



AGENDA

REGULAR MEETING OF THE BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD

THURSDAY FEBRUARY 2ND, 2023

151 MARTIN ST., CITY COMMISSION ROOM 205, BIRMINGHAM MI

*******6:00 pm*******

The City recommends members of the public wear a mask if they have been exposed to COVID-19 or have a respiratory illness. City staff, City Commission and all board and committee members must wear a mask if they have been exposed to COVID-19 or actively have a respiratory illness. The City continues to provide KN-95 respirators and triple layered masks for attendees.*

- A. Roll Call
- B. Introductions & Chairpersons Comments
- C. Review of the Agenda
- D. Approval of Minutes, Meeting of December 1st, 2022
- E. New Business
 - 1. **Park Street – Parking Removal Consideration**
- F. Unfinished Business
 - 1. **S. Eton, Villa to 14 Mile**
 - 2. **Woodward Ave Road Diet – MDOT DRAFT Scope of Work**
- G. Meeting Open to the Public for items not on the Agenda
- H. Miscellaneous Communications
- I. Next Meeting – March 2nd, 2023
- 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

Link to Access Virtual Meeting: <https://us06web.zoom.us/j/88295194746>

Telephone Meeting Access: 929 205 6099 US Toll-free

Meeting ID: 824 7795 4435

DRAFT

City Of Birmingham Multi-Modal Transportation Board Thursday, December 1, 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, December 1, 2022. Vice-Chair Peard convened the meeting at 6:00 p.m.

A. Rollcall

Present: Vice-Chair Tom Peard; Board Members Mark Doolittle, David Hocker, Victoria Policicchio, Joe Zane; Alternate Board Member Patrick Hillberg; Student Representative Ben Rosenfield

Absent: Chair Doug White; Board Member Anthony Long; Alternate Board Member Gordon Davies; Student Representative Isabela Betanzos

Staff: City Planner Blizinski; City Transcriptionist Eichenhorn, Lieutenant Kierney, Parks and Recreation Manager Laird, Assistant City Engineer Zielinski

F&V: Julie Kroll

MKSK: Brad Strader

B. Introductions & Chair Comments

C. Review of the Agenda

Staff asked that Item H1, the Booth/Linden Trail Improvements Plan, be moved from Miscellaneous Communications to New Business.

Motion by Mr. Zane

Seconded by Ms. Policicchio to move the Booth/Linden Trail Improvements Plan from Miscellaneous Communications to New Business.

Motion carried, 6-0.

VOICE VOTE

Yeas: Hocker, Policicchio, Doolittle, Zane, Hillberg, Peard

Nays: None

D. Approval of MMTB Minutes of November 3, 2022

Motion by Mr. Hocker

Seconded by VC Peard to approve the MMTB Minutes of November 3, 2022 as submitted.

Motion carried, 6-0.

VOICE VOTE

Yeas: Hocker, Policicchio, Doolittle, Zane, Hillberg, Peard

Nays: None

E. New Business

1. 34350 Woodward Ave – Fred Lavery Porsche Review

CP Blizinski, ACE Zielinski, and Ms. Kroll presented the item. Fred Lavery, applicant, and John Corak, traffic engineer for the applicant, spoke on behalf of the application.

Staff and members of the applicant team answered brief informational questions from the Board.

Mr. Zane said option C2 was a reasonable compromise between options C1 and C3, noting that it would provide road access to the dealership and nearby businesses while also reducing cut-through traffic to Woodward. He noted that there were other ways of accessing Elm as necessary.

VC Peard and Ms. Polichicchio concurred with Mr. Zane.

Mr. Lavery contended that option C1 would be most beneficial for him and for development in the Triangle District overall.

Ms. Polichicchio said that option C1 seemed somewhat more dangerous than option C2 since it would slow traffic less than option C2.

Motion by Mr. Zane

Seconded by VC Peard to recommend to the Planning Board that the applicant incorporate option C2 into their Final Site Plan and SLUP application, with the understanding that until option C2 is fully implemented the crosswalk should be allowed to be moved 40 feet to the north.

It was summarized that the Board was supportive of option C2, while the Board also acknowledged that option C2 may not be able to be fully implemented as part of this project due to the time constraints on the applicant.

The Board agreed that moving the crosswalk further away from the intersection would be an acceptable interim step. The Board agreed that the long term goal for this intersection should be option C2.

Mr. Hillberg noted that the Board did not know whether implementation of option C2 would take a significant amount of time.

Staff confirmed that it was not known whether implementation of C2 would take a significant amount of time. Staff added that it was not yet known whether moving the crosswalk north was an acceptable interim step from the City's perspective since

the City's traffic engineer had not evaluated that as an option.

Public Comment

Mr. Lavery noted that option C2 would require visitors to his parking structure to go drive around the block in order to access the entrance. He said that would inconvenience his visitors.

Motion carried, 6-0.

ROLL CALL VOTE

Yeas: Hocker, Policicchio, Peard, Doolittle, Zane, Hillberg

Nays: None

2. S. Eton, Palmer – Sight Distance Evaluation

Lt. Kearney and ACE Zielinski presented the item and answered informational questions from the Board.

The Board recommended that Staff request that Griffin Claw cut its grass as one mechanism of reducing sight distance concerns in the area.

3. Southfield, Southlawn – Pedestrian Crossing Evaluation

Lt. Kearney and Ms. Kroll presented the item and answered informational questions from the Board.

Ms. Policicchio voiced support for the proposal, stating that the pedestrian crossing was presently insufficiently marked.

Motion by Mr. Zane

Seconded by Ms. Policicchio to adopt the signage as recommended per the Fleis and Vandenbrink study at the intersection of Southlawn and Southfield.

Motion carried, 6-0.

VOICE VOTE

Yeas: Hocker, Policicchio, Doolittle, Zane, Hillberg, Peard

Nays: None

4. Booth/Linden Trail Improvements Plan

PRM Laird and Tiffany Smith of MSCA Group presented the item and answered informational questions from the Board.

The Board expressed appreciation of the proposed changes and thanked PRM Laird and Ms. Smith.

Two Board members recommended shades that would provide more shades than slats would allow.

Mr. Hocker noted that the improvements might increase both pedestrian and cyclist traffic on the trail. He noted that if conflicts arise from the increased traffic that could be addressed at a later date.

F. Unfinished Business

1. S. Eton, Villa to 14 Mile

Mr. Strader and ACE Zielinski presented the item.

Mr. Zane stated preliminary support for option B, while acknowledging that the discussion would be ongoing.

VC Peard expressed concern that flowerboxes on Yosemite would likely be damaged quickly.

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

H. Miscellaneous Communications

1. Fairway Sidewalk Request

I. Next Meeting – Rescheduling recommended from January 5, 2023 to January 12, 2023

Motion by Ms. Policicchio

Seconded by Mr. Hocker to reschedule the MMTB January 5, 2023 meeting to January 12, 2023.

Motion carried, 6-0.

VOICE VOTE

Yeas: Hocker, Policicchio, Doolittle, Zane, Hillberg, Peard

Nays: None

J. Adjournment

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

Brooks Cowan, Senior Planner



Laura Eichenhorn, City Transcriptionist



MEMORANDUM

Fire Department

DATE: November 14, 2022
TO: Multi-Modal Board
FROM: Paul A. Wells, Fire Chief
SUBJECT: Park Street Parking

INTRODUCTION:

The Birmingham Fire Department prioritizes the safety and protection of our community. The allowed parking on both sides of Park Street presents a significant risk to the neighborhood due to the street being too narrow to allow fire trucks to navigate if vehicles are parked across from each other. At present time, parking is temporarily restricted on the west side of the street. A permanent decision to restrict parking on one side of the street needs to be completed soon.

BACKGROUND:

Three years ago, on December 17, 2019, at approximately 11 p.m., the fire department had a structure fire at 520 Park St. The home was under renovation and extinguished quickly without causing damage to the homes next door, which are in very close proximity to the incident address.

Birmingham FD Ladder 1 was instrumental in extinguishing the third floor fire that breached the roof. Park Street has permit parking allowed on both sides of the street. If this fire happened at a time when both sides of the street had vehicles parked, there would have been a response delay since the fire trucks would not have been able to pass. Additionally, in order to raise Ladder 1, its stabilizing outriggers require an additional 6 feet of clearance on both sides.

After the fire, the police department temporarily banned parking on the west side of the street while construction vehicles continually congested the street parking without permits. This constant parking congestion caused issues with fire department road access.

At some point, the temporary parking ban on the west side was lifted and we are back to having road access issues. Parking enforcement has been called by the Fire Department to clear out the vehicles without permits twice this month. However, there is still an access issue any time two mid-sized SUVs with permits are parked across from each other on the street. Our fire trucks simply cannot pass. Beginning on November 8, 2022, at the request of the fire department, the police department temporarily suspended parking again on the west side of Park St. until a permanent ban can be completed.

Park Street is only 23' 11" feet wide at Oakland and gets more narrow traveling north. A large SUV/Truck is approximately 7.5 feet wide and currently fire department engine trucks and ladder truck are approximately 10.5 feet wide. With parking on both sides of the street, 15 feet is accounted for SUVs. Fire department trucks account for 10.5 feet. This totals 25.5 feet worth of vehicles that will not safely clear one another on a street less than 24 feet wide (23' 11").

LEGAL REVIEW:

In the 2021 International Fire Code, Section 503.4, states:

"Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles."

503.2.1 states:

"Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm). Exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches."

Therefore, in order for the City to be in compliance, the Fire Department and Police Department all assure that roadways do not obstruct the emergency vehicles in order to have free navigation across roadways.

FISCAL IMPACT:

None

PUBLIC COMMUNICATIONS:

N/A

SUMMARY:

In summary, the fire department is requesting that Park Street north of Oakland have permanent no parking signs placed along the west side of the street so that emergency vehicles can respond and operate without obstructions.

ATTACHMENTS:

1. Pictures of cars blocking the street

SUGGESTED BOARD ACTION:

Make a motion for the Multi-Modal Transportation Board to provide a recommendation to the City Commission that Park Street north of Oakland allow permitted parking only on the east side of the street.







MEMORANDUM

Police Department

DATE: January 27th, 2023

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, City Planning
Ryan Kearney, Police Lieutenant
Scott Zielinski, Engineering Department
With assistance from:
Brad Strader, MKSK
Julie Kroll, Fleis & Vandenbrink

SUBJECT: S. Eton Roadway Design Study Session

INTRODUCTION:

The Multi-Modal Transportation Board has reviewed ways to enhance safety for pedestrians, cyclists, and automobile traffic on S. Eton Road for a number of years. Temporary road striping was approved in 2018 in an effort to reduce crosswalk distance, provide a protected bike lane, and narrow the street to reduce car speed. After the trial period, the board would evaluate the impact of the road pattern on pedestrian, bicycle, and automobile safety.

BACKGROUND:

The road pattern striping has been in place on S. Eton for over 3 years now. The City's traffic engineering consultants Fleis & Vandebrink have provided a report detailing before and after data for pedestrians, bicyclists, and motorists which includes accident counts, traffic counts, and traffic speed for the MMTB to consider for future road pattern recommendations. In September of 2021, the City of Birmingham posted a survey online to obtain resident feedback on the temporary striping.

On [October 7th, 2021](#), the Multi-Modal Transportation Board reviewed the analysis from F&V of pedestrian, bicycle, and vehicular traffic before and after the striping on S. Eton Road. Results indicated a large increase in the amount of bicycle volume. Results of the online survey were also reviewed. The board discussed the pros and cons of the current design, and how an opportunity for a more permanent design should be considered when the City repaves S. Eton projected for the summer of 2024 (FY '24-'25).

