles”. Install one facing west on the street light pole mentioned above, under the R10-15 sign to be installed, and the other under the existing Stop sign located on the south side of Brown Street, facing east, or remove the Stop sign and install this new sign. Install crosswalk markings in the Jax car wash driveway. Install missing “All-Way” supplemental plaques under the existing Stop signs to be in compliance with the MMUTCD.

Pros – Moderate cost, warns motorists to Yield for the possible presence of pedestrians, warns pedestrians of the possibility of turning vehicles in their intended pathway. Pedestrian crossing of Jax car wash driveway is identified with markings.

Cons – Addresses some concerns expressed for perceived pedestrian safety, possible not all concerns.

No. 3: Angled Crosswalk, Relocate Stop Bar, Install Signs, Add Crosswalk Pavement Marking – Remove the existing Stop Bar and crosswalk pavement markings on the west side of the intersection. Remove, relocate and align pedestrian ramps on both sides of Brown Street on an angle so the ramp on the south side is on the west side of the Jax car wash driveway (see attached concept of this alternative). This will require relocation of the existing street light pole on the south side of Brown Street to be a little further westerly. Install a new Stop Bar before the relocated crosswalk. Install two (R10-15) Turning Vehicles Yield to Pedestrian signs on the relocated street light pole. One sign facing west with the right turn arrow, and one sign facing east with a left turn arrow. This gives notice that motorists must yield the right of way to pedestrians crossing the driveway. Install special warning signs for pedestrians in advance of the Jax car wash driveway. Signs would read “Caution Pedestrians Watch for Turning Vehicles”. Install one facing west on the street light pole mentioned above, under the R10-15 sign to be installed, and the other under the existing Stop sign located on the south side of Brown Street, facing east, or remove the Stop sign and install this new sign. Install crosswalk markings in the Jax car wash driveway.

Pros – Relocates the crosswalk on the west side of the intersection out of the path of westbound Brown Street and southbound Peabody Street motorists intending to enter the Jax car wash driveway. The Jax car wash driveway is now part of the intersection and movements into the driveway are considered part of the right of way law for an All-Way Stop intersection. Motorists are warned to Yield for the possible presence of pedestrians. Pedestrians are warned of the possibility of turning vehicles in their intended pathway. Pedestrian crossing of Jax car wash driveway is identified with markings. Install missing “All-Way” supplemental plaques under the existing Stop signs to be in compliance with the MMUTCD.

Cons – Requires higher cost construction work. Addresses some concerns expressed for perceived pedestrian safety, possible not all concerns. With the relocation of the Stop Bar further back from the



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intersection it is highly unlikely that any compliance would be obtained due to the prevalent violation of the existing conditions.

No. 4: Crosswalk Relocation – Remove the crosswalk and ramps from the west side of the intersection and relocate the crosswalk westerly to a mid-block location between the Powerhouse Gym on the south side and the parking garage pedestrian entrance on the north side. Construct new pedestrian ramps and a center refuge island in Brown Street. Provide appropriate centerline striping for presence of the refuge island (see attached concept of this alternative). Install appropriate pedestrian warning for this new crossing or as an option install a Rectangular Rapid Flashing Beacon (RRFB), similar to other installations within the city. Install (R9-3) No Pedestrian sign and a (R9-3bP) Use Crosswalk with Arrow sign (see attached) on west side of Peabody Street at Brown Street to direct pedestrians to the appropriate location for crossing. Install two (R10-15) Turning Vehicles Yield to Pedestrian signs on the street light pole located on the south side of Brown Street, just west of the Jax car wash driveway. One sign facing west with the right turn arrow, and one sign facing east with a left turn arrow. This gives notice that motorists must yield the right of way to pedestrians crossing the driveway. Install special warning signs for pedestrians in advance of the Jax car wash driveway. Signs would read "Caution Pedestrians Watch for Turning Vehicles". Install one facing west on the street light pole mentioned above, under the R10-15 sign to be installed, and the other under the existing Stop sign located on the south side of Brown Street, facing east, or remove the Stop sign and install this new sign. Install crosswalk markings in the Jax car wash driveway. Install missing "All-Way" supplemental plaques under the existing Stop signs at the intersection to be in compliance with the MMUTCD.

Pros – Eliminates the pedestrian crossing on the west side of the intersection where potential for vehicle conflicts were most prevalent. The refuge island provides pedestrians a potentially safer type of crossing where they need only be concerned with one direction of traffic at a time when crossing. Removal of the crossing from the intersection does not cause disruption to the intended origin and destination of pedestrians. Pedestrians heading to destinations east of Peabody Street on the south side of Brown Street have the crossing on the east side of the intersection to use, and pedestrians heading to destinations west of Peabody Street on the south side of Brown Street have the mid-block crossing to use, with the first destination west of the intersection on the south side being the Powerhouse Gym.

Cons – Highest cost alternative. Pedestrians would be crossing at an uncontrolled location where motorists are not required to stop, only yield to pedestrians already in the crosswalk.

Please don't hesitate to contact me if you have any concerns, questions or comments.

Respectfully,

Chuck Keller, P.E.

