

MEETING OF THE MULTI-MODAL TRANSPORTATION BOARD
Thursday, October 7th, 2021
151 Martin Street, City Commission Room 205, Birmingham, MI

1. Roll Call
2. Introductions
3. Review of the Agenda
4. Approval of Minutes, Meeting of **August 5th, 2021**

5. **Multi-Modal Transportation Plan Roadway Improvements (2021-2022)**

6. **S. Eton Road Striping Before & After Analysis**

7. **Oakland & Park Intersection, "No Left Turn"**

8. **Greenwood Ave Parking Permits – Willits to Harmon**

9. **Oak Street & Lakeview Update**

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

11. Miscellaneous Communications
 - a. **RTA Draft Master Plan & Relevant Phone Apps**

12. Next Meeting – **November 4th, 2021**

13. 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/89214359339> or dial: **929 205 6099 US Toll-free, Meeting ID: 892 1435 9339**

**CITY OF BIRMINGHAM
NOTICE OF IN PERSON MEETING**

NOTICE DATE: October 1st, 2021
MEETING DATE/TIME: October 7th, 2021 at 6:00pm
MEETING PLACE: City Hall, 151 Martin Street, Birmingham, MI Room 205

PLEASE TAKE NOTICE that the regularly scheduled Multi-Modal Transportation Board meeting for the City of Birmingham will be conducted in person, with an option to participate online via zoom as well.

Multi-Modal Transportation Board Meeting Invitation

Topic: MMTB Meeting

Time: October 7th, 2021 06:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/89214359339>

Meeting ID: 892 1435 9339

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https://cms4.revize.com/revize/birminghammi/government/boards/mmtb_agendas.php

Virtual public comment will be handled by the "raise hand" method as controlled by the participant. See instructions as posted on the City of Birmingham website: www.bhamgov.org/participate

NOTICE: Individuals requiring accommodations, such as mobility, visual, hearing, interpreter or other assistance, for effective participation in this meeting should contact the City Clerk's Office at (248) 530-1880 (voice), or (248) 644-5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

Las personas que requieren alojamiento, tales como servicios de interpretación, la participación efectiva en esta reunión deben ponerse en contacto con la Oficina del Secretario Municipal al [\(248\) 530-1880](tel:2485301880) por lo menos el día antes de la reunión pública. (Title VI of the Civil Rights Act of 1964).

Real time closed captioning can be viewed live when watching the meeting from the City of Birmingham's Vimeo channel: www.bhamgov.org/watch or the Birmingham Area Municipal Access local government cable channel. If participating in the meeting through the Zoom platform the user must select "view subtitles" in order to see the captions.

DRAFT

City Of Birmingham Multi-Modal Transportation Board Thursday, August 5, 2021

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, August 7, 2021.

Acting Vice-Chair Katie Schafer convened the meeting at 6:07 p.m.

1. Rollcall

Present: Board Members Andrew Haig, David Hocker, David Lurie, Tom Peard, Katie Schafer

Absent: Chair Johanna Slanga; Board Member Doug White; Alternate Board Member Joe Zane; Student Representatives Lauren Morris, Justin Schoener, Alex Walters

Administration: Jana Ecker, Assistant City Manager (ACM)
Brooks Cowan, City Planner (CP)
Laura Eichenhorn, City Transcriptionist (PC)
Scott Grewe, Police Operations Commander (PC)
Scott Zielinski, Assistant City Engineer (ACE)

Fleis & Vandenbrink (F&V):

Julie Kroll

MKSK: Haley Wolfe

2. Introductions

3. Review Agenda

4. Approval of MMTB Minutes of July 8, 2021

Motion by Mr. Lurie

Seconded by Mr. Haig to approve the MMTB Minutes of July 8, 2021 as submitted.

Motion carried, 5-0.

ROLL CALL VOTE

Yeas: Lurie, Haig, Peard, Hocker, Schafer

Nays: None

5. Phase III – S. Old Woodward (Brown to Landon) - Update

Ms. Wolfe, Ms. Kroll, and ACE Zielinski presented the item.

Ms. Wolfe stated:

- She would be meeting with some business owners on S. Old Woodward on August 12, 2021 regarding potentially moving some of their driveways; and,
- SMART had not as yet suggested any changes to the bus stop plans.

Acting Vice-Chair Schafer noted that the project aims to maintain 85% parking utilization along S. Old Woodward, which means that even in removing some of the parking spaces sufficient parking should remain available.

Ms. Wolfe said the item would return for further MMTB review once the team has updated the parking counts provided by PC Grewe.

ACM Ecker stated that the meeting with the S. Old Woodward business owners on August 3, 2021 was attended by about 20 people and was informational in focus.

ACE Zielinski said the responses on Engage Birmingham regarding the project had been largely positive.

6. S. Eton Corridor Study – Update

ACM Ecker updated the Board on the item.

The Board had no questions regarding the update.

7. Ferndale / Ravine Intersection – Stop Sign Request

PC Grewe presented the item.

Acting Vice-Chair Scahfer said implementing the recommendation from F&V would likely make the intersection safer.

Motion by Mr. Lurie

Seconded by Acting Vice-Chair Schafer to recommend providing 1. An All-Way Stop control at the Ferndale Road & Ravine Road intersection; and, 2. A Stop sign on the Brookside Ave. approach at Ravine Road.

PC Grewe confirmed he would let Ms. Safford, the resident that raised the issue, know the outcome of the discussion.

Motion carried, 5-0.

ROLL CALL VOTE

Yeas: Lurie, Schafer, Haig, Peard, Hocker

Nays: None

8. Latham Street – Survey Results

ACE Zielinski presented the item.

Three Board members commented that while the updates would certainly improve the safety along Latham, it remains important to pursue the addition of sidewalks to the area.

ACE Zielinski said approval of the current plans would allow for a better sense of where sidewalks could be added along Latham in the future.

In reply to Acting Vice-Chair Schafer, ACE Zielinski said the Northlawn-Latham intersection could not be narrowed as part of this project because it was at the end of the section being worked on.

There was discussion about the fact that approving these plans would mean having to remove some of this work in the future to install sidewalks. The Board consensus was that this was still worthwhile to improve safety in the interim since the investigation of sidewalks would not be budgeted until FY 22-23 at the earliest, and sidewalks could only be budgeted for FY 23-24 at the earliest.

ACE Zielinski also noted that undertaking the currently proposed work might reduce how many trees must be removed during the sidewalk installation later on.

Motion by Mr. Haig

Seconded by Mr. Lurie to support the proposed option to reconfigure the intersections at Wakefield, Southlawn, Worthington and Norfolk as part of the upcoming 2021 Asphalt Maintenance Program project for Latham Road.

Motion carried, 5-0.

ROLL CALL VOTE

Yeas: Haig, Lurie, Schafer, Peard, Hocker

Nays: None

ACM Ecker stated the City could use social media to notify residents that the matter of sidewalks along Latham is still being explored. She said it would be appropriate to conduct another survey regarding sidewalks along Latham once that study commences.

Motion by Mr. Haig

Seconded by Mr. Peard to request further investigation into the introduction of sidewalks along the length of Latham and to request the necessary funding of studies to support such action.

Motion carried, 5-0.

ROLL CALL VOTE

Yeas: Haig, Peard, Hocker, Lurie, Schafer

Nays: None

9. Citywide Sidewalk Priorities

CP Cowan reviewed the item. He explained that while this item would serve as the Board's

recommended order of evaluation for potential sidewalk locations, it would not mean that Engineering would ultimately recommend sidewalks in all the proposed locations.

ACM Ecker explained that the concept plan for sidewalk priorities would help Staff plan future sidewalk installation projects. She explained that Departments could request special funding for sidewalk installation, that sometimes sidewalks can be included in MDOT projects, and that sometimes there are grants available for sidewalk installations.

ACM Zielinski noted that it is common to add sidewalks when improving a street and to also improve already extant sidewalks at that time.

There was Board consensus that the updates reflected their previous recommendations.

ACM Zielinski noted that this concept plan may also help prioritize otherwise similarly-qualified roads during the unimproved street ranking process in the Engineering Department.

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

None.

11. Miscellaneous Communications

ACM Ecker and CP Cowan asked the Board to review the draft multimodal map and to submit feedback to Staff. The Board thanked CP Cowan for his work on the map so far.

ACE Zielinski stated that the City has begun the Board's recommended changes to Oak, and said he had to check on the sign-ordering part of the process.

12. Next Meeting – August 5, 2021

13. Adjournment

No further business being evident, the board members adjourned at 7:15 p.m.

Jana Ecker, Assistant City Manager



MEMORANDUM

(Engineering Dept.)

DATE: August 25, 2021

TO: Multi-Modal Transportation Board

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

SUBJECT: 2022 Road Improvement Plan Preview

INTRODUCTION:

MKSK is providing a conceptual look ahead as to what items may need review by the Multi-Modal board for 3 project areas planned for the 2022 construction season (Redding from Lake Park to Woodward, Pierce from Lincoln to 14 Mile, and Edgewood from Lincoln to Southlawn).

BACKGROUND:

The Engineering Department is starting the planning and design for previously budgeted street projects. The following project areas are being reviewed for opportunities to make improvements as outlined in the City's Multi-Modal Transportation Plan (MMTP).

Pierce Street from Lincoln to 14 Mile:

The MMTP recommends pedestrian improvements and wayfinding signage along the Neighborhood Connector Route which crosses Pierce Street at Southlawn Blvd. The plan also recommends shared lane markings for Pierce Street connecting Maple & 14 Mile. At this time, there is street parking located on both sides of Pierce Street except for the area abutting Pierce Elementary. As an item for review and discussion, MKSK has included designs for the consideration of street parking removal on one side of the road to accommodate more space for a shared lane. Pierce Street currently has a 28' curb-to-curb width. The proposed design for discussion indicates parking on one side of the street with 2x wider drive lanes and sharrows.

The Draft Master Plan proposes a circulator stop at Pierce St and E. Southlawn which could be an item of discussion. It is of note that the recommendations of the Draft Master Plan are currently under review and have not been formally adopted. The Plan recommends a circulator stop that could be part of a transit/autonomous system that wraps around the community to accommodate residents with difficulty walking.

Redding from Lake Park to Woodward

The MMTP Neighborhood Connector Route passes along Redding Road and then turns south at Lake Park Drive. The subject area of Redding Road is between the Neighborhood Connector Route and Woodward Avenue where the MMTP recommends a buffered bike lane (not yet endorsed by MDOT). Meanwhile, the Draft Master Plan recommends a new Neighborhood Connector Route that continues straight on Redding Road all the way to Woodward Avenue.

There is no existing sidewalk on the north side of Redding Road between Lake Park and the bridge west of Lakeside Drive. The subject area of Redding Road is considered an improved street which the Board recently placed as a high priority for sidewalk installations. The plans by MKSK suggest considering a new sidewalk installation to complete sidewalk connectivity on Redding Road from Chester Street to Woodward Avenue. Signage and a crosswalk connecting to Old Salem Court is also recommended.

Edgewood from Lincoln to Southlawn

The MMTP Neighborhood Connector Route is along the subject area of Edgewood connecting E. Southlawn, Lincoln St, and St James Park. General intersection and signage improvements are recommended for consideration.

ATTACHMENTS:

MKSK's MMTP Roadway Improvements Report
MMTP Network Map
Draft Master Plan's Neighborhood Loop Recommendation (under review – not adopted by City)
Future Sidewalk Construction Recommendation

SUGGESTED MULTI-MODAL BOARD ACTION:

To review the project areas and provide general commentary for consideration during the planning and design phases of the projects.

BIRMINGHAM ROADWAY IMPROVEMENTS

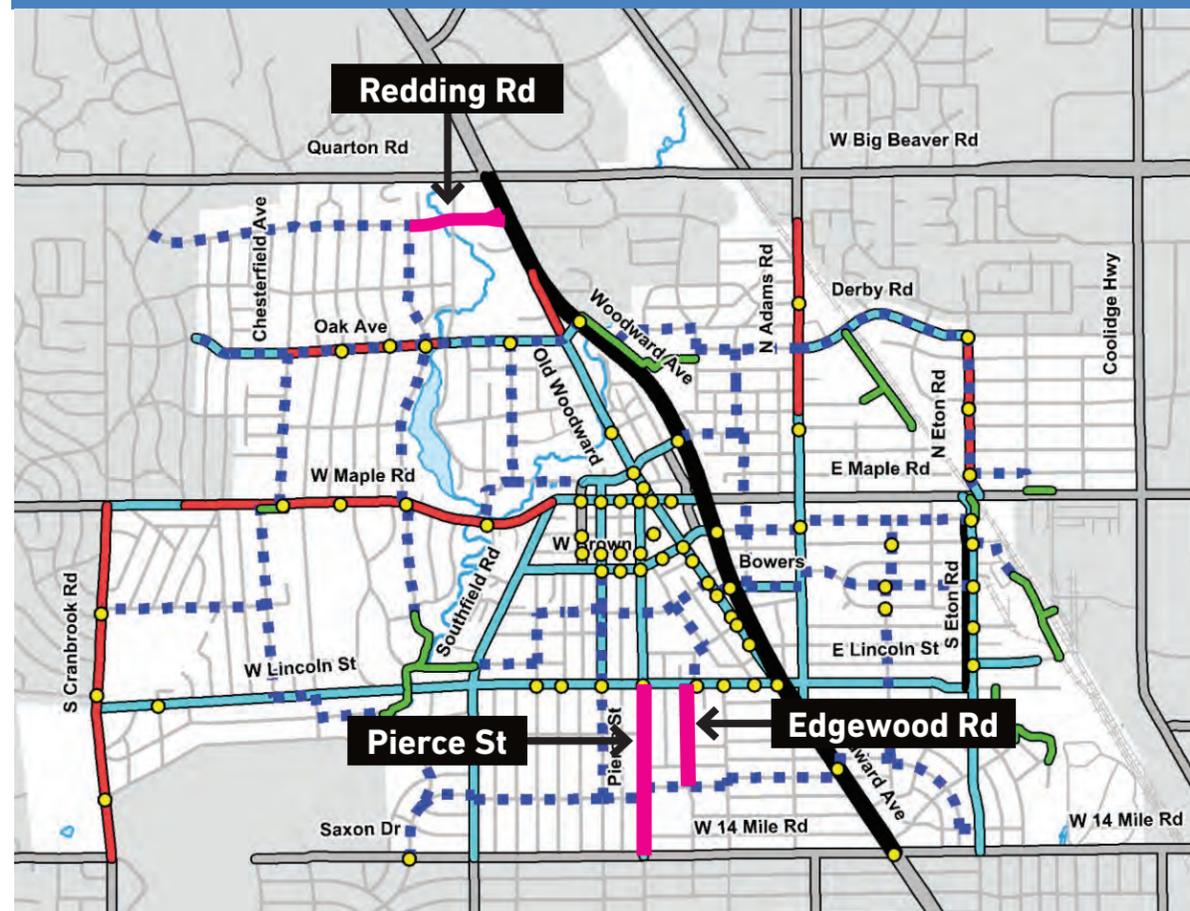
MULTI-MODAL TRANSPORTATION BOARD MEETING ON:

SEPTEMBER 2, 2021

MULTI-MODAL TRANSPORTATION PLAN

November 25, 2013

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.

MULTI-MODAL TRANSPORTATION PLAN TASK:

- MKSK was asked to review the following street segments scheduled for improvements:
 - **Pierce St** from Lincoln St to 14 Mile Rd (not including the intersections at the ends)
 - **Redding Rd** from Lake Park Dr to Woodward Ave
 - **Edgewood St** from Lincoln St to E Southlawn Blvd
- Our role / What we did:
 - Reviewed City's Multi-Modal Transportation Plan
 - Reviewed the Draft Master Plan for related recommendations
 - Viewed the project area for specific observations and recommendations
 - Note: Some of the plan recommendations, like wayfinding signage, would be a project that would be outside the road improvement project scope

PIERCE ST EXISTING CONDITIONS

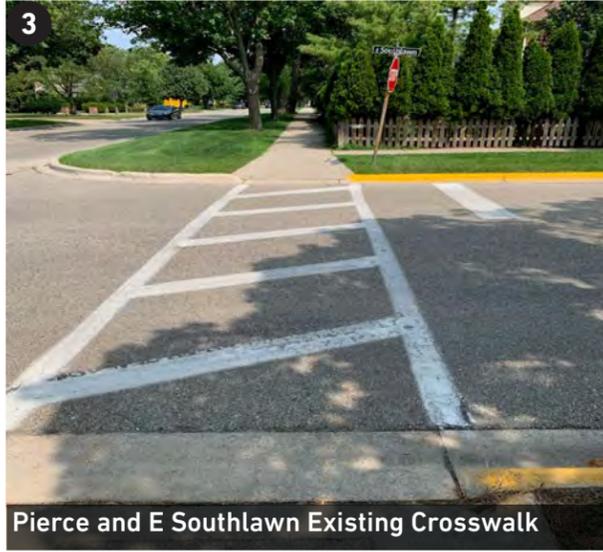
Lincoln St to 14 Mile



Pierce and Northlawn Intersection



Pierce and Catalpa Existing Crosswalk



Pierce and E Southlawn Existing Crosswalk



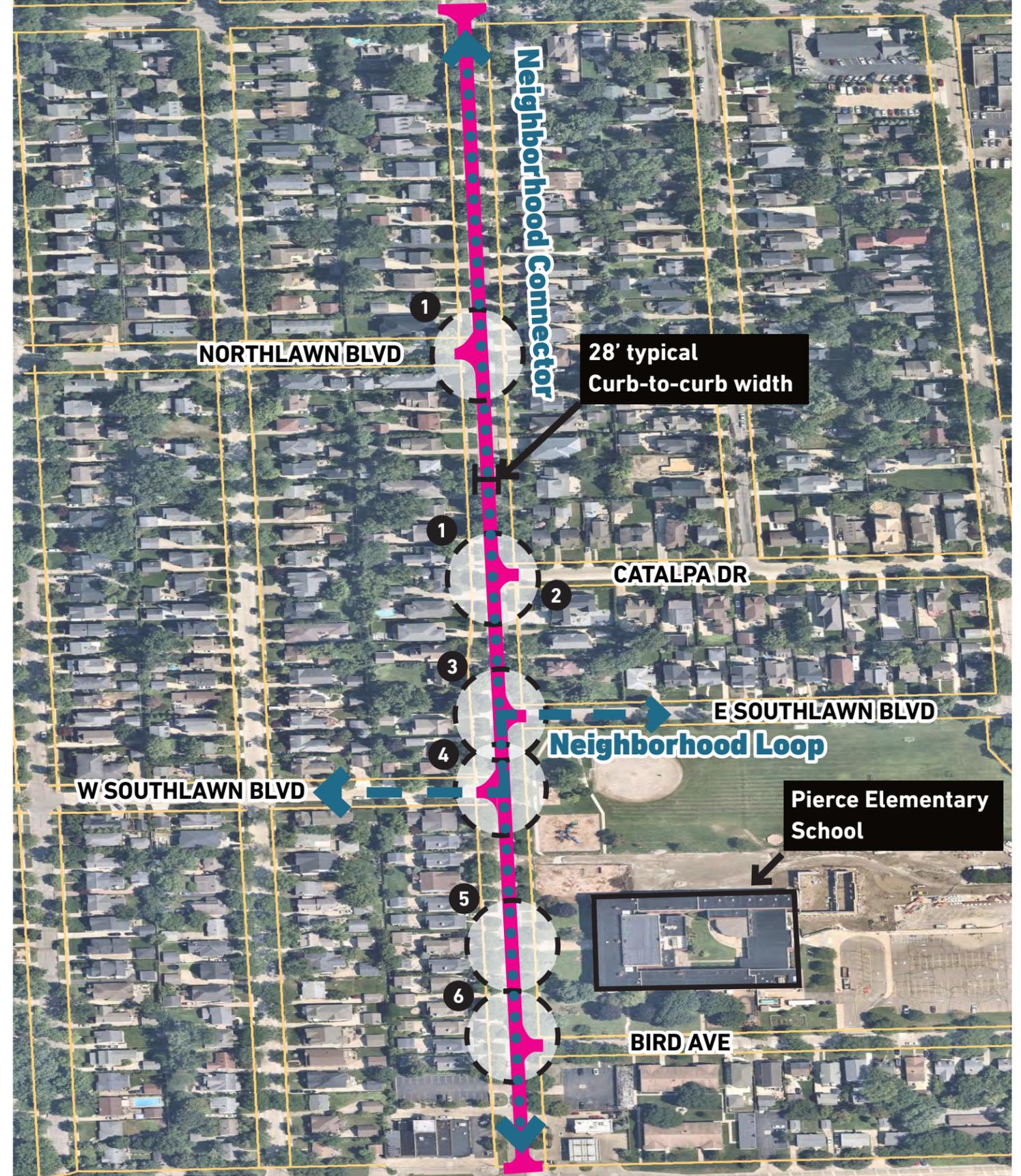
Pierce and W Southlawn Existing Crosswalks



Pierce and School Existing Crosswalks



Pierce and Bird Existing Crosswalk

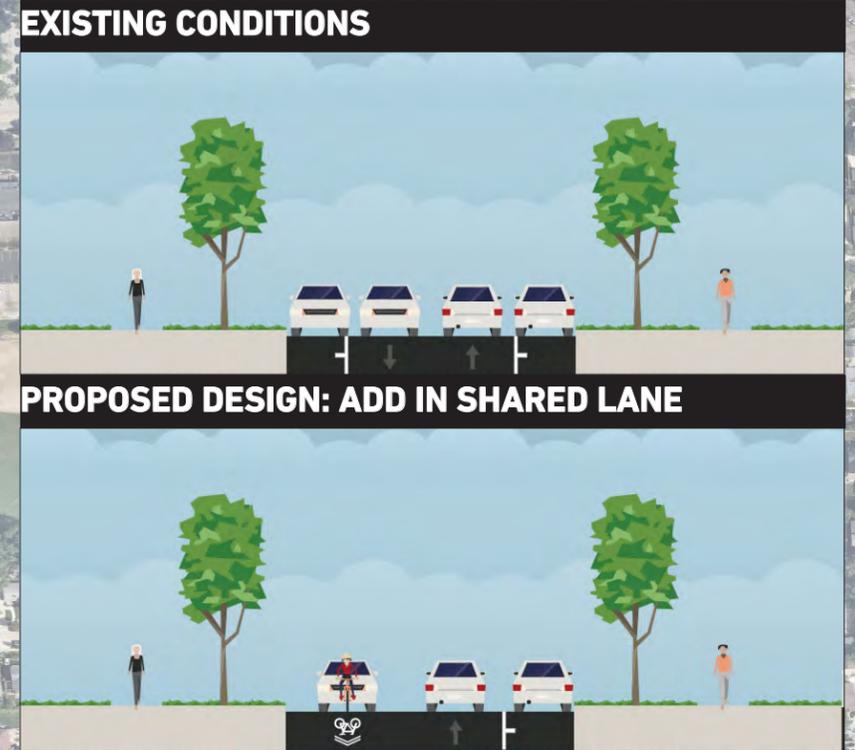
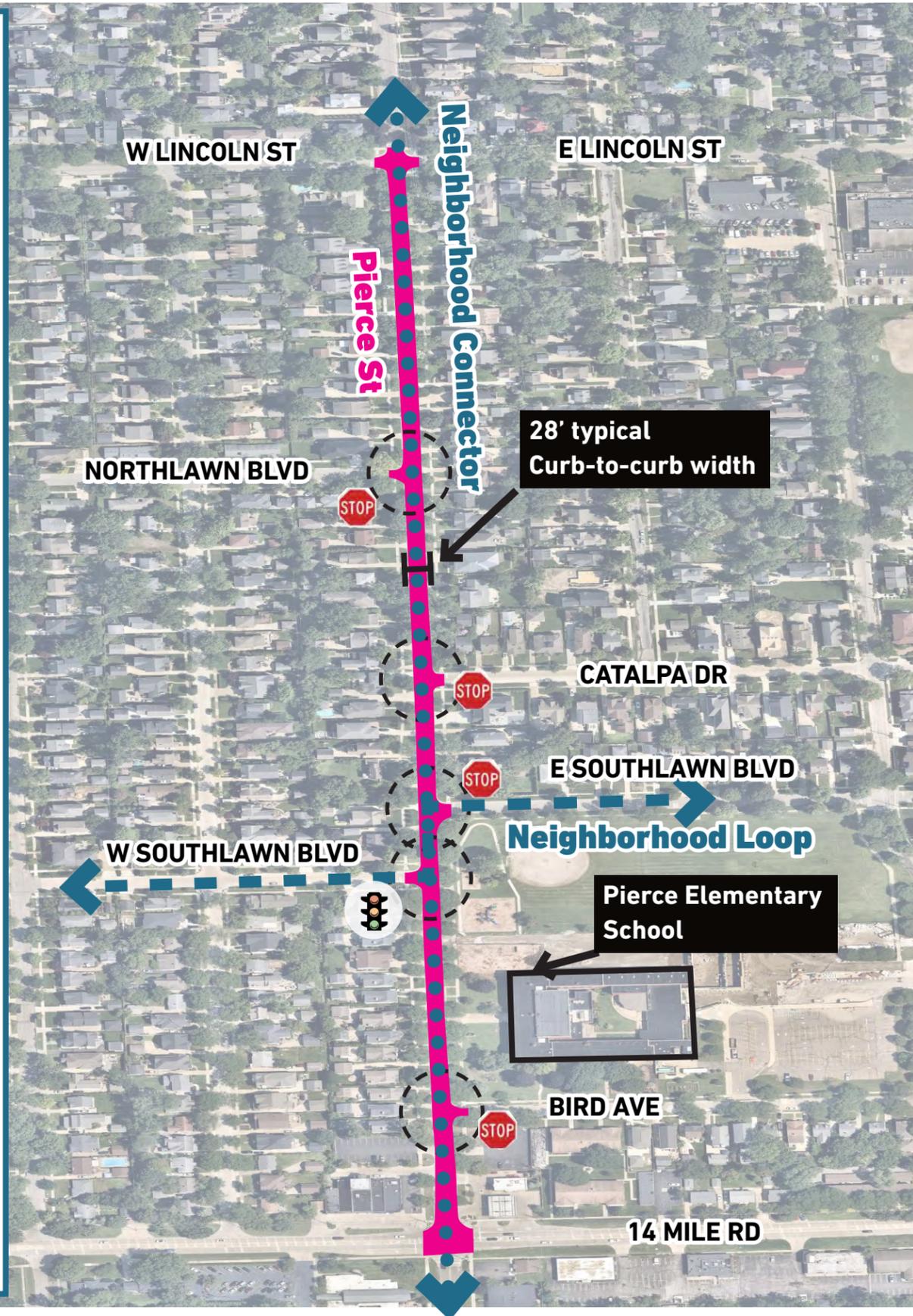