There was general consensus that the existing design was beneficial given the results of the before and after study. The Board wished to maintain the existing bike lanes on S. Eton while reviewing more permanent designs later on for road construction.

On [November 3rd, 2022](#), The City began a review of S. Eton design concepts with the Multi-Modal Transportation Board. Staff and the traffic consultants wanted to have a preliminary discussion regarding four alternatives prior to conducting a more in depth analysis. The goal of the preliminary review was to gain general consensus from the MMTB that the four alternatives being proposed are the top priorities for consideration. The concepts reviewed were as follows:

Alternative A

Maintain the two-way cycletrack on the West side of S. Eton Street. The curb line would be extended in and the cycle track would be above the curb.

Alternative B

Opposite side bike lanes going with the flow of traffic. The curb line would be extended in and both bike lanes would be above the curb.

Alternative C-1

Opposite side bike lanes going with the flow of traffic. Both bike lanes would be inside of the curb. On-street parking would be between the vehicular travel lane and the bike lane.

Alternative C-2

Opposite side bike lanes going with the flow of traffic. Both bike lanes would be inside of the curb. The bike lane would be between the travel lane and the on-street parking.

In summary, alternatives A & B would be above the curb line which would provide a natural buffer. Alternatives C-1 and C-2 would be on-street within the curb lines and would require paint and buffering objects to separate the vehicle travel lanes from the bike lanes.

On January 17th, 2023, City staff and its traffic consultants held an open house presenting the concepts for S. Eton from 14 Mile to Yosemite Blvd. Members of the public were invited to review the various proposals and provide feedback and commentary. Participants of the open house were asked to vote on their preferred concept. A roll plot containing an aerial image of S. Eton was also provided for participants to place a sticky note on an area where they had comments or concerns for.

In regards to the votes received during the open house for the proposed alternatives, Alternative B received the highest count. Alternative B is the raised bike lanes on each side of the street traveling with the flow of vehicular traffic. Below is a summary of the comments received for each of the alternatives proposed at the open house, as well as a summary of the comments left on the aerial image roll plot.

The summary of the comments left on the Alt A: Two-Way Board are shown below:

- *People who are driving out of the neighborhood will not look for/might not be aware of northbound cyclists.*
- *Cars might still just pull up to the curb lines along the west side of the street and this will block the cycle track.*

- *Any new paths will cut into green space between S Eton and the sidewalk, impacting existing trees.*

The summary of the comments left on the Alt B: Raised Bike Lanes are shown below:

- *The bike lanes along the east and west sides of the streets seem safer.*
- *The bike lanes can impact the curbed lawns of the individual homeowners and will have a bad impact on existing trees.*

The summary of comments left on the S Eton Existing Conditions roll plots are shown below:

- Intersection at Webster St:
 - *On the east side, there is a big sight distance problem that exists at the parking lot exit. It is a safety issue.*
- Intersection at Hazel St:
 - *Look into installing a 4-way stop sign at the intersection.*
 - *There is very poor site distance/visibility at the Griffin Claw exit. Maybe eliminating some of the on-street parking in front might help with visibility?*
- From Maple to Yosemite (technically outside of the project area):
 - *The corner coming off Maple is dangerous for pedestrians/cyclists since people speed through this block.*
 - *Sight distance is also poor.*
- Intersection at E Lincoln:
 - *It is dangerous for northbound cyclists to cross on-coming traffic to get to the existing cycle track on S Eton.*
- Intersection at Melton:
 - *Need school/church access on Melton.*
- Intersection at Sheffield:
 - *Insert a roundabout?*

The City's traffic consultants have provided a presentation of proposed concepts for the Multi-Modal Transportation Board to review that includes consideration of comments from the open house on January 17th, 2023. The proposed concepts are meant to improve safety for pedestrians, bicyclists, and vehicular traffic. Given that Alternative B was the preferred concept at the open house, the presentation attached emphasizes the Alternative B concept.

It is important to note that the concepts are divided into two segments for S. Eton Road. There are bike lane and pedestrian bump-out configurations to consider for S. Eton between Lincoln Ave and Yosemite (northern portion of S. Eton). Meanwhile, maintaining existing conditions with improved pedestrian bumpouts versus extending bike lanes south from Lincoln Ave to 14 Mile is also brought up as a discussion point for the MMTB to consider (southern portion of S. Eton).

Existing issues for discussion on the western residential side of S. Eton between Lincoln and Yosemite are the locations of the bike lanes and pedestrian bumpouts in relation to the sidewalk, the street trees, existing driveways, utility poles, and the curb. The position of the curb may be adjusted to accommodate for all of the amenities, though further analysis is required by Engineering to ensure there is enough space to keep the existing street trees and utility poles while not impacting adjacent residents' driveway space with a new bike lane.

In regards to issues on the east side of S. Eton Street between Lincoln and Yosemite, a number of residents and open house participants have commented on difficulties with visibility when

turning onto S. Eton from the access streets, particularly around Griffin Claw and Whistle Stop. Accommodating all existing streetscape of the east side of S. Eton while maintaining on-street parking for the commercial uses also presents a set of challenges. On-street parking locations could be adjusted to accommodate greater turning visibility, however the MMTB should also consider on-street parking for the adjacent businesses.

Since the MMTB meetings of November and December of 2022, and the open house on January 17th, 2023, a hybrid alternative has also been proposed for S. Eton between Lincoln Ave and Yosemite. Alternative B2 indicates a raised bike lane above the curb for southbound S. Eton Street, while also proposing an on-street bike lane for northbound S. Eton Street. The intent of Alternative B2 is to acknowledge some of the difficulties involved with an above curb bike lane along the east side of S. Eton.

City Staff also recommends that the MMTB consider alternatives for S. Eton between 14 Mile and Lincoln Ave. The City's Multi-Modal Transportation Plan recommends shared lane markings for this subject area. The City has provided concepts indicating maintaining the existing conditions with additional pedestrian bump-outs to reduce crossing distances. Another alternative has been provided for consideration that includes connecting designated bike lanes from Lincoln Ave to 14 Mile. City staff recommends the the MMTB provide direction to staff on their preference for S. Eton between Lincoln Ave and 14 Mile regarding maintaining existing conditions or extending the designated bike lanes.

RECOMMENDATION:

To review the conceptual alternatives and provide direction on design preferences for S. Eton Road for the area between Lincoln Ave and Yosemite, as well as the area between 14 Mile and Lincoln Ave.

SOUTH ETON

REPAVING AND REDESIGN OPTIONS

UPDATE



EXISTING CONDITIONS



BUFFERED BIKE LANES THAT EXIST BETWEEN YOSEMITE BLVD AND VILLA RD - ACTS AS TRANSITION FROM CYCLE TRACK TO SHARROWS



BUFFERED BIKE LANE GOING SOUTHBOUND SHOWING TRANSITION FROM BIKE LANES TO CYCLE TRACK ALONG THE WEST SIDE OF S ETON

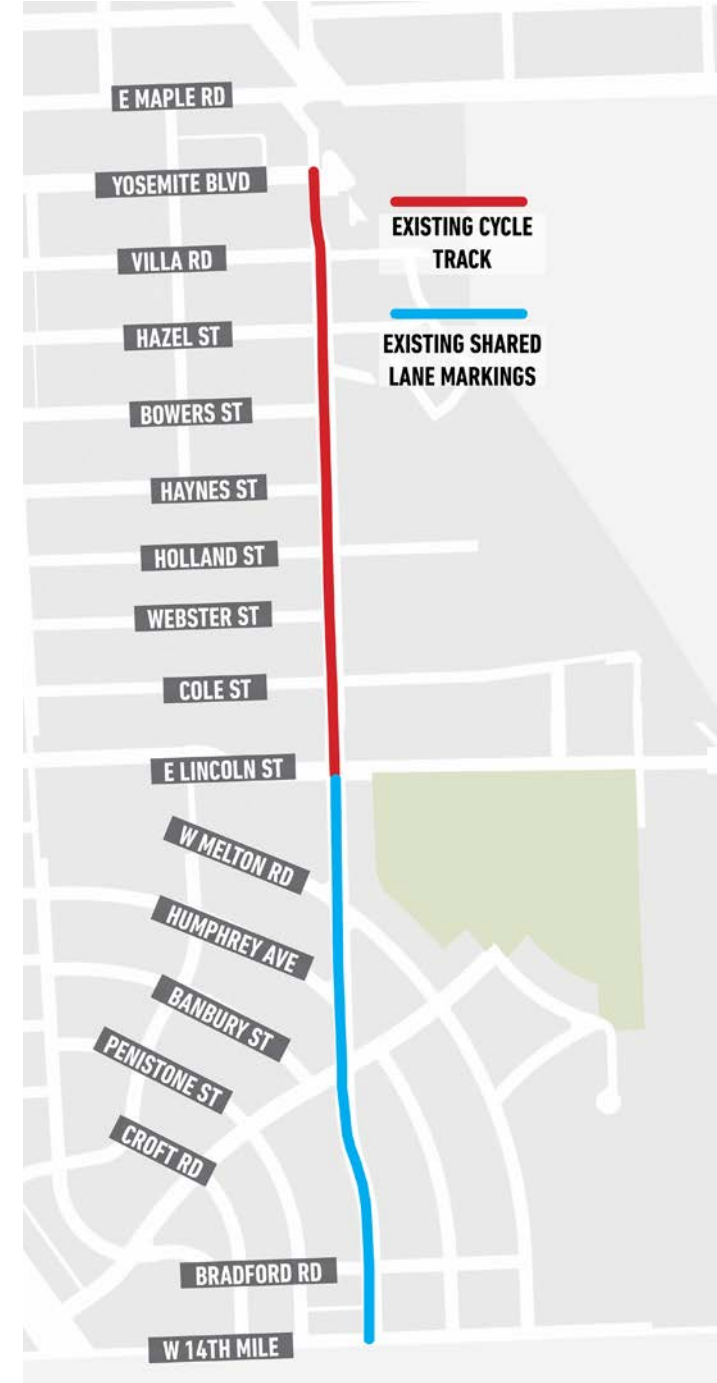


EXISTING BUFFER BETWEEN CYCLE TRACK AND TRAVEL LANE ALONG S ETON



SOUTH OF LINCOLN HAS EXISTING ON-STREET PARKING ON THE WEST SIDE OF THE STREET - TRANSITIONS FROM CYCLE TRACK TO SHARROWS

S ETON PROJECT BOUNDARY



AD HOC RAIL DISTRICT - 2016

- Enhance pedestrian connections - Villa Rd, Bowers St, Cole St, etc.
- Add bump outs
- Extend bike paths down to 14 Mile Rd

Ad Hoc Rail District Report


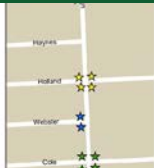
November 28, 2016

Recommendations

Bump-out Curbs

Recommended bump-out curbs along S. Eton. Bump-out curbs recommended by the Committee, which are denoted by a blue star, are located along S. Eton at E. Maple, Palmer, and Webster. Green stars indicate bump-out curbs recommended explicitly by the MMTP and are located at Yosemite, Villa, and Cole. Lastly, bump-out curbs recommended by both the Committee and MMTP have been proposed for the intersection at Holland and S. Eton and are denoted by a yellow star.

Please also note the sample engineering drawing of proposed improved pedestrian crossings at Bowers and S. Eton. As demonstrated, the installation of two bump-out curbs and a curb extension at this intersection could provide a safer, more




CONCEPT DRAWING

Recommendations

Recommendation 3: Accommodate Bicycling on S. Eton

Issues: There are a significant number of bicyclists who traverse along S. Eton Road. The current road conditions in the Rail District are not favorable to those traveling by bike because no demarcation exists between the parking lanes and the driving lanes. Suggestions have been made to organize the street in order to make conditions safer for cyclists.