Director of Engineering

Chief Traffic Engineer

Transportation Improvement Association

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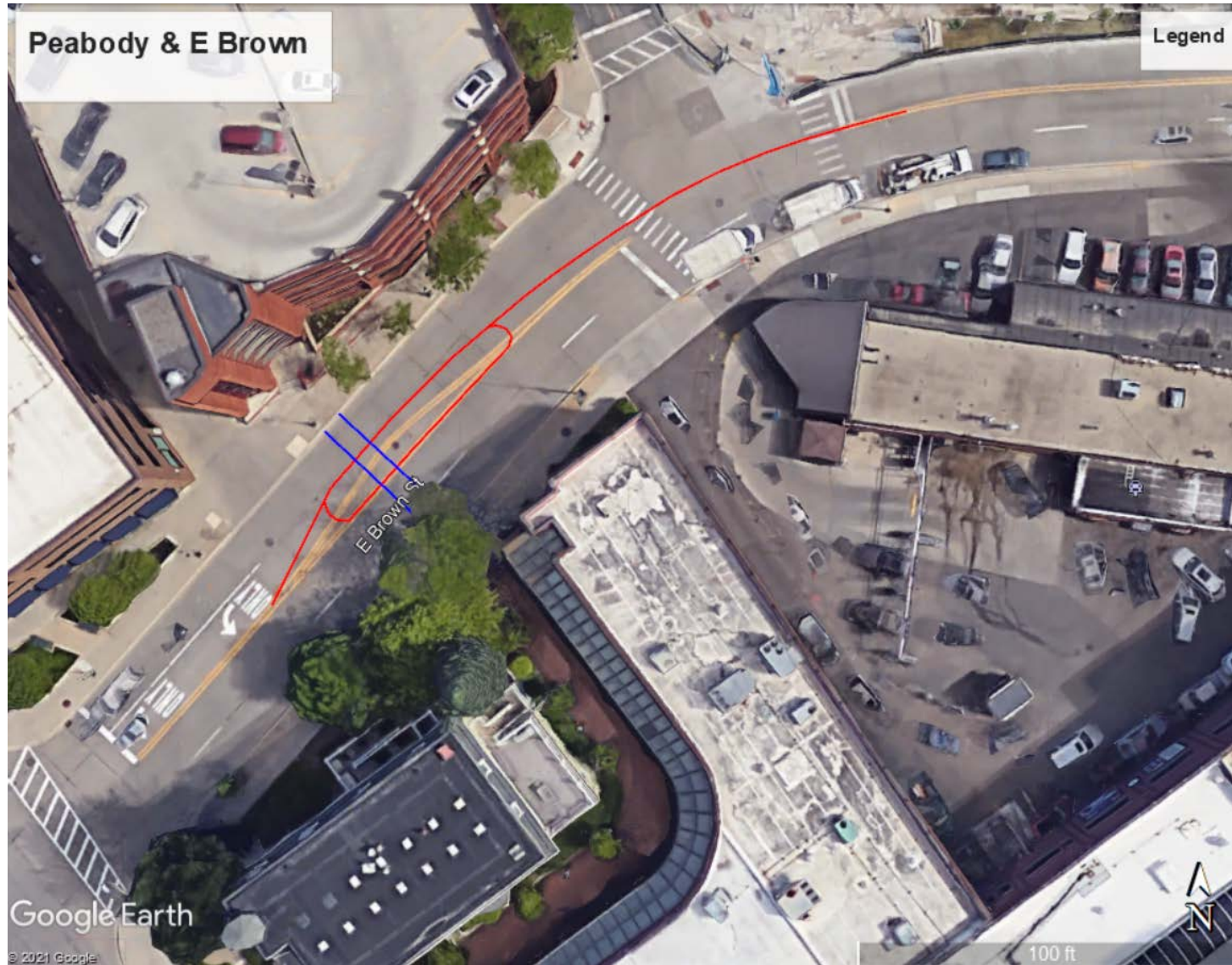
Attachments



Alternative No. 3: Peabody & E Brown, Crosswalk Angled to West Side of Jax Car Wash Driveway



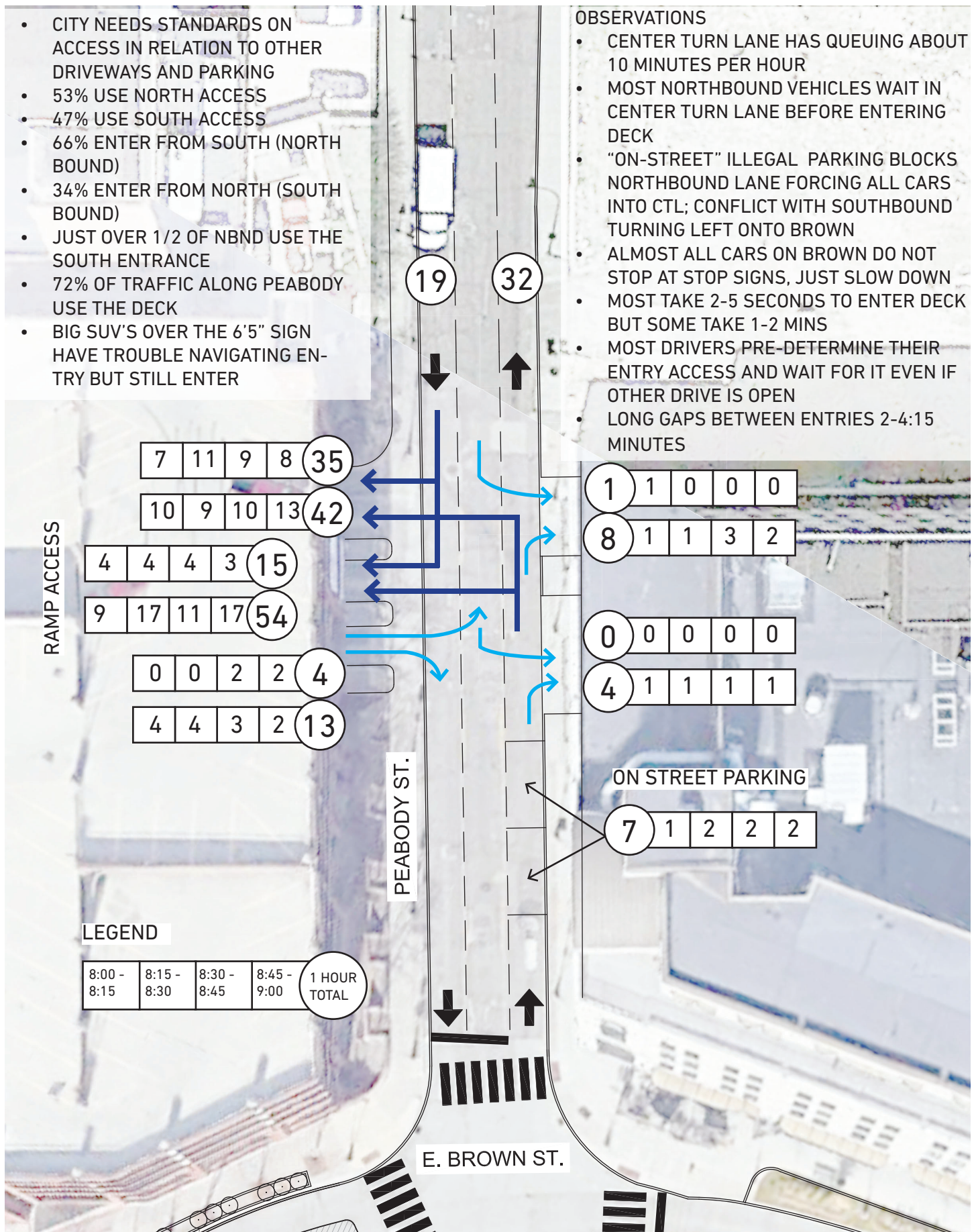
Alternative No. 4: Peabody & E Brown, Crosswalk Relocation