PIERCE ST RECOMMENDATIONS

Lincoln St to 14 Mile Rd

PIERCE ST DESIGN GUIDELINES:

- The Multi-Modal Transportation Plan identifies the following:
 - Southlawn intersections are proposed Neighborhood Connector Routes, making the connecting segment of Pierce St a Connector Route
 - "General pedestrian improvements" at the E Southlawn and W Southlawn intersections
 - "Proposed shared-lane marking" on Pierce St from Lincoln St to 14 Mile Rd
 - Install wayfinding signage and crossing improvements along Neighborhood Connector Routes
- The Draft Master Plan identifies the following:
 - Southlawn Blvd is a proposed Neighborhood Loop Routes, making the small segment of Pierce St between the Southlawn intersections part of the Loop Route
 - Pierce St is a proposed Neighborhood Connector Route
 - A "proposed circulator stop" (transit system that wraps around the community to accommodate residents with difficulty walking/can be driven or autonomous) at Pierce St and E Southlawn intersection, but this would not affect the project
- Street parking exists on both sides of Pierce St except for in front of and along Pierce Elementary School

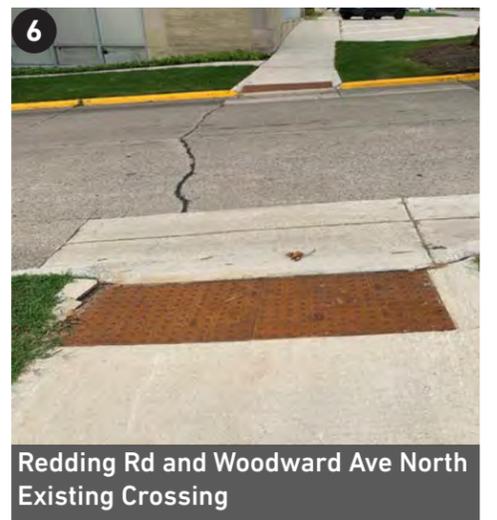
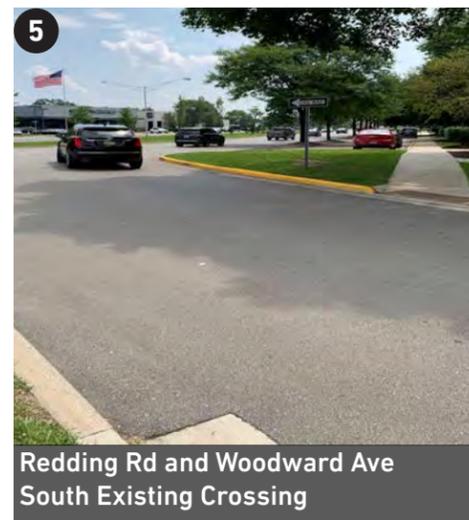
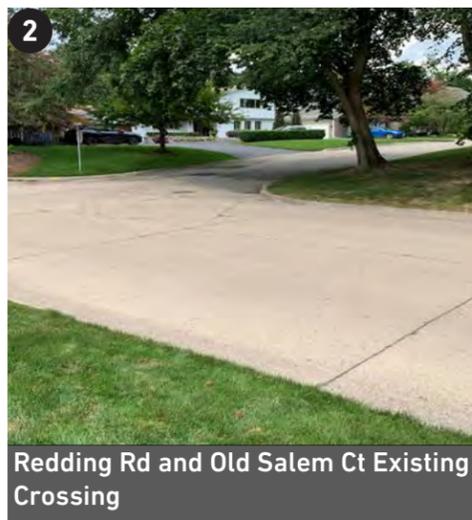
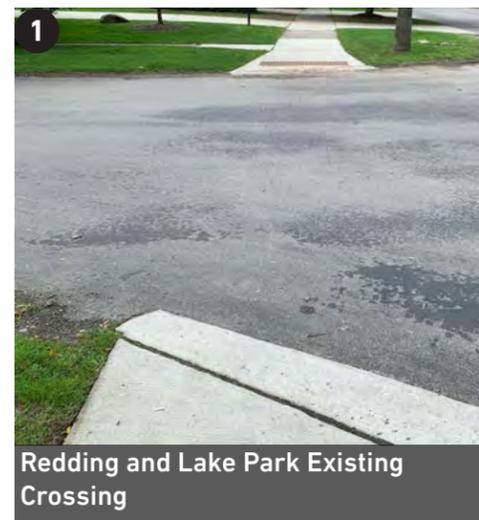


PIERCE ST DESIGN OPTIONS:

1. Discuss removal of street parking on one side of the road to add shared lane markings along Pierce St (see proposed example above)
2. Curb extensions are recommended at the Pierce St and Lincoln St intersection, but are not included in the project area
3. Future Neighborhood Connector and Loop signage
4. Review the W Southlawn and E Southlawn intersections to determine if any improvements are needed (recommended in the Multi-Modal Plan and Draft Master Plan, but nothing stands out)

REDDING RD EXISTING CONDITIONS

Lake Park Dr to Woodward Ave



REDDING RD RECOMMENDATIONS

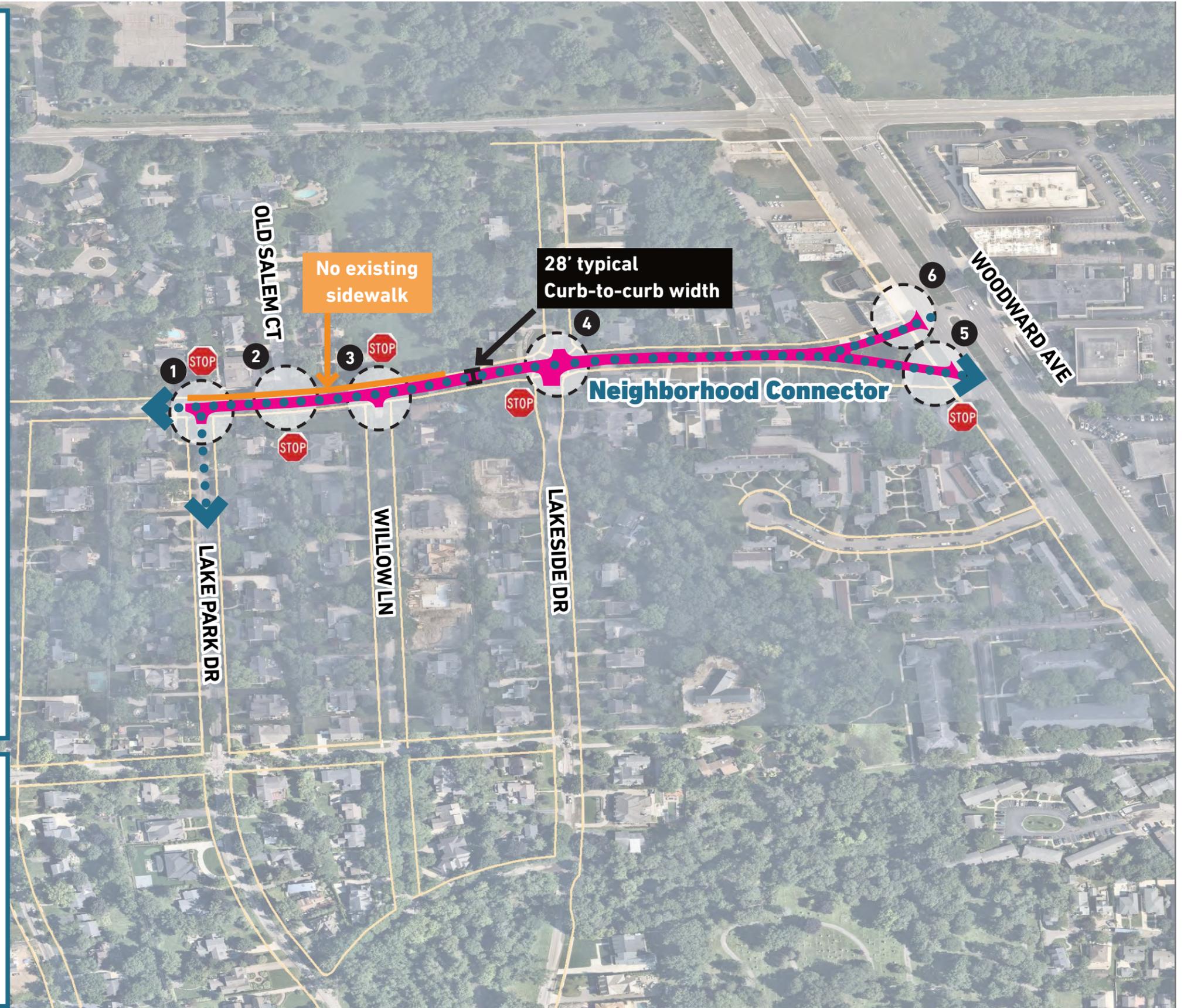
Lake Park Dr to Woodward Ave

REDDING RD DESIGN GUIDELINES:

- The Multi-Modal Transportation Plan identifies the following:
 - Lake Park Dr and the section of Redding Rd west of the intersection are proposed Neighborhood Connector Routes
 - Redding Rd will connect to the “proposed buffered bike lane” on Woodward Ave, which has not been endorsed by MDOT
- The Draft Master Plan identifies the following:
 - Redding Rd is a proposed Neighborhood Connector Route from Lake Park Dr to Woodward Ave
- There is no existing sidewalk on the north side of Redding Rd between Lake Park Dr and the bridge - this does not match with proposed Neighborhood Connector standards
- Street parking exists on both sides of Redding Rd except for where Redding Rd splits apart onto Woodward Ave

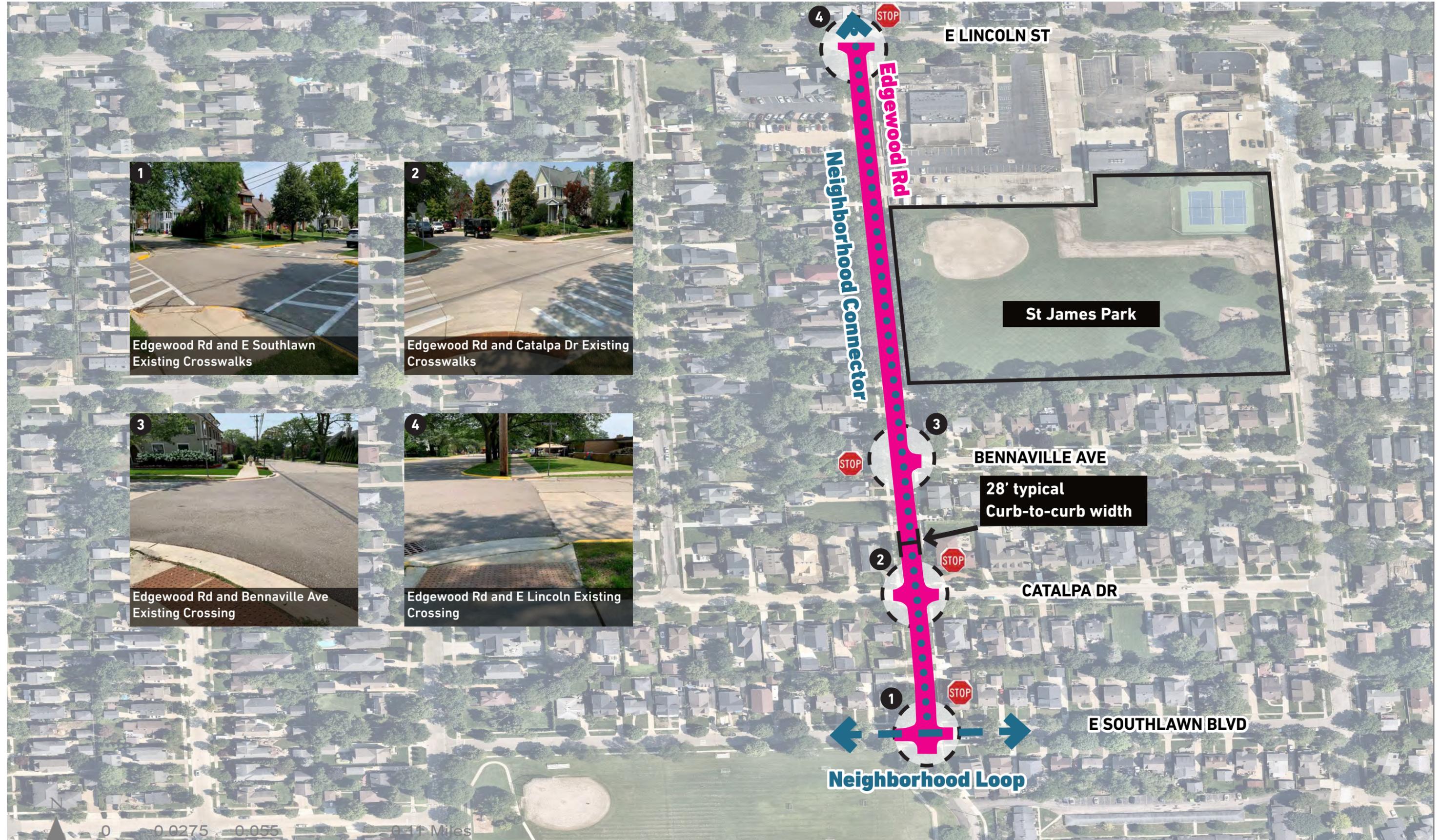
REDDING RD DESIGN OPTIONS:

1. Consider adding a sidewalk for the north side of Redding Rd between Lake Park Dr and the bridge
2. Add crosswalk at the Redding Rd and Old Salem Ct intersection
3. Future Neighborhood Connector signage



EDGEWOOD RD EXISTING CONDITIONS

Lincoln St to E Southlawn Blvd



EDGEWOOD RD RECOMMENDATIONS

Lincoln St to E Southlawn Blvd

EDGEWOOD RD DESIGN GUIDELINES:

- The Multi-Modal Transportation Plan identifies the following:
 - Edgewood Rd is a proposed Neighborhood Connector from Lincoln St to E Southlawn Blvd
- The Draft Master Plan identifies the following:
 - A proposed Neighborhood Loop runs through the Edgewood Rd and E Southlawn Blvd intersection
 - "General improvements" at the Edgewood Rd and E Southlawn Blvd intersection
- Street parking exists on both sides of Edgewood Rd except for in front of and along St James Park

EDGEWOOD RD DESIGN OPTIONS:

1. Review the Edgewood Rd and E Southlawn Blvd intersection to determine any if improvements are needed (recommended in the Draft Master Plan, but nothing stands out)
2. Future Neighborhood Connector and Loop signage

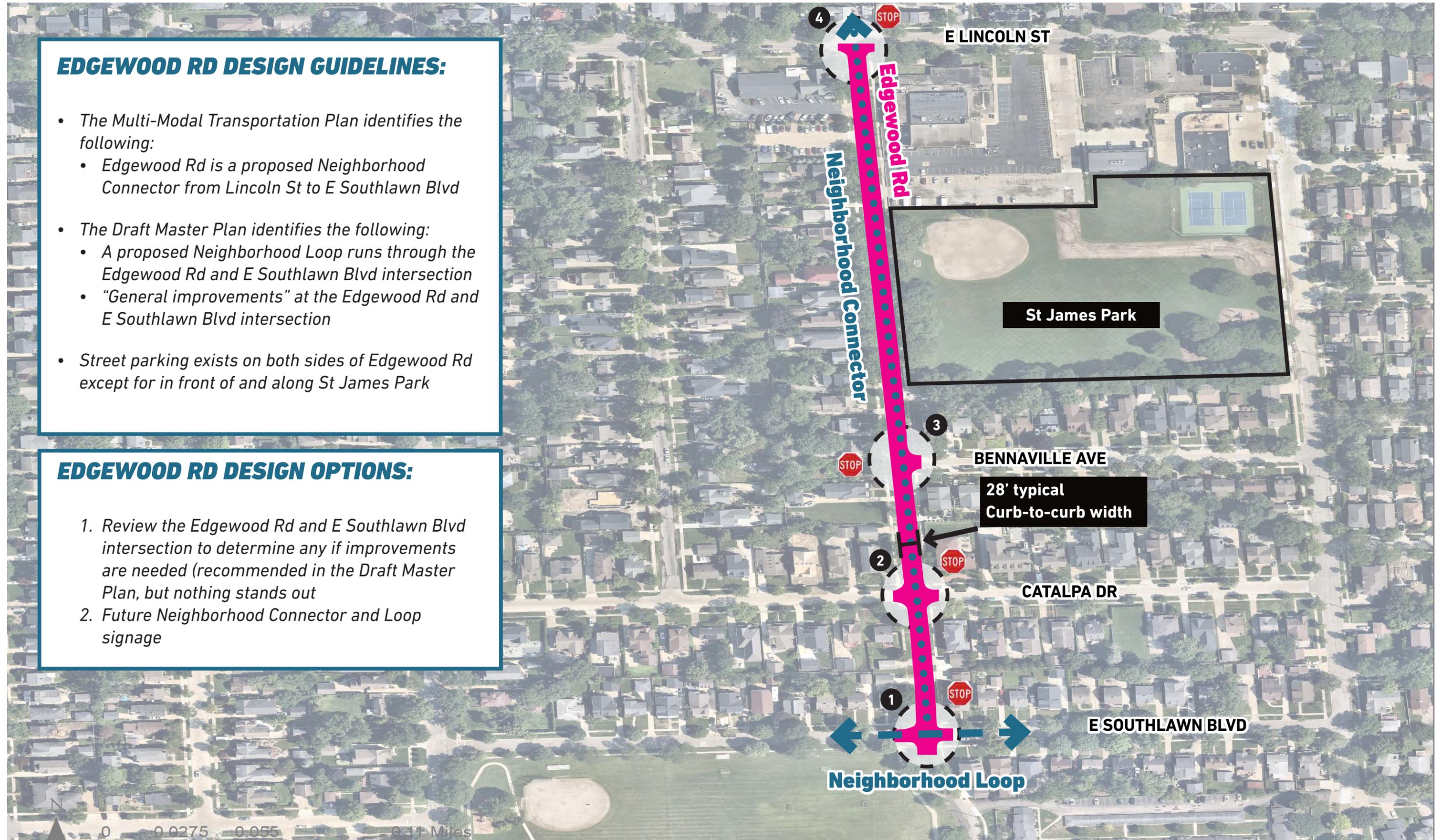
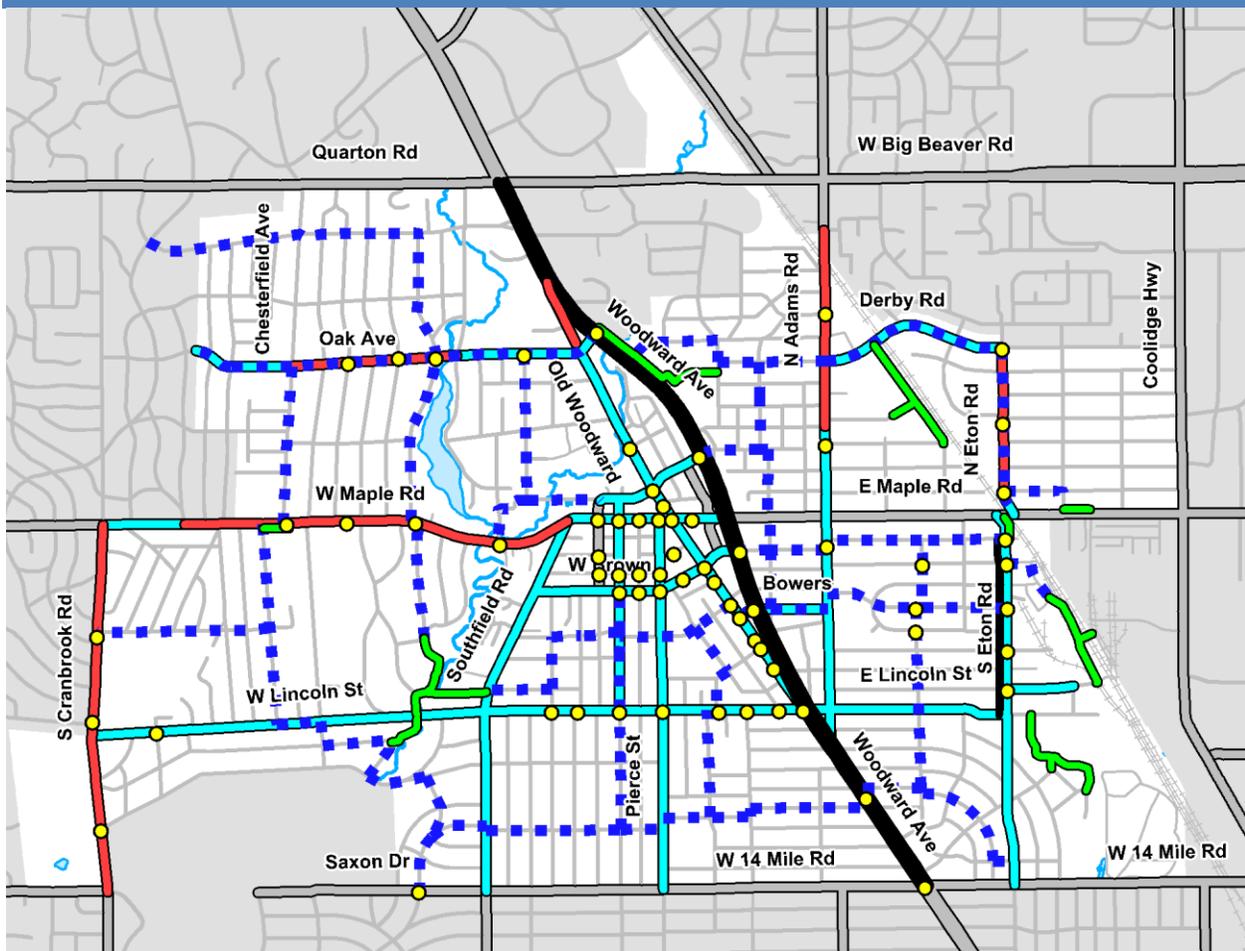


FIGURE 3.1E OVERVIEW OF PROPOSED MULTI-MODAL NETWORK



Legend

- Proposed Crossing Improvement
- Proposed Off-road Trail
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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

A. Vision

A.2. The Future City

The Neighborhood Loop

OBSERVATIONS

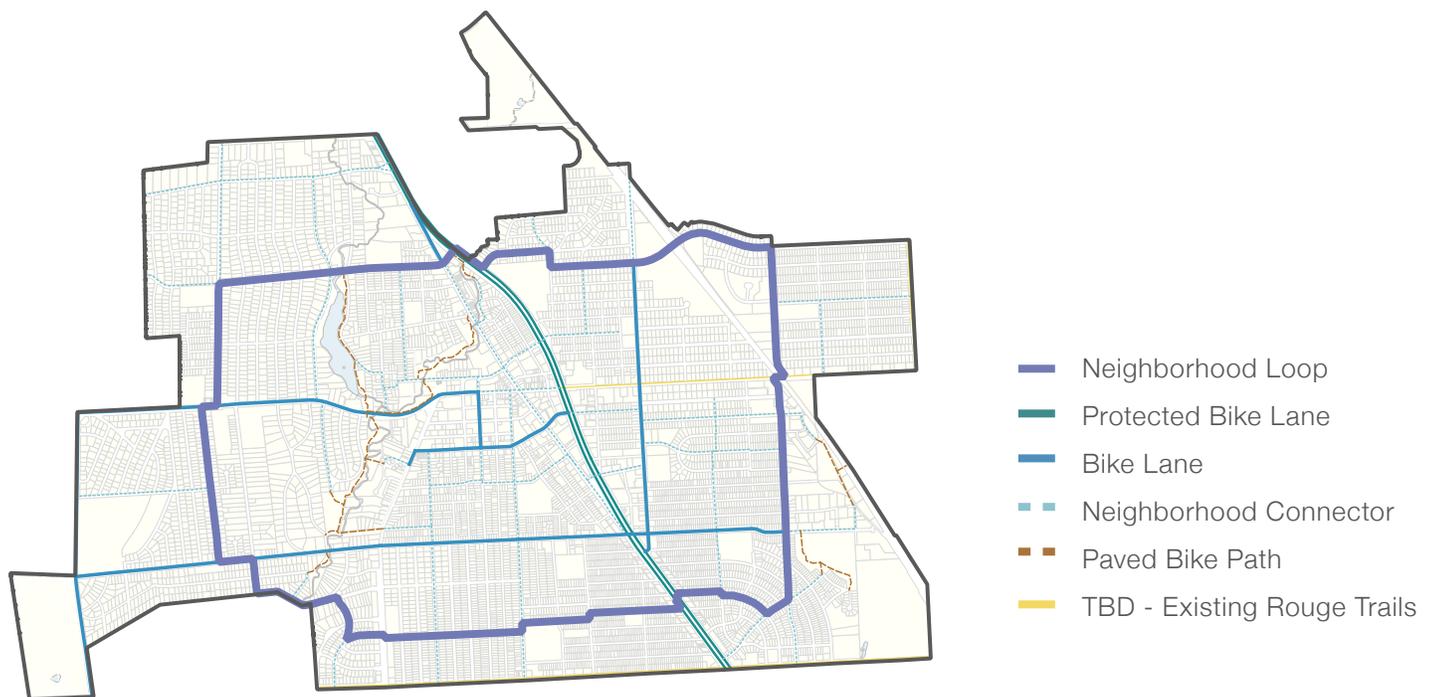
Presently, the City's transportation structure runs primarily between neighborhoods which is efficient for cars and long-distance movements, but less convenient and safe for walkers and cyclists. Additionally, many neighborhoods experience cut-through traffic when congestion is high on major roads.

DISCUSSION

This plan is heavily focused on increasing neighborhood sociability. To jump-start increased sociability, this plan proposes a Neighborhood Loop (See Fig. A.2-18), which is a pedestrian and bicycle priority route through most of Birmingham's neighborhoods, avoiding larger roads where possible. Some portions of the loop exist in the 2013 plan. This plan recommends that improvements occur first along the loop and then elsewhere as in the 2013 plan. The loop is also an opportunity for a future internal circulator for the City, to provide mobility options for those who cannot walk long distances or cycle.

The loop is intended to be a bicycle boulevard system which also focuses on pedestrian accommodations and comfort. Bicycle boulevards are routes that are designed for bicycle access while discouraging through access for cars. As such, the loop can serve to reduce cut-through traffic by diverting cars to provide better bike access. Pedestrian accommodations include sufficient sidewalks, marked crosswalks, shading, and benches.