As shown in the picture above, a bicyclist rides through a narrow stretch of S. Eton where cars are parked on both sides. Bicyclists in the Corridor currently share lanes with vehicle traffic.

Recommendations:

Design Option 1: Multi-Modal Transportation Plan

- Add 7' Southbound Bike Lane – 3' Buffer – 2x10' Driving Lanes – 10' Parking Space
- Remove on-street parking on west side of S. Eton

Design Option 2: Northbound & Southbound Bike Lanes

- Add 5' Southbound Bike Lane – 2x10' Driving Lanes – 5' Northbound Bike Lane, 3' Buffer – 7' Parking Space
- Remove on-street parking on west side of S. Eton

Recommendations: Add a bike lane or sharrows and buffers to S. Eton from Yosemite to 14 Mile. See illustrations to the right for design options.

Bike lanes are designated areas on a road that run alongside the flow of vehicle traffic. While it is common to channel on-street bicyclists using a single line to divide the street lane, there are other popular types of lanes that offer more protection and take up less space on the road. One type is a buffered lane that provides additional separation between the road and designated lane. Another type is a shared lane or "sharrow", which can comfortably accommodate bikes on street without a designated lane.



F+V DESIGN RECOMMENDATIONS - 2018

- Temporary cycle track along west side of S Eton
- Remove on-street parking on the west side
- Add painted bumpouts and bollards
- Add pedestrian crossings
- Add on-street parking on west side of S Eton, between Lincoln St and 14 Mile Rd

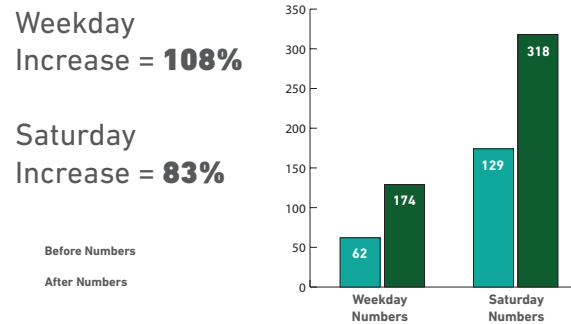


EXISTING CONDITIONS AND TEMPORARY CYCLE TRACK RESULTS

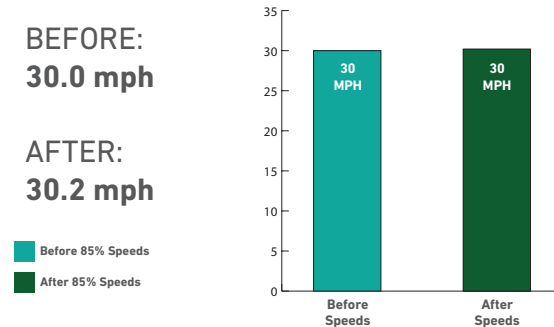
- Temporary cycle track was installed in 2019
- Parking on west side of the street removed, parking on east side of street untouched
- Details/results of the cycle track are shown to the right:



BICYCLE VOLUMES (2PM-6PM)

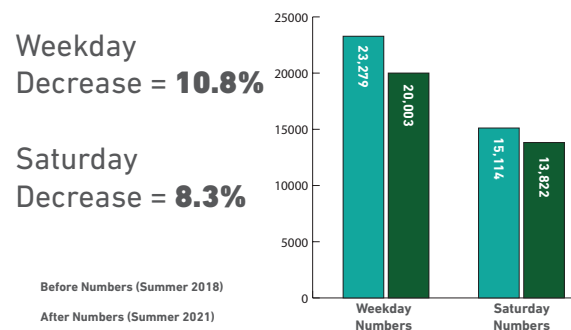


85% SPEEDS



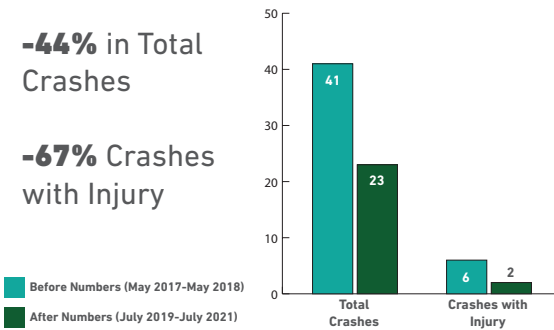
Remained consistent, negligible

TRAFFIC VOLUMES (2PM-6PM)



*COVID restrictions may have some impact on traffic volumes.

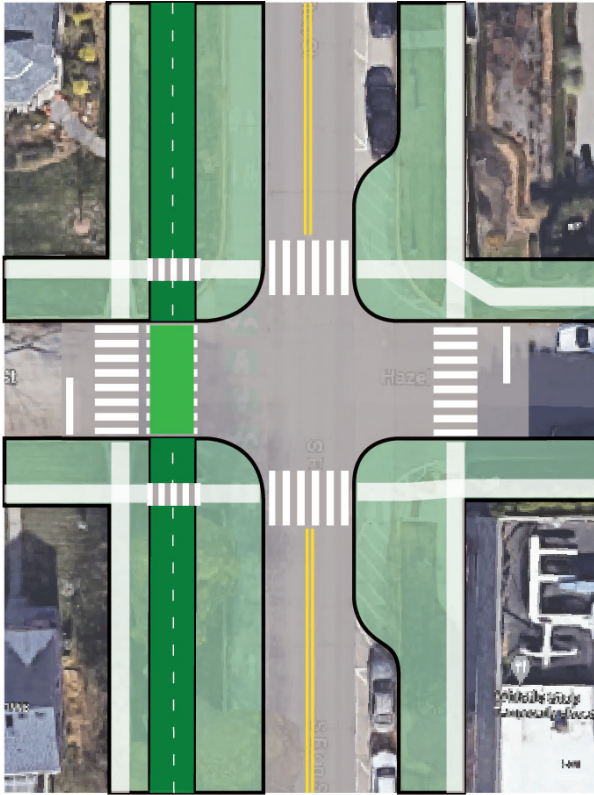
CRASHES



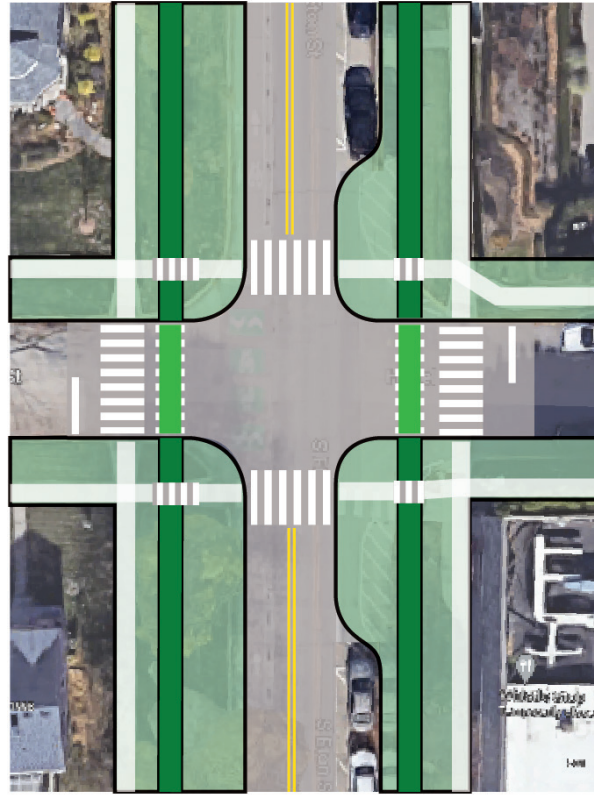
*Largest decrease in Rear-End and Side-Swipe Crashes