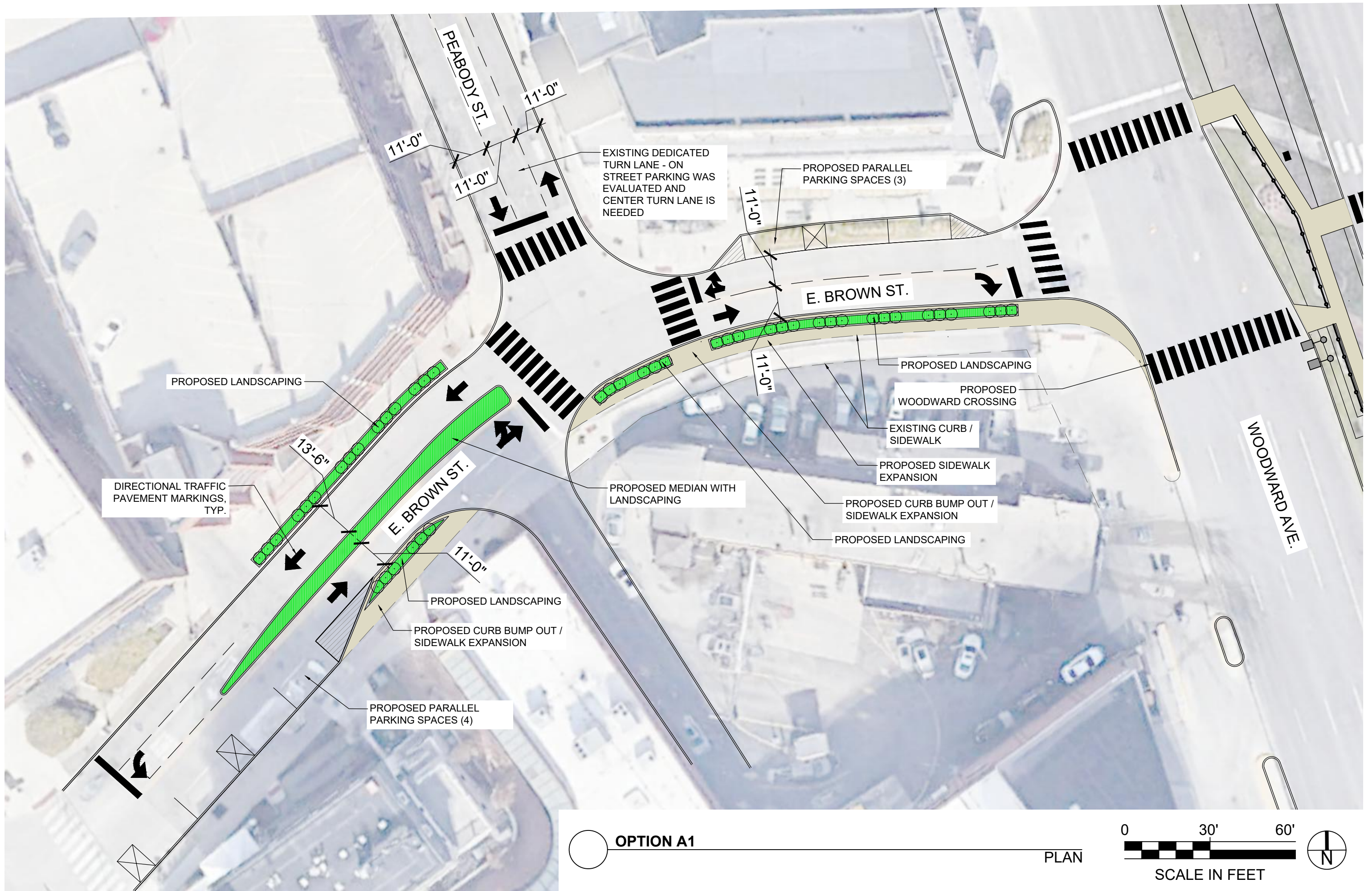


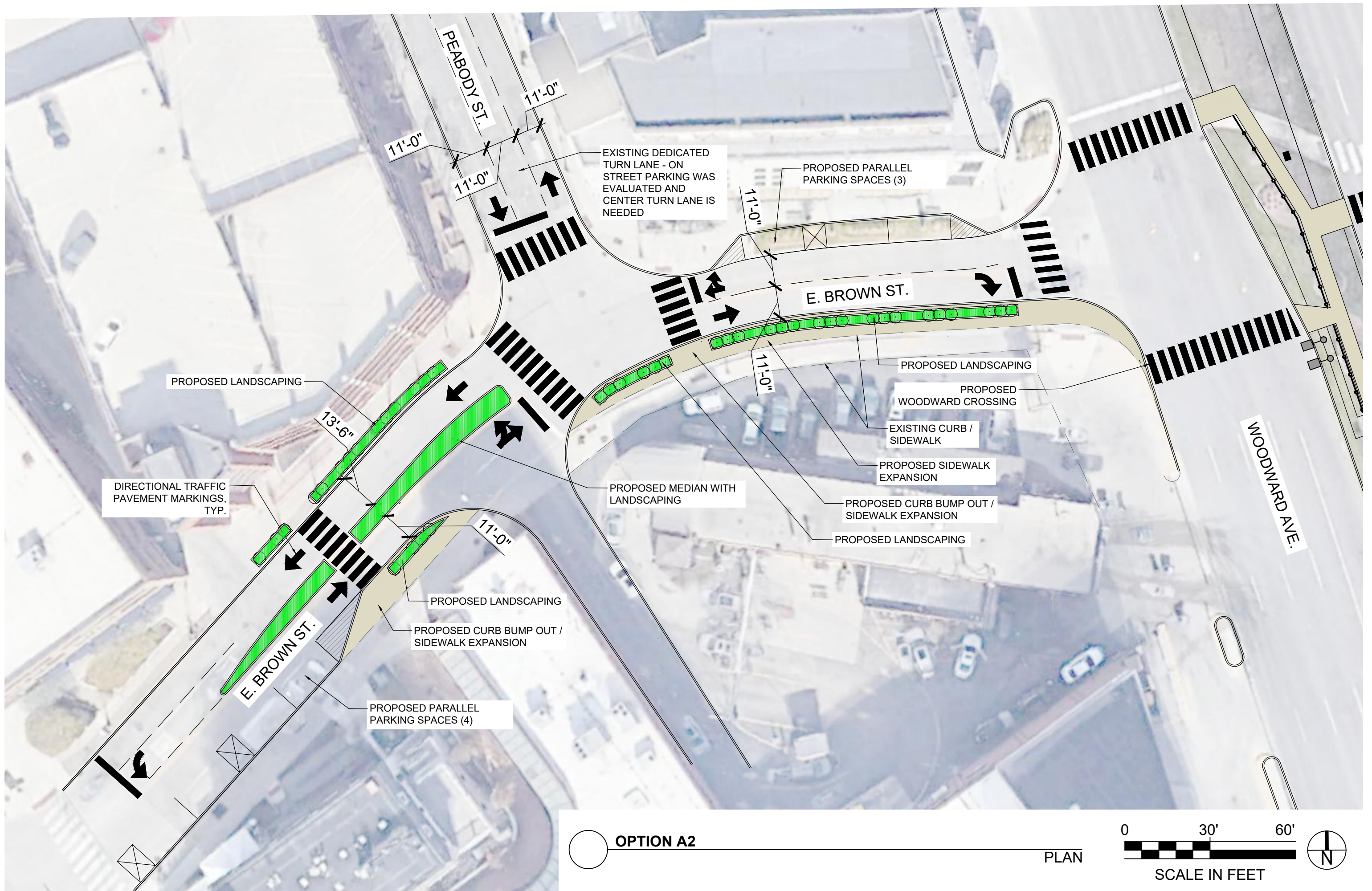
- CITY NEEDS STANDARDS ON ACCESS IN RELATION TO OTHER DRIVEWAYS AND PARKING
- 53% USE NORTH ACCESS
- 47% USE SOUTH ACCESS
- 66% ENTER FROM SOUTH (NORTH BOUND)
- 34% ENTER FROM NORTH (SOUTH BOUND)
- JUST OVER 1/2 OF NBND USE THE SOUTH ENTRANCE
- 72% OF TRAFFIC ALONG PEABODY USE THE DECK
- BIG SUV'S OVER THE 6'5" SIGN HAVE TROUBLE NAVIGATING ENTRY BUT STILL ENTER