Beyond physical accommodations, the Neighborhood Loop is intended to be a social concentrator for the City's neighborhoods. Once established, at least by signage, activities should be planned along the loop to encourage pedestrian and cyclist use, especially families. During the summer, a monthly program should close the loop to traffic one day per month, and parks along the path programmed with family-friendly activities. Where the Hometown Parade brings people to Downtown, activities along the loop are intended to connect neighbors with each other and get residents walking and riding through other neighborhoods they don't normally experience. Additionally, the loop is



Neighborhood Loop - Figure A.2-18.



Image A.2-19.

intended to make pedestrians and cyclists more visible throughout the City, especially across the major roadways. The culture of Metro-Detroit is heavily car centric and while many people walk and bike in Birmingham, the broader culture pervades. We've observed cyclists of all types - families, cautious riders, commuters - throughout the community, but their presence and needs are not widely known.

Bicycle destination signage is currently lacking throughout the City. While the 2013 Multi-modal Plan recommended signage, this plan establishes a number of more clear destinations with neighborhood boundaries and multiple downtown districts. Signage should be installed along the Neighborhood Loop and other routes with bike lanes initially. Signage may be expanded to secondary connections and routes at a later time. Bicycle signage provides significant wayfinding assistance to riders who may be unsure of how to use the bike network.

...the Neighborhood Loop is intended to be a social concentrator for the City's neighborhoods.

RECOMMENDATIONS

1. Issue an RFP to design the Neighborhood Loop bicycle boulevard attributes, like signage and diverters, and pedestrian improvements, like complete sidewalks and crosswalks.
2. Prioritize Neighborhood Loop improvements in the next Capital Improvement Plan cycle.
3. Add benches along the loop where the loop crosses major roads, like Maple, schools, and parks, like Linden Park.
4. Add bicycle destination signage along the loop and routes with bike lanes.
5. Add bicycle parking and maintenance kiosks like those found in Shaine Park to all parks.
6. Establish a committee and plan a monthly event along the loop in the summertime which closes the route to traffic and organizes family friendly activities in parks along the route. This will require City funding, but over time it will help solidify social interactions in the community. As with many events of this type, the first few may see fewer participants, but over time participation should grow, provided it



MEMORANDUM

Planning Division
Engineering Division

DATE: October 1st, 2021

TO: Multi-Modal Transportation Board

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

SUBJECT: S. Eton Roadway Design Review

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. The road pattern striping has been in place for over 2 years now. The City's traffic engineering consultants Fleis & Vandebriek 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. The results from Engage Birmingham's online questionnaire have also been attached for review.

BACKGROUND:

S. Eton Road Road is an arterial road connecting to 14 and 15 Mile and also serves as a divider between residential neighborhoods and the former industrial, now MX Mixed-Use zone. The subject area experiences a wide range of pedestrian, cyclist, and automobile traffic as users connect to residential neighborhoods as well as local amenities including Whistle Stop, Griffin Claw, Big Rock Chophouse, Forest Hills Swim Club, Birmingham tennis courts and ice arena, and a number of commercial uses off of Cole Street.

In 2017 the MMTB made recommendations for permanent changes to Eton Road to accommodate for wider sidewalks, shorter distances at crosswalks, and buffered bike lanes with raised markers. These proposed changes had a large estimated cost and the MMTB was directed to consider less expensive options that the City could paint on the road for a trial basis before considering more permanent measures.

In 2018 the MMTB recommended temporary painting on S. Eton that was meant to increase pedestrian, bicycle, and motorist safety. The temporary striping would be a trial basis where the City could evaluate before and after data to measure the impact of the painted road pattern. The recommendations by the MMTB were approved by City Commission on June 4th, 2018 and were as follows:

1. *Installation of painted bumpouts with lane markers at each intersection, as well as pavement markings to improve each crosswalk in accordance with the recommended plan.*
2. *Installation of sharrows between Maple Rd. and Yosemite Blvd.*
3. *Removal of parking, and installation of buffered, marked bike lanes for northbound and southbound traffic between Yosemite Blvd. and Villa Rd.*
4. *Removal of parking on the west side of the street, to provide room for a marked, buffered, and separated two-way bike lane, as well as white lines demarcating the northbound parking lane between Villa Rd. and Lincoln Ave.*
5. *Installation of double yellow lines and white line to demarcate travel lanes from the southbound parking lane between Lincoln Ave. and 14 Mile Rd.*

A summary of the purpose of the changes are as follows:

- The painted bumpouts are meant to shorten the crosswalk distance across S. Eton Road, to narrow the motorist drive lanes, and to help guide motorists stay within the appropriate area while turning. Road edge markers were also installed to further identify the bumpouts and to help calm traffic by narrowing the drive lanes. Narrowing drive lanes has been shown to reduce traffic speeds in residential areas.
- The sharrows are meant to indicate to motorists to be aware of cyclists using the road and to share the road with the cyclists.
- The removal of parking and installation of bike lanes for northbound and southbound traffic between Yosemite and Villa is meant to guide cyclists traveling between Maple Rd and the buffered bike lane.
- The removal of parking and installation of marked buffered bike lane was to provide a safe bike lane for cyclists traveling north and south on Eton Street from Villa to Lincoln. The raised zebra bumps are used to indicate a separate space for cyclists and to help deter motorists from traveling into the bike lane.
- The double yellow lines and white lines between 14 Mile and Lincoln are meant to indicate the space between the travel lanes and parking area for motorists. Narrowing drive lanes with painted yellow and white striping also attempts to help calm traffic by reducing speeds.

TRAFFIC ANALYSIS:

The City's traffic engineering consultant firm Fleis & Vandebriink collected crash data, traffic volumes, and speed data for S. Eton before and after the installation of the protected bike lanes. In regards to crash analysis, the data shows an overall crash reduction of 44% after the temporary changes were installed. The results of the analysis show that pedestrian crashes were eliminated after the addition of the bike lane and painted bumpouts. The data also indicates a large decrease in the number of rear-end and sideswipe incidences. No crashes associated with parking or bicycling were reported for either before or after changes were made.

In regards to traffic volume, "before" data was collected in June of 2018 and "after" data was collected in July 2021. The analysis finds that motorist volume decreased, however the change in volume is consistent with changes due to COVID. Pedestrian volumes remained consistent over time with weekday counts totaling 282-287 for before/after and 253-256 for total weekend counts. **The analysis found a significant change in the number of cyclists along S. Eton**

for the before/after values with an increase from 62 to 129 on weekdays (108% increase), and an increase from 174 to 318 on the weekend (83% increase).

In regards to traffic speed data, the analysis finds that changes in motorist speed were negligible, however the report mentions that it is notable how average speeds have not increased even though the traffic volumes along S. Eton Road have reduced.

In regards to recommendations, the analysis recommends a bicycle facility be provided on S. Eton Street and that the MMTB consider the permanent design and operations of multi-modal infrastructure on this corridor. The results of the analysis show that the pilot project successfully increased bicycle activity along the corridor and reduced the number of crashes. Additional area of consideration for future infrastructure could include additional traffic calming measures to reduce speeds and pedestrian facility enhancements to increase pedestrian safety. See attachment for more information on the S. Eton Street bike lane installation before and after analysis.

COMMUNITY FEEDBACK:

A questionnaire seeking feedback on the S. Eton road design was posted on the City's Engage Birmingham online platform at the end of August 2021. 12 signs requesting feedback from residents were also placed along S. Eton Road, and the signs had a QR code which could be scanned and would direct participants to the Engage Birmingham platform. By September 28th, 2021, there was a total of 300 respondents providing their input on the S. Eton Road design.

The respondents consisted of a fairly even distribution of people who say they bike daily, weekly, monthly, a few times a year, and never, with values ranging between 14% for monthly and 28% for weekly. 15% said they bike daily while 19% said they never bike.

In regards to biking on S. Eton Street, approximately 60% of the respondents said they ride the subject portion of the road between "rarely" to "very frequently", while nearly 40% of respondents said they do not ride on S. Eton Street. Of the respondents who indicated that they bike on S. Eton, 78% indicated that they use the bike lane to ride both north and south, while 18% said they only use it to ride south. Top reasons for using the bike lane is that respondents feel safer taking the subject route vs. other routes due to the bike lanes.

A majority of the respondents feel that a protected bike lane is better than a painted lane or shared lane, however the results were less conclusive when respondents were asked if they like the current design of the protected portion of the bikeway in comparison to other options. When asked if the City should keep the protected portion of the bike lane as-is, revise the design, or remove the protected portion, 38% said keep the bike lanes as-is, 29% said remove the protected bike lanes, and 24% said the City should revise the design.

It is of note that when filtering responses to only include people who ride daily, weekly, or monthly, 48% said the protected bikeway should remain as-is, 27% said it should be revised, and 17% said it should be removed.

A summary of responses grouped by keep as-is, remove, or revise the bikeway is provided below:

Keep Protected bikeway as-is:

- Separation of bikes from cars increases safety for riders
- Narrowing the drive lanes has increased safety for pedestrians
- Helps connect and encourage Birmingham bike network
- Connects the neighborhood to the swim club and public park at Lincoln and S. Eton
- Has prevented drivers from treating S. Eton as a 4 lane road

Remove the bikeway design:

- The protective barrier items are not aesthetically appealing
- Makes the road feel too narrow
- Not an efficient use of road space
- Creates traffic congestion
- Creates problems with fall clean-up, winter snow plowing, and garbage pick-up
- Cyclists should ride on the sidewalk
- Widen the road for traffic
- Takes away parking that the businesses need

Revise the bikeway design:

- Bike lanes should be one-way on each side of the street to go with the flow of traffic
- Northbound bike lane sends riders into oncoming traffic at Villa, crossing to east side of road at the end is difficult
- Crossing Eton when bikeway begins and ends while heading north is awkward
- Contraflow bike lanes are not ideal for areas with lots of intersections
- Road edge poles and zebras/turtles/armadillos/footballs/bubbles are unsightly
- Bikeway should continue entire length of Eton
- Drivers turning south from residential neighborhood are less likely to look for cyclists heading north in bike lane
- Use bright colors to indicate bike lanes and turning areas

RECOMMENDATION:

City staff recommends that the MMTB discuss the before and after analysis and recommendations regarding the S. Eton Road installations from Fleis and Vandebriink, as well as the results from the Engage Birmingham questionnaire. Staff also recommends the MMTB provide input on roadway items to consider for review at future meetings in order to transition from a road design trial period to more permanent installations.

MEMO

VIA EMAIL

From: Julie M. Kroll, P.E., PTOE
Ben W. Schebler
Fleis & VandenBrink

Date: September 30, 2021

Re: S. Eton Street Bike Lane Installation
City of Birmingham, Michigan
Before & After Study

INTRODUCTION

This memorandum presents the methodologies, analyses, and results of the Before & After Study for the S. Eton Street bike lane installation between Yosemite Boulevard and Lincoln Street in the City of Birmingham, Michigan. The scope of this study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, information provided by City of Birmingham, accepted traffic engineering practice, and methodologies published by the Institute of Transportation Engineers (ITE).

DATA COLLECTION

The data used in this study was performed prior to May 2019 to evaluate the *Before* conditions without the bike lane installation and the *After* conditions data collection was performed after July 2019. The following data was collected during these analysis periods:

- Crash Data
- Traffic Volumes
- Speed Data

The results before and after analysis for each of these metrics are summarized herein.

Crash Analysis

The crash data used in the study was provided by the Birmingham Police Department. The data includes three (3) years of data before (May 2017 to May 2019) and after (July 2019 to July 2021) the bike lane installation. The crash analysis evaluated three (3) years for both conditions as summarized in **Table 1**. The results of the analysis showed an overall crash reduction of **44%**.

The crashes were evaluated to determine the bike lane impact on the pedestrian/bike crashes and those associated with the driveways (backing) and on-street parking. The results of the analysis show that the pedestrian crashes were eliminated with bike lane addition and the backing crashes were reduced. No crashes associated with parking or bicycles was reported for either the before or after condition. The crashes with injuries were reviewed, and the injuries were reduced by 67% after the bike lane installation as summarized in **Table 2**.

Table 1: Crash Analysis Summary Table

Crash Type	Before Condition No Bike Lane	After Condition With Bike Lane	Difference	% Difference
Misc One (1) Vehicle	0	0	0	0%
Animal	0	0	0	0%
Fixed Object	1	0	-1	-100%
Pedestrian	1	0	-1	-100%
Bicycle	0	0	0	0%
Head On	0	0	0	0%
Head On Left-Turn	0	1	1	100%
Angle	11	11	0	0%
Rear End	12	3	-9	-75%
Sideswipe-Same	10	5	-5	-50%
Sideswipe-Opposite	2	0	-2	-100%
Other Drive	0	0	0	0%
Overturn	0	0	0	0%
Dual Right Turn	0	0	0	0%
Backing	4	3	-1	-25%
Parking	0	0	0	0%
Total	41	23	-18	-44%

Table 2: Crash Injury Severity Table

Severity	Worst Injury in Crash (3 Years)			
	Before Condition No Bike Lane	After Condition With Bike Lane	Difference	% Difference
Fatality	0	0	0.00	0%
Suspected Major Injury (A)	0	0	0.00	0%
Suspected Minor Injury (B)	1	1	0.00	0%
Possible Injury (C)	5	1	-4.00	-80%
Total	6	2	-4.00	-67%

Traffic Volumes

Traffic volume data was collected for a period of four (4) hours from 2:00 PM to 6:00 PM during a typical weekday and from 2:00 PM to 6:00 PM on a typical Saturday for the analysis periods. The *Before* data collection was performed in June 2018 and the *After* data was performed in July 2021. Additionally, the Multi-Modal Transportation Board requested AM traffic counts to be performed, therefore volume data includes 7:00 AM to 11:00 AM in July 2021 only. The data collection included vehicle classifications and pedestrian and bike data at the following intersections with S. Eton Street:

- Maple Road
- Villa Road
- Bowers Street
- Lincoln Street
- Sheffield Road

The traffic volume data is summarized in **Table 3** and shows that overall, the entering traffic volumes within the network have *decreased*. This is typical of current traffic volumes which have decreased over pre-COVID conditions. The pedestrian volumes have remained consistent along the corridor, with negligible change. The bicycle volumes have increased significantly with the addition of the bike lane. The bike traffic has more than doubled during the afternoon, and is over 80% higher on Saturday. Although *Before* data is not available in the AM period, the current number of bicycle trips is higher in the morning than in the afternoon before data.

Table 3: Traffic Volume Summary-Total Entering Volumes

Intersection	Type	Weekday 7AM-11AM	Weekday 2PM-6PM				Saturday 2PM -6PM			
		After Condition With Bike Lane	Before Condition No Bike Lane	After Condition With Bike Lane	Difference	% Difference	Before Condition No Bike Lane	After Condition With Bike Lane	Difference	% Difference
Maple Rd & S. Eton	Vehicles	6,021	8,815	8,313	-502	-6%	6,624	6,658	34	1%
	Peds	20	30	28	-2	-7%	10	17	7	70%
	Bikes	12	14	18	4	29%	35	55	20	57%
	Total	6,053	8,859	8,359	-500		6,669	6,730	61	
Villa Rd & S. Eton	Vehicles	2,001	3,858	2,862	-996	-26%	2,409	2,048	-361	-15%
	Peds	55	74	54	-20	-27%	75	52	-23	-31%
	Bikes	23	13	26	13	100%	27	75	48	178%
	Total	2,079	3,945	2,942	-1,003		2,511	2,175	-336	
Bowers & S. Eton	Vehicles	1,933	3,800	2,709	-1,091	-29%	2,224	1,904	-320	-14%
	Peds	39	126	73	-53	-42%	110	108	-2	-2%
	Bikes	22	15	29	14	93%	36	88	52	144%
	Total	1,994	3,941	2,811	-1,130		2,370	2,100	-270	
Lincoln & S. Eton	Vehicles	1,379	4,473	4,267	-206	-5%	2,537	2,006	-531	-21%
	Peds	69	28	109	81	289%	29	57	28	97%
	Bikes	25	16	40	24	150%	39	80	41	105%
	Total	1,473	4,517	4,416	-101		2,605	2,143	-462	
Sheffield & S. Eton	Vehicles	1,270	2,333	1,852	-481	-21%	1,320	1,206	-114	-9%
	Peds	41	24	23	-1	-4%	29	22	-7	-24%
	Bikes	15	4	16	12	300%	37	20	-17	-46%
	Total	1,326	2,361	1,891	-470		1,386	1,248	-138	
Network Total	Vehicles	12,604	23,279	20,003	-3,276	-14%	15,114	13,822	-1,292	-9%
	Peds	224	282	287	5	2%	253	256	3	1%
	Bikes	97	62	129	67	108%	174	318	144	83%
	Total	12,925	23,623	20,419	-3,204		15,541	14,396	-1,145	

Speed Data Summary

The speed data is summarized in **Table 4** was collected over a period of four (4) days by the Birmingham Police Department in September 2016 and then after the bike lane installation in July 2021. The results of the analysis show that the average change in speed is 1.5 mph and the 85th percentile speed change is 0.2 mph which is negligible. It should also be noted that the traffic volumes have decreased by an average of more than 10% however the average speeds have not increased proportionally to the decrease in traffic volumes.

Table 4: Speed Data Summary Table

Roadway Segment	Before Condition No Bike Lane		After Condition With Bike Lane		Difference	
	85th Percentile	Average Speed	85th Percentile	Average Speed	85th Percentile	Average Speed
Melton Rd to Humphrey Ave	30.0 mph	25.0 mph	31.9 mph	28.3 mph	1.9 mph	3.3 mph
Villa Rd to Hazel St	30.0 mph	25.0 mph	28.5 mph	24.6 mph	-1.5 mph	-0.4 mph
Average	30.0 mph	25.0 mph	30.2 mph	26.5 mph	0.2 mph	1.5 mph

CONCLUSIONS

The results of this analysis are summarized below and show that addition of the bike lane reduced crashes, increased the number of bicycles, and did not have a significant impact on the adjacent roadway speeds.

Crashes

- The results of the analysis showed an overall crash reduction of 44%.
- The pedestrian crashes were eliminated, and the backing crashes were reduced after the addition of the bike lane. No crashes associated with parking or bicycles were reported.
- The crashes with injuries were reduced by 67% after the addition of the bike lane.

Traffic Volumes

- Vehicle volumes have decreased since the bike lane was installed, however COVID has impacted the volume vehicle traffic on the adjacent roadways and may not be necessarily due to increases in pedestrian and bicycle traffic.
- The pedestrian volumes have remained consistent along the corridor, with negligible change.
- The bicycle volumes have more than doubled during the afternoon and are over 80% higher on Saturday with the addition of the bike lane.

Speed Data

- The corridor speeds have increased on average 1.5 mph and the 85th percentile speeds have increased by only 0.2 mph, which is negligible.
- It should also be noted that the traffic volumes have decreased by an average of more than 10%, however the average speeds have not increased proportional to the decrease in traffic volumes.

RECOMMENDATIONS

It is recommended that a bicycle facility is provided on S. Eton Street and the Multi-Modal Transportation Board consider the permanent design and operations of multi-modal infrastructure on this corridor. The results of this evaluation show that the pilot project successfully increased bicycle activity along the corridor and reduced crashes. Additional areas of focus for future infrastructure include: additional traffic calming measures to reduce speeds, and pedestrian facility enhancements to increase pedestrian activity and enhance safety.

END

South Eton Bikeway Survey

SURVEY RESPONSE REPORT

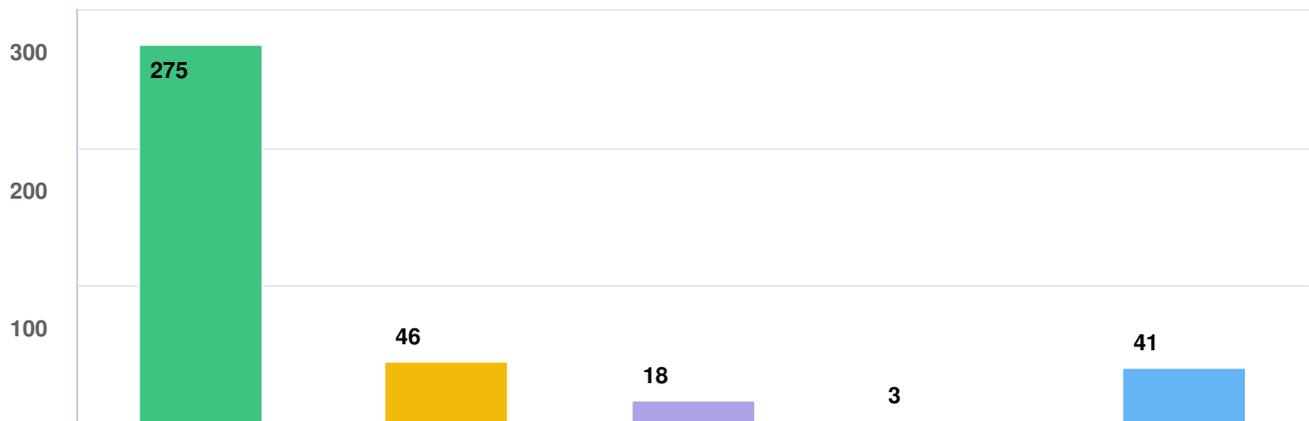
27 August 2021 - 28 September 2021

PROJECT NAME:

South Eton Bikeway

REGISTRATION QUESTIONS

Q1 What best describes you? (check all that apply)



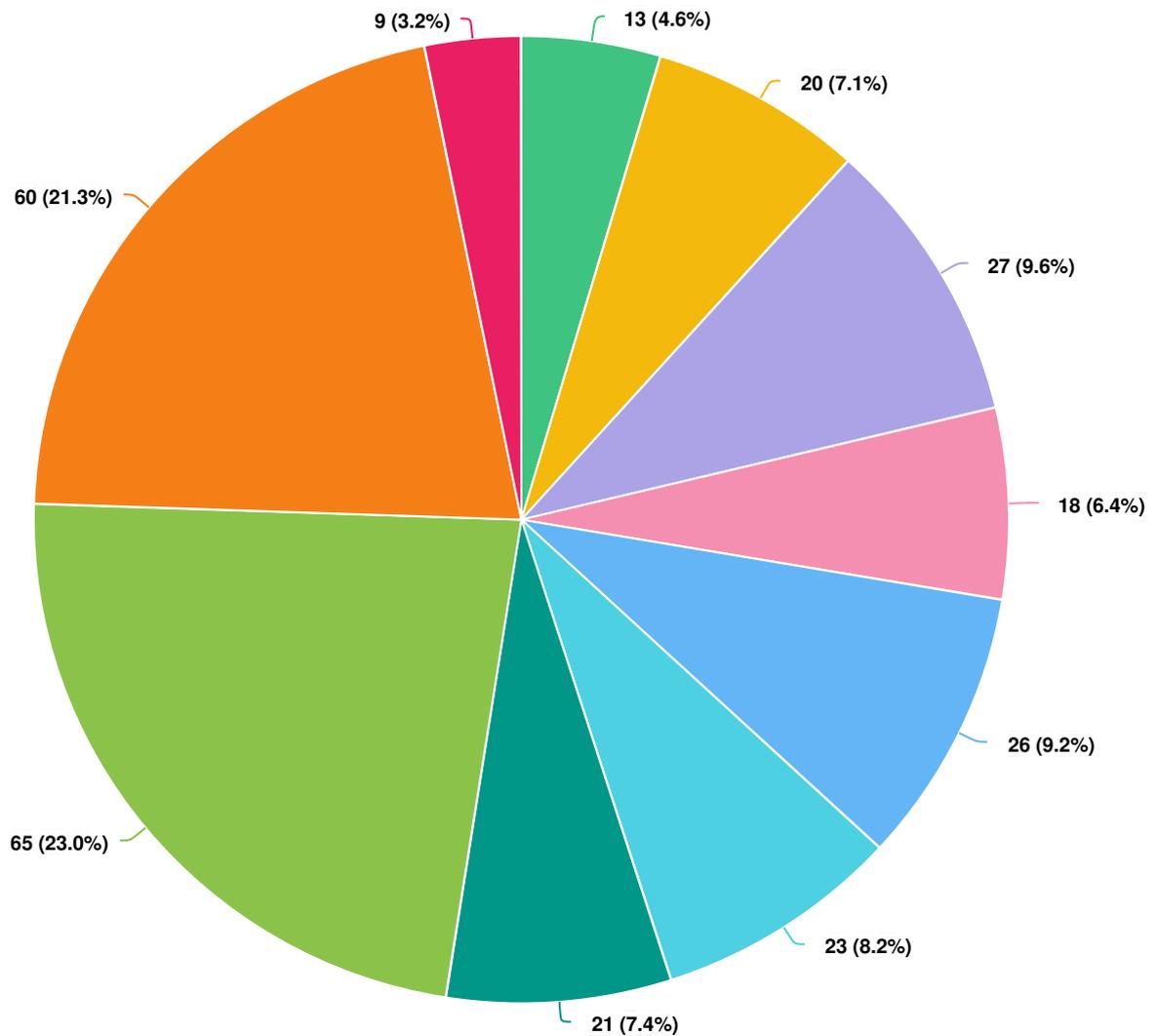
Question options

- I live in Birmingham.
- I work in Birmingham.
- I own a business in Birmingham.
- I am a student in Birmingham.
- I am a frequent visitor to Birmingham.

Mandatory Question (300 response(s))

Question type: Checkbox Question

Q2 Which section of Birmingham do you live in?