FOUR ALTERNATIVES PRESENTED AT WORKSHOP

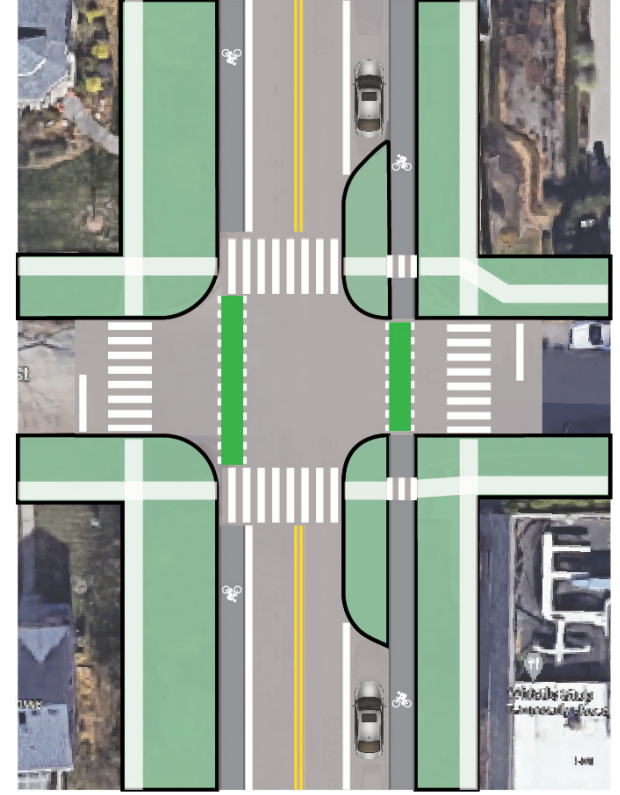
ALT A: TWO-WAY RAISED CYCLE TRACK



ALT B: SEPARATED RAISED BIKE LANES



ALT C: ON STREET BUFFERED BIKE LANES



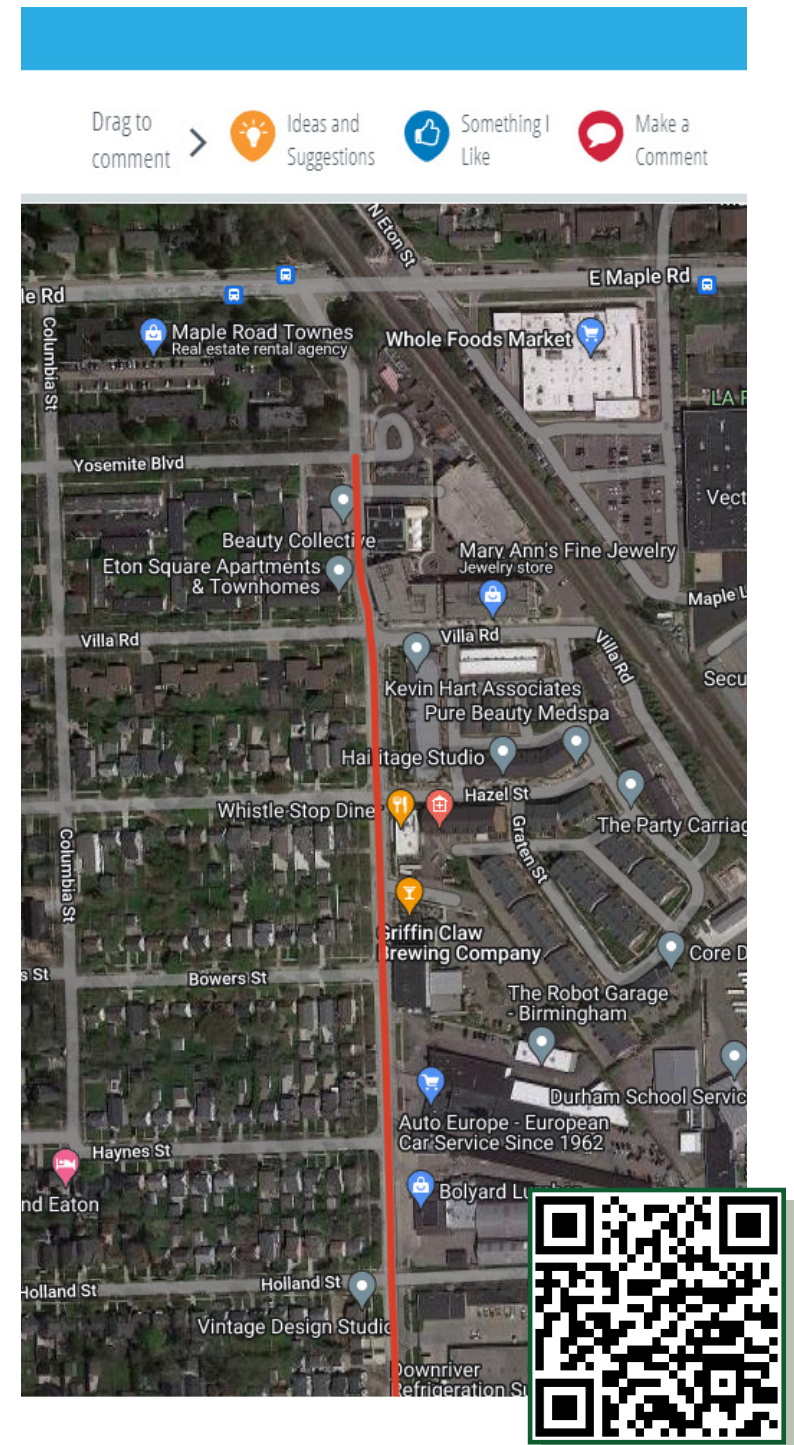
ALT D: KEEP AS IT, REPAVE ROAD



PUBLIC WORKSHOP

- Where: **Birmingham Public Services Department**
- Approximately **50+** attended
- Public Open House
 - Guided presentation
 - Reviewed history
 - Alternatives presented
 - Q+A
 - Comment cards
- Public can still provide feedback via the online interactive map (copy link below or scan QR code)

<https://mksk.mysocialpinpoint.com/birmingham-s-eton>



SUMMARY OF COMMENTS (AT WORKSHOP AND ONLINE)

- Raised Bike Lanes (Alt B) was favored
- On-street parking blocking sight distance, mainly around the Griffin Claw Brewery
- A few businesses asked about restoring on-street parking
- Other comments about pedestrian crossings/safety at certain intersections
- Request for additional lighting
- Some worries about how the presented alternatives will affect existing street trees, driveway lengths, utility poles, etc.

S ETON ALTERNATIVES **SHARE YOUR FEEDBACK**

NAME: CHRIS JOHNSON EMAIL: city248@gmail.com

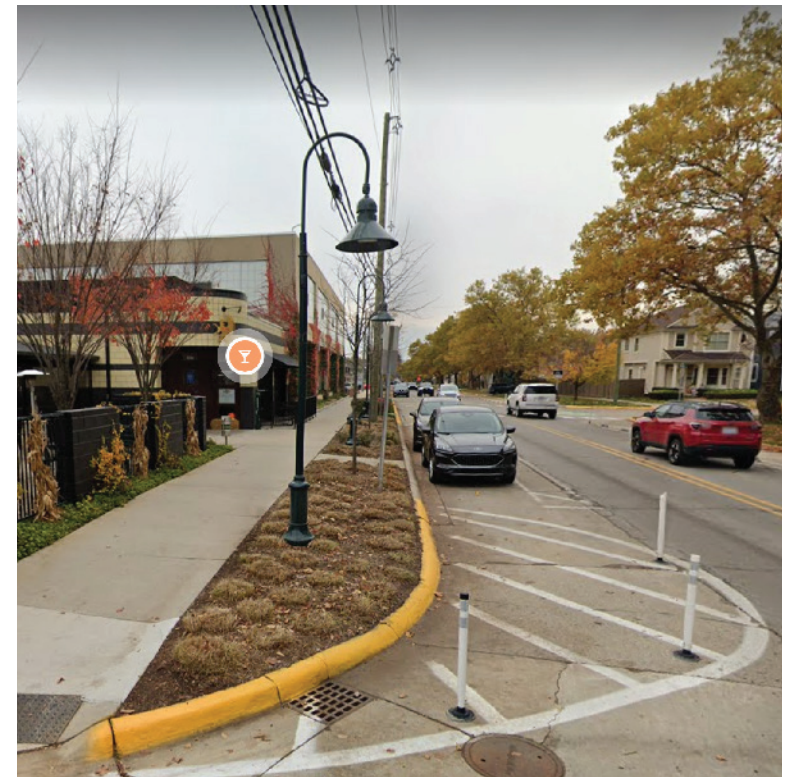
CHECK ALL THAT APPLY: ☒ LIVE IN NEIGHBORHOOD (ADAMS TO S ETON) ☐ CITY RESIDENT ELSEWHERE
☐ BUSINESS ALONG S ETON ☐ BUSINESS ALONG A SIDE STREET
☐ I VISIT BUSINESS ALONG S ETON ☐ I BIKE S ETON ☐ OTHER

WHICH ALTERNATIVE THAT WAS PRESENTED TODAY DO YOU FAVOR?

☐ ALT A ☒ ALT B ☐ ALT C ☐ KEEP S ETON AS IS ☐ CHANGE BUFFER ON S ETON ☐ I DON'T LIKE ANY OF THESE

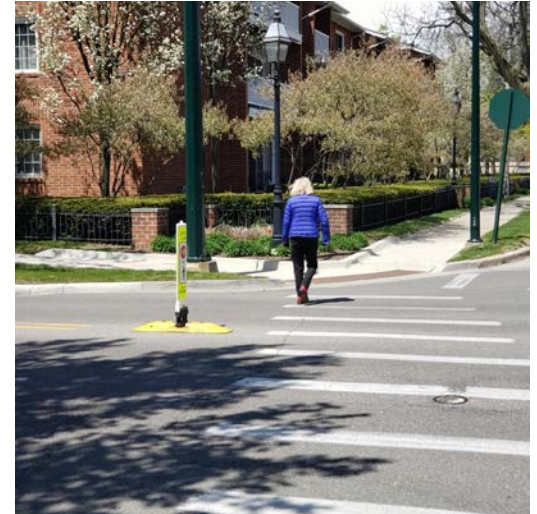
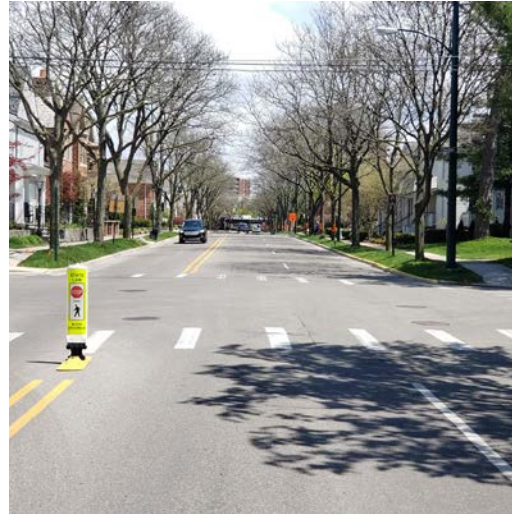
ARE THERE ANY OTHER IDEAS OR CONCERNS THAT YOU HAVE REGARDING S ETON?

Look at eliminating or reducing street parking on east side
Points of emphasis: Griffin claw, Hazel (Whistle Stop), Webster, etc



WHAT CAN BE DONE TO ENHANCE PEDESTRIAN CROSSINGS - EXAMPLES

- High visibility crosswalks
- Bump outs
- Pedestrian crossings, sidewalks on both sides
- Signs to alert drivers
- Flashing beacons
- Raised pedestrian crossings
- Stop signs (not warranted)
- Potential locations: Villa Rd, Bowers St, Cole St, Hazel St



EXISTING ISSUES - NORTH OF LINCOLN ST (LOOKING SOUTHBOUND)

West side of S Eton



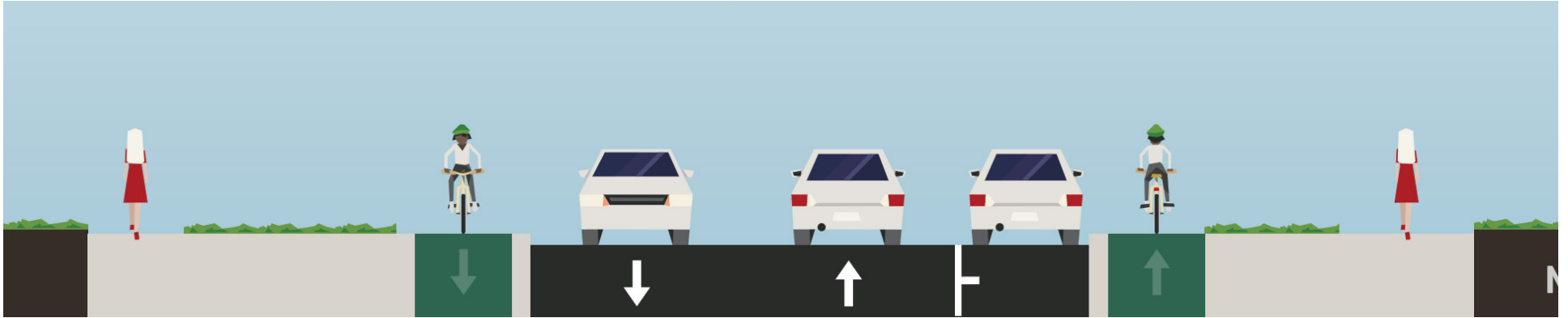
EXISTING ISSUES - NORTH OF LINCOLN ST (LOOKING SOUTHBOUND)

East side of S Eton

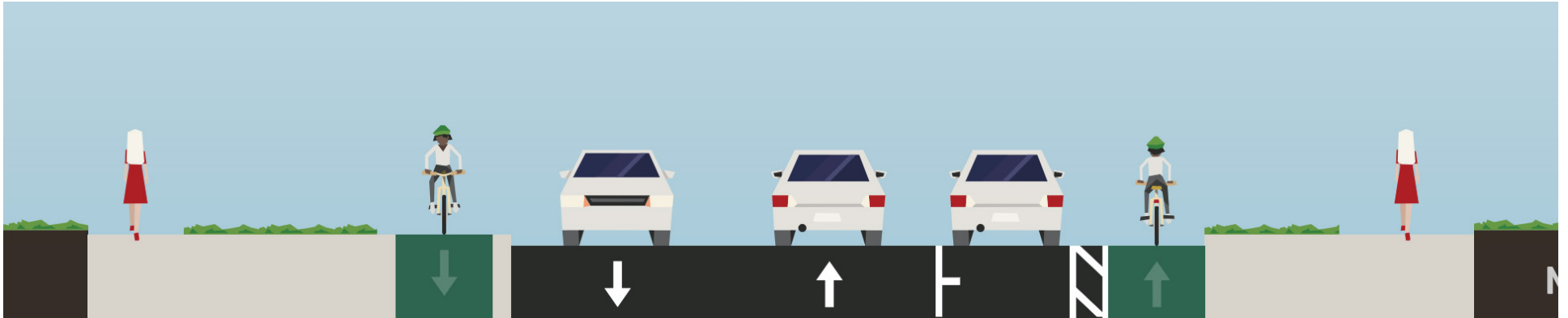


REVISED ALTERNATIVES NORTH OF LINCOLN (LOOKING NORTHBOUND)

ALTERNATIVE B1 - RAISED BIKE LANES ON BOTH SIDES



ALTERNATIVE B2 - RAISED BIKE LANE (SOUTHBOUND) AND ON-STREET BIKE LANE (NORTHBOUND)