OBSERVATIONS

- CENTER TURN LANE HAS QUEUING ABOUT 10 MINUTES PER HOUR
- MOST NORTHBOUND VEHICLES WAIT IN CENTER TURN LANE BEFORE ENTERING DECK
- "ON-STREET" ILLEGAL PARKING BLOCKS NORTHBOUND LANE FORCING ALL CARS INTO CTL; CONFLICT WITH SOUTHBOUND TURNING LEFT ONTO BROWN
- ALMOST ALL CARS ON BROWN DO NOT STOP AT STOP SIGNS, JUST SLOW DOWN
- MOST TAKE 2-5 SECONDS TO ENTER DECK BUT SOME TAKE 1-2 MINS
- MOST DRIVERS PRE-DETERMINE THEIR ENTRY ACCESS AND WAIT FOR IT EVEN IF OTHER DRIVE IS OPEN
- LONG GAPS BETWEEN ENTRIES 2-4:15 MINUTES









MEMORANDUM

Planning Division
Police Department
Engineering Department

DATE: June 30, 2022

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, Senior Planner
Scott Grewe, Police Commander
James Surhigh, Consulting City Engineer

SUBJECT: Consideration of All-Way Stop Intersection Control at Latham & Southlawn

INTRODUCTION:

The City has recently completed the asphalt pavement resurfacing and multi-modal recommended improvements on Latham Drive, between Saxon and Lincoln, consisting of constructing new curbs at the intersections with smaller radii to have a potential traffic-calming benefit that promotes pedestrian and vehicular safety. A sight-distance concern at the intersection of Latham and Southlawn was communicated to the City by one of the residents in the neighborhood, where a mature evergreen tree appeared to be obstructing view of traffic that may be travelling northbound on Latham. The City's traffic engineering consultant, Fleis & Vandenbrink, has completed an evaluation of the situation and offers recommendations for the MMTB to consider.

ATTACHMENTS:

- Fleis & Vandebrink Memo dated 6/30/22 for Latham & Southlawn Intersection Evaluation

SUGGESTED ACTION:

Make a motion adopting a resolution to recommend to the City Commission that the intersection of Latham and Southlawn be changed to an all-way stop condition from its current condition of a single stop required for westbound Southlawn.

MEMO

VIA EMAIL

To: **Jim Surhigh**
Engineering Department

From: **Jacob Swanson, PE**
Jacob Koning
Fleis & VandenBrink Engineering

Date: **June 30, 2022**

Re: **Latham St. and W Southlawn Blvd. - All-Way Stop Evaluation**

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

F&V performed a field review to evaluate the intersection and it was determined that multi-way stop control should be considered. Therefore, further analysis was performed to determine if this mitigation is recommended in accordance with the guidance outlined in the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* Sections 2B.04, 2B.06, and 2B.07. Additional information is provided in the American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highway and Streets (Green Book)*. The results of the analysis and the recommendations are included herein.

INTERSECTION CONTROL ANALYSIS

The study intersection of Latham Street & W. Southlawn Boulevard is a three-leg intersection that provides stop-control only on the westbound W. Southlawn Boulevard approach. Section 2B.07 of the *MMUTCD* provides a set of criteria to evaluate in order to determine when the installation of multi-way stop should be considered at an intersection. The applicable criterion includes the evaluation of the *Crash History*, *Traffic Volumes*, and *Sight Distance* at the intersection.

CRASH HISTORY

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

A crash analysis for the study intersection was performed and the most recent 10-years of available data (2011-2020) were collected from *Michigan Traffic Crash Facts* website. The results of the analysis indicated that zero (0) crashes occurred at the study intersection within the 10 years of available crash data. Therefore, no correctable crash patterns exist at this intersection.

TRAFFIC VOLUMES

- A. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour, for any 8 hours of an average day.*
- B. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
- C. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

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Farmington Hills, MI 48334

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www.fveng.com

When no single criterion is satisfied, but where Criteria A, B, and the Crash Criteria are all satisfied to 80 percent of the minimum values. Criterion C is excluded from this condition. **Not met.**

SIGHT DISTANCE

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

The intersection sight distance evaluation is shown on the attached exhibit and indicates that there is not adequate sight distance to support the existing intersection operations. The curvature along northbound Latham Street, south of the intersection, introduces obstructions (trees and fencing) within the line-of-sight triangle for right- and left-turn traffic from W. Southlawn Boulevard. Furthermore, the curvature along northbound Worthington Road, north of the intersection, introduces additional obstructions (trees) within the line-of-sight triangle for left-turn traffic from W. Southlawn Boulevard.