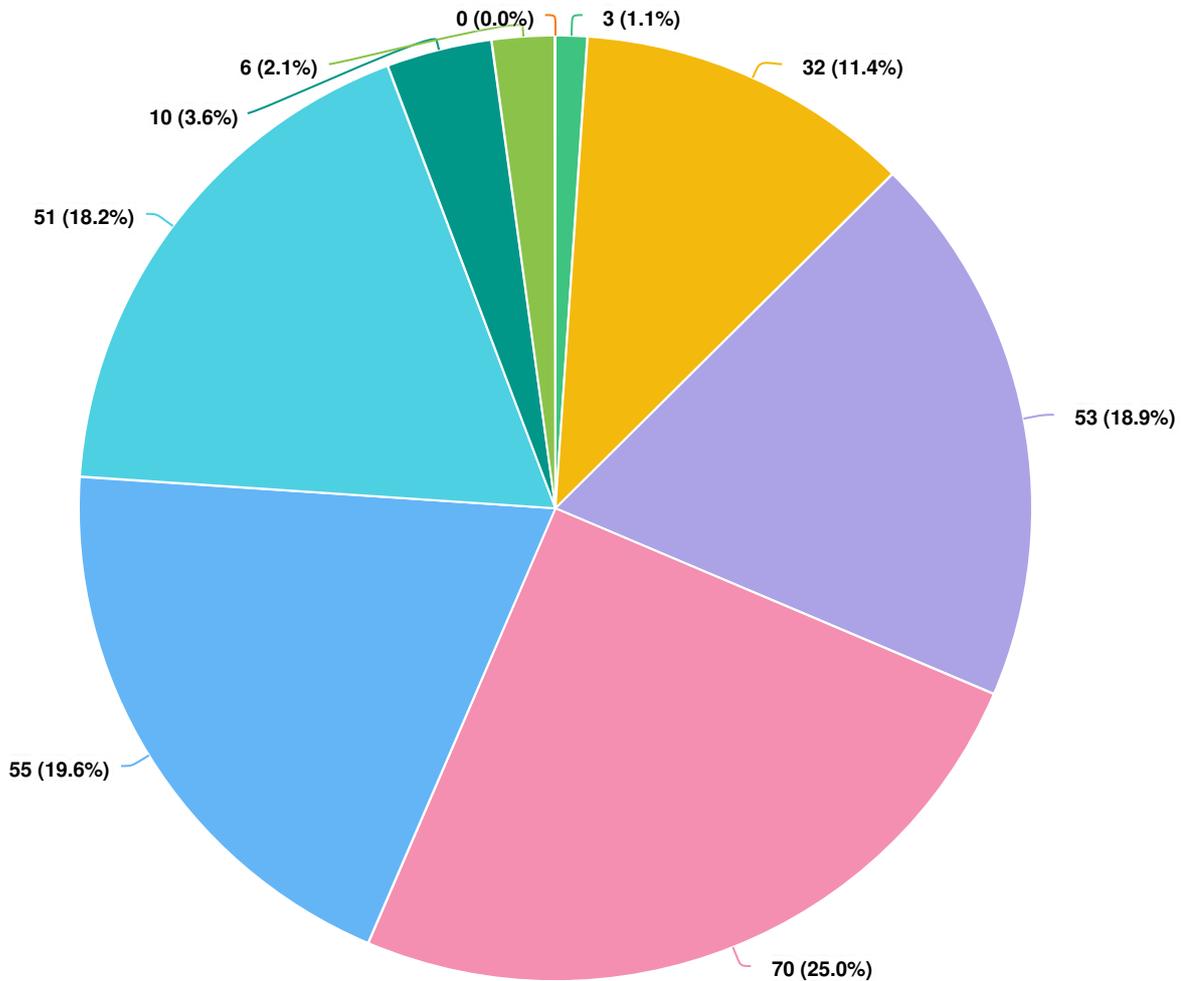


Question options

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- N/A

Optional question (282 response(s), 18 skipped)
Question type: Dropdown Question

Q3 In which decade were you born?



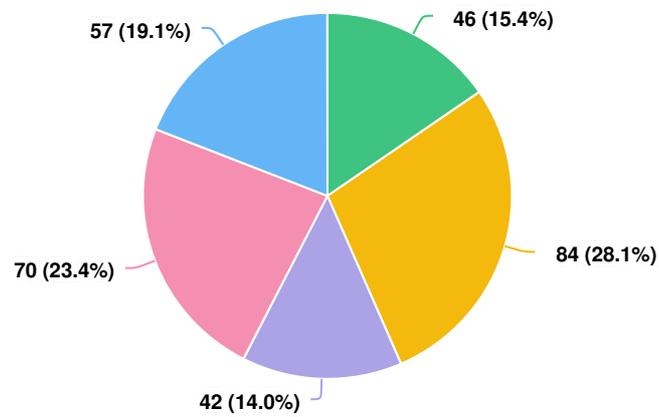
Question options

- 1931-1940
- 1941-1950
- 1951-1960
- 1961-1970
- 1971-1980
- 1981-1990
- 1991-2000
- After 2000
- Before 1931

Optional question (280 response(s), 20 skipped)
Question type: Dropdown Question

SURVEY QUESTIONS

Q1 How frequently do you bike?



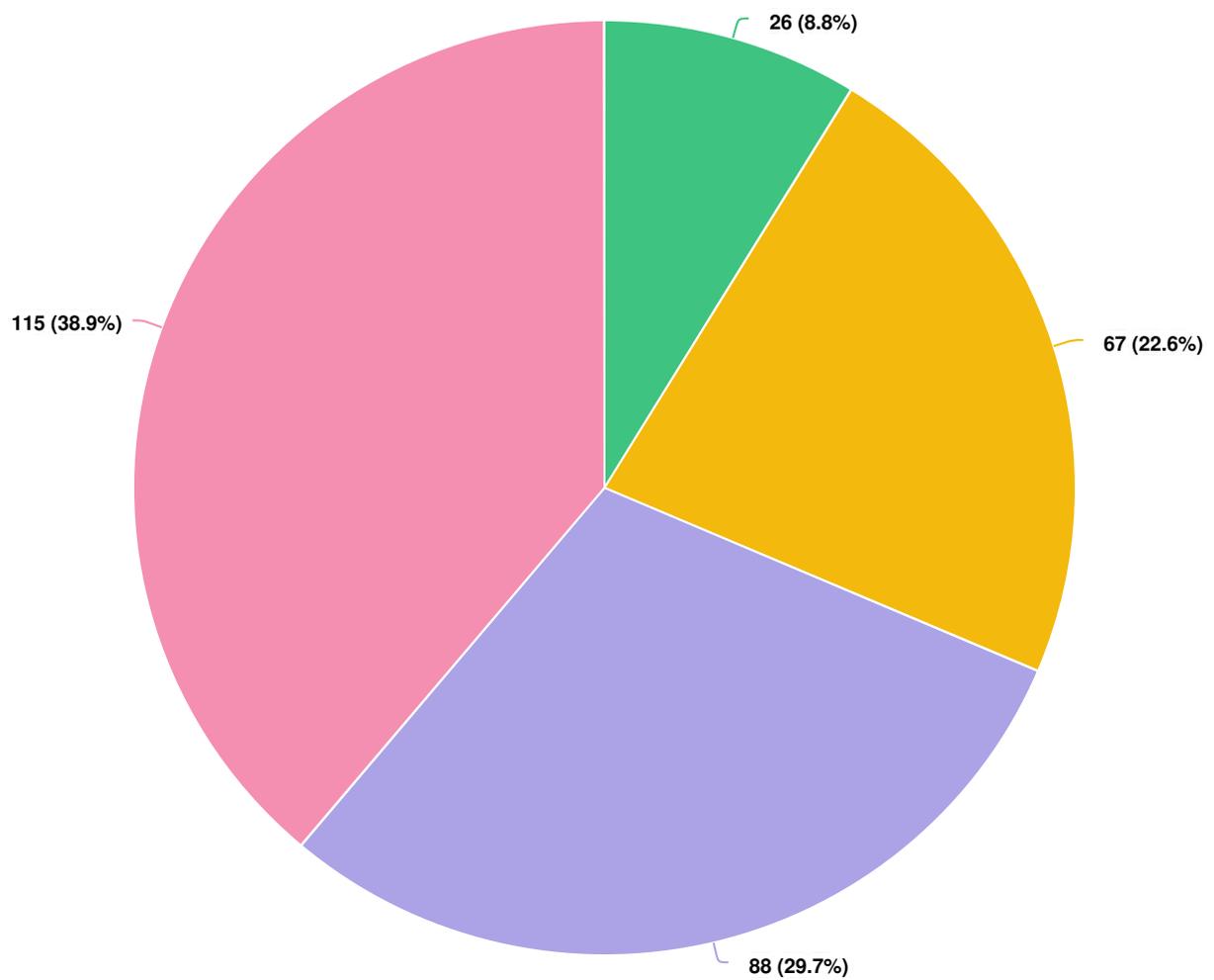
Question options

- Daily
- Weekly
- Monthly
- A few times a year
- Never

Optional question (299 response(s), 1 skipped)

Question type: Radio Button Question

Q2 How often do you bike this route on South Eton as indicated in the map above?

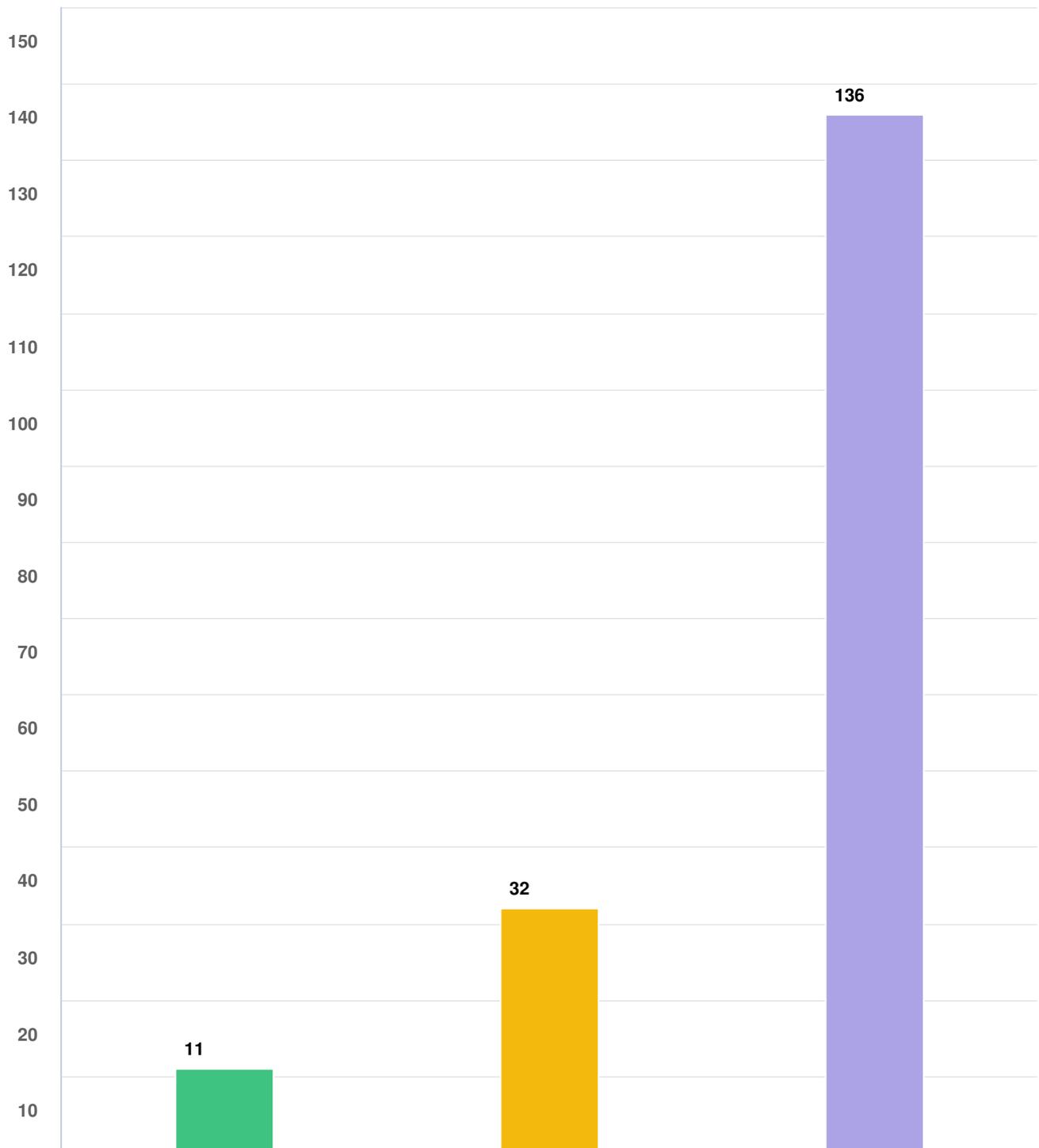


Question options

- Very frequently (daily or most days)
- Some of the time (once or twice a week)
- Rarely (once a month or less)
- Never

Optional question (296 response(s), 4 skipped)
Question type: Radio Button Question

Q3 Which direction(s) do you use the bike lane to ride?



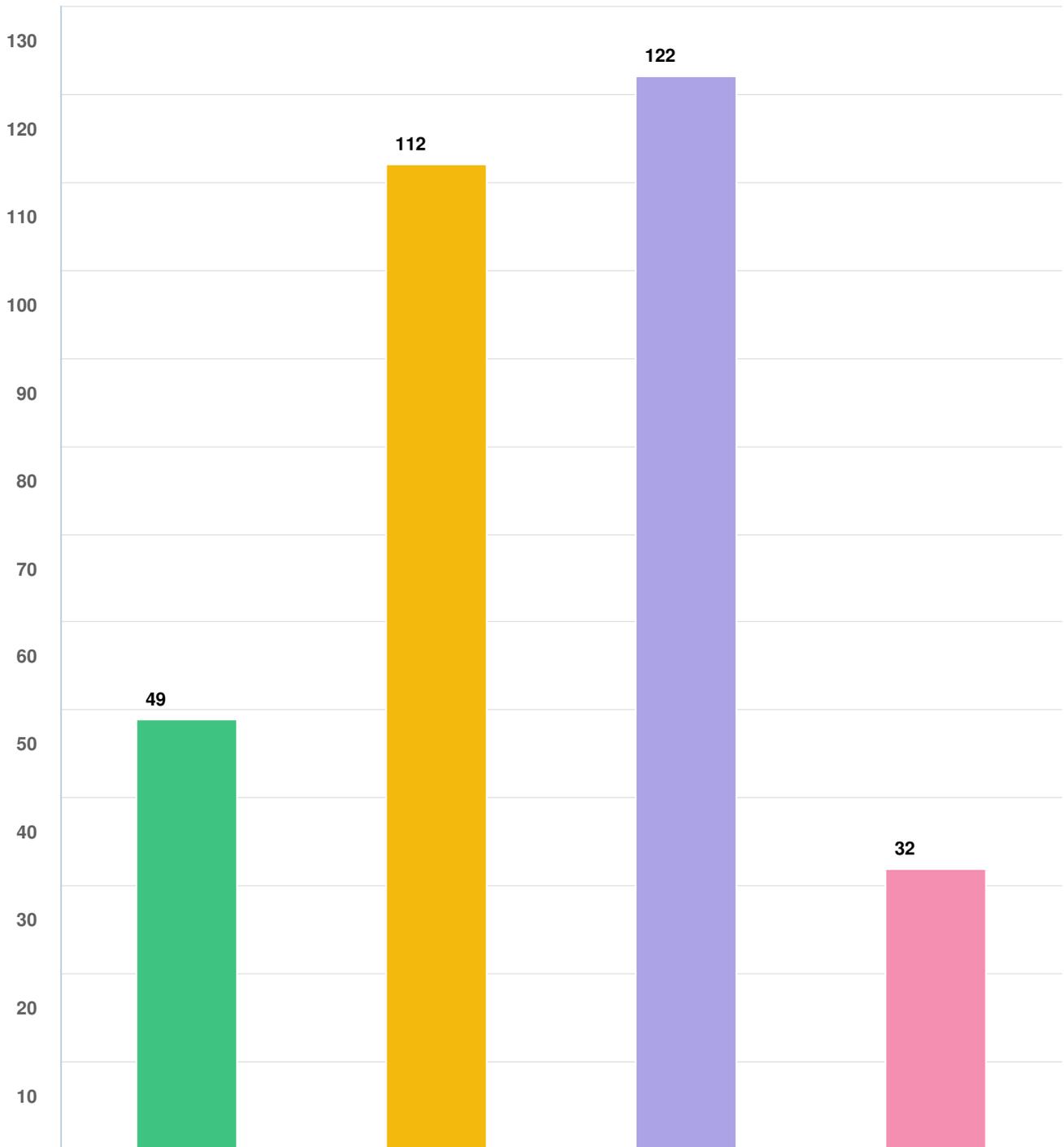
Question options

- I use the bike lane to ride north.
- I use the bike lane to ride south.
- I use the bike lane to ride north and south.

Optional question (174 response(s), 126 skipped)

Question type: Checkbox Question

Q4 What are your top reasons for using this bike route? (Please select all that apply.)

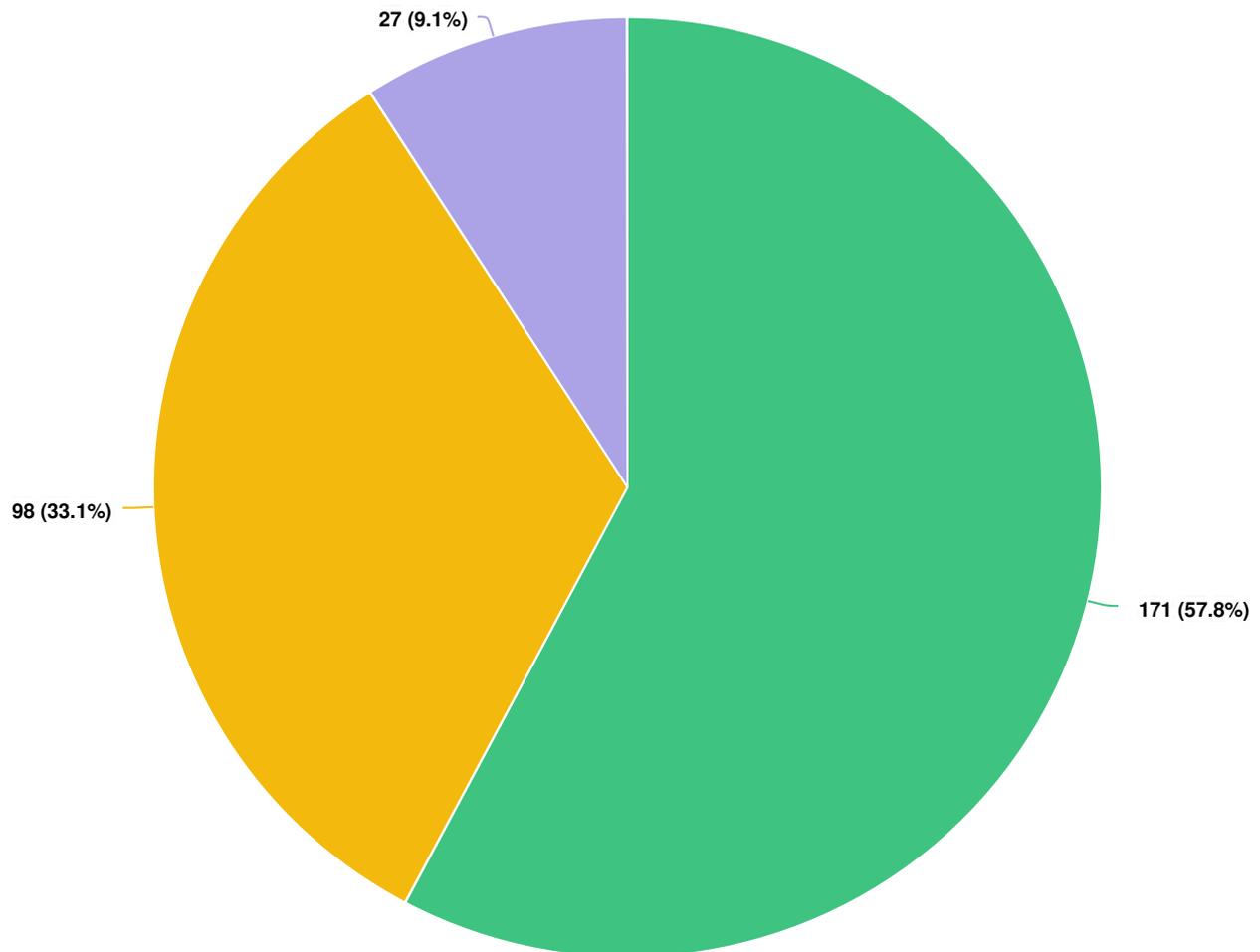


Question options

- This is the fastest route to travel to work/home/school/etc.
- I feel safer taking this route vs. others because of the bike lanes.
- N/A I do not use this route.
- Other (please specify)

*Optional question (296 response(s), 4 skipped)
Question type: Checkbox Question*

Q5 | Do you think that the protected bike lane is better than a painted bike lane or sharing the road with cars?

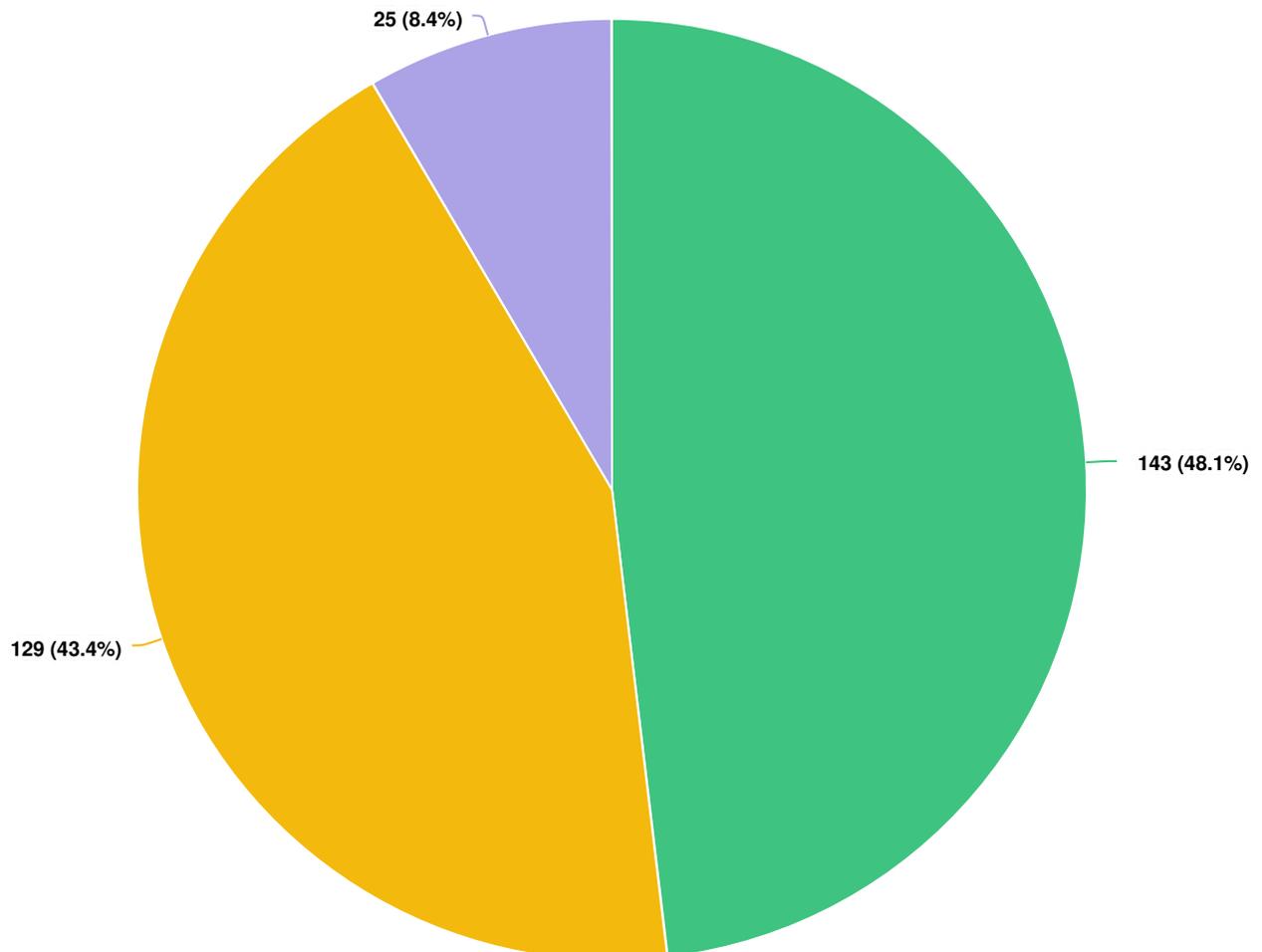


Question options

- Yes
- No
- Neutral

Optional question (296 response(s), 4 skipped)
Question type: Radio Button Question

Q6 Do you like the design of the protected portion of bikeway in comparison to other options such as painted bike lanes or bike sharrows?

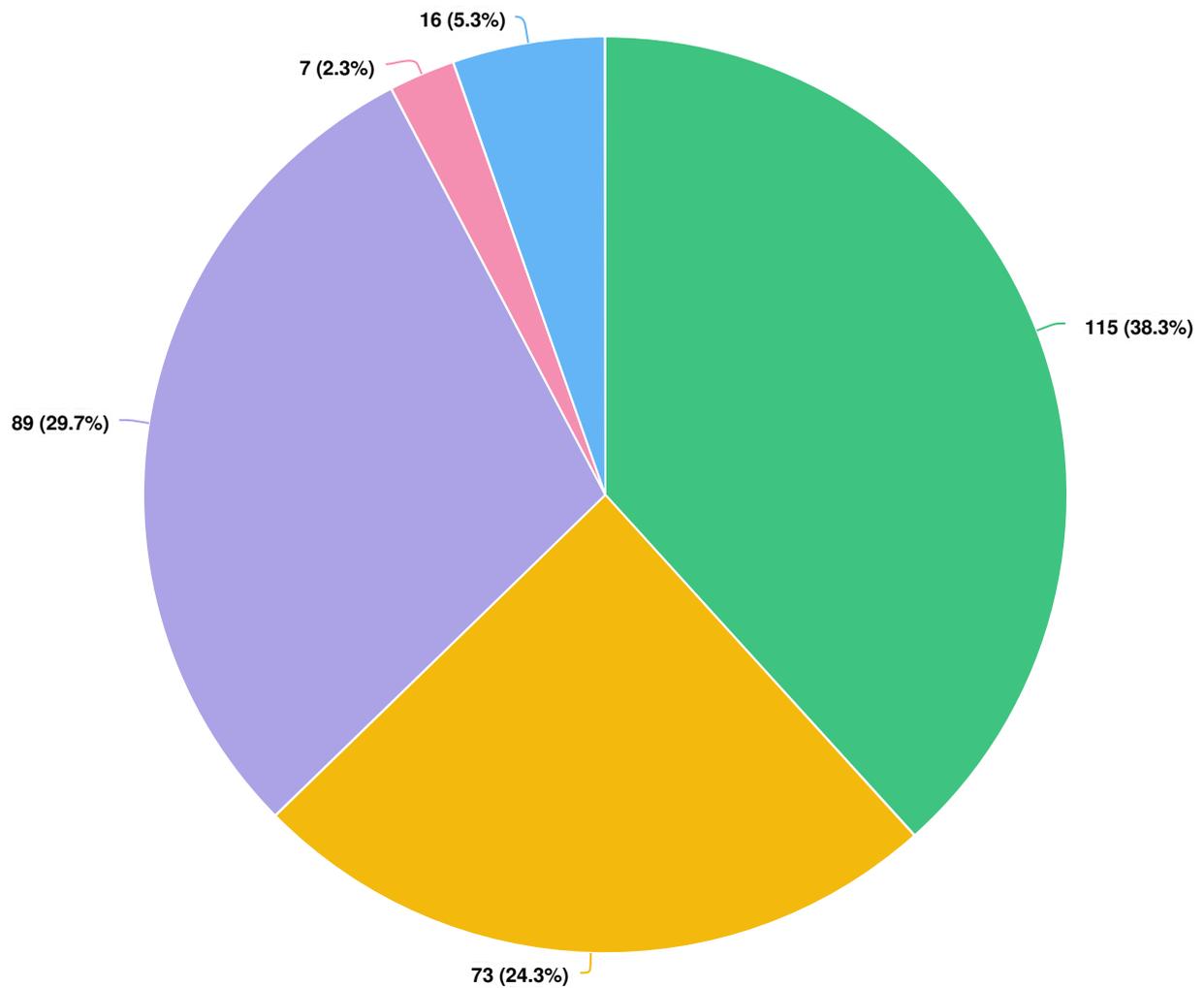


Question options

- Yes
- No
- Neutral

Optional question (297 response(s), 3 skipped)
Question type: Radio Button Question

Q7 | Do you think the City should keep the protected portion of the bike lanes designed as is, revise them, or remove them?