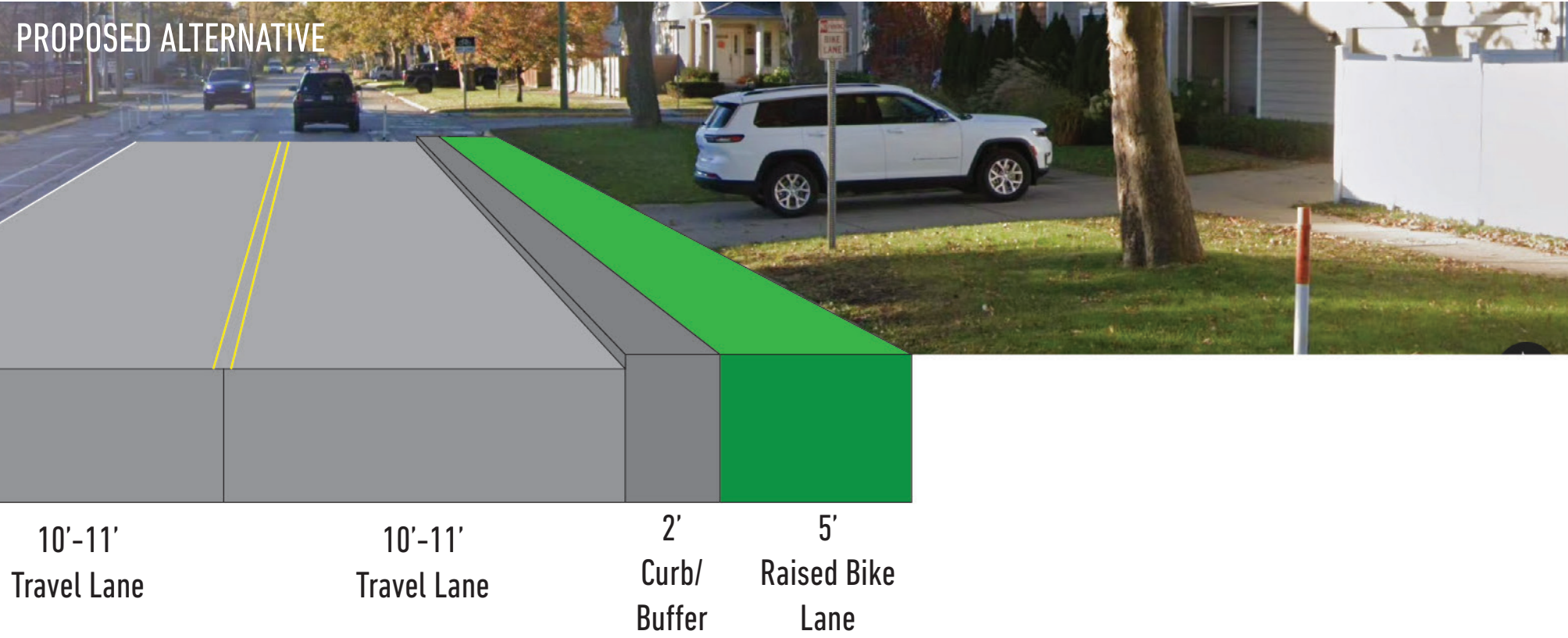
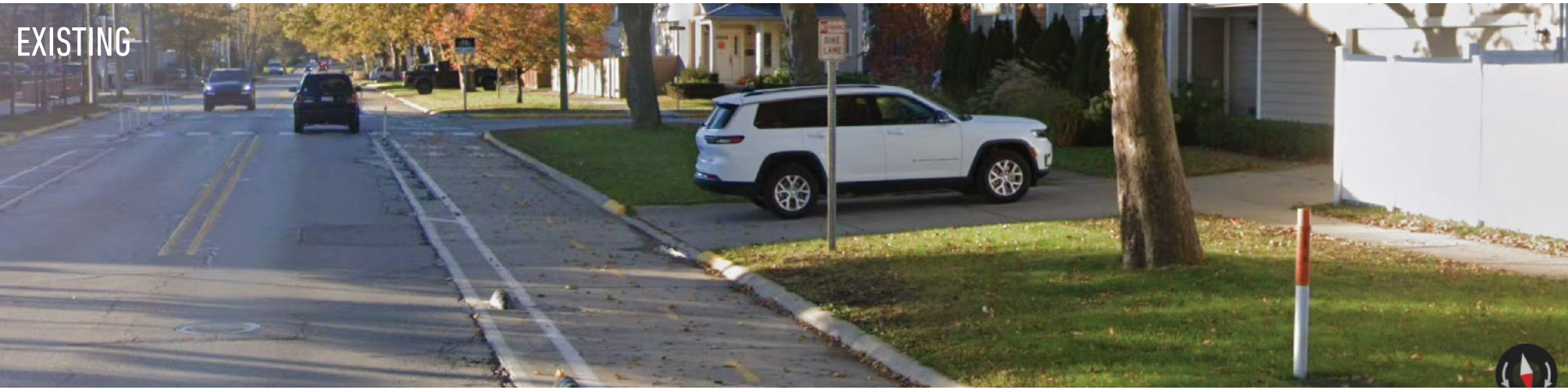
RAISED BIKE LANE EXAMPLE



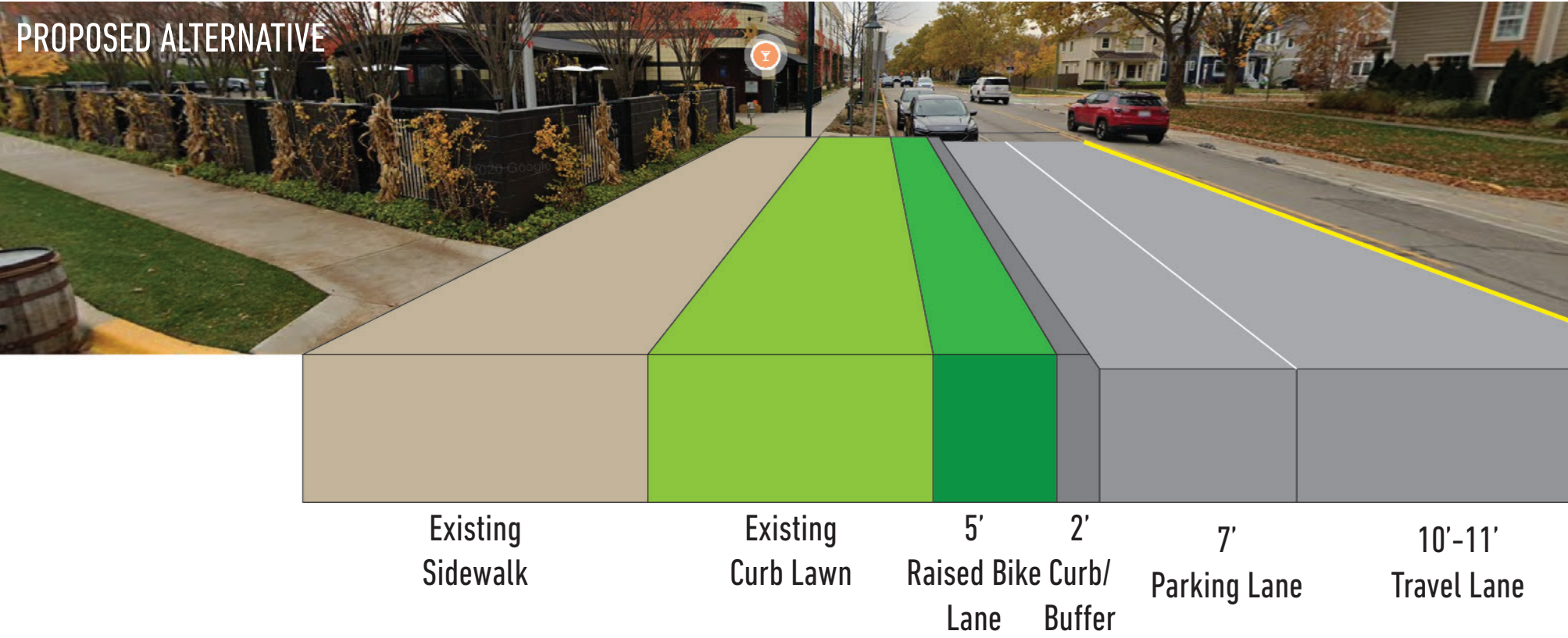
ON-STREET BIKE LANE EXAMPLE



REVISED ALTERNATIVES - NORTH OF LINCOLN / WEST SIDE OF STREET (LOOKING SOUTHBOUND)

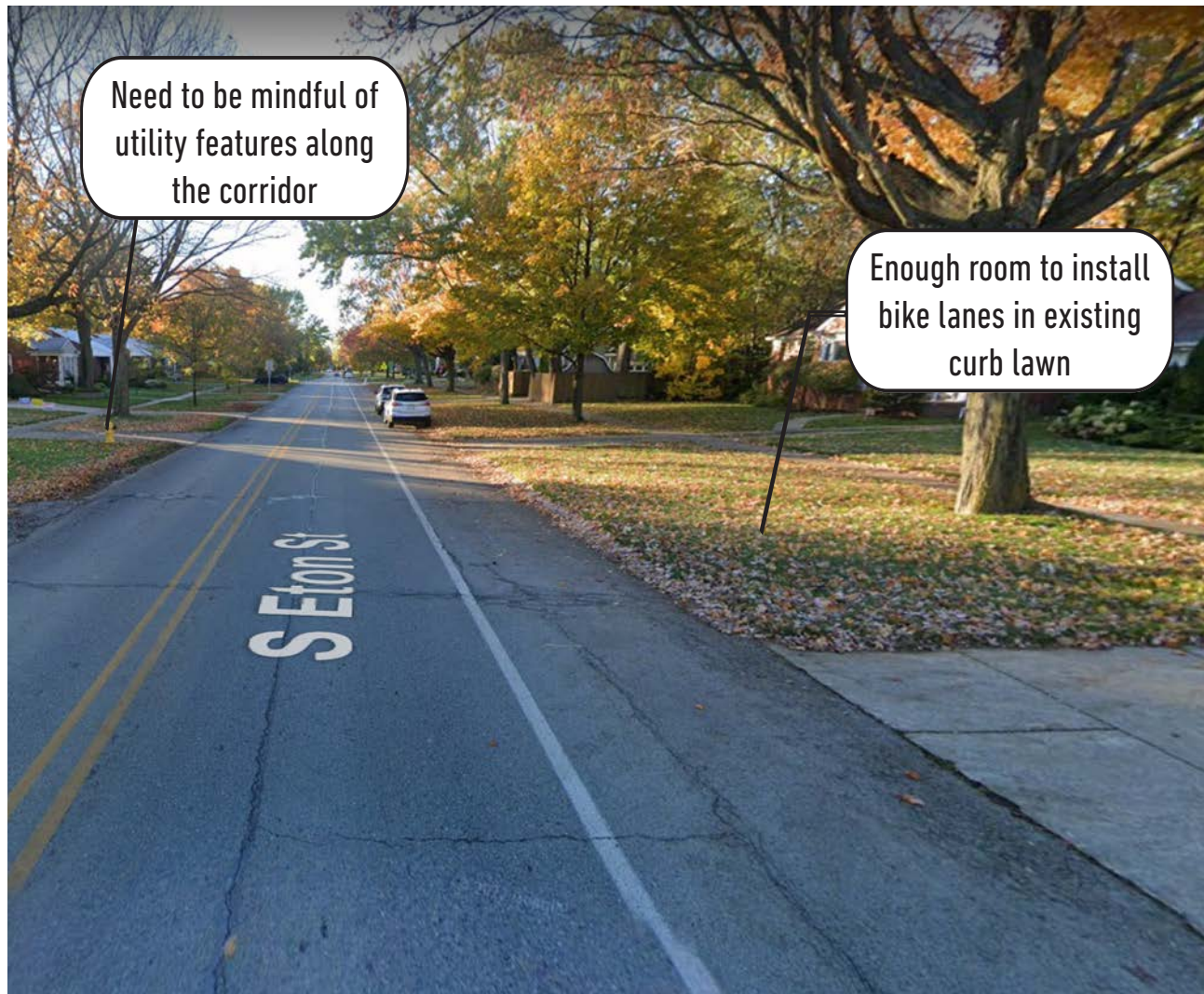


REVISED ALTERNATIVES - NORTH OF LINCOLN / EAST SIDE OF STREET (LOOKING SOUTHBOUND)



EXISTING ISSUES - 14 MILE TO LINCOLN (LOOKING SOUTHBOUND)

The Multi-Modal Board may wish to consider extending bike lanes down to 14 Mile. The following are concepts of what that could look like. These proposed improvements could also involve bumpouts reducing crosswalk width.