An investigation was performed to determine the necessary mitigations required to improve the sight distance triangles; however, in order to eliminate all obstructions within the stop-controlled line-of-sight, numerous trees and a resident's fence would need to be removed. Therefore, the installation of an All-Way Stop controlled intersection is recommended for Latham Street & W. Southlawn Boulevard intersection.

SUMMARY

The results of the analysis show that multi-way stop intersection control is warranted, based on inadequate sight distance, at the intersection of Latham Street & W. Southlawn Boulevard. The results of the analysis are summarized below.

Multi-Way Stop Sign Criterion (MMUTCD Section 2B.07)		Met?
Crashes	<i>Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.</i>	No
Traffic Volumes	<p>A. <i>The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day.</i></p> <p>B. <i>The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but</i></p> <p>C. <i>If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.</i></p> <p><i>When no single criterion is satisfied, but where Criteria A, B, and the Crash Criteria are all satisfied to 80 percent of the minimum values. Criterion C is excluded from this condition.</i></p>	No
Sight Distance	<i>Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.</i>	Yes
Multi-Way Stop Control Recommended		Yes

RECOMMENDATIONS

1. Based on the results of this study, Multi-Way Stop Control is **warranted and recommended** at the intersection of Latham Street & W. Southlawn Boulevard.

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

JK:js2

Latham St. & Southlawn Blvd.

Intersection Sight Distance





MEMORANDUM

Planning Division

DATE: June 22, 2022

TO: Multi-Modal Transportation Board

FROM: Scott Grewe, Operations Commander
Jim Surhigh, Engineering Department
Brooks Cowan, Planning Department

SUBJECT: Multi-Modal Transportation Plan Updates – Sidewalk Network

INTRODUCTION:

The Multi-Modal Transportation Board (MMTB) has discussed making updates to the Multi-Modal Transportation Plan (MMTP) which is approaching 10 years of age. The Multi-Modal Transportation Board has also discussed updating the City of Birmingham's sidewalk network priorities.

BACKGROUND:

The Multi-Modal Transportation Plan (MMTP) was finalized in 2013 with Section 3.2 Physical Environment Recommendations for sidewalks. The Plan ranked top three priorities for sidewalks and provides a map with general areas for recommendations. Issues with the map and recommendations is that it does not provide specific locations of where the sidewalk gaps exist.

In the fall of 2021, MMTB requested to examine sidewalk gaps in the City. Staff provided a map that indicated locations of all sidewalks and where the gaps existed. The MMTB also wanted to compare the sidewalk gaps to a map of unimproved streets.

Upon review of actual sidewalk gaps and unimproved streets when compared to MMTP's priorities of 2013, The MMTB concluded that the priorities in the MMTP should be rearranged. One of the major changes was to include "improved streets" without sidewalks within the top priority. The likelihood of these streets having to be redone is very low, therefore a new sidewalk would not run the risk of having to be torn out if new utilities needed to be installed underground.

Areas without sidewalks were also prioritized above neighborhood with sidewalk gaps. The reasoning being that in the Board's opinion, having one sidewalk is better than nothing at all along a road, and that the City should focus on enhancing safety in areas where pedestrians have to walk in the street. This reversed the priorities in the MMTP (2013) that prioritized completing sidewalk gaps over areas without any sidewalks.

In November of 2021, staff discussed how the recommendations for sidewalk priorities would be considered in the Capital Improvements Plan budgeting process. Incorporating such recommendations into the MMTP would enable greater implementation during CIP review and construction project planning.

The November 2021 Memo regarding sidewalk CIP priorities is attached below, along with the sidewalk priority map for review. The MMTB may wish to discuss incorporating such recommendations into the Multi-Modal Transportation Plan.

SUGGESTED RECOMMENDATION:

Staff recommends the MMTB discuss sidewalk priority recommendations from the fall, any updates they would like to see regarding the recommendations, and how they wish to coordinate such recommendations into an updated Multi-Modal Transportation Plan. In regards to finalizing updates, staff recommends a meeting involving discussion and recommendations before moving towards finalizing changes in the final document.

3.2 SIDEWALKS

DESCRIPTION

Sidewalks are the unsung heroes of a multi-modal system. They are usually the first facilities to be constructed and provide a backbone to a complete multi-modal network. They are one of the key components to a walkable community and should be completed on both sides of all roads in an urban area.

A community's long term goal should be to provide sidewalks on both sides of the roadway along all roads. Sidewalks are proven to reduce pedestrian crashes and are critical to children safely walking to school, especially in dark conditions. Providing a complete sidewalk network along all roadways is important from a safety and connectivity standpoint and the city should work towards completing its network.

For the most up-to-date guidelines please refer to AASHTO's *Guide for the Planning, Design, and Operation of Pedestrian Facilities*.

All newly constructed and reconstructed sidewalks and shared use pathways should be in compliance with Title II of the Americans with Disabilities Act of 1990 (ADA). Please refer to the *Accessible Public Rights-of-Way: Planning and Designing for Alternatives* guide for more information.



RECOMMENDATIONS

The first priority is to provide sidewalks along all the major roadways. In the near-term the City should focus on completing sidewalk gaps along S Cranbrook Road to connect to the high school and dog park and along S Old Woodard to connect on-street parking to the businesses along the corridor. Please refer to the Network Implementation Plan for more details.