Question options

- The City should keep the protected bikeway as is.
- The City should revise the design of the protected bikeway.
- The City should remove the protected bikeway.
- No opinion.
- Other (please specify)

Optional question (300 response(s), 0 skipped)
Question type: Radio Button Question

Q8 | What changes should be made to the bike lane?

Screen Name Redacted

8/27/2021 03:08 PM

Bike turn boxes should be painted at the Lincoln St. intersection to alert motorists that cyclists will be turning from north bound Eaton to enter the Northbound bike lane. Another box should be painted at Villa St. to help cyclists cross to the north bound bike lane and sharrow approaching Maple.

Screen Name Redacted

8/28/2021 09:42 AM

Get rid of those ugly white sticks.

Screen Name Redacted

8/28/2021 10:35 AM

The protected bike lane is too narrow and should be expanded per NACTO guidelines.

Screen Name Redacted

8/28/2021 04:32 PM

Solid posts on the corners to prevent vehicles damaging them. Add a curb between the vehicle lane and the bike lane to additionally protect bikers and remove the turtles. Make the curb reflective or easier to see as the turtles had the reflectors on the sides, not the ends and are not easy to see.

Screen Name Redacted

8/29/2021 04:01 PM

Make it one way on both sides of the road. There are cars and debris that often block the southbound lane, forcing riders to ride in the oncoming lane. Also, awkward crossing to the east side of the street when that lane ends. The lane is not maintained well; often branches and debris in it. We actually ride northbound in the parking lanes on the east side of the road. Also, a northbound car went into the left turn lane in order to cut me off under the viaduct on Maple.

Screen Name Redacted

8/30/2021 07:07 AM

This is not a safe design for a bikeway. It goes against most recommendations for the design of a bike line. Bikes should not be traveling opposite the direction of traffic... particularly where there are so many side streets intersecting the bike line. Cars are not looking in the direction of bike travel when they attempt to pull out of a side street into Eton. This is particularly problematic for cars turning right since they are not used to looking both ways for fast moving bikes.

[http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?](http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=15)

CM_NUM=15 Avoid termination of contraflow bike lanes where bicyclists are left in a vulnerable situation. Avoid situations where

there are many driveways, alleys, or streets that would intersect with the contraflow lane. Both of these are violated in the north bound direction of the current bike lane. Not only are there numerous driveways and side streets intersecting the counterflow lane, but it ends abruptly leaving cyclists with not choice but to try to cycle to the other side of the road to continue on.

Screen Name Redacted

8/30/2021 08:11 AM

I like the protected aspect of the design but crossing against head on traffic to get to the protected lane while riding northbound can be a serious problem during rush hours. Bike lanes should be on the same side of the road as moving traffic.

Screen Name Redacted

8/30/2021 09:08 AM

Remove the speed bump and poles. The city does not maintain it properly so it ends up being very ugly as well as a traffic hazard. It is difficult to see the bumps in snow. There are not enough poles to let you know where the bumps are. I encourage you to replicate the bike lane setup on Hilton Rd in Ferndale.

Screen Name Redacted

8/30/2021 11:56 AM

People use this for walking. The real bike riders ride on the road.

Screen Name Redacted

8/30/2021 12:37 PM

Paint....the sticks and bumps are too busy and cause confusion....hard to see

Screen Name Redacted

8/30/2021 01:39 PM

The posts make it hard for someone turning out onto Eton from the side streets.

Screen Name Redacted

8/30/2021 02:08 PM

As a driver & walker & occasional bike rider - the bicycle lane has 2 way riders on the same side of the street - then jumps to 1 way bicycle lane on opposite sides - it's inherently unsafe for both bicyclists & drivers - & not sure what the idea is for the bicyclist to somehow go from riding on west side of Eton & then next block somehow get to east side of Eton - just is not at all organic/intuitive nor common sense - & also drivers have to know to watch for bicyclists on west side of street & then at next corner - bicyclists on both east side & west side

Screen Name Redacted

8/30/2021 02:48 PM

expand the length to the path and put in place taller/more visual barrier.

Screen Name Redacted
8/30/2021 03:01 PM
Looks terrible and has from start. Looks like Armadillos dead in the road.

Screen Name Redacted
8/30/2021 03:05 PM
Keep as is hit just add color to the lane.

Screen Name Redacted
8/30/2021 03:34 PM
I like the separation of bikes from cars for safety. I'm not fond of the high poles. Frequently at corners they obscure my vision and find the corners tighter for turns, especially when other drivers aren't gracious with turning.

Screen Name Redacted
8/30/2021 04:41 PM
I like the bike lane, but for years our neighborhood has been asking for safer crossing to cross Eton. My kids and I have almost been run over numerous times. Please incorporate a safe crossing. With Griffin Claw, Goldfish and so many other popular businesses we need to be able to cross safely.

Screen Name Redacted
8/30/2021 05:53 PM
Space them out more

Screen Name Redacted
8/30/2021 08:46 PM
Continue the entire length of Eton

Screen Name Redacted
8/31/2021 03:08 AM
Replace bollards that are frequently damaged with another barrier that is more durable. Also define bike lanes and intersections with visible paint similar to cities of Royal Oak and Ferndale has done on Hilton and Pinecrest respectively.

Screen Name Redacted
8/31/2021 05:10 AM
There is a bike lane on Eton before and after Maple, but not clear/safe way to get across Maple. That intersection is so stressful that it keeps me from continuing on the Eton bike path.

Screen Name Redacted
8/31/2021 06:34 AM
Have lane on both sides of the street, with traffic flow

Screen Name Redacted
8/31/2021 06:38 AM
I find as a driver, it is hard to make right turns with those tall projections. I feel I am going to hit one and have to make a wide turn onto incoming traffic, and notice other people doing the same.

<p>Screen Name Redacted 8/31/2021 06:42 AM</p>	<p>Bike lanes on both sides of the street. Remove the poles. The ends of the bike lane are not safe!</p>
<p>Screen Name Redacted 8/31/2021 06:47 AM</p>	<p>Narrow the bike lane Seems underutilized</p>
<p>Screen Name Redacted 8/31/2021 06:50 AM</p>	<p>just paint a bike lane on each side of eton. 80% of north bound bikers don't use the bike lane and instead ride in the north bound traffic lane. I drive this section of eton 4-8 times per day and frankly i see more dangerous situations due to the "protected bike lanes" than would exist if we just did heavily marked bike lanes on both sides. (similar to Eton north of maple). Most drivers turning right out of the neighborhood west of Eton don't look for bikers in the protected lanes northbound so it just makes things very dangerous to ride through there. Additionally, you've put the bike lanes on the opposite side of Eton from where everyone is going (Cole st business, Griffin Claw, Whistle stop, etc) so many bikers choose to cross Eton mid block, which creates new and exciting dangerous situations.</p>
<p>Screen Name Redacted 8/31/2021 07:02 AM</p>	<p>The start and end of the protected bike lane should be reviewed and revised ,I don't like the way it ends as you travel north toward Maple road.</p>
<p>Screen Name Redacted 8/31/2021 07:16 AM</p>	<p>The protected barrier is degrading and not to the level of our community.</p>
<p>Screen Name Redacted 8/31/2021 07:21 AM</p>	<p>Add another protected bike lane on the other side of the road (of course), prioritize one-way traffic within protected lanes, typically.</p>
<p>Screen Name Redacted 8/31/2021 07:31 AM</p>	<p>Remove vertical posts. They look horrible. Also, corners are difficult for drivers.</p>
<p>Screen Name Redacted 8/31/2021 07:42 AM</p>	<p>Make it a traditional design on both sides of street. Even if it's not protected it's a safer design. Most bikers are not using the new one</p>
<p>Screen Name Redacted 8/31/2021 07:57 AM</p>	<p>The plastic posts that define the intersections are placed in many cases in a way that makes a turn with your vehicle nearly impossible. Examples: East-bound Lincoln at Eton. The post forces me into the north-bound lane when I'm turning to go south. Other</p>

comments regarding the plastic posts that are not part of the protected bike route are noted at bottom of survey

Screen Name Redacted

8/31/2021 08:11 AM

a right turn lane at stops. Now one stops and the car is not in the right (bike) lane and then must turn into the bike lane which seems very unsafe.

Screen Name Redacted

8/31/2021 09:02 AM

Either keep it clean of debris for bikers on skinny road tires or remove the lane as it poses a danger and leads to flats.

Screen Name Redacted

8/31/2021 10:17 AM

It is an eyesore and makes the road feel way too narrow. It's hideous.

Screen Name Redacted

8/31/2021 11:53 AM

Get rid of the northbound bike lane on the southbound side of the road

Screen Name Redacted

8/31/2021 01:58 PM

Increase protection for bikers.

Screen Name Redacted

8/31/2021 02:17 PM

I'm a driver not a biker. I think there is too much going on on Eaton with cars, bikes, restaurants and traffic. That 4way intersection is a nightmare at Eaton and Lincoln. There should be a light there. I fear for everyones lilfe at that corner and the bike lane come to an end there also. The jut out is way too big at Eaton an Lincoln also, when making a right turn off of Lincoln on to Eaton it's a close call to hitting the on coming traffic because of the jut out being too wide.

Screen Name Redacted

8/31/2021 04:35 PM

Provide bike lanes for downtown access!!!!!!!!!!!!!! This loop idea is absolutely idiotic! Stop listening to spandex-clad assholes that ride once a week and take over the road.

Screen Name Redacted

8/31/2021 05:27 PM

Pylons are too close to corners making right turns difficult.

Screen Name Redacted

8/31/2021 07:14 PM

Consider having a smaller bike lane on one side of the street between a car parking lane and the curb. That way the cars can protect the bikers without additional street blockage. Or perhaps allow use of the sidewalks, perhaps enhancing them.

<p>Screen Name Redacted 9/01/2021 06:59 AM</p>	<p>This two-way bike lane is rarely used properly. There should be a lane on both sides of the road so that bikers can use it for the entire length of Eton. Maybe this would encourage all bikers to use it rather than the sidewalk or the street.</p>
<p>Screen Name Redacted 9/01/2021 07:03 AM</p>	<p>Remove delineator, paint bike lanes with paint extending thru intersections, get rid of the “stick” delineators all along Eton.</p>
<p>Screen Name Redacted 9/01/2021 07:53 AM</p>	<p>Painted Blue would help others to realize the significance of the bike lane</p>
<p>Screen Name Redacted 9/01/2021 08:22 AM</p>	<p>Remove “sticks” but keep “footballs”</p>
<p>Screen Name Redacted 9/01/2021 09:49 AM</p>	<p>Take down all barriers, poles and bumpers and use painted bike lane</p>
<p>Screen Name Redacted 9/01/2021 10:02 AM</p>	<p>Change the two way lane to one way, and add another one going north bound. People leave their trash cans in the bike lane, as well as pile of leaves in the fall. That lane closest to the curb is dangerous, much less visible to drivers coming out of neighborhoods not looking, as well as risk of drivers turning right in front of you as you are heading south, and causing a right hook crash. I cannot tell you how many times I've had to yell at people to look after they just turned in front of me. A less experienced cyclist or child would have been hit not paying attention.</p>
<p>Screen Name Redacted 9/01/2021 11:09 AM</p>	<p>The low barriers are a danger to sloppy cyclists....continuous curbing or bollards are a far better design</p>
<p>Screen Name Redacted 9/01/2021 03:28 PM</p>	<p>Just use painted lines and signage.</p>
<p>Screen Name Redacted 9/01/2021 06:49 PM</p>	<p>There should be separate bike lanes: a northbound lane on the northbound side and a southbound lane on the southbound side. The way it is now, if you really do use the bike lane to ride north, it's very dangerous to cross over to that tiny little northbound side by Big Rock. I don't use the bike lane northbound because of this.</p>

Also, with both lanes together, even riding southbound is a bit unnerving since people riding in the opposite direction often just ride in the middle of the two lanes which almost creates a head-on collision. Additionally, the white markers are not a great color and if you are unfamiliar with them, they are easy to run into. Yellow is a much more visible color. The bike lanes should also be extended to 14 mile road.

Screen Name Redacted

9/02/2021 08:14 AM

One bike lane on each side of the road. 2 way on one side forces too many crossovers through traffic, which is not safe.

Screen Name Redacted

9/02/2021 09:21 AM

Bike lanes on the proper sides of the road. The current one is largely unrideable because the protected lanes collect a lot of debris and it's never maintained. I usually just ride in the traffic lanes because the debris in the bike lanes is a hazard.

Screen Name Redacted

9/02/2021 03:02 PM

The tall cones (?) should be revised, they make it difficult for cars to turn onto some streets, almost causing accidents.

Screen Name Redacted

9/05/2021 07:44 AM

Switching from a bi directional lane to a single direction at villa is inconvenient when traveling north

Screen Name Redacted

9/07/2021 01:42 PM

Keep them where there is a bike lane but remove them where it is no longer a bike lane like down Eaton, also on the north side where there is no bike lane those wire things make turning awful.

Screen Name Redacted

9/08/2021 03:37 AM

I was initially skeptical of both directions of biking on the same side of the road, but it does work and I don't feel unsafe. However, the bike lane ends in the middle of Eton, and then you have to switch in/out of the lane in the middle of the road. If you are going to offer a bike lane that is both directions in one lane it needs to run the entire length of the road.

Screen Name Redacted

9/08/2021 06:32 AM

They should be one way and go with the flow of traffic. Drivers are ignorant of the flow of the two way bike lane. I've seen several near misses due to drivers not paying attention. The two way bike lane is too complex for the utterly incompetent driving that is endemic to Eton.

Screen Name Redacted

9/08/2021 04:02 PM

One lane on each side

Screen Name Redacted

9/11/2021 08:16 AM

As a driver, I feel the poles are distracting, cumbersome, and look terrible because they are always bent or dented etc. As a rider, I choose to avoid this bike lane for 3 reasons: 1. It's too narrow to share both directions with other bikers. 2. It is not kept clean of debris. 3. I don't like the way it just abruptly ends before Maple when heading north on it, and you have to cross over to the right side. This is not safe.

Screen Name Redacted

9/11/2021 06:58 PM

There should be 2 protected bike lanes, one on each side of the street (not like it is now with both lanes on the same side of the street).

Screen Name Redacted

9/19/2021 03:01 PM

When heading north I feel unsafe crossing through traffic to get to the right turn lane on maple. There should be a separate bike lane on both sides of the road. Also when heading north drivers pulling out of the side streets do not look both ways and often pull into the bike lane right in front of me causing me to rapidly break.

Screen Name Redacted

9/22/2021 08:58 AM

Keep protected bike lanes on the same side of the road for the whole route, and make sure that they are cleared of debris (leaves, gravel, etc)

Screen Name Redacted

9/22/2021 11:09 AM

I would like to see the North and South lanes separated.

Screen Name Redacted

9/22/2021 05:46 PM

Current design makes it difficult to turn a vehicle onto Eton off any of the east/west side streets (Holland for example) - the turn radius required with this new design is too tight and forces vehicles into oncoming traffic in many cases to complete their turn. The same is true turning onto Holland off Eton. These designed turn radii should be increased. Also the new vehicle lanes are too small. The vehicle lane width should be increased by reducing the 2-lane bike path by approx. 1ft. (more if possible).

Screen Name Redacted

9/24/2021 02:44 PM

The bike lane should be one-way (with flow of traffic) with another one-way lane on the opposite side of the street. It should also extend the entire length from Maple to 14 Mile.

Screen Name Redacted

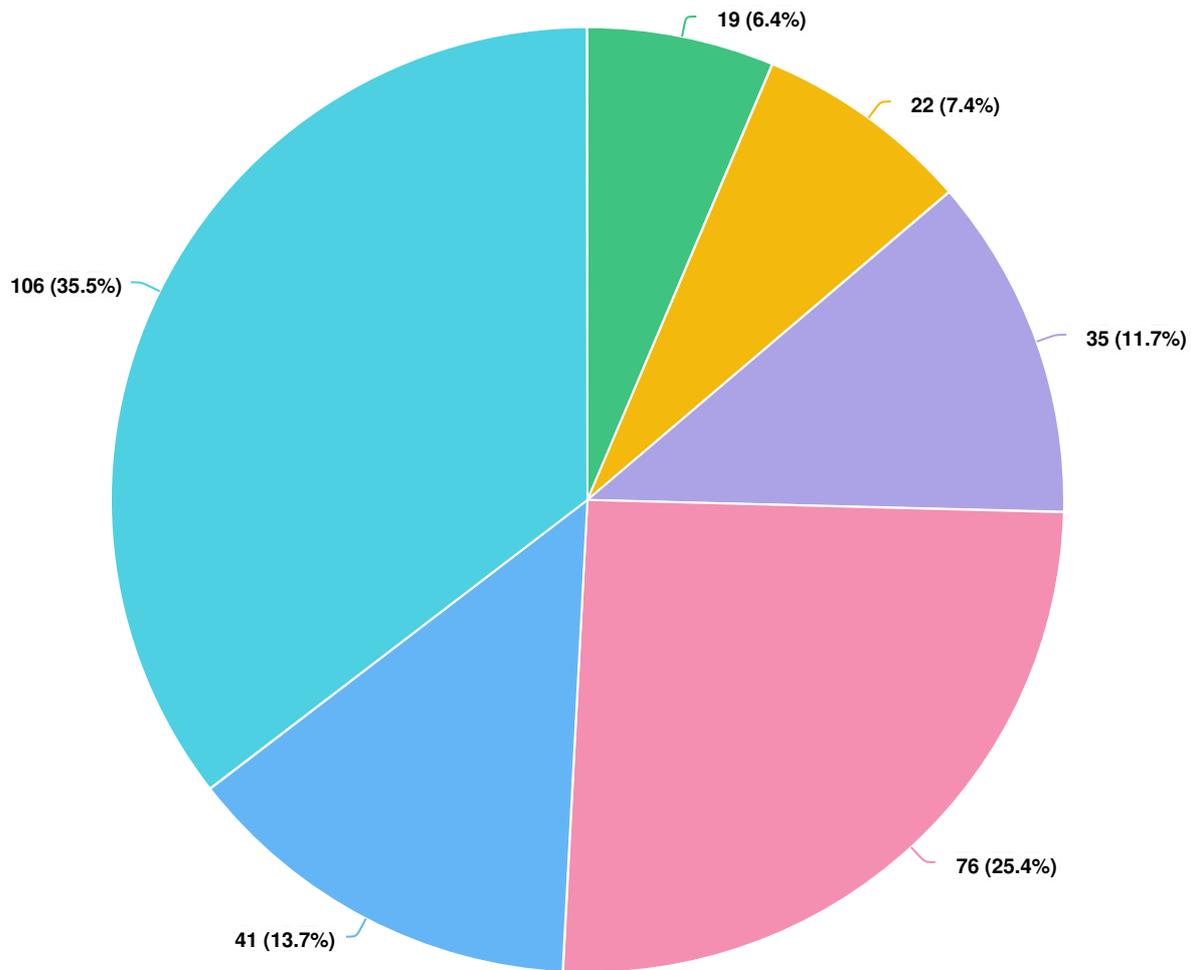
9/24/2021 03:52 PM

The bike lane should continue south of Lincoln on the west side of Eton all the way to 14 Mile Rd. The bikeway should also have a better "tie-in" to Maple Rd. I don't believe there's room to continue it around the curve on the west side on Eton south of Maple (which would be dangerous), but perhaps there's another way? Currently it doesn't really go anywhere. The large polls at the cross walks and along the bikeway should be completely removed - they are unattractive, hard to maintain (they are always missing, broken and an eye-sore for the streetscape). I don't mind the smaller "bumps" along the bikeway but the polls are awful. With some improvements, it could be a nice asset for the community. With so much new development in recent years, the area has seen a lot of traffic and it would be nice to have it used as a safe alternative by more cyclists.

Optional question (66 response(s), 234 skipped)

Question type: Essay Question

Q9 On a scale of 1-5, with 1 being the LEAST safe and 5 being the MOST safe, please rate how safe and comfortable you feel when you ride this route on South Eton.

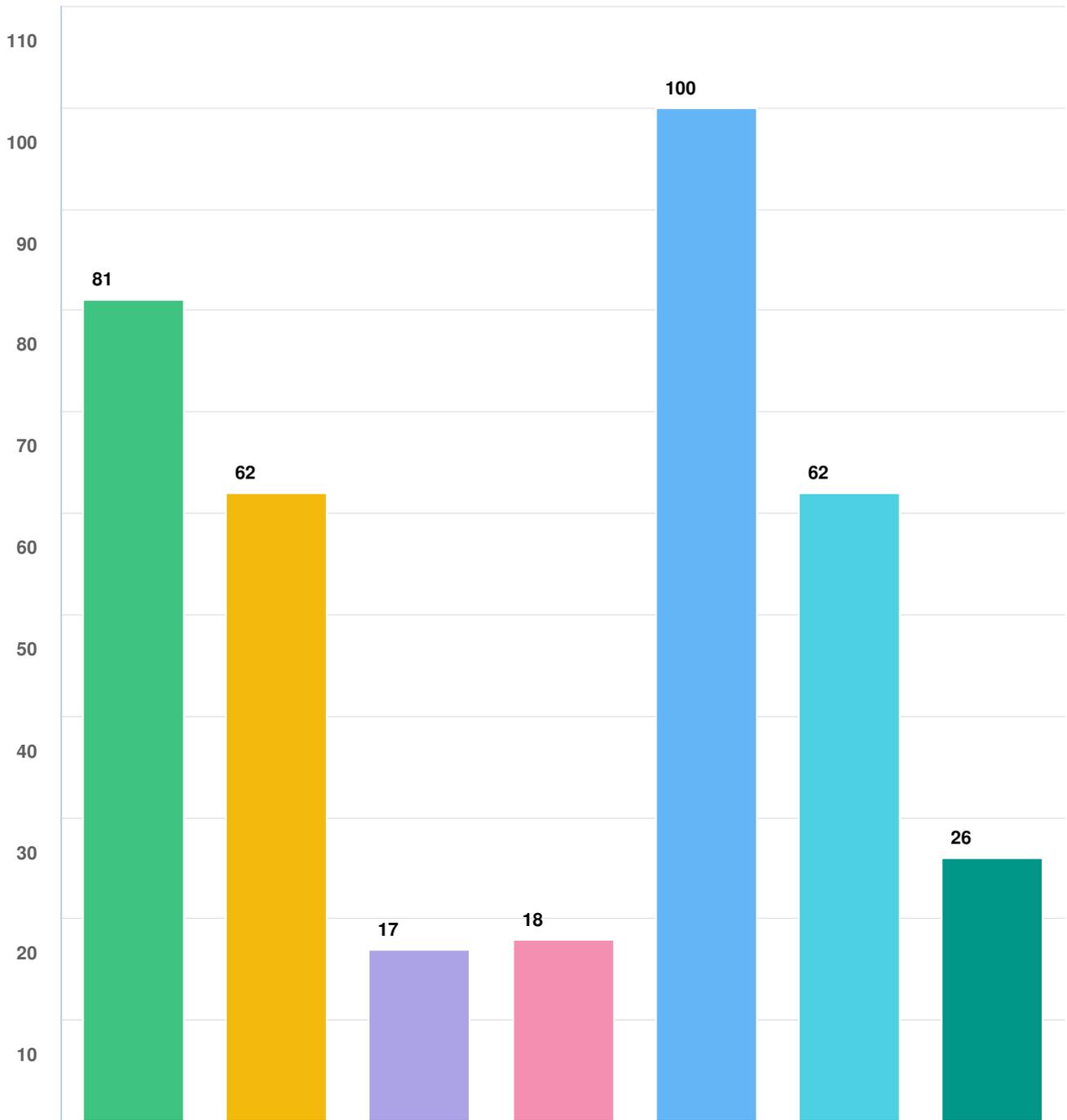


Question options

- 1) I feel very unsafe and uncomfortable riding this route.
- 2) I feel fairly unsafe and somewhat uncomfortable riding this route.
- 3) Neutral, I feel okay riding this route.
- 4) I feel pretty safe and comfortable riding this route.
- 5) I feel extremely safe and comfortable riding this route.
- N/A I do not bike this route.

Optional question (299 response(s), 1 skipped)
 Question type: Radio Button Question

Q10 Are there any areas where you feel unsafe along the bike route on South Eton? (Select all that apply.)



Question options

- Between E. Maple and Yosemite (bike sharrow)
- Between Yosemite and Villa (unprotected bike lane)
- Between Villa and Bowers (protected bike lane)
- Between Bowers and Lincoln (protected bike lane)
- N/A I do not bike this route.
- N/A I feel safe biking this route.
- Other (please specify)

Optional question (286 response(s), 14 skipped)
 Question type: *Checkbox Question*

Q11 | Please share any additional thoughts or concerns that you have regarding the South Eton bikeway.

Screen Name Redacted

8/27/2021 12:03 PM

My only wish is that the protected bike lane was longer. I live close to 14 mile and have to bike a ways before the street parking becomes a bike lane. That is the area that I feel unsafe while biking. I bike to work most days using bike lanes on both sides of Eton to get to Northminster Presbyterian Church at the edge of Birmingham/Troy.