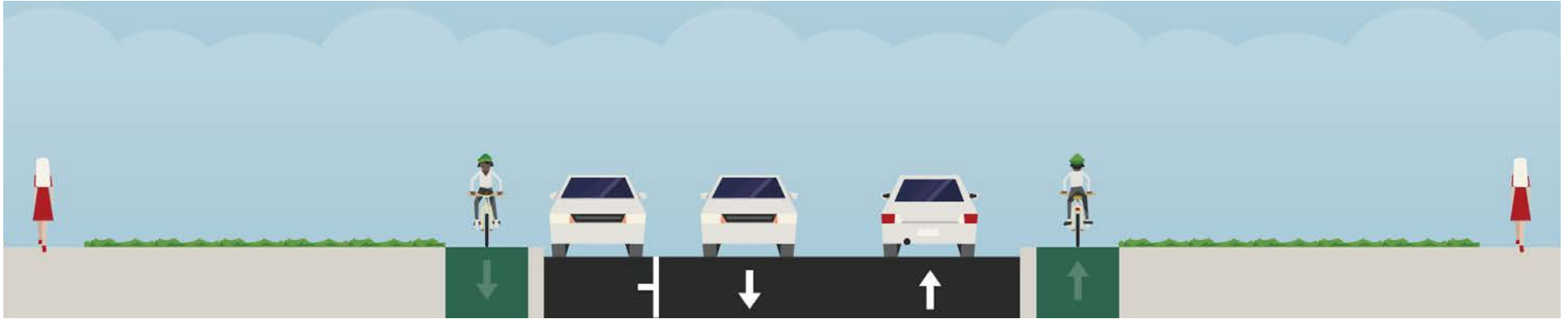


Existing painted bumpouts and bollards were added in 2019. Bumpouts could become permanent.

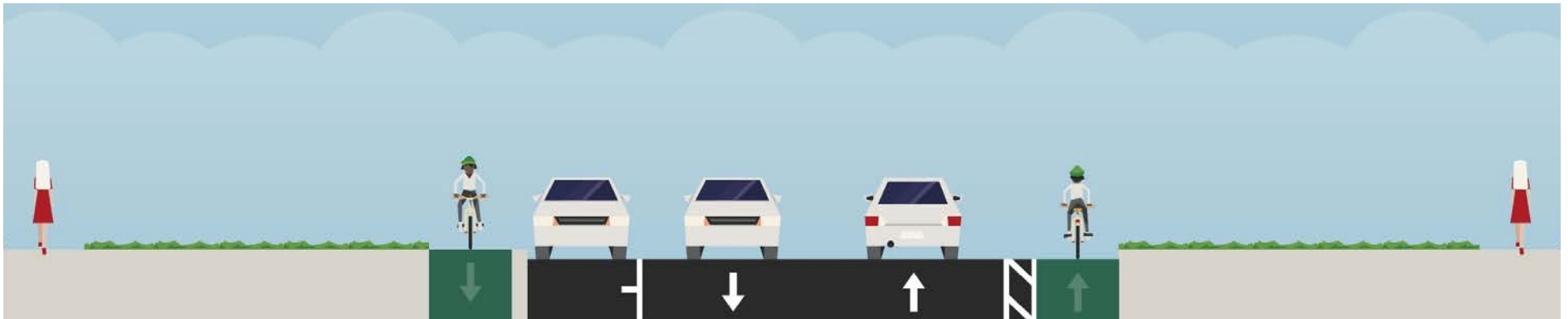


ALTERNATIVE CONSIDERATIONS - 14 MILE TO LINCOLN (LOOKING NORTHBOUND)

ALTERNATIVE B1 - RAISED BIKE LANES ON BOTH SIDES



ALTERNATIVE B2 - RAISED BIKE LANE (SOUTHBOUND) AND ON-STREET BIKE LANE (NORTHBOUND)



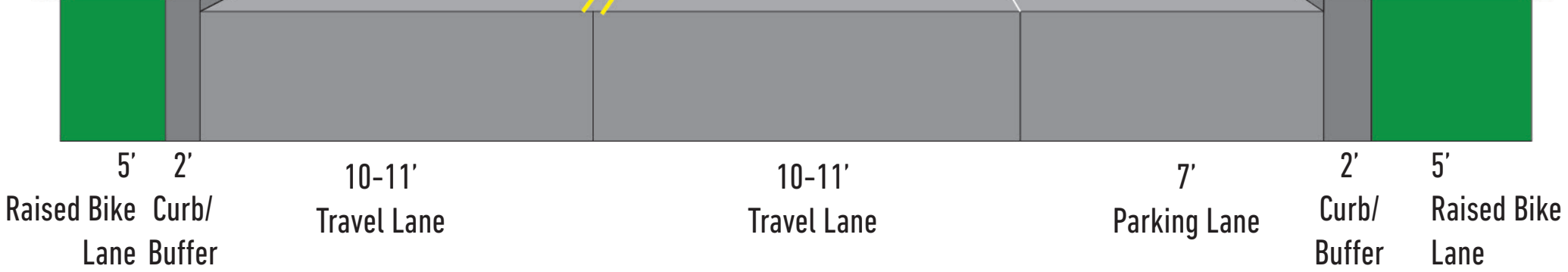
RAISED BIKE LANE EXAMPLE



ON-STREET BIKE LANE EXAMPLE

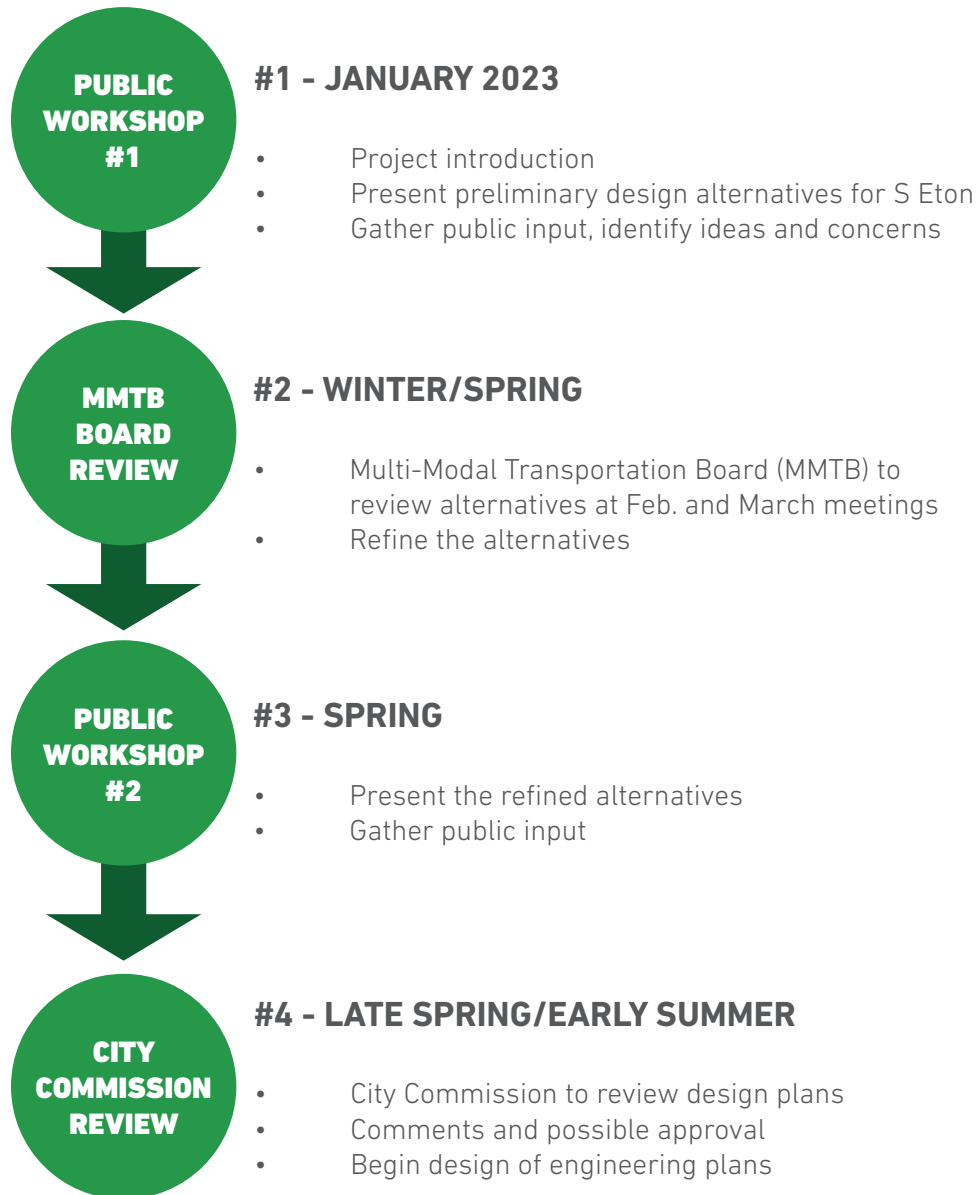


ALTERNATIVE CONSIDERATIONS - 14 MILE TO LINCOLN (LOOKING SOUTHBOUND)