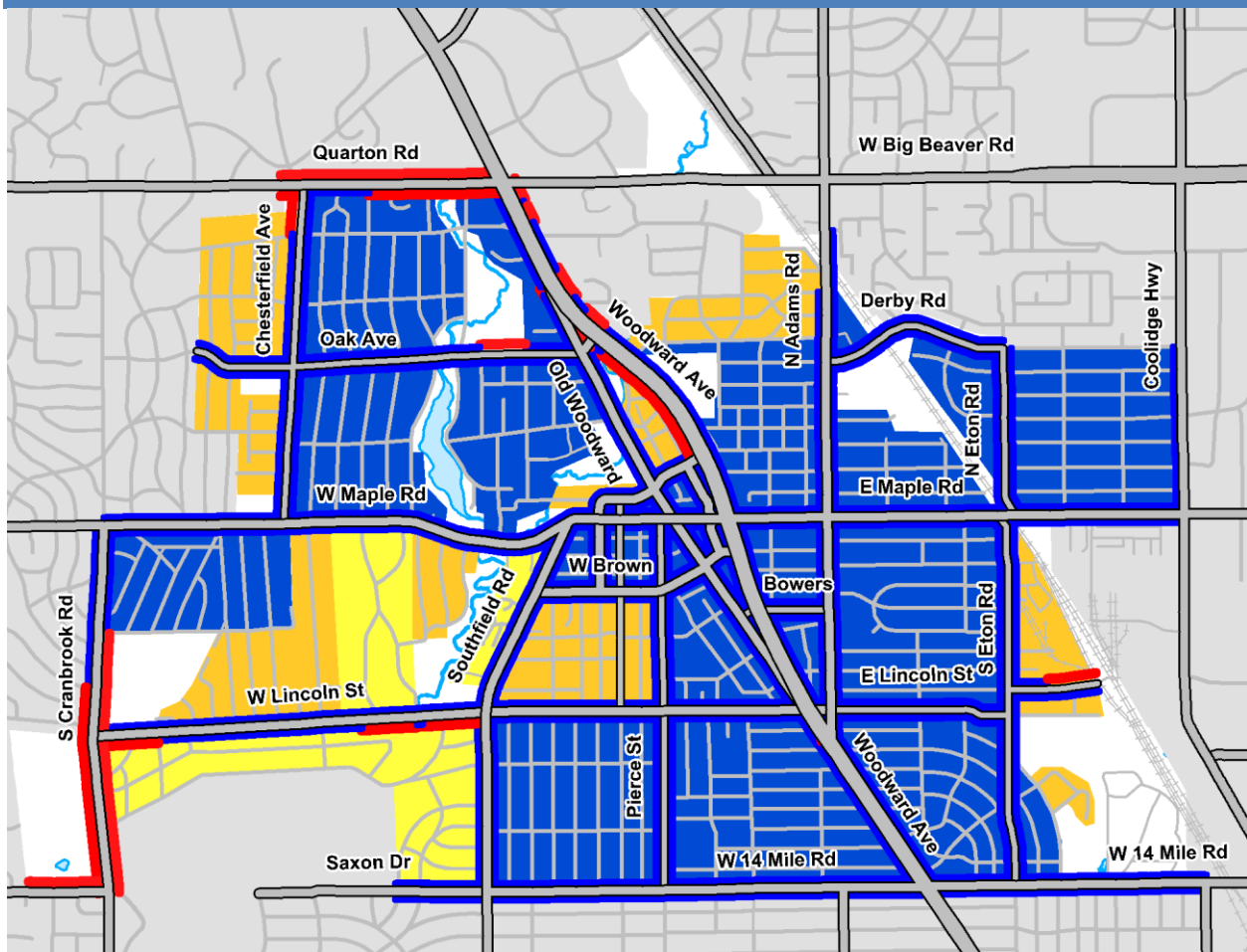
The second priority should be to complete the sidewalk gaps in neighborhoods that already have an existing sidewalk system partially in place.

The third priority should be to complete sidewalks in all neighborhoods.

In general, sidewalks should be installed by developers when constructing or reconstructing buildings or homes and by local city, county or state agencies during a roadway improvement project. Sidewalks should be a minimum of 5' wide. 6' is preferred along Collector roadways and 8' is preferred along Arterial roadways.

Please refer to Fig. 3.2A for a map of the proposed sidewalks.

FIGURE 3.2A PROPOSED SIDEWALKS

**Proposed Sidewalks:**

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

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

Web Survey Results:

- About 38% of respondents walk to work and/or the store daily or weekly
- About 80% of respondents walk for fun and/or exercise daily or weekly
- Around 79% of respondents feel a complete sidewalk system is very important to non-motorized trips actually happening in the future

DATE: October 29th, 2021

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, Senior Planner
Scott Zielinski, City Engineer
Scott Grewe, Police Commander

SUBJECT: Sidewalk Network Capital Improvement Plan (CIP)
Recommendations (Updates in Blue)

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

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

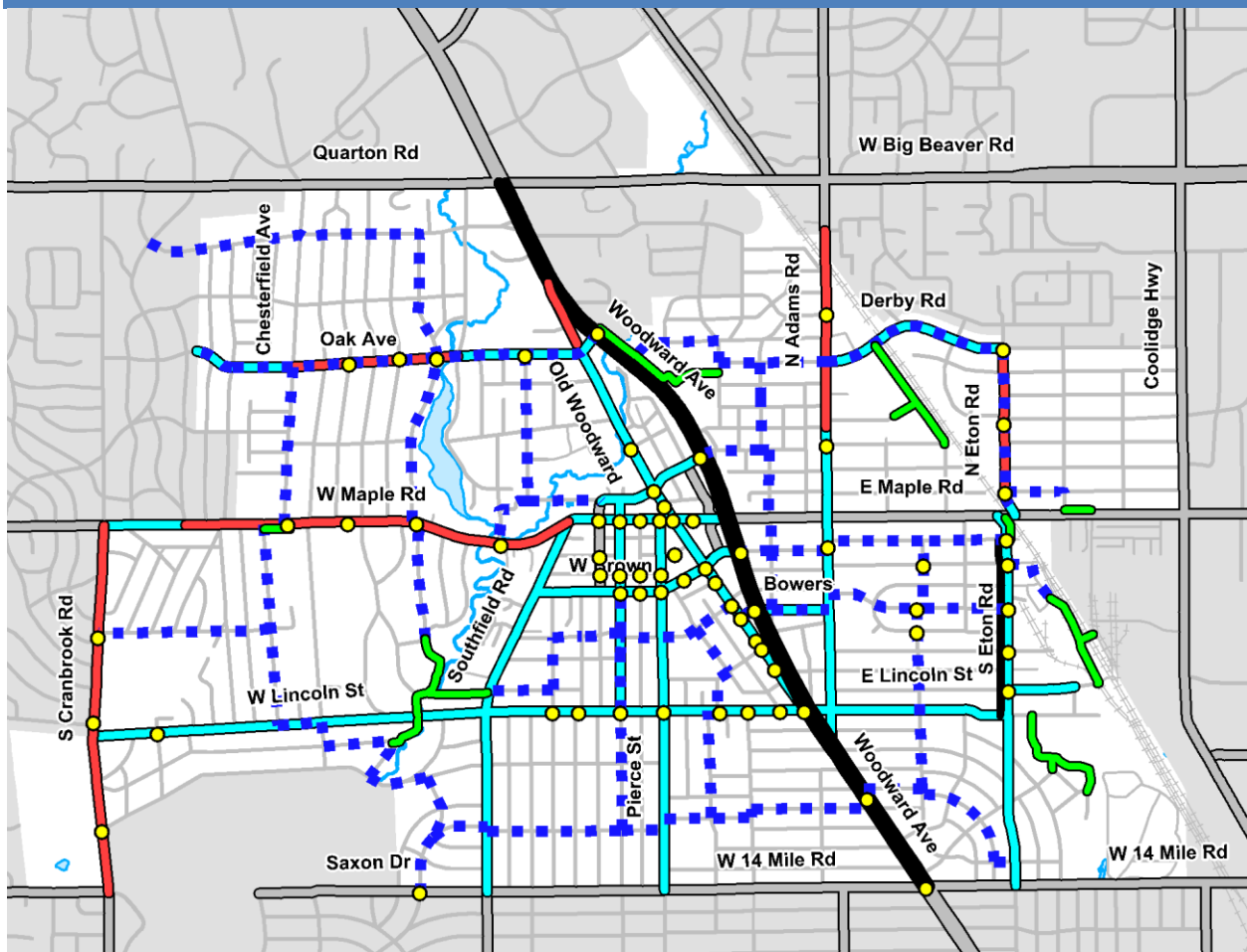
- First Priority is along major roadways.
- Second Priority should be to complete sidewalk gaps in neighborhoods that already have an existing sidewalk system partially in place.
- Third Priority should be to complete sidewalks in all neighborhoods.
- Fourth Priority is areas with sidewalks (majority)