Screen Name Redacted

8/27/2021 03:08 PM

I ride this south bound every week day for my commute to work. I feel uncomfortable riding north bound, though, because motorists are not looking for cyclists crossing from the protected north bound bike lane to the painted lane and sharrow that approaches Maple. I also feel uncomfortable riding both north and south bound on Eton south of Lincoln because the lanes are too narrow for a car to pass safely and motorists still pass even when it is unsafe to do so. And taking the lane just makes motorists angry. Get passed by a school bus a couple of times with parked cars on your right and traffic coming at you and you'll understand my trepidation. Approaching Lincoln from the south is also a concern because trying to make a left turn to get to the protected lane can be a little dicey if there's traffic. Painted bike boxes would help. Painted lanes on either side might be better and would eliminate the need for crossing traffic lanes.

Screen Name Redacted

8/28/2021 07:43 AM

I don't like riding north (against traffic), it would be better if set up like N Eton with bike lane on both sides of the street. Also why end it at Lincoln extend it to 14 mile. or as an alternative use Maple sidewalk to Columbia, Haynes, Torry as the bike route (I do this northbound all the time)

Screen Name Redacted

8/28/2021 10:35 AM

Please DO NOT simply remove the bike lane. This has had a tremendously positive impact on the speed and nature of traffic along Eton, which also benefits residents in the neighborhoods and pedestrians.

Screen Name Redacted

8/28/2021 03:37 PM

Missed opportunity if pedestrian crossing of Eton not addressed. I'll ride/walk down protected bike lane from Lincoln to Maple. I cross before Villa where protected lane ends. Crossing a challenge. I strongly believe the neighborhood would benefit from crossing

medians/islands on Cole and near Whistle Stop.

Screen Name Redacted

8/28/2021 04:32 PM

The addition of the bike lane made a visible difference to traffic. It is obviously slower, there are no more cars acting as if each direction is a 2 lane highway which was lethal for any road user. It has made the road feel a lot safer and any improvement upon this is exactly that - an improvement in safety. It has been nothing but a positive addition that can be even better with some additional measures.

Screen Name Redacted

8/28/2021 05:34 PM

It is a waste of road space and unnecessary. I find it very distracting while driving.

Screen Name Redacted

8/28/2021 06:06 PM

I love this bike lane. I wish the city had a lot more protected lanes like this. Sharrows are not very safe, and the more lanes like this in the city, the more bike traffic we'll get.

Screen Name Redacted

8/28/2021 06:07 PM

The two way bike lane on the west side of the road is dangerous.. Drivers don't expect it. The protected lane markers are a major eye sore.

Screen Name Redacted

8/29/2021 05:22 AM

The protected bike lane is much safer for school age kids going to and from the swim club, tennis club, and public schools north of Maple.

Screen Name Redacted

8/29/2021 05:37 AM

It should go longer like all the way to 14 or have better direction to turn on Lincoln. I live on Eton and most riding in the protected lane continue straight at Lincoln through the the stop sign and into traffic. I also live in the portion of Eton without the lane and think it should go all the way to 14 for the protection of bikers and us-opening car doors, pulling out of drive ways, etc. as we have bikers riding all the way through to 14 daily.

Screen Name Redacted

8/29/2021 06:53 AM

We need more bike and walking trails.

Screen Name Redacted

8/29/2021 09:01 AM

Birmingham needs more bike lanes. This should be a community where all forms of transportation can travel safely along with pedestrians.

Screen Name Redacted

8/29/2021 09:20 AM

Some hopefully constructive feedback: I ride the bikeway frequently. But riding the segment between Yosemite and Maple is dangerous. Cars naturally drive on the inside of the curve around that corner, traveling south from the turn off of Maple. And it is a blind spot for them to see any bikers coming in the opposite direction (biking north). That segment should be better protected for bikers. There is only a painted "bike lane" symbol in the middle of the road. I'm not sure anyone knows what that is supposed to mean. The bikeway is great, but that segment needs some redesign.

Screen Name Redacted

8/29/2021 10:03 AM

It's kind of annoying to cross the street when going north to get to the unprotected lane. Also, it's super annoying when walkers and joggers use the lane, and even more so when they block the entire thing with a stroller or something.

Screen Name Redacted

8/29/2021 02:07 PM

As a resident in this neighborhood for 47 years, the design change to Erin road has created traffic hazards, congestion, problems with fall clean up and garbage. The new master plan forgot to take into consideration the residents of the area.

Screen Name Redacted

8/29/2021 04:01 PM

Cars at the intersection of Maple and Eton try to run riders off the road. Bike lanes aren't maintained and too narrow to be 2-way

Screen Name Redacted

8/30/2021 03:25 AM

I think the little caps and the posts should be removed so debris, snow etc can be removed when necessary. Painted lines should be sufficient. Bike lanes in any city are important for the community. We should have more bike lanes. I encourage the city to consider adding more bike lanes as streets are improved. A bike lane is especially needed on Cranbrook road between 14 and Maple. I ride my bike frequently and I would feel much safer if our streets had designated bike lanes.

Screen Name Redacted

8/30/2021 05:42 AM

Works going south, bad going north as I have to cross oncoming traffic twice.

Screen Name Redacted

8/30/2021 07:04 AM

I have always felt this looked strange, and it uses up way too much of the road for a very specific use.

<p>Screen Name Redacted 8/30/2021 07:07 AM</p>	<p>I'm really curious how such an obviously unsafe design was approved. Anyone with google and 5 minutes can find numerous guidelines against a contraflow bike lane in that setting. Were actual cyclists consulted during the development? What about bicycle safety advocates such as LMB or bikesafe? All you need to do is ride it one time and you will understand why I won't use this lane anymore.</p>
<p>Screen Name Redacted 8/30/2021 07:16 AM</p>	<p>Love this bike lane and wish it was longer and in other parts of the city as well!</p>
<p>Screen Name Redacted 8/30/2021 07:40 AM</p>	<p>This was the best thing the city has done on S Eton. The road was not safe to ride on before Bruce's or how busy S Eton is. Cars fly up and down to cut through and it was not safe. Having a protected bike lane is the only option that works.</p>
<p>Screen Name Redacted 8/30/2021 07:49 AM</p>	<p>Questions for drivers in this survey would be helpful. It can be scary and dangerous trying to avoid bikes through there. Personally, I think it's too narrow.</p>
<p>Screen Name Redacted 8/30/2021 08:11 AM</p>	<p>The city should consider placing the northbound lane along the east shoulder with parallel parking as a buffer, and shift the vehicle lanes west a few feet.</p>
<p>Screen Name Redacted 8/30/2021 08:32 AM</p>	<p>i wish it connected to more east-west protected lanes</p>
<p>Screen Name Redacted 8/30/2021 08:39 AM</p>	<p>Birmingham is not a bike friendly City. This Path allows Bike traffic to negotiate their travels to other areas in a safe manner. I moved to this area so I could bike to my children's houses, bike to the post office, Walgreens, into town etc and so on. It is very nerve wracking most days to try to negotiate the streets and the sidewalks to go for a ride. I want to use my car less and if the trip is 5 miles or less I want to ride my bike. Please keep the Bike path on Eton and Please add other safe lanes for Bike and pedestrian traffic.</p>
<p>Screen Name Redacted 8/30/2021 08:59 AM</p>	<p>As a driver, I think it takes up so much space. I rarely see anyone on it. Mainly families using the paths and not the bike way. When driving in that area, it seems very narrow and almost dangerous. I see multiple cars making quick rights onto Eton and they almost hit</p>

the bike path. I would remove it.

Screen Name Redacted

8/30/2021 09:29 AM

South Eton is a very busy street, especially at Lincoln, Cole, and the Griffin Claw. Although I do not bike this route, it find it dangerous at times for driving, and so I imagine it is also dangerous for cyclists. I would take seriously all the recommendations of those responding to this survey who actually use the South Eton bike lane.

Screen Name Redacted

8/30/2021 10:10 AM

Avid bikers do not use the bike lanes as intended which is incredibly frustrating as a driver in this area. As a resident and daily walker of the neighborhood, it seems a better use of the bike lane would be to repurpose it for walkers/runners to use. We often already use it to pass one another, so to have it specifically designated for a direction or both of walking traffic would be great.

Screen Name Redacted

8/30/2021 10:46 AM

This route goes no where. No one is ever on it, it disrupts traffic and no parking it should br removed.

Screen Name Redacted

8/30/2021 11:41 AM

The unsafe feeling is from vehicles driving too fast. If they're going the speed limit they have more of an opportunity to see what's going on in the lanes.

Screen Name Redacted

8/30/2021 01:29 PM

I find it more dangerous with the Bike Lane for both cars and bikers. I find the bikers do not stop at intersections of stop signs. I never know what they are going to do

Screen Name Redacted

8/30/2021 01:29 PM

It's not long enough for it to be useful. I rarely see a biker on the route. It's just an eye sore.

Screen Name Redacted

8/30/2021 01:33 PM

It's great. Build more protected bike lanes. The only issue is that the bikeway isn't the most useful because there aren't any other protected bike lanes. So, a larger network would help reach a critical mass of enough protected bike lanes to provide a real, useful transportation option. People who only drive will complain because they don't like bikers, but they're stubborn and obstinate.

Screen Name Redacted

8/30/2021 01:35 PM

Thanks for installing the bikeway, for soliciting and considering viewpoints, and for keeping this Shared Streets amenity -- I hope!

Screen Name Redacted

8/30/2021 01:39 PM

I like the protected bike areas due to: amount of traffic and parking sharing the street which limits visibility of the cyclists to the drivers. Particularly the activity around Griffin Claw. I feel much better with the protected bike lane in that area. Just South of Maple, it is tricky due to the curve and slope of the street - I always feel vulnerable since the cars are trying to get through the light and may not be keeping an eye out for cyclists sharing the road.

Screen Name Redacted

8/30/2021 01:39 PM

I do not ride my bike now, however in a couple years I might use this path and will be glad that it is separated from the cars. It's strange how the route just ends at Lincoln and Maple though. My big issue with the Eton corridor is how there is no signage that says to stop for pedestrians at the crosswalks. I cross this street a lot with my kids and it's awful how long we have to wait sometimes to cross Eton at the cross walks. Some cars just don't stop. I see a lot more people walking this corridor than riding their bikes.

Screen Name Redacted

8/30/2021 01:43 PM

Bike lanes are just coming into existence and have only begun to be utilized. I know that some cyclists have been critical of the two way lane but I've seen this done elsewhere including the one under constriction on the Brooklyn Bridge. It's much safer than riding in traffic and a reasonable compromise to allow car parking on one side of the street.

Screen Name Redacted

8/30/2021 01:43 PM

The bikes I do see do NOT use the bike lanes. I see more joggers than bikers using it.

Screen Name Redacted

8/30/2021 01:45 PM

I rarely see anyone biking on this portion of Eton. The neighborhood lost valuable parking spaces as a result.

Screen Name Redacted

8/30/2021 01:51 PM

It is great having a protected lane. Although practically speaking most people including my self for northbound travel end up using the road and not share the 2-way traffic on the dedicated lane. Just do not feel comfortable when there is another bike southbound and a car coming at you together. I wish there were more of these throughout Birmingham as well as other cities.

Screen Name Redacted

8/30/2021 01:55 PM

The South Eton bikeway is an excellent effort to make sure that both riders and pedestrians are safe on and crossing the road.

Kudos to the Multimodal Board for due diligence. I haven't professionally followed development in surrounding communities, but they don't seem to look like our installations. There are painted lines, but no structures. In practice, living off Eton, I see few bicycles. There are a number of variables in play and too numerous to name here. The zebra striped metal bubbles are protective for the cyclists. Some people use the lanes to walk or run avoiding road debris. However, the small metal berms/larger white plastic posts are unfortunately in and of themselves a car tire hazard and a very expensive low profile/rim fix. I had to swerve to avoid a squirrel, hitting the edge and bubbling the sidewall (unfixable). There is no comparison between the minor inconvenience of a vehicle fix and the safety of children, adults and their pets. I'm hoping there is another safe and less obtrusive option that includes signage and painted boundaries. (FYI: I ride an indoor cycle to train for fall sports and seldom cycle outside in summer for health reasons.)

Screen Name Redacted

8/30/2021 02:17 PM

Because the bikeway is on the west side of the street as I bike north, drivers of cars traveling east on streets perpendicular to the bikeway often don't look right for bikes as they are approaching the intersection to make a right hand turn at the stop sign. I was almost hit once but I am extra cautious now when approaching this situation.

Screen Name Redacted

8/30/2021 02:31 PM

Some bikes not using bike lanes. They continue to ride on side opposite the protected lane...startling when driving when they zip by in the parking zone

Screen Name Redacted

8/30/2021 02:48 PM

Nice to see Birmingham take an active roll continually for "walk-able community" and investing in bike stations, etc.

Screen Name Redacted

8/30/2021 02:54 PM

I do think that this bike path is unsafe. Cars do NOT slow down; rather it's a game of chance.

Screen Name Redacted

8/30/2021 03:00 PM

I live on South Eton. In the winter, the snow plows pop up the armadillo barriers on the ground. As a driver, hard to see the cyclists. Not all bikers obey traffic signals and create a hazard trying to drive around them. There are places along the bike route where bikers don't stop and keep riding down Eton without stopping for traffic.

<p>Screen Name Redacted 8/30/2021 03:23 PM</p>	<p>Please add more infrastructure that allows for biking and for walking across the City! I would love a safe way to bike from the Rail District to Downtown Birmingham.</p>
<p>Screen Name Redacted 8/30/2021 03:34 PM</p>	<p>Took a while to get use to, outside of the protection poles, it's become easy to navigate and know where the bikers will be. Possibly just lower lower or adjust the poles.</p>
<p>Screen Name Redacted 8/30/2021 04:29 PM</p>	<p>Parking is in short supply on South Eton. A Bikeway just makes it worse.</p>
<p>Screen Name Redacted 8/30/2021 04:41 PM</p>	<p>I think there needs to be a safe crossing like Lincoln has to get to businesses on the other side.</p>
<p>Screen Name Redacted 8/30/2021 04:49 PM</p>	<p>Too much effort/cost/overhead to provide a bike lane for a relative few number of users when a perfectly maintained side walk is available.</p>
<p>Screen Name Redacted 8/30/2021 05:00 PM</p>	<p>Bike route upgrade in theory is "nice" where it applies — it's small enough so cars aren't confused and use path (hamtramck bike routes have this issue) but when driving in car along this Eaton St route it is ridiculed among passengers in our car including engineers because the route — while advertised as a route — simply ends. No warning. No alternatives. Thank you :)</p>
<p>Screen Name Redacted 8/30/2021 05:01 PM</p>	<p>I like the idea of protected bike routes, but don't use this one as it doesn't lead to where I travel on a bike. The city needs some type of bike route on Lincoln and in the downtown area</p>
<p>Screen Name Redacted 8/30/2021 05:06 PM</p>	<p>I wish the city would sweep the bike lane more frequently, especially near new construction sites. Bloomingdale Construction leaves a rocky/gravel mess in the bike lane.</p>
<p>Screen Name Redacted 8/30/2021 05:12 PM</p>	<p>I love the idea of a protected bike lane. We could use more.</p>
<p>Screen Name Redacted 8/30/2021 06:25 PM</p>	<p>This entire idea of the bike lane is the stupidest decision ever to come out of Birmingham..think about it...when the snow plows work on Eton they will dig up the markers plus you have taken</p>

away a ton of parking for a very few bikers....a stupid decision. I don't need to bike on Eton to determine this Remove it and restore parking

Screen Name Redacted

8/30/2021 07:38 PM

There is a sidewalk right along this route that would be much safer for bikes. Let them use the sidewalk. Plus the path is not attractive.

Screen Name Redacted

8/31/2021 03:08 AM

North bound transition to east side of road at villa not safe for bicycle and vehicle traffic.

Screen Name Redacted

8/31/2021 05:10 AM

It's a great start! It just needs to connect with other safe bikeways so that it's not an isolated stretch.

Screen Name Redacted

8/31/2021 05:11 AM

I wish protected bikeways were set up around and towards the different schools in Birmingham. Now with the newly redone S Cranbrook, maybe it was decided it is a too high speed street for that, However, along Lincoln towards Seaholm HS, there could be a good bikeway addition for the community, which could connect with the S Eton lane. Thank you for listening.

Screen Name Redacted

8/31/2021 05:21 AM

Unfortunately, there are bicyclists who do not use the bike lane, especially if they are going north. Keep the bike lane...it slows down traffic.

Screen Name Redacted

8/31/2021 05:34 AM

It is ridiculous!!!!!! I hate the bike lane!!! Why do we have sidewalks and this is a walkable community???? Ride your bikes on the sidewalk...it would be different if we did NOT have sidewalks but we do!!! I see MANY bikers ride in the street not even in the designated area...get rid of it. Feel free to call me 248-321-4480

Screen Name Redacted

8/31/2021 06:30 AM

This route is completely overkill and ugly. It is also difficult to navigate in cars, which also makes it less safe for bicyclists.

Screen Name Redacted

8/31/2021 06:31 AM

I agree with having a bike lane, but would like the cyclists to obey the rules of the road (ie stop signs) while riding in the street. It is not safe when they do not stop at stop signs.

Screen Name Redacted 8/31/2021 06:34 AM	It's an embarrassment that Birmingham has so few to bike lanes, compared to other cities with far less money
Screen Name Redacted 8/31/2021 06:38 AM	I feel that not everybody uses them. Too many bikers not on the path. I myself when turning right South bound I forget to look for bikers heading north bound. It's against everything I was taught you ride with the flow of traffic.
Screen Name Redacted 8/31/2021 06:39 AM	The lane is unsightly, seems seldom used and is a general nuisance on Eton
Screen Name Redacted 8/31/2021 06:39 AM	I drive on that section of etoh at least 3-5 times per week on both weekdays and weekends and have NEVER seen a bicyclist. I think it is more distracting than helpful
Screen Name Redacted 8/31/2021 06:44 AM	I don't have reason to bike this route often, but I appreciate that it exists, and want to encourage additional bikeways.
Screen Name Redacted 8/31/2021 06:45 AM	Even as a motorist, I think it is great that the MANY riders on this route can have their own safe space. Without the protection, drivers would regularly encroach on this area in order to (impatiently, IMO) pass drivers turning left.
Screen Name Redacted 8/31/2021 06:46 AM	Bikers should either remain in bike lane or not. In either case, most do not abide by traffic laws. There should be enforcement.
Screen Name Redacted 8/31/2021 06:49 AM	The bike path sounded like a good idea but what I have seen it has not been a success. Hard core bikers use the street and rarely do I see it being used. It also tends to accumulate debris which if riding makes hard to navigate
Screen Name Redacted 8/31/2021 06:50 AM	Bike lanes (heavily painted with green at intersections) in both lanes (north and south).
Screen Name Redacted 8/31/2021 06:50 AM	I love the Eaton bike lanes, but they are always filled with debris. The city should clean them at least once a week. If the street cleaner is to wide for the bike lanes, then an alternate solution must be identified. All of the pictures in this survey show debris,

but typically the debris is much more significant in size and quantity. It is generally unsafe.

Screen Name Redacted

8/31/2021 06:51 AM

This is great I love it, I wish Birmingham would extend those bike lane all over town.

Screen Name Redacted

8/31/2021 06:51 AM

Very rarely see bikers on bike way. They use the street. In the winter or whenever it snows (6 months out of year) never used and it's dangerous for cars.

Screen Name Redacted

8/31/2021 06:54 AM

I drive this area a lot, hardly ever see anyone, using it correctly, waste of money.

Screen Name Redacted

8/31/2021 06:56 AM

The South Eton Bikeway was a good experiment, but it is failing. If it were connected to a much longer bikeway, it might be useful. As it stands, it is just a one-mile section of protected pavement that is of little practical use, other than the novelty of using it. The barriers utilized to protect the bikeway are also obstacles which present a danger to bicyclists and motorists. The plastic vertical rods are broken and ragged from being struck so many times by cars, motorcycle, and bikes. In addition, the city has allowed a tremendous increase in the number of people who live and work on or near South Eton, which has dramatically increased traffic. Narrowing the roadway at the same time is creating significant problems with traffic and parking congestion. South Eton needs to be widened rather than narrowed. What's needed is safe passage for cars around frequent left turning vehicles, and more on-street parking for the businesses which exist there. Thanks for the opportunity to share my thoughts.

Screen Name Redacted

8/31/2021 06:58 AM

Wish we have more bikeways around town to promote biking

Screen Name Redacted

8/31/2021 07:04 AM

The bike path as it is currently constructed is not necessary and has caused parking and traffic problems along Eton. If the City is serious about supporting businesses in this area of the City, then it should remove the bike path, and have the bikers use the sidewalk. The width of the street is not adequate to accommodate this bike path as it is laid out. Also, this bike path does not get much bike traffic, and the benefit of returning the bike lanes to parking and traffic lanes on the street is greatly outweighed by the benefit to the small number of bikers who use it. The city should

ramp the sidewalks and encourage bikers to use the sidewalk if they are not comfortable riding in the street.

Screen Name Redacted

8/31/2021 07:04 AM

I love this dedicated bike lane a wish we had more like it in the city.

Screen Name Redacted

8/31/2021 07:10 AM

The city has better ways of blowing our tax dollars than this. I have seen many of the posts set up with obvious dents in them that some poor motorists have hit their car on them. It's difficult at best to make a right turn while someone is coming from the other direction, so you don't hit your car on those ridiculous posts & the bumps on the road are not necessary. Put it in a wealthier neighborhood, experiment on them & see how long it takes for them to demand them taken down. I don't recall being asked to vote on this needless expenditure either. Those are MY tax dollars being wasted here. It's almost like you think people don't know how to ride a bike safely, so you are big brother & put up restraints on the motorists. If you need any ideas on how to help citizens, how about a tax break for seniors? Obviously there is plenty of extra cash in the coffer, so why not a tax break for those who need it most? Or is that too radical for you liberals?

Screen Name Redacted

8/31/2021 07:11 AM

It was poorly designed, does not work for cars! Most riders do not use the protected lanes and from the drivers prospective, you don't know what they are going to do! Many riders do not stop at Eaton and Lincoln. I suggest you take a count of the number of riders who actually use the protected lane and see if it is worth the effort to redesign it. I am not against riders, but I think they should follow the rules of the road!

Screen Name Redacted

8/31/2021 07:16 AM

Bicyclists that do not use the bike lane are infuriating!! They have a dedicated bike lane and don't use it. Also, cats should not park in the bike lane, but south of Lincoln they do, all the time.

Screen Name Redacted

8/31/2021 07:20 AM

I never see anyone using this and I drive on this road daily. Widen the road for traffic.

Screen Name Redacted

8/31/2021 07:21 AM

- Would like to see the protected lanes continue South on Eton to 14 mi. - Lanes would be helpful on nearby intersecting Lincoln. - Any strategies promoting greater driver awareness for bikes would also be helpful in these areas. Have experienced a wide range of

driver behaviors in the Eton/Lincoln area relative to other areas.
 Good area to focus some attention. Great to see these projects added as part of the overall transportation plan for the city. Thanks!

Screen Name Redacted

8/31/2021 07:22 AM

I never understood why this was created for such a small segment of the population in a cold weather state (nobody rides in the winter, rain, etc..). I live next to the bike lane and rarely see it being used. I love bikes and cyclists (I ride around town too), it's just bad use of my tax money and public space.

Screen Name Redacted

8/31/2021 07:26 AM

Although I appreciate the design of this route as a resident that drives this route daily, this survey assumes that everyone responding is a cyclist. Is there any consideration being given to the residents that live and drive this route daily? Unfortunately those that live in this area are impacted by this bike route and this survey fails to solicit our opinion.

Screen Name Redacted

8/31/2021 07:28 AM

I don't use that bike route. When I drive Eton, I see very little bike usage. I'm not sure why the route was created.

Screen Name Redacted

8/31/2021 07:30 AM

Remove the bike lane obstacles from November to April. They are a hazard to drivers and road crews

Screen Name Redacted

8/31/2021 07:31 AM

The one issue with the bike lane is bikers do not use it when traveling north they use the road. Although the idea is great to have a lane like we have it is no good if bikers don't use it

Screen Name Redacted

8/31/2021 07:42 AM

More bike lanes in Birmingham. I pain a lot of tax to live here. There are only a few areas with bike lanes in the city, all of which are short and end abruptly. Cities like Ferndale Royal Oak, Detroit, put Birmingham to shame. They are much more progressive. I pay more than \$21,000 in tax to live here, and many pay more. It's very sad.

Screen Name Redacted

8/31/2021 07:49 AM

Thanks for asking for input. This survey assumes the only feedback should be from regular users of the bike lane on Eton. The bike path makes absolutely no sense - short in distance and ends at an awkward spot. The city should also be seeking input from the residents who drive on Eton and the businesses on Eton who loose valuable parking for a bike lane rarely used.

Screen Name Redacted

8/31/2021 07:52 AM

I like the idea of a protected bike lane, and this demonstration project is a good try at it. It looks like a good solution to me.

Screen Name Redacted

8/31/2021 07:57 AM

Those plastic posts near the Melton and Humphrey intersections on south bound Eton are so far into the intersection that you have to go almost through the intersection and then turn back at a greater than 90 degree angle to head west. They are a great idea but I'd suggest that you move them closer to the curb so there is a safe turning zone.

Screen Name Redacted

8/31/2021 08:01 AM

Please remove the bike lanes. It is useless. Plus the bikers NEVER stop at the stop sign. If they don't follow the rules, they shouldn't be on the road.

Screen Name Redacted

8/31/2021 08:06 AM

The bikers need to have posted stop signs at crossroads. They think they don't have to stop. When driving a car coming off a side road it is very difficult to make a turn & not hit the road safety impediments. What a waste of my tax dollars.

Screen Name Redacted

8/31/2021 08:11 AM

The areas near the stop sign does not feel safe as a auto driver.

Screen Name Redacted

8/31/2021 08:21 AM

I feel the bike lanes help slow traffic which is a benefit. Additionally, the bike lanes provide a safer route for my children and I to ride on Eton to our swim club, tennis courts and park without having to navigate around walkers, joggers, etc.

Screen Name Redacted

8/31/2021 08:21 AM

I often see vehicles head east to Eton not stop in time for bikers. I don't think this is a safe route for the bikers. However, it is rare that I see bikers in the pathways provided.

Screen Name Redacted

8/31/2021 08:40 AM

Restaurant egress points meet bikers in unsafe circumstances on Eton. Parked cars also restrict visibility. Find another street for bikers.