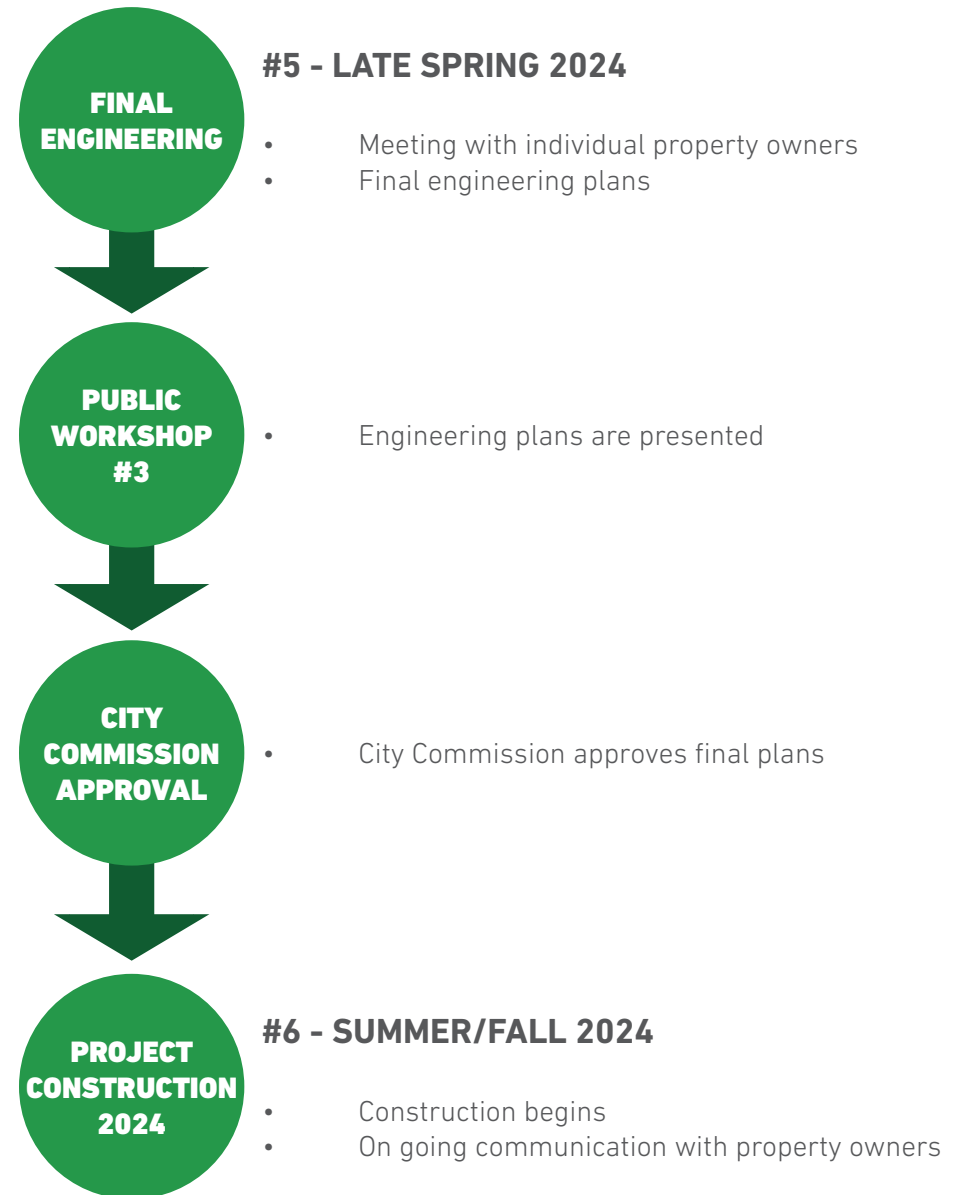


PROJECT SCHEDULE - TENTATIVE

2023 SCHEDULE

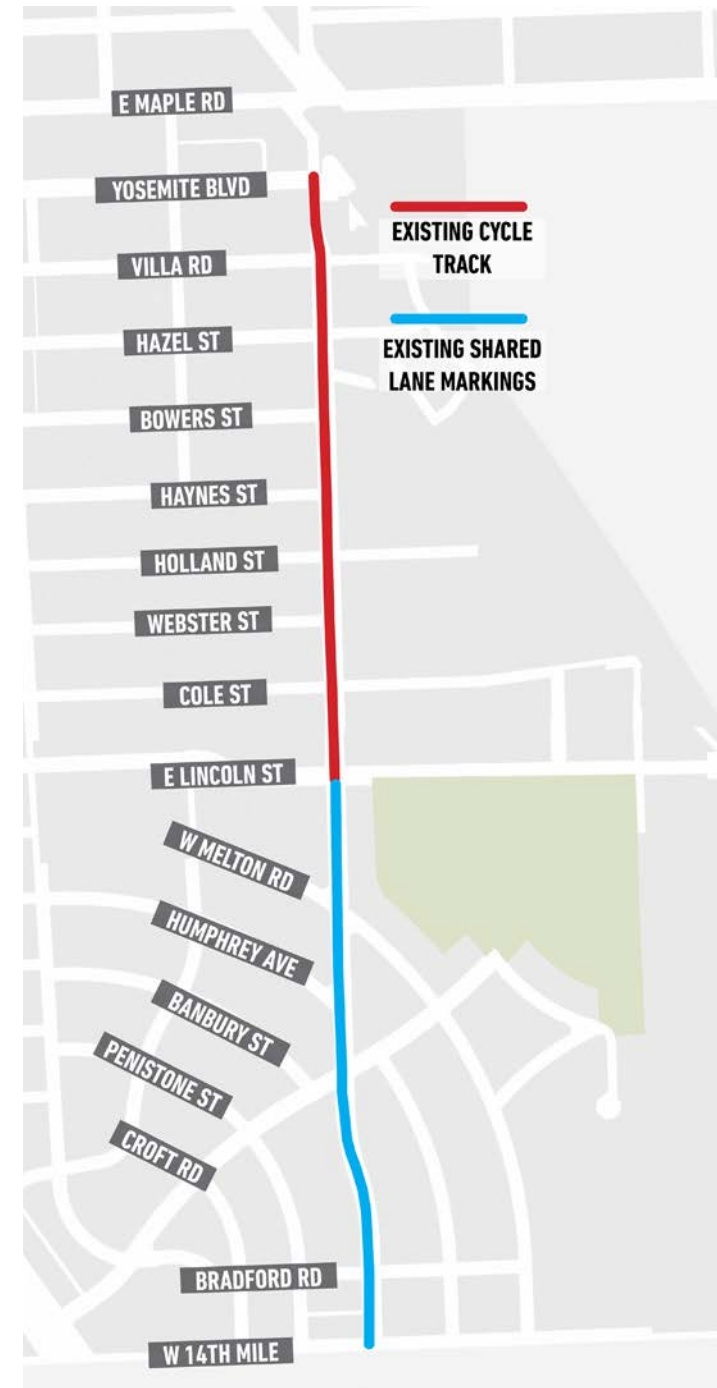


2024 SCHEDULE



DISCUSSION

- Input on public comment
- Comments on the preferred alternative
- Next steps, Transportation team to provide more detailed analysis on alternatives
- Multi-Modal Board recommendation to City Commission in March/April





Brooks Cowan <bcowan@bhamgov.org>

Re: MMTB S. Eton planning requests

Nicholas Dupuis <ndupuis@bhamgov.org>

Thu, Jan 19, 2023 at 12:59 PM

To: Jacquesei <jacquesei@yahoo.com>

Cc: Scott Grewe <Sgrewe@bhamgov.org>, Ryan Kearney <RKearney@bhamgov.org>, Brooks Cowan <bcowan@bhamgov.org>, Melissa Coatta <mcoatta@bhamgov.org>

Hello Romel, thanks for the good feedback. I am glad you made it to the open house.

I have taken this opportunity to copy all of the other relevant departments that work with the Multi Modal Transportation Board to discuss/resolve issues such as this. By doing this, I am hoping that they can include this in the next MMTB packet for discussion as this project progresses.

On Thu, Jan 19, 2023 at 12:20 PM Jacquesei <jacquesei@yahoo.com> wrote:

Dear Mr. Dupuis,

Happy New Year to you and yours!

I first wanted to thank the City of Birmingham and the MMTB team for the most recent Open House as well as the changes that have already been instituted and planned for the S. Eton corridor. The hard work and planning isn't done yet and I wanted to take this chance to share a concern regarding the intersection of Cole St. and Eton. As you may well know, there is a residential side of Cole St and a commercial side. I believe the commercial traffic on Cole makes it one of the most used streets and intersections of the corridor. While the commerce is most welcome, the dangerous traffic is not. I can think of at least three accidents in the past few years that I've witnessed at the intersection, and as a local resident who frequents that intersection, I believe line of sight is one of the causes.

Paper napkin math, in the attached photos and video, when crossing Eton from East Cole St to West Cole St, line of sight can be obscured by parked cars. Counting 17 sidewalk squares at 4' each, the distance from where the photo and videos was taken to the tree in the background is approximately 75'. With Eton traffic traveling at 25 MPH that leaves 2 seconds to safely making the crossing and oftentimes during the day the view is obstructed as demonstrated in the photos. My suggestion is to increase the No Parking zone on the E side to allow for better line of sight visibility. In addition I would like to suggestion the city clearly mark the speed limit on Eton as I don't recall seeing more than 1-2 signs. Excessive speeds contributes to the great difficulty of accessing S. Eton from the neighbor as there is not enough gaps and reaction time to merge from say West side of Cole St onto South bound of S. Eton. I do feel the temporary 25 MPH sign near the intersection on S. Eton near Lincoln is a model of effectiveness.

I regret due to time constraints I can't dedicate more analysis to this, but I have faith the City planners with the neighborhood's input will do this right.

Thank you.

Romel Llarena

<1674147088865blob.jpg>

Nicholas J. Dupuis

Planning Director



Email: ndupuis@bhamgov.org

Office: 248-530-1856

Social: [LinkedIn](#)

Important Note to Residents

Let's connect! Join the Citywide Email System to receive important City updates and critical information specific to your neighborhood at www.bhamgov.org/citywideemail.



Brooks Cowan <bcowan@bhamgov.org>

Eton Street Feedback

1 message

Ryan Tate <ryan.c.tate@gmail.com>

Fri, Jan 27, 2023 at 5:39 PM

To: Brooks Cowan <bcowan@bhamgov.org>

Cc: Marci Hensley <marcihensley@hotmail.com>

Brooks,

Thanks again for taking time to answer our questions regarding the upcoming Eton St. construction project, it is much appreciated!

We live at the NW corner of Eton and Hazel, and as the parents of two young children, Eton St. safety has always been a concern. We both work from home and have seen/heard our fair share of honking horns, squealing tires, and people parking/driving in the bike lanes. We are in full support of making changes to slow traffic and make crossing Eton St. safer for all. Here are a few highlights of our concerns (beyond the speed of traffic), mainly focused on the Eton/Hazel intersection.

a. When crossing the street with cars parked in front of Whistle Stop, in order to properly see both ways (crossing to the West), we need to basically be in the traffic lane. I know others have raised the sight line concern, but we want to voice that as well.

b. The lighting in a number of areas is poor at night. This includes the Eton crossing in front of Whistle Stop and the crossing between Whistle Stop and Griffin Claw. Given the poor lighting and speed of traffic, it is difficult to safely navigate with small children.

Specific to the plans proposed, we do want to raise some awareness regarding a couple of items. We know the sketches are preliminary and full dimensions have not been worked out, but based on what we have seen and discussed, we would like to mention two items.

a. Trees on the West side of the street: In some of the plans, it looks like all of the trees would need to be removed in order to accommodate the new placement of bike lane(s). We love the big trees (especially given the East side doesn't have many). Removing old trees would be a shame. We know the city typically aims to preserve trees, but the Alt A & Alt B plans appear to be close to the trees.

b. Driveway depth: Given our driveway enters off Eton (and most driveways from Villa down to Lincoln), the movement of the curb or placing bike lanes in the "right-of-way" will prevent us from parking in our driveways without blocking either the sidewalk or the bike lane. Most of us do not have enough space between the sidewalk and the garage to park a car, so the alternative is to park between the sidewalk and the curb. We would ask that the consultants, project team, and MMTB consider this as they are refining the plan. When additional information is available on dimensions, can you please let me know?

We are huge supporters of improvements and the development of the Rail District, including the addition of more shops and restaurants (e.g. Lincoln Yards). We don't mind change at all, but we would ask that the items noted above are

considered during future revisions of the plan.

If you could please include this in the MMTB packet for next week, it would be appreciated.

Thanks,

Ryan Tate & Marci Hensley

1999 Hazel St.



MEMORANDUM

Planning Division

DATE: January 27th, 2023

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, Senior Planner
Ryan Kearney, Police Lieutenant
Scott Zielinski, Engineering Department
With assistance from:
Brad Strader, MKSK
Julie Kroll, Fleis & Vandenbrink

SUBJECT: Woodward Avenue Road Diet Scope of Work Verification

The City of Birmingham is pursuing enhanced safety features for Woodward Avenue in order to increase safety and accessibility for all users and to increase connectivity between the east and west sides of Birmingham.