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

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

The Board then discussed the recommendations of the 2013 MMTP that prioritizes "neighborhoods with sidewalk gaps" over "neighborhoods without sidewalks". The current sidewalk inventory map illustrated that most streets in the "neighborhoods with sidewalk gaps" were either dead-ends or had a sidewalk on one side of the street. **The Board felt that "neighborhoods without sidewalks" should be prioritized over "neighborhoods with sidewalk gaps" so that neighborhoods would have a more fair distribution of sidewalk**

FIGURE 3.1E OVERVIEW OF PROPOSED MULTI-MODAL NETWORK

**Legend**

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

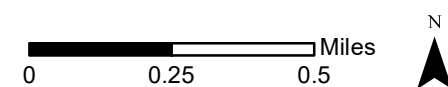
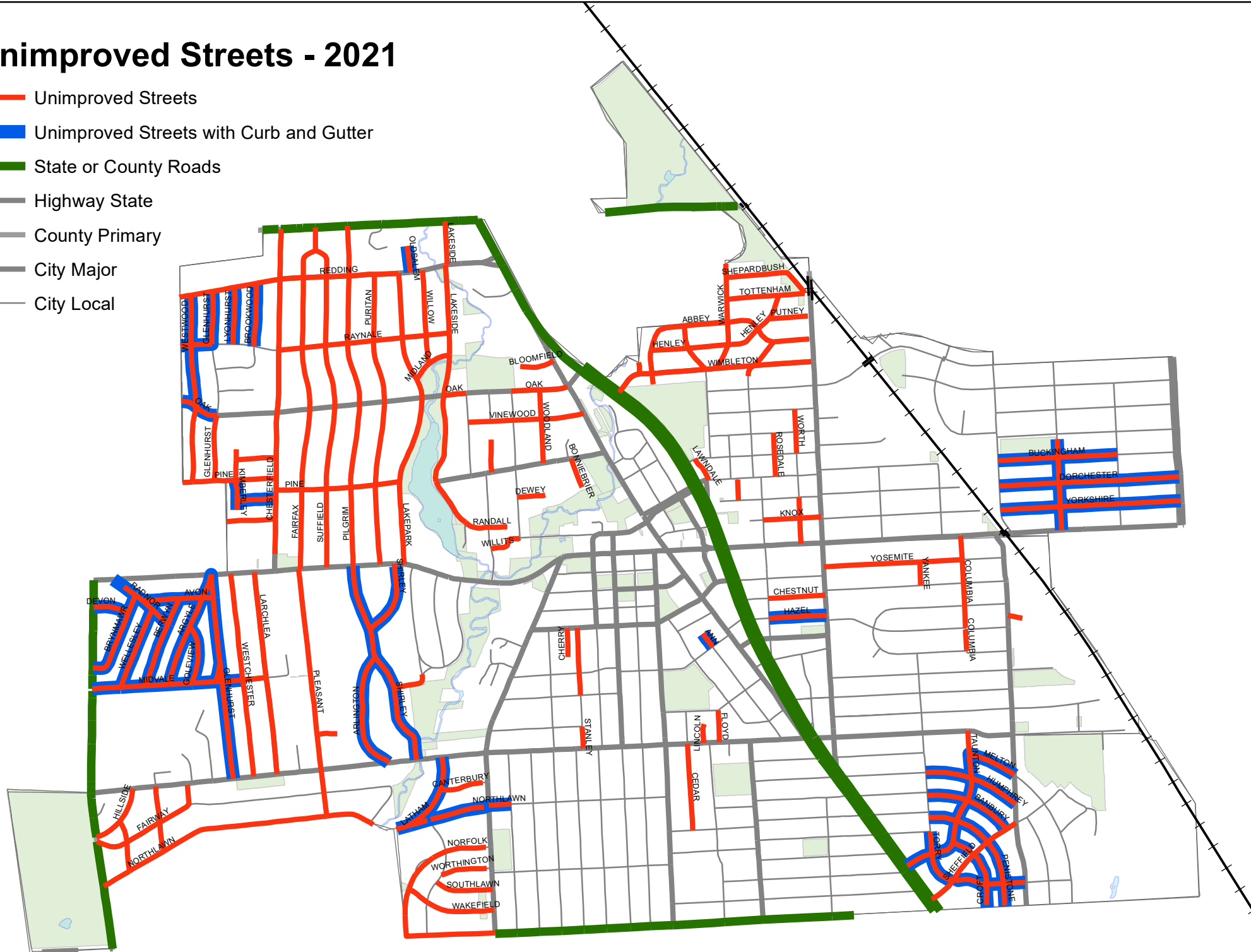
Due to the scale of this map some facilities were not included.
Please refer to the following maps for more details.