Screen Name Redacted

8/31/2021 08:49 AM

I don't bike this route because of the traffic on Eton. I walk it regularly, drive it multiple times daily, and we have frequented businesses on Eton, Cole, and Lincoln weekly since moving to

Birmingham 11 years ago. Since this was installed I see dozens of cyclists each week using the car lanes instead of the "protected" path, I think its due to the amount of branches and debris left on the bike path. Beyond that, I think it was ignorant to reserve roadway to only cyclists in an area with weather systems rendering bikes useless through half of the year. I'd like to see the resources re-allocated towards prevention of speeding and reckless driving from Eton cut-through traffic. Each day there are hundreds of cars that don't live, work, or patronize Birmingham businesses, They speed through Eton, recklessly pass on the northbound shoulder, roll through the Lincoln stop sign, and otherwise put residents and children living, eating, and playing in the neighborhood at risk.

Screen Name Redacted

8/31/2021 08:50 AM

I think the city did a great job with this bike lane, the problem is the users. Sometimes pedestrians and runners use this lane, it doesn't make sense as there is an existing sidewalk for that.

Screen Name Redacted

8/31/2021 08:52 AM

Crossing Maple isn't great. Not sure there's a way to improve that.

Screen Name Redacted

8/31/2021 09:02 AM

Why doesn't it connect with downtown or continue further south?

Screen Name Redacted

8/31/2021 09:02 AM

Make it so street sweepers can access it and keep it clean, along with considering putting more of these lanes in around town.

Screen Name Redacted

8/31/2021 09:09 AM

There is too much debris in the protected lane (tree branches, trash). Also, the road bumps seem dangerous to cars and snow plows. The street parking removed for local businesses was never considered. This created a larger parking problem that already existed. I bike with traffic on all roads in Birmingham and never had a problem or a need for a designated area.

Screen Name Redacted

8/31/2021 09:09 AM

Please keep the bike like design as-is and expand it to more streets in B'ham!

Screen Name Redacted

8/31/2021 09:23 AM

More bike lanes in Bham would be wonderful. Thank you

Screen Name Redacted

8/31/2021 09:35 AM

The protected bike lane is great especially since its a route to the pool for kids, and that brewery is near serving drinks.

Screen Name Redacted

8/31/2021 09:39 AM

I feel the cars don't see the bikers when turning and this has become more dangerous than before.

Screen Name Redacted

8/31/2021 09:46 AM

It's good to have a bike lane, but the current one needs to be more protective.

Screen Name Redacted

8/31/2021 12:13 PM

bike lanes are great. Please keep them coming

Screen Name Redacted

8/31/2021 12:19 PM

I frequently drive on South Eton and RARELY see a biker. Villa towards 15 narrows into a bottleneck. The battered plastic tubes are not attractive.

Screen Name Redacted

8/31/2021 12:22 PM

It's not clear from the images in this survey, but it seems that the proposal would eliminate parking options. If so, the proposal should be revised to insure that the parking options remain.

Screen Name Redacted

8/31/2021 01:12 PM

The bike lane is hardly ever used and the protective equipment is an eye sore. Please remove the broken poles and remove the humps. The bike lane is painted, people understand its a bike lane.

Screen Name Redacted

8/31/2021 01:24 PM

Either kill it or cure it - it looks shabby now with so many pieces missing.

Screen Name Redacted

8/31/2021 01:29 PM

I'm not comfortable on the area by Big Rock. Way too hilly are hard to see when going south. On the flip side, I live on corner of Eaton and Haynes and the bike lane makes me nervous when I'm backing out of my driveway on Eton. Some bikers go way too fast and they come out of nowhere. I ride my bike on the sidewalk I actually like that better with my special needs son. Again these pro bikers are intimidating and hard to bike along with my son

Screen Name Redacted

8/31/2021 01:35 PM

The protected design is flawed. It is difficult for the city to maintain. It adds congestion for drivers. It is unsightly.

Screen Name Redacted

8/31/2021 02:17 PM

Too congested, dangerous all around. I won't drive there. If my husband is driving, I am watching every which way for bikers,

trucks, people running across the street to the restaurants, etc.

Screen Name Redacted

8/31/2021 02:29 PM

Nice addition to Birmingham. Wish the City are more areas like this.

Screen Name Redacted

8/31/2021 02:31 PM

As mentioned in my prior comment, something about this needs to be re-evaluated. I think bike lanes are great, but this bike lane is hardly ever utilized. I live right off of part of this bike lane, and I hardly ever see people using it. More often we see people biking on the opposite side of the road/street than in this bike lane - I am not sure why this is the case. The protected portion needs to be redesigned or removed. The current design gets completely destroyed in the winter from snow plows or when any road or utility work is being done. It makes the street look absolutely horrible, and all the broken poles just make our neighborhood look rundown. Since the poles are broken, they really aren't doing their job at protecting anyone anyways. I'm sure there has to be a better solution than this.

Screen Name Redacted

8/31/2021 04:35 PM

Bike lanes are not JUST a recreation idea. This is transportation as well. For a city with traffic congestion and parking problems, your ideas on bicycles are stupid at best. You should gut your multimodal transportation committee. FIRE EVERYONE THAT WORKED ON THIS PROJECT!

Screen Name Redacted

8/31/2021 05:27 PM

I seem to remember that more crosswalks were clearly marked before bike route.

Screen Name Redacted

8/31/2021 06:33 PM

I think this bike route is unnecessary. It does not look appealing and does not leave vehicles room for emergency maneuvering.

Screen Name Redacted

8/31/2021 07:14 PM

It is very awkward for cars and parking - reduces efficient use of the road. I don't think it works well for bikers since visibility of bikers during car turns is limited.

Screen Name Redacted

8/31/2021 07:23 PM

We live at Eton/Hazel - the positioning of the "bumps" is a bit tight on either side of our driveway when backing out.

Screen Name Redacted

The tall delineators are of a type more compatible with airports and

9/01/2021 07:03 AM

areas that need protection. Eton, especially at Sheffield, doesn't fall into this category and the "sticks" distract from the Birmingham neighborhood's beauty. PLEASE remove them.

Screen Name Redacted

9/01/2021 07:38 AM

The cars are just as fast, they do not stop for bikes when they cross the roads. The city should focus on traffic slowing, which would be safer for bikers and pedestrians

Screen Name Redacted

9/01/2021 08:13 AM

You don't need to divide the bike lane into north and southbound Lanes just have the bike symbols painted in both directions be less busy looking that way and less maintenance

Screen Name Redacted

9/01/2021 08:22 AM

I drive Eton frequently and find the "sticks" annoying and unnecessary.

Screen Name Redacted

9/01/2021 09:04 AM

I enjoy this route, keep it protected

Screen Name Redacted

9/01/2021 10:02 AM

Another concern is the turn out from Griffin Claw. That first parking spot on the street should be closed off. It is a completely blind turn to get out of Griffin Claw. Super dangerous.

Screen Name Redacted

9/01/2021 11:09 AM

Bikes and bike infrastructure are a great use of public space. Allowing residents and visitors to make trips of distances for which they are comfortable is a great way to reduce congestions, parking as a land use and overall reduce environmental impact for trips for which personal motor vehicleus should be discouraged.

Screen Name Redacted

9/01/2021 03:28 PM

I find the rubber barriers scary and annoying.

Screen Name Redacted

9/01/2021 03:39 PM

Waste of money. Only 25% of bikers even use it from what I have seen. The rest do what they did before it was put in, ride on the side walks or the roads, especially the hard core bikers. Those white poles are a pain. They make the road narrow and difficult to turn. They are all banged up and most are missing the black caps. The money would be better spent putting a left hand turn lights at Adams and Lincoln. Also making the intersection of Elms and Hayes a three way stop.

Screen Name Redacted 9/01/2021 04:10 PM	I drive along Eton Street almost daily, sometimes more than that. It is very rare that I see anyone using the bikeways. If I see someone biking along the route, they are using the sidewalk. I think that if the sidewalks are kept up, there is no need for the bikeway. The money could be spent on more critical items in the city.
Screen Name Redacted 9/01/2021 06:49 PM	The city should give people tickets for putting their refuse bins in the bike lane. There is one house in particular that does this every single week.
Screen Name Redacted 9/01/2021 08:08 PM	As mentioned, split bike lanes to flow with traffic. Extend bike lanes to 14 mile.
Screen Name Redacted 9/02/2021 06:18 AM	This bike lane is just a fragment. It really doesn't connect to any destinations I am interested in bicycling to/from. If there were more similar lanes I think it might be used more. The lane should be able to be utilized by multiple users, such as joggers in addition to bicyclists. Some bicyclists are openly hostile to joggers using this protected lane. Joggers may wish to use it to allow pedestrians on sidewalks with dogs and strollers to have adequate space. Diverting from the paved walkway to grass is dangerous, with risks for sprained ankles and falls because of uneven surfaces.
Screen Name Redacted 9/02/2021 07:38 AM	As someone who drives down south eton almost daily I think the bike lane is a giant waste of money and space. I almost never see anyone using it and the debris just gets in that lane and no way for street sweepers to get in there with all the poles and barriers. Have you see how many times cars hit those poles? Take them out... have bike lanes painted on the road if needed and be done. Nowhere else in the city do we have such and extravagant bike lane setup. It's pointless and again a waste of money in my opinion.
Screen Name Redacted 9/02/2021 08:14 AM	The protected lane is too short and does not connect to other safe paths which makes it less useful.
Screen Name Redacted 9/02/2021 09:21 AM	If you are going to actually have bike lanes they should be bike lanes. The ones on Oak Ave, for example, once the leaves start falling, residents just pile their leaves in the bike lane. None of the bike lanes in the city are maintained and there is a lot of debris in them at all times. Better off having wide, clean streets than narrow

lanes with dirty bike lanes. It forces bike riders in the now narrower traffic lanes anyway.

Screen Name Redacted

9/02/2021 10:28 AM

Most important aspect, in my opinion, is that bikes travel in the same direction as traffic (whether in a "protected" lane or not). Seeing bikes traveling opposite direction to the flow of traffic immediately adjacent to vehicles can be confusing/dangerous for drivers.

Screen Name Redacted

9/02/2021 11:20 AM

It's terrific, please build many, many more on the main Bham thoroughfares eg Oak St, Lincoln St, Pierce St, Cranbrook. If you build it, they will come.

Screen Name Redacted

9/02/2021 11:22 AM

A painted bike lane would be just as effective for bikes and would avoid the risky bumper projections which are a problem for kids on bikes.

Screen Name Redacted

9/02/2021 12:38 PM

I like the design of the bike lane, but I wonder if it's worth it. While I do not ride this area, I do travel through it extensively. I rarely see anyone using it, no matter the time of day. What's worse, the "serious" bicyclists I see are often traveling on the other side of Eton (the non-path side). The idea of a bike lane is great, but the biggest danger to cyclists is from autos entering Eton from side streets. My everyday cycling and running routes are west of Woodward and I've nearly been hit a number of times both while running and biking by cars at intersections ... even when I HAVE the "Walk" signal at intersections so equipped. Additionally, with all the businesses and condos in the area, removing a lane from parking seems an unwise choice.

Screen Name Redacted

9/02/2021 01:38 PM

I bicycle with traffic, The speed limit on this road is sufficiently low enough to be safe for automobile and bicycle to share the road. The southbound section is not wide enough to safely accommodate two-way traffic, among other issues . . .

Screen Name Redacted

9/02/2021 01:38 PM

Maybe it would be better to have lanes on each side of the street, but I like these lanes better than none at all, when you have to cross to the east side of Eton near Maple seems unsafe.

Screen Name Redacted

Would love to see more designated bike lanes around Birmingham.

9/05/2021 07:44 AM

Especially when crossing over Woodward

Screen Name Redacted

9/05/2021 02:14 PM

More bike routes in Birmingham! I appreciate this one but feel like it doesn't really traverse or connect the most common destinations. People from the different neighborhoods should all have a safe bike route to downtown and there is a desperate lack of safe means of crossing Woodward

Screen Name Redacted

9/06/2021 02:07 PM

These bike lanes NEED to be taken out. I see somebody biking on them 5-10 times a year and the way they were put in makes an accident at the lincoln eaton cross section very unsafe for cars.

Screen Name Redacted

9/06/2021 02:13 PM

The route looks like a big mess, there are sidewalks on both sides of Lincoln for bike riders who don't want to be in the road. Make it like Adams or Cranbrook with a left turn lane and a small bike way without the ugly barriers. I don't even like driving on Eton because of all the barriers. A traffic signal at Eton and Lincoln would be helpful too.

Screen Name Redacted

9/06/2021 02:20 PM

The bike lane as it is now is an eyesore. The barriers are always broken cracked and scuffed up. They look horrible. The amount of Space for cars to drive is too small.... And bikers regularly ride on the other side of the road as opposed to using the bike lanes. Furthermore we live in Michigan bike lanes are not needed for half the year. When they were first put in I started thinking about moving out of Birmingham.

Screen Name Redacted

9/06/2021 06:13 PM

We don't feel safe biking on any street that is as busy as Eton. Also, heading south on Eton and reaching the corner of Lincoln/Eton to turn right in our car, we are uncomfortable crossing the bike path: it's hard to see a bike traveling south when we're turning in our car west across that bike lane. That's partly why we would never bike in that bike lane on Eton.

Screen Name Redacted

9/07/2021 07:37 AM

S. Eton should be for vehicles ONLY! It is a great danger to all bikers and vehicles.. This is an important route for vehicles from 14 Mile Rd to Maple and vice versa, and/or getting in and out of side streets along this route! Many bikers don't even pay road taxes in B'ham. I took a count of the posts that are on the edges of the bike route (I counted 35 on the west side and 36 on the east side of the street), and 98% of them have been damaged by vehicles! I can

only imagine all the damages that have been caused to vehicles because of them! Vehicles hit them all the time which is evident when looking at them. Many of those posts have been greatly damaged, (there are some completely missing) and nearly all of them have scrape marks which means a vehicle has hit them! Then there are the parked vehicles inside the bike route in front of residential homes and I have had to brake for or stop completely several times because bikers have gone around them and into oncoming traffic! This is a nuisance having a bike route on South Eton Road! Then there is the problem of businesses not having ample parking for their customers because this bike route has prohibited street parking where the businesses are! The City of B'ham has curtailed the majority of on-street parking for these businesses. With the property having been recently sold on the east side of S. Eton, and plans for even more condos being built in that area, that means even more traffic problems for the potential residents in those condos for drivers trying to maneuver that road! This was a horrible idea to put a bike route there in the first place! I want the bike route gone, period! I haven't heard one single, positive comment about this unsafe, dangerous bike route! South Eton is too narrow to accommodate such a plan! Get completely rid of the bike route! There are other places to construct a bike route within the City of B'ham that doesn't inconvenience tax paying vehicles and present the great potential injury to all!

Screen Name Redacted

9/07/2021 01:42 PM

Why does it just end? They need a solution to continue the bike lane for people riding bikes.

Screen Name Redacted

9/08/2021 03:37 AM

Expand it, don't have it stop part way through the road. And don't build "bike lanes" like on Lincoln. I know this survey isn't about Lincoln, but that design is terrible. It is not a bike lane and the bump outs into the road make things more unsafe for riders.

Screen Name Redacted

9/08/2021 06:31 AM

This route is rarely used - I live near here and the forced change of traffic patterns and the loss of parking is hard. Please remove these bike lanes!

Screen Name Redacted

9/08/2021 06:32 AM

Take away parking on the side of northbound Eton. Make that the northbound bike lane. Make the southbound lane one way. Cars coming onto Eton from the East can't see northbound traffic. Put a crosswalk light near Griffin Claw. No one stops at crosswalks on Eton. Lots of families, lots of Griffin Claw patrons.... Crossing Eton is a lot more dangerous than it should be. Let's fix it

Screen Name Redacted

9/08/2021 06:52 AM

I appreciate your hard word and attention to this.

Screen Name Redacted

9/08/2021 08:49 AM

There should be Access to parking in front of businesses, Most of the bikers I see are in large groups and are in the street not using the bike lanes

Screen Name Redacted

9/08/2021 08:54 AM

Please remove all bike routes on Eaton street. Businesses are suffering because of these bike lanes that are never used. Parking is extremely limited because of the bike lanes.

Screen Name Redacted

9/08/2021 09:51 AM

The bike lane is wasted space on Eton and should be rerouted! It's effected parking for businesses and no one uses it as much as you would have thought. Families use the sidewalk as well as the kids. You have 5 die hard bikers who use it which is really not worth the money that was put into this project or the inconvenience for the neighborhood in general. I'm sure the funds could have been put to better use in the city of Birmingham. Not to mention it's narrowed the road too much for traffic. All day long 7 days a week all I see is a empty bike lane and a busy sidewalk. Good luck!

Screen Name Redacted

9/08/2021 11:53 AM

Hi this is a terrible and hazardous bike route. I work at 256s Eton and see (car)drivers run into the plastic poles in the bike sharrows all the time.

Screen Name Redacted

9/08/2021 02:19 PM

I don't think the people who ride use this.

Screen Name Redacted

9/08/2021 04:02 PM

Cutting across the road at Villa is unsafe

Screen Name Redacted

9/08/2021 06:55 PM

I rarely see anyone using the bike lanes. Eton has become a busy street over the years and I wouldn't ride with my child. There is almost a blind spot going west on Eton off of Yosemite. Big rock and the reserve is also busy, making it more difficult to enjoy riding on the street. There is little to no parking and I think the bike lane was useless. The lanes were narrow to begin with. Just took up more space than anything really. Hope my vote counts to get rid of the bike lane completely!

Screen Name Redacted

9/08/2021 08:12 PM

I wish this was longer and the transitions on and off the bike lane were a little smoother to Maple

Screen Name Redacted

9/09/2021 07:24 AM

I think it's been a great addition to the community. I live on Villa and used this everyday to travel to work last year. As with any time you ride your bike, you need to pay attention – and some drivers are more courteous than others. I think the bike lane provides adequate safety and I'm glad we had the protective barriers on the ground. One thing I would suggest is for some way to enhance the crosswalks in the neighborhood. Most people do not stop at the stop sign and it creates chaos and uncomfortable (and dangerous) situations when people are trying to bike, walk, or run across intersections. Food for thought.

Screen Name Redacted

9/09/2021 01:36 PM

I do not see that many bikes other than in the spring time. Bikes regularly do not stop at any of the stop signs. Bikes are not registered .have no insurance and do not always obey the rules of the road. I don't believe that any bike riders have ever received a traffic ticket in Birmingham..

Screen Name Redacted

9/10/2021 11:02 AM

I have lived off of Eton for over 20 years and the protected bike lane is one of the best things that has been added to the area. This serves as a reminder to drivers cutting thru between the mile roads (as well as others that do not respect the speed limit). It's nice to see families and commuters using it for their own space. I've seen both people on bikes as well as walkers/joggers sharing the zone. Now only if we could get the drivers to respect the pedestrian crossing zones...

Screen Name Redacted

9/11/2021 07:06 AM

I walk the length of Eton twice daily year round & rarely see the bike path being used. It is mostly used by runners & dog walkers avoiding pedestrians & other dogs on the sidewalk. Serious cyclists ride in the middle of street & families ride on the sidewalks. Clearly they don't feel safe on the path. All the bike path did was add to traffic congestion, eliminate parking spots & use tax payer money frivolously. The money would have been much better spent repaving our streets.

Screen Name Redacted

9/11/2021 08:16 AM

If it is not going to be properly cared for - like replacing bent and broken poles and you are not going to keep it swept clean, there is no point to it. I'd also like to see better enforcement of pedestrians

right of way while walking across Eton.

Screen Name Redacted

9/12/2021 04:55 AM

as a driver I never see bikes using this route, and it is dangerous for drivers, especially when trying to make a much narrower turn when another car is present and to avoid hitting the bike lane markers. I do see bikes riding frequently by my house on Lincoln, near Eton, and often there are large numbers taking up the whole street. The bike lane markers are hazardous for drivers.

Screen Name Redacted

9/12/2021 03:04 PM

Having northbound riders cross traffic to the east side where the protected section ends is crazy. I suppose you had to do this since this just seems like a test of the concept. I've seen many northbound riders ignore the protected lanes entirely, probably for this reason?

Screen Name Redacted

9/12/2021 04:18 PM

There is truck traffic, parking on Eton and rarely used ! No obeying of traffic laws by bikers . The design of the bike lanes are not attractive to the neighborhood at all the lanes are confusing , such as at Eton and 14 - is it a bike lane or traffic lane ?? The plastic cones or whatever they are overkill !! Does not deter speeders in the neighborhood.

Screen Name Redacted

9/12/2021 05:39 PM

This is a heavily travelled road. (Eton). Trucks, parking on the west side, vehicles turning onto Melton from 14 Mile Road to avoid the traffic light at Eton and the 4 way stop at Eton and Sheffield. The bikeway is hardly used, ill planned and designated. However, last evening (dark) driving south on Eton, there was a cyclist in the bike lane with no lights on just peddling away . If indeed, this is considered a bikeway, why are there no repair station along the route like other locations in the city? Are Quarton Lake Estates roads being considered for a bikeway. (with poles and bumps)? After all, there is a repair station in Linden Park. Also at Eaton and 14 Mile Road stopped at the traffic light, there are two lanes. Or, is that right lane a parking lane or a bicycle lane which would not permit a right turn on red if traffic is clear.? The bikeway has to go because it is not marked uniformly (poles, marked roadways and those bumps and no lighting). The bikeway is a blight to the community. It panders to a small section of the community. IIMO. if any improvements are to be made to this bikeway, individuals using it should be licensed with the city, as well as, the bike, and pay for the improvements. Just consider that traffic laws have to be enforced (speeding , rolling stop signs, disregarding cross walks) for vehicle and bicycle traffic on South Eaton.

Screen Name Redacted

9/13/2021 12:11 PM

The idea of the bike is favorable, but make me nervous at the corner of Lincoln as it ends. Also, never see anyone using it. Bicycles traveling North just ride as usual on the East side of the street, so if you're in a car you have to follow them until you can safely pass. I also find it uncomfortable at both ends where it crosses to the East, sort of. This is my normal route to and from the office, rarely any bikes.

Screen Name Redacted

9/13/2021 01:22 PM

I think my comments above say it all! Birmingham is known as a "walkable community." Let's keep it at that -improve/create walking trails so that Birmingham's aging population can enjoy our walkable great city---I have yet to see anyone probably over the age of 50 riding a bike in B'ham! I would like to see more benches installed in and around the city for those that do like to walk year-round--a place where you can sit and rest for a minute. These would get more use year-round than these silly bike lanes.

Screen Name Redacted

9/15/2021 05:59 AM

I love this improvement to Eton, for bike safety and for slowing traffic (which increases safety for bikers and pedestrians). Expanding this bikeway configuration to the rest of Eton (between Lincoln and 14 mile) would be an excellent idea.

Screen Name Redacted

9/16/2021 07:39 AM

Badly designed survey. You should say that you only want the opinion of bikers. How about how drivers feel? I now cut over to side streets more to avoid those poles and bumps. I hardly ever see a biker.

Screen Name Redacted

9/16/2021 11:46 AM

I do not use the protected bike lane in this area. And I drive in the area on a daily basis and have rarely even seen anyone biking there. I would prefer additional parking.

Screen Name Redacted

9/16/2021 12:10 PM

You need to expand it to N Eton.

Screen Name Redacted

9/16/2021 07:03 PM

This bike lane was long overdue and is the best improvement the city has done on S Eton. There is so much traffic on S Eton and cars race up and down it. I see people riding bikes all day in the protected bike lane, and even walkers and joggers. I also see lots of kids using it as well. If the bike lane on S Eton is not protected you will risk a child or adult being hit by a car. Please do not

remove this life saving safety feature so we can all ride and walk safely on S. Eton!!

Screen Name Redacted

9/17/2021 06:31 AM

The more serious bikers don't use these lanes, rather biking on the road side of the barricades, and thus blocking traffic on the now-more-narrow driving area of the road. Not a civil engineer here, but clearly the design is not optimal to bikers, and drivers more frustrated. Also I think safety, while one factor, should not be the ONLY factor to consider. But if it must be the only consideration, then car-bike interactions are not the only dangers to consider. I think the faster bikers are leery to bike on what looks like a kiddy area for fear of amateur bikers running into them. The irony is that this road is mostly used by sport bikers looking for straight, uninterrupted routes to get a good workout ride on. Casual bikers use the side streets and don't mind winding through neighborhood. I use the lane only to get to Griffin Claw once in a while. I would also guess that intersections are far more dangerous than the straight-aways, and the bike lanes create an illusion of safety while doing very little to make bikers safer. I think money would be better spent crating actual bike trails, like along the rail corridor. Sorry to pose no answers here, but would like to at least voice my dissatisfaction of the current waste of time, space, and money.

Screen Name Redacted

9/19/2021 09:52 AM

You should monitor usage.- as in how often it's used or by how many. You would discover that it's not used any more than when it didn't exist and bikers often ride wherever they want without using it. That's why I selected that the city should remove it.

Screen Name Redacted

9/19/2021 03:01 PM

There should be a separate northbout lane on the opposite side of the road

Screen Name Redacted

9/19/2021 06:42 PM

Protected bike lane provides a safe way to travel to and from businesses on Eton and I would like to see expansion (either protected or unprotected dedicated bike lanes) along Lincoln or Maple to improve access to downtown.

Screen Name Redacted

9/22/2021 08:10 AM

BOTTOM LINE - RIP IT OUT AND START OVER. Make it 1 lane going with traffic on each side of the road, painted, without barriers that prevent it from being swept. Detroit and Ferndale have done a far better job than Birmingham on providing a safe and enticing cycling experience.

Screen Name Redacted

9/22/2021 11:09 AM

If there are designated bike lanes they need to be kept clean and swept of debris.

Screen Name Redacted

9/22/2021 05:46 PM

It would have been nice if the city placed some signs stating the path was under consideration by the city council. I was unaware of this at all and we very surprised to see its creation. I'm confident had there been more citizen participation in the design of this path there would have been a better outcome.

Screen Name Redacted

9/25/2021 04:28 AM

Please try to keep debris, garbage, and recycle cans out of the path. The trucks leave empty cans in the path, and I've seen them there 2-3 days.

Screen Name Redacted

9/25/2021 09:39 AM

I don't see many people using this route and I live one house off of Eton. I do think it is beneficial for bikers though and also walkers to avoid big dogs or slow walkers, strollers etc. on the sidewalks. I do not ride a bike, but walk this area daily and have used the bike path as an alternative space when walking with my grandchildren. I also think it keeps the traffic to adhere to the speed limit and be more conscious of pedestrians.