Woodward Avenue's 200' wide right-of-way includes eight lanes for vehicular traffic, no dedicated bicycle or transit space, and very minimal pedestrian facilities. While some sections of Woodward have existing sidewalks, entire stretches of the 27 mile corridor either have no sidewalks, broken sidewalk connections and/or lack of safe pedestrian crossing opportunities. Overall, this creates a hazardous situation for pedestrians along the entire corridor, including within Birmingham city limits where sections of Woodward remain without sidewalks, with limited pedestrian crossings with minimal safety improvements.

Safety concerns regarding the Woodward corridor and the lack of safety and accessibility for users of all ages, abilities and all modes of transportation have been communicated to the Michigan Department of Transportation (MDOT) as owner of the 200' wide Woodward right-of-way, as well as state and local officials and legislators over the years. City staff have referenced calls for enhanced safety features in the City's Multi-Modal Transportation Plan, Triangle District Plan, 2016 Plan, complete streets resolutions, and in the draft of the 2040 Plan.

Safety concerns for Woodward Avenue have been amplified over the past two years with two pedestrian deaths near the intersection at Forest/Brown with Woodward Avenue. As a result of the City's efforts to have MDOT recognize the urgent safety concerns on Woodward, the City is now coordinating with MDOT on numerous short and long term safety enhancement projects.

Road Diet Application

In regards to long term plans for Woodward Avenue, the City Commission passed a resolution in support of pursuing a Road Diet in January of 2022. Since the resolution was passed by the Commission, City staff has worked to conduct all studies and provide all supporting documentation required by MDOT for the submission of a complete road diet application for a portion of Woodward in Birmingham. The City's traffic consultants have conducted a preliminary synchro model that indicates Woodward Avenue **may** qualify for a road diet between Lincoln Avenue and Oak Street. The City's traffic consultants are in the process of verifying the scope of work and necessary assumptions for a final synchro model with MDOT. Once MDOT verifies the scope of work and assumptions for the final synchro model, the City's traffic consultants will be able to provide final conclusions to include in the final road diet application submission. City staff and consultants have also been coordinating road diet plans in Birmingham with those approved in Ferndale and Pleasant Ridge.

Attached is a draft scope of work provided by the City's traffic consultant's F&V for MDOT's road diet checklist requirements. Staff recommends that the MMTB review the scope of work, provide any commentary, and verify that it is satisfactory.

January 27, 2023

Via email: bcowanbhamgov.org

Brooks Cowan
Senior Planner
City of Birmingham
151 Martin Street
Birmingham, MI 48012

**RE: Road Diet Study
Woodward Avenue (M-1)
Birmingham, Michigan**

Dear Brooks,

We appreciate the opportunity to present you with our proposal to provide Traffic Engineering Services for Woodward Avenue (M-1) in the City of Birmingham, Michigan. Our understanding of the project needs, proposed scope of work, and associated fees are outlined below.

Project Understanding

The purpose of this project is to perform a Road Diet Study for Woodward Avenue (M-1) in the City of Birmingham, Michigan. The purpose of this study is to determine if a reduction to a 3-Lane section is feasible through the implementation of a “road diet”. The Michigan Department of Transportation (MDOT) considers a Road Diet to be any reduction in the number of through lanes along a roadway segment. Woodward Ave. (M-1) through the City of Birmingham currently provides an 8-Lane divided boulevard, with left-turn movements facilitated via median U-turns.



**27725 Stansbury Blvd., Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.523.0079
www.fveng.com**

The proposed cross-section for evaluation would consider a 6-Lane divided boulevard, reducing one through lane in each direction.

The study includes the evaluation of weekday AM, Mid-day (off-peak), and PM peak within the study limits. The work plan for this project is summarized below and will follow the procedures outlined in the MDOT Road Diet Checklist (Form 1629):



Scope of Services

The following scope of services is proposed for this project:

1. Project Meetings

- a. Coordinate and facilitate the following meetings with the City and MDOT and project stakeholders.
 1. Project Kick-off Meeting
 2. Public Meeting (Road Diet Check List requirement)
 3. Draft Report Review Meeting
 4. Final Report Presentation

2. Data Collection

- a. Provide a description of the study area including surrounding land uses, intersection and roadway geometries, speed limits, functional classifications, and traffic volume data (where available). In addition, a study area site map showing the site location and the study intersections will also be provided.
- b. Obtain existing signal timing information from the MDOT at the study intersections.
- c. Collect weekday AM (7:00 AM to 9:00 AM), Mid-Day (11:00 AM to 1:00 PM), and PM (2:00 PM to 6:00 PM) peak period turning movement counts at the following study intersections on Woodward Avenue (M-1).

Signalized Intersections

Quarton Ave.
Oak Ave.
Maple Ave.
Forest Ave.
Brown St.
Bowers St.
Lincoln St.
Adams Rd.
14 Mile Rd.

Signalized Crossovers

SB to NB X/O South of Quarton
NB to SB X/O North of Maple
SB to NB X/O south of Chapin
NB to SB X/O North of Emmons
NB to SB X/O North of 14 Mile

Other Intersections

N. Old Woodward
X/O to NB Woodward
Landon & SB Old Woodward

- d. Apply a seasonal adjustment factor to the traffic volumes to calculate an average annual daily traffic volume for use in the study.

3. Analysis

The analyses will include the following analysis scenarios:

SCENARIO	VOLUMES	GEOMETRY	PEAK PERIODS
Existing Conditions	2023 Traffic Volumes	8 Lanes	AM, MD, PM
Road Diet – Existing Traffic	2023 Traffic Volumes	6 Lanes	AM, MD, PM
Road Diet – Horizon Traffic	2043 Traffic Volumes	6 Lanes	AM, MD, PM

- a. Calculate the vehicle delays, LOS, and vehicle queues at the study intersections during the AM, MD (off peak) and PM peak hours. Intersection analysis shall include LOS determination for all approaches and movements. The LOS will be based on the procedures outlined in the HCM 6th Edition, the latest edition of Transportation Research Board's Highway Capacity Manual.
- b. Calculate the future background traffic volumes based on data provided from MDOT Planning.
- c. Consider existing and future operations and impacts to pedestrian, bicycle and transit facilities with the implementation of the Road Diet.
- d. Identify improvements (if any) for the study road network that would be required to accommodate the 6-Lane geometry.
- e. Perform a crash analysis at the study intersections and segment for the most recent five (5) years of available data and provide recommended mitigation measures, if any, to improve safety along the corridor.
- f. Perform a Highway Safety Manual analysis to evaluate the predictive crashes associated with the road diet implementation and any additional mitigation measures identified in the crash analysis.

4. Recommendations

- a. Identify improvements (if any) for the study road network that would be required to accommodate the 6-Lane geometry including the following considerations:
 - Intersection Geometry
 - Auxiliary Lanes
 - Crash Mitigation/Safety
 - Multi-Modal (Bikes, transit, etc)
 - Parking

5. Deliverables

- a. Complete a technical memorandum consistent with accepted standards which outlines the methodologies, analyses, results, and recommendations of the traffic study. All work will follow accepted traffic engineering practice and the standards documented by ITE, FHWA, AASHTO, NACTO, and MDOT.
- b. Upon completion of the proposed scope of work a draft copy of the study memorandum will be provided for City review and comment. F&V will provide revisions to the memorandum based on comments received with regard to the draft and finalize the memorandum for submission.
- c. Electronic copies of the project memorandum, Synchro models, traffic volumes, and capacity analysis will be provided to you.

- d. The final report will be signed and sealed by a registered Michigan Professional Engineer (PE).

6. MDOT Review

Prior to the implementation of the Road Diet MDOT will:

- a. Work with the City of Birmingham and MDOT TSC staff to complete the checklist and determine if a road diet should be implemented. The Road Diet Checklist is required by MDOT when analyzing a roadway segment for a potential road diet. All items within the check list should be considered but are not required (unless otherwise noted).
- b. As part of the check-list, the MDOT Geometric Design Unit and the Traffic Signals Unit will review the results of the Road Diet study and provide concurrence with the study results and recommendations.
- c. Present the completed checklist to the Engineering Operations Committee (EOC) for information prior to being implemented on the road.



Brooks Cowan <bcowan@bhamgov.org>

Fwd: City of Birmingham and Speed Humps

Nicholas Dupuis <ndupuis@bhamgov.org>

Thu, Jan 19, 2023 at 12:59 PM

To: Scott Grewe <Sgrewe@bhamgov.org>

Cc: Brooks Cowan <bcowan@bhamgov.org>, Ryan Kearney <RKearney@bhamgov.org>, Melissa Coatta <mcoatta@bhamgov.org>

FYI

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

From: **Jacqueusi** <jacqueusi@yahoo.com>

Date: Thu, Jan 19, 2023 at 12:31 PM

Subject: City of Birmingham and Speed Humps

To: ndupuis@bhamgov.org <ndupuis@bhamgov.org>

Dear Mr. Dupuis,

Regarding speed humps, as a resident on Cole St having witnessed and being on the receiving end of close calls due to speeding, as well as witnessing pets killed by the traffic on Cole I wanted to communicate to the MMTB my vote to move forward with speed humps and NOT bumps on residential seats in the City of Birmingham.

I was a bit bothered at the recent MMTB open house when there was the suggestion the consultants were going to recommend NOT moving forward with speed humps in the City. Framing their perspective of traffic volume and average speeds, on paper I can appreciate their conclusion. What I did not see in the slide deck and analysis is a what I feel the TRUE concern in our neighborhood which is not traffic volume or average speeds but maximum speeds. I find the data collection methodology on Cole St of a 48 hour period in the middle of the week, misleading. Given the nature of the commercial side of Cole St, and the residential side as a sort of cut-through, maximum speeds are a concern to the point an auto enthusiast like myself can not discern what type of car speed down the street as the car is just a streak of color. I also ask the MMTP for future decks not only include the > 30 MPH metric, but list top speeds as well. Given average speed on Cole is below 25 MPH, I do not believe speed humps would be detrimental to those commuters. I do believe speed humps would help in lower the maximum speed and further enhance the safety and reduce the need for on-site law enforcement for our neighborhood.

Thank you for your time.

Sincerely,

Romel Llarena

Birmingham Speed Hump Pilot Program **Revised 10/28/22

Street	Speed Limit	85 th Percentile	Avg Speed	>30 mph	Volume
Cole (Eton/Torry, 2022)	25	26.9	21.9	14	636
Grant (Chapin/Bennaville, 2022)	25	29.9	24.9	434	3,508
Northlawn (Golfview/Pleasant, 2022)	25	32.9	27.9	669	2,239
Oak (Lakeside/Lakepark, 2022)	25	28.9	24.9	580	10,548
Oakland (Poppleton/Rosedale, 2022)	25	24.9	19.9	10	1,377
Ruffner (Grant/Woodward, 2022)	25	26.9	22.9	102	1,992
Saxon (Latham/Southfield, 2022)	25	33.9	29.9	1,984	4,889
Shipman (Northlawn/Southlawn, 2022)	25	27.9	22.9	37	580
Redding (Lakeside/Lakepark, 2021)	25	28.5	23.5	Unavailable	2,029
E. Lincoln (Woodward/Torry, 2022)	25	29.9	26.9	1,184	9,997
Shirley (Brandon/Lincoln, 2022)	25	24.9	20.9	13	2,496
Pleasant (Maple/Lincoln, 2021)	25	30.9	26.9	Unavailable	2,862

Source: Birmingham Police Department traffic counts; speed & volume / 48-hour period (Wednesday – Thursday)

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Nicholas J. Dupuis
 Planning Director



Email: ndupuis@bhamgov.org

Office: 248-530-1856

Social: [Linkedin](#)

Important Note to Residents

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