Web Survey Results:

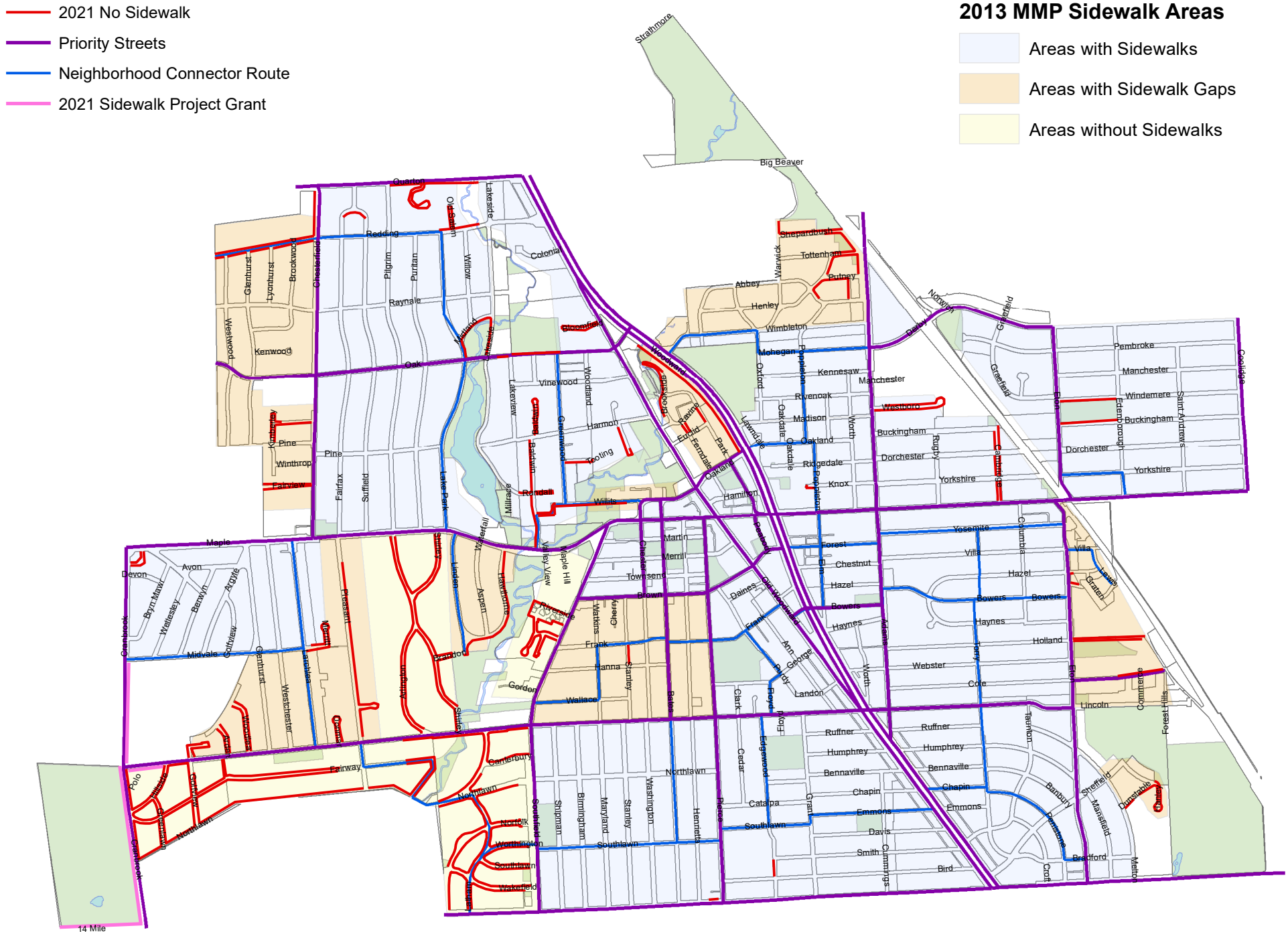
- About 72% of respondents would walk to work and/or do errands if there was a system of sidewalks, pathways, crosswalks, bike lanes, etc.
- Around 84% of respondents feel that a complete network for bicycle facilities such as bike lanes, signed routes and trails are very important or somewhat important to making future bicycling trips actually happen

Unimproved Streets - 2021

-
- Legend:
- Unimproved Streets
 - Unimproved Streets with Curb and Gutter
 - State or County Roads
 - Highway State
 - County Primary
 - City Major
 - City Local
- Map Labels: REDDING, RITAN
- Scale: 0 1 mile



Future Sidewalk Construction Recommendation Priorities



Future Sidewalk Construction Recommendations

Prioritized Sidewalk Installation

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

2013 MMTP Sidewalk Priority Areas

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



access. City staff indicated they would update the priority map to reflect this recommendation for the next meeting discussion.

The Engineering Department pointed out that the majority of streets in the “neighborhoods without sidewalks” category in southwest Birmingham are considered unimproved streets. Staff noted that the 2013 MMTP may not have prioritized unimproved streets as high as areas with improved streets due to the potential for future construction where the road and/or sidewalk (if any) would have to be torn up for new sewer installation. The Board requested that a layer indicating where unimproved streets are located be added to the map for review during the next discussion. **There was also general consensus that improved streets without sidewalks should be moved to priority one in order to improve pedestrian safety in neighborhoods with less sidewalk access than others.**

On August 5th, 2021, the MMTB reviewed an updated sidewalk map with prioritization for future sidewalk projects based upon priorities from the 2013 MMTP, the neighborhood connector route, and recommendations from the MMTB. There was general consensus from the Board that the following priorities should be accepted:

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

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

Staff is requesting the MMTB review the prioritized locations for sidewalks, and rank the high priority areas for the budgeting process for Capital Improvement Planning. Given the issues with Oak Street between Lakeside and Lakeview, staff recommends the north side of Oak along Greenwood Cemetery be given a high ranking in order to help direct pedestrian traffic to the north side of Oak Street. Fairway, Latham, and Redding could also be ranked highly as they meet the following of an improved street, do not have sidewalks on either side, are along the neighborhood connector route, and are along an upcoming construction project. Suggested rankings will be considered by the City in conjunction with other City projects. A top 5 sidewalk ranking example could be as follows:

1. Oak Street
2. Redding
3. Fairway
4. Latham
5. Willits

High priority locations needing further evaluation given the activity and ownership of the road could be as follows:

1. Lincoln
2. Woodward Avenue

3. Cranbrook
4. Quarton