Screen Name Redacted

9/27/2021 08:39 AM

The bike lane is a wonderful addition for families that live in this area. In general, people drive waaaaay too fast down Eton, and the traffic becomes very busy at times. My family/kids have been literally in the middle of the street sometimes as a pedestrian, and cars will still not stop at times. (Further crosswalk slowdown measures would also be great!). Since this area is residential down one entire side, the primary goal should be to create a safe and welcoming area to the residents here. The bike lane adds to this greatly, as my family/kids can ride the bike and even run in these lanes with an extra measure of safety from some of our careless drivers. The loss of the protected bike lane at the end of south Eton towards Maple becomes significantly more dangerous. My kids have almost fallen into traffic at times, as the downhill slope mixed with the traffic at this intersection is a sudden change from the lovely protected lane. Adding a measure of protection here would be welcome! This city literally claims to be a walkable community, but at times it is barely bikeable. It is certainly not even walkable at times, as I have never even been able to cross Woodward without running through at least one section of the poorly timed crosswalks. Perhaps adding seconds onto these crosswalks would allow citizens to actually walk across Woodward safely. Perhaps that could have prevented a tragic recent

accident/death. Instead of polling to find if it is feasible to revise areas to be less safe and protected, the city should be looking to create a greater sense of safety for its citizens, even at the expense of a couple mph at its drivers. =)

Screen Name Redacted

9/27/2021 08:53 AM

Connect to additional protected bike routes

Screen Name Redacted

9/27/2021 08:57 AM

I do not use the lanes as much as I should. But I operate a cycling business and am very observant to cyclists in the area. On a daily basis we see a mix of groups of kids (with and without helmet protection), families with their kids, advanced riders and groups, commuters, and more.. When a family feels safe enough to let a group of kids ride on the bike lane you have done a good job. And I can see it is in constant use. It is no secret the drivers in this city are selfish and reckless. I have watched traffic infractions in this area tha blow my mind. Birmingham drivers thing they are above the law and do not care much for cyclists. I have watched bicycle share the lane and get honked at, tailgated, and ran off the road. Cars passing in a no passing area just inches from a biker. Close friends of mine have a car run them off the road in Birmingham causing damage both physically and financially. The city sacrificed minimal parking spaces to make this happen and I think the trade was well worth to create a more bikable, safe, and healthy community. There is a cycling repair station at Griffin claw, if that is the only one, it would be really nice to see more. I use it all the time to fill up my tires or adjust my seatpost. The cross over on eaton near maple seems to be the most problem area, but bikers seem to be aware and careful. Thanks!

Screen Name Redacted

9/27/2021 01:27 PM

The design is overkill and should be removed immediately. Painted bike lanes are the best solution.

Screen Name Redacted

9/27/2021 07:18 PM

It's lovely to see safe corridors for biking to be developed! Keep up the good work!

Screen Name Redacted

9/28/2021 02:48 PM

The protected Bikeway only is 1/2 mile from Lincoln to Maple and 1/4 mile from Maple to Derby. Serious bikers do not use the bike lane ever and recreational riders can use the streets or sidewalks. This was a poorly devised and executed plan. It has not slowed traffic on S Eton nor is it used very much. I have a business at 929 S Eton and can assure you it is hardly used on a daily basis. It has taken needed parking away which is always a problem in

Birmingham. I can only hope that this attempt at "bike friendly " is removed.

Screen Name Redacted

9/28/2021 03:24 PM

Remove this ridiculous impediment to traffic and snow plows. Is the designer of this bike way the same baffoon that made the roads so narrow in the downtown Maple rd revision. We are wasting our tax money on these road designers that we keep hiring.

Optional question (203 response(s), 97 skipped)

Question type: Essay Question



Brooks Cowan <bcowan@bhamgov.org>

South Eton Bike Lane

1 message

John Larson <larsonj08@gmail.com>

Mon, Aug 30, 2021 at 7:11 PM

To: "bcowan@bhamgov.org" <bcowan@bhamgov.org>

Dear Brooks Cowan,

I'm writing in response to the request for feedback on the bike lane on South Eton.

First off, I want to be clear that I'm a big fan of having protected bike lanes in this location. Getting back and forth to the businesses/parks on the east side of Eton from the Pembroke Manor neighborhood make bike lanes very useful to me.

However the execution of the current bike lanes are terrible. It is very unsafe to have bikes traveling against the flow of traffic.

A contra-flow bike lane is not appropriate to be placed on a road with two-way traffic. This type of bike lane is only allowed on a one-way street. This is just an accident waiting to happen, and by negligently ignoring all standards to bike lane design, the city is placing itself at significant legal liability if someone is injured.

References to federal bike lane standards below. Note that the links below were just from a brief search. If the city thinks it is following federal bike lane guidelines, please share the section on contra flow bike lanes.

Thanks

Dr. John Larson, Ph.D.

FHWA:

https://safety.fhwa.dot.gov/PED_BIKE/univcourse/pdf/swless19.pdf

FHWA COURSE ON BICYCLE AND PEDESTRIAN TRANSPORTATION



Contra flow bike lanes can provide direct access to high use destinations.

Where parking is allowed next to a bike lane, the parking area should be defined by parking space markings or a solid 100 millimeter (4 inch) wide stripe.

Care should be taken to use pavement striping that is durable, yet skid-resistant. Reflectors and raised markings in bike lanes can deflect a bicycle wheel, causing a bicyclist to lose control. If reflective pavement markers are needed for motorists, they should be installed on the motorist's side of the stripe, and have a beveled front edge.

While the 1988 edition of the MUTCD recommends the use of the diamond-shaped preferential lane symbol in conjunction with bike lane signs, this symbol is often confusing for both the bicyclist and motorist.

For this reason, subsequent editions of the MUTCD will probably eliminate the use of the diamond in bike lanes. The new standard pavement markings for bicycle lanes are the bicycle symbol (or the words BIKE LANE) and a directional arrow.

- The contra-flow bike lane must be placed on the right side of the street (to motorists' left) and must be separated from oncoming traffic by a double yellow line. This indicates that the bicyclists are riding on the street legally, in a dedicated travel lane.
- Any intersecting alleys, major driveways, and streets must have signs indicating to motorists that they should expect two-way bicycle traffic.

Intersecting streets should be fitted with special signals for bicyclists; this can be achieved with either loop detectors or push buttons (these should be easily reached by bicyclists without having to dismount).

Note: Under no circumstances should a contra-flow bike lane be installed on a two-way street, even where the travel lanes are separated by a raised median.

19.7 Bike Lane Pavement Markings

The Manual on Uniform Traffic Control Devices (MUTCD) section 9C addresses standard bike lane markings. The stripe between the bicycle lane and the adjacent motor vehicle lane should be a 100-millimeter (4 inch) wide white line (minimum width). Six- to eight-inch-wide lines provide an even clearer division of space, and are highly recommended.

19.8 Bike Lane Signing

The Manual on Uniform Traffic Control Devices (MUTCD) section 9B addresses standard bike lane signing. According to section 9B-8, the R3-16 sign should be used in advance of the beginning of a



Bike lane signs should be replaced with bike lane stencils, with optional NO PARKING signs where needed.

NACTO:

<https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/contra-flow-bike-lanes/>



1
A solid double yellow lane line marking should be used to demarcate the lane from opposing traffic.

2
If sufficient space exists, a buffered bike lane design should be used.

3
Where there is no room for a with-flow bike lane, shared lane markings should be used.

Michigan DOT:

https://www.michigan.gov/documents/mdot/MDOT_BicycleandPedestrianTerminologyBooklet_445994_7.pdf

Bicycle and Pedestrian Terminology

Complete Streets

As defined by Michigan law, roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle. MCL 247.660p



Contra-flow Bicycle Lane

A bicycle lane that allows bicyclists to travel the opposite direction of motor vehicle traffic on a one-way street.

City interpretations of the rules above:

<https://sdg.minneapolismn.gov/design-guidance/bikeways/contraflow-bike-lanes>

<https://www.columbus.gov/WorkArea/DownloadAsset.aspx?id=64924>



Brooks Cowan <bcowan@bhamgov.org>

S. ETON BIKEWAYS

1 message

Alice Thimm <adthimm@att.net>
To: bcowan@bhamgov.org

Tue, Aug 31, 2021 at 10:18 AM

The bike lanes took a long time to happen but just glad now that they're there!

The one thing I would say is that there needs to be a way for the City to routinely keep it clean. Do our sweeper machines come in a smaller size?

Alice Thimm



Brooks Cowan <bcowan@bhamgov.org>

Fwd: The Social Media Team Got Your Message! Re: Share Your Feedback on South Eton Bikeway

1 message

Marianne Gamboa <MGamboa@bhamgov.org>
To: Brooks Cowan <bcowan@bhamgov.org>

Tue, Aug 31, 2021 at 11:59 AM

Feedback re: the Eton bikeway.

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

From: **Peter Kreher** <pkreher14@gmail.com>

Date: Tue, Aug 31, 2021 at 11:47 AM

Subject: The Social Media Team Got Your Message! Re: Share Your Feedback on South Eton Bikeway

To: <socialmedia@bhamgov.org>

Get rid of it. Dirt, stones etc are there and doesn't seem to be taken care of. It is a hazard in winter and not plowed so what is the point. Take the "bumps" out and just leave it painted as bike access only. Then it can be cleaned by the city as the street is and plowed in the winter.

Sent from my iPhone

On Aug 31, 2021, at 9:40 AM, City of Birmingham, MI <socialmedia@bhamgov.org> wrote:



Share Your Feedback on South Eton Bikeway

Visit [Engage Birmingham](https://engage.bhamgov.org) to share your feedback about the South Eton Street bikeway, located between East Maple Road and East Lincoln Street. The city is evaluating its usage and design, and seeking your input about potential improvements.



Visit <https://engage.bhamgov.org/south-eton-bikeway> and share your feedback today!



Brooks Cowan <bcowan@bhamgov.org>

Fwd: The Social Media Team Got Your Message! Re: Share Your Feedback on South Eton Bikeway

1 message

Marianne Gamboa <MGamboa@bhamgov.org>
To: Brooks Cowan <bcowan@bhamgov.org>

Tue, Aug 31, 2021 at 12:00 PM

More feedback...

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

From: **Julie Dawson** <pmdawson@sbcglobal.net>

Date: Tue, Aug 31, 2021 at 11:26 AM

Subject: The Social Media Team Got Your Message! Re: Share Your Feedback on South Eton Bikeway

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

I can't make my login work, but I want to tell you that I think all the bike ways are SOOOOO Dangerous. It is lovely to think people travel by bike, but the truth is, we mostly use cars, and this Eton bikeway is so easy to miss in day as well as at night. Why can't people ride their bikes on side streets? And save major streets for cars.

Julie Dawson, [988 Gordon Lane. Birmingham, Mi. 48009](#)

On Tuesday, August 31, 2021, 09:23:54 AM EDT, City of Birmingham, MI <socialmedia@bhamgov.org> wrote:



Share Your Feedback on South Eton Bikeway

Visit [Engage Birmingham](#) to share your feedback about the South Eton Street bikeway, located between East Maple Road and East Lincoln Street. The city is evaluating its usage and design, and seeking your input about potential improvements.



Visit <https://engage.bhamgov.org/south-eton-bikeway> and share your feedback today!



Brooks Cowan <bcowan@bhamgov.org>

Eton Bikeway

1 message

AT&T-Yahoo Mail <annebray@ameritech.net>
Reply-To: AT&T-Yahoo Mail <annebray@ameritech.net>
To: "bcowan@bhamgov.org" <bcowan@bhamgov.org>

Tue, Aug 31, 2021 at 2:53 PM

To whom it may concern

I am happy to put my two bits in on this issue but will refrain from registering as I find some of the questions out of line with the subject matter.

I drive along this stretch of road fairly regularly and really dislike the bike pathway. The street is too narrow to accommodate such a large chunk of it as a bikeway. I have to wonder how large trucks manage to navigate the narrowness and make their way safely to the businesses in the area. Also, I have only ever seen one cyclist on this road so question the necessity of this lane at all. The posts and bumps on the road make the area even more hazardous. What is the point?

Thank you

Anne M. Bray



Brooks Cowan <bcowan@bhamgov.org>

Fwd: The Social Media Team Got Your Message! Re: Share Your Feedback on South Eton Bikeway

1 message

Marianne Gamboa <MGamboa@bhamgov.org>
To: Brooks Cowan <bcowan@bhamgov.org>
Cc: Melissa Fairbairn <mfairbairn@bhamgov.org>

Thu, Sep 2, 2021 at 7:44 AM

Eton bikeway feedback...

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

From: **David J. Underdown** <underdown34@gmail.com>
Date: Wed, Sep 1, 2021 at 9:56 PM
Subject: The Social Media Team Got Your Message! Re: Share Your Feedback on South Eton Bikeway
To: <engage@bhamgov.org>

It needs to be improved no doubt. What to do it the big hard lots of work question.
Thank you,

David J. Underdown
248-909-1072

On Mon, Aug 30, 2021 at 4:22 PM Engage Birmingham <notifications@engagementhq.com> wrote:



Visit Engage Birmingham to share your feedback about the South Eton Street bikeway, located between East Maple Road and East Lincoln Street. The city is evaluating its usage and design, and seeking *your* input about potential improvements. Visit <https://engage.bhamgov.org/south-eton-bikeway> and share your feedback today!



Brooks Cowan <bcowan@bhamgov.org>

eton bikeway

1 message

Thu, Sep 9, 2021 at 4:02 PM

To: "bcowan@bhamgov.org" <bcowan@bhamgov.org>

Hello

I am not sure if you are the person to contact on the bikeway.

First of all, thank you so much for considering bicyclists. I am sure much time and care went in to this project.

My comment, and I could not get it onto engagebham, is I do not feel safe when riding on it heading north. I love the path, the width, clear visibility. My fear is drivers run the stop sign and also when they are in a hurry and only look left for on coming traffic. I am an older adult bicyclist and have had to take great care when a driver is approaching the stop signs. They have run the sign and if I hadn't know to stop it could have been tragic.

My other comment is the path seems to collect road debris and is cleaned less frequently of limbs and such.

I find myself riding with traffic when I head north but this puts me close to the parked cars and accidental door openings.

My suggestion would be to get traffic to go the posted 25mph (more stop signs?, speed bumps?) and bicycle lanes like on Eton north of Maple.

Again thank you for considering bicyclists and safety.

issue = If the City of Detroit can invest in the safety of their citizens by installing residential speed humps, why won't the City of Birmingham?!?

The excessive speeding down my street, Cole St, to get To / From the residential to commercial side has been out of hand for years.

"The speed hump program has been one of the most popular city programs we've ever announced and they really seem to be helping," Mayor Mike Duggan said in a written statement.

<https://www.detroitnews.com/story/news/local/detroit-city/2021/09/11/detroit-speed-humps-drivers/118811276/>

preferred_contact = email

Client IP = 24.128.240.75

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DETROIT

Detroit putting the brakes on more drivers with speed humps

Associated Press

Published 2:53 p.m. ET Sep. 11, 2021 | Updated 3:07 p.m. ET Sep. 11, 2021

Detroit – The Motor City wants drivers to slow down.

Detroit said it is adding 700 speed humps in neighborhoods by mid-November, on top of 4,500 announced earlier this year.

Speed humps in streets force drivers to ease up on the gas. It's a quality-of-life issue for residents fed up with reckless motorists.

“The speed hump program has been one of the most popular city programs we’ve ever announced and they really seem to be helping,” Mayor Mike Duggan said in a written statement.

“We saw the opportunity to reach more neighborhood blocks with available funding so we



MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: May 23, 2018

TO: Joseph A. Valentine, City Manager

FROM: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul T. O'Meara, City Engineer

SUBJECT: S. Eton Rd. Temporary Striping – Maple Rd. to 14 Mile Rd.
Multi-Modal Transportation Board Recommendations

At the meeting of December 4, 2017, the City Commission discussed the recommendations from the Multi-Modal Transportation Board in detail. While supporting the majority of the recommendations, the City Commission endorsed staff's recommendation to attempt to secure outside funding for this work. Further, the Commission felt it was best to study traffic patterns again at Maple Rd. once the Whole Foods grocery store is operating for several months. With that in mind, the City Commission passed the following recommendation at their meeting:

To approve the recommendations of the Multi-Modal Transportation Board for S. Eton Rd. from Maple Rd. to 14 Mile Rd. for pedestrian and bicycle improvements throughout the corridor, as outlined below:

A. Maple Rd. to Yosemite Blvd.:

1. Relocate the west side curb for the entire block from its current location to a point three feet closer to the center of the road, thereby allowing the west side sidewalk to be rebuilt at 8 feet wide.
2. Install an enhanced, larger sidewalk ramp area at the southeast corner of Maple Rd.
3. Install sharrows in both directions on the existing travel lanes.

AND

B. Yosemite Blvd. to Villa Ave.:

1. Relocate the curbs on both sides of the street to create a two-lane street with 15 foot travel lanes. Parking shall be removed from both sides of the street.
2. Install a 4 ft. wide parkway between the sidewalks and the new curb, and install new street trees, at a spacing of 40 ft. each.
3. Install 6.5 to 8 ft. wide sidewalks on both sides of the street.
4. Install sharrows in both directions on the existing travel lanes.

AND

C. Villa Ave. to Lincoln Ave.:

1. Remove parking on the west side of the street, to be replaced with an 8.5 ft. wide bi-directional bike lane and a 1.5 ft. buffer with raised markers.
2. Install a 3 ft. wide painted buffer between the northbound travel lane and the parking lane (on the east side of the street).
3. Install curbed bumpouts at marked pedestrian crosswalks on the east side of the street, at the intersections of Villa Ave., Hazel St., Palmer Ct., Bowers St., Holland Ave., Webster Ave., Cole Ave., and Lincoln Ave.
4. Install green marked bicycle crossings on the western leg of the intersections of Villa Ave., Hazel St., Bowers St., Haynes St., Holland Ave., Webster Ave., Cole Ave., and Lincoln Ave.

AND

D. South of Lincoln Ave. to 14 Mile Rd.:

1. Install an 8 ft. wide on-street parking lane on the west side of the street, separated from traffic with a solid line, with 24-hour parking permitted;
2. Install a double yellow centerline for S. Eton Rd. to create two 10 ft. wide travel lanes (on the east side of the street) for vehicles;
3. Install an 8 ft. wide bi-directional bike lane 2 ft. from the back of curb on the west side of S. Eton Rd.;
4. Maintain a 2 ft. wide landscaped buffer between the on-street parking lane and the bike lane;
5. Install curb bumpouts and crosswalks at the intersections of Melton Rd., Humphrey Ave., Sheffield Rd., and Bradford Rd., as noted on the attached plan;
6. Install green marked bicycle crossings on the western leg of the intersections of Lincoln Ave., Melton Rd., Humphrey Ave., Sheffield Rd., and Bradford Rd., as noted on the attached plan.
7. The City shall assume responsibility for the maintenance of the 8 ft. bike lane.

AND

Further, to direct staff to apply for federal funding for these improvements through the Transportation Alternatives Program administered by the Michigan Dept. of Transportation, and report back to the Commission when status of the grant for the 2018 application has been determined.

AND

To proceed with a traffic study of the Maple Rd. intersection in the spring of 2018, with truck turning movements quantified, for further review by the Multi-Modal Transportation Board, and a final recommendation to the City Commission.

The estimated project cost to implement the proposed changes to the S. Eton Corridor is \$1,600,000. Staff did not apply for the Transportation Alternatives Program (TAP) grant this past March due to a lack of funds for a match. Staff will consider applying for a TAP grant in the future when funding is available to provide a local match. In the meantime, the Commission indicated that a lower cost test of whatever portions of the project can be set up and constructed sooner should be considered. The focus of the test is the subject of this memo. The various parts of the S. Eton Rd. corridor will be reviewed below with respect to the feasibility of a test.

The Multi-Modal Transportation Board considered temporary striping of S. Eton at their February 8, 2018 meeting. The Multi-Modal Transportation Board's recommendation to the Commission follows:

RECOMMENDATION:

WHEREAS, the City Commission has endorsed the majority of the Multi-Modal Transportation Board recommendations for S. Eton Rd. from Maple Rd. to 14 Mile Rd., and

WHEREAS, the City will be applying for a Transportation Alternatives Program (TAP) grant in the near future in an effort to obtain funding for this project, and

WHEREAS, the City Commission has directed staff to obtain additional truck and pedestrian traffic counts in the area of Maple Rd. and S. Eton in order to allow for further study of the recommended improvements at the Maple Rd. intersection,

THEREFORE, the Multi-Modal Transportation Board recommends that the City proceed with the installation of test features that will provide the majority of the transportation improvements being considered in a temporary mode, at a substantially reduced cost, as outlined below:

1. Installation of painted bumpouts with lane markers at each intersection, as well as pavement markings to improve each crosswalk in accordance with the recommended plan.
2. Installation of sharrows between Maple Rd. and Yosemite Blvd.
3. Removal of parking, and installation of buffered, marked bike lanes for northbound and southbound traffic between Yosemite Blvd. and Villa Rd.
4. Removal of parking on the west side of the street, to provide room for a marked, buffered, and separated two-way bike lane, as well as white lines demarcating the northbound parking lane between Villa Rd. and Lincoln Ave.
5. Installation of double yellow lines and white line to demarcate travel lanes from the southbound parking lane between Lincoln Ave. and 14 Mile Rd.

GENERAL

The recommended plan includes removing and replacing handicap ramps with enlarged sections to accommodate wider crosswalk paths throughout the job. The crosswalks would have 24-inch wide bars. Since most ramps are not currently constructed at the width called for with the City's new crosswalk design standards, the resulting pavement markings in the suggested "temporary" plan will not be quite as long as they would be under the permanent plan. Regarding the marking materials, staff decided to use paint for crosswalks during the test.

It is recommended that the City paint the areas where bumpouts could be installed in the future, to help motorists stay within the appropriate areas when turning. Paint is recommended for the temporary bumpouts as this marking will be removed when permanent improvements are made and concrete and curb extensions are added.

In order to further identify the proposed bumpouts, road edge markers could be installed. The road edge markers make street sweeping and snow plowing more difficult; however, edge markers also calm traffic and direct vehicles into the narrowed lanes.

MAPLE RD. TO YOSEMITE BLVD.

The City Commission's previous review of this segment did not result in a final direction to proceed. During the last discussion of this area, held in August of 2017, it was noted that the immediate area would soon change. Not only would the new Whole Foods grocery store potentially impact traffic in the area, but the traffic signal itself was being reconstructed and retimed. Since changes in pedestrian patterns are a part of this study, the Commission directed that new traffic counts, particularly with respect to truck turns and pedestrian activity, be obtained in the spring of 2018. This traffic and pedestrian analysis is currently under review. Once that data is received, the MMTB will review the new data, and determine if the proposal for a new island at the Maple Rd. intersection should proceed.

One of the main recommendations on this block is sidewalk expansion. While the curb line on the west side of S. Eton south of Maple could be painted in its new location and road edge markers added for the test period, staff does not recommend these temporary changes. Not only would the costs of the test increase, these changes would have limited impact on vehicular traffic without the installation of the traffic island at Maple, and the sidewalk in this area could not be widened during the test period, eliminating one of the main benefits of bumping out the curb line. The addition of sharrows on a green square background are the only changes recommended for the test on S. Eton between Maple and Yosemite.

YOSEMITE BLVD. TO VILLA RD.

For the purposes of the test, the following changes are suggested:

1. Remove on-street parking on the west side of the street, using NO PARKING signs.
2. Install a 5 ft. wide bike lane with two foot wide painted buffers, effectively narrowing the 18 ft. wide lanes to 11 ft. The bike lanes would be designated with sharrows at each end of the block.

3. Install painted bumpouts at the Villa Ave. intersection, as noted in the General section above.

VILLA RD. TO LINCOLN AVE.

For the purposes of the test, the following changes are suggested:

1. Remove all on-street parking on the west side of the street. Install all pavement markings, signs, and buffer markers as proposed on the permanent plan, allowing the bike lane improvement to fully function on this segment. (Due to the high cost of the green paint feature, staff is recommending that just the sections shown where the bike lanes cross an intersection should feature the green paint for the test period, which is reflected in the price below.)
2. Install a 2 ft. wide buffer lane for the northbound parking lane, helping reduce the appearance of a wide driving surface.
3. Install painted bumpouts at each intersection as noted in the General section above.

LINCOLN AVE. TO 14 MILE RD.

The off-road bike lane facility proposed on the recommended plan will not happen during the test period, due to cost. In order to “test” the parking lane feature of the proposed plan, the double yellow line as well as the white line for a southbound parking lane could be installed. The test would help the City monitor if the changes help reduce average speeds, as well as encourage on-street parking.

In addition to the above, the test should include the installation of the painted bumpouts to match the recommended plan at Melton, Humphrey, Sheffield and Bradford as noted in the General section above.

Based on the above recommendations, the following cost estimates are offered:

CATEGORY	ESTIMATED COST
Markings	\$32,700
Flexible Posts	\$5,200
Zebra Bumps and Signs	\$22,500
Contingency	\$14,600
TOTAL	\$75,000

While the above price is still substantial, it is less than 10% of the cost of all the permanent features plan recommended. The above proposal will provide the City Commission with improvements that test several features of the proposed plan. The two significant features left out of this test are:

1. Pedestrian island at Maple Rd. crosswalk.
2. Off-road bike path from Lincoln Ave. to 14 Mile Rd.

SUGGESTED RESOLUTION:

To accept the recommendation of the Multi-Modal Transportation Board, and direct staff to proceed with the installation of test features that will provide the majority of the transportation improvements being considered in a temporary mode, at a reduced cost, as outlined below:

1. Installation of painted bumpouts with lane markers at each intersection, as well as pavement markings to improve each crosswalk in accordance with the recommended plan.
2. Installation of sharrows between Maple Rd. and Yosemite Blvd.
3. Removal of parking, and installation of buffered, marked bike lanes for northbound and southbound traffic between Yosemite Blvd. and Villa Rd.
4. Removal of parking on the west side of the street, to provide room for a marked, buffered, and separated two-way bike lane, as well as white lines demarcating the northbound parking lane between Villa Rd. and Lincoln Ave.
5. Installation of double yellow lines and white line to demarcate travel lanes from the southbound parking lane between Lincoln Ave. and 14 Mile Rd.



MAIN OFFICE
 1965 Barrett Drive
 Troy, MI 48064-5372
 PHONE 248-362-2130
 FAX 248-362-4969

To: _ESTIMATING DEPARTMENT_	Contact: ESTIMATING DEPT.
Address: -	Phone: (248) 362-2130
	Fax: (248) 362-4969
Project Name: S. ETON TEMPORARY STRIPING	Bid Number: 18-0622
Project Location: BIRMINGHAM	Bid Date: 4/25/2018
Addendum #: REVISED 5/10/18	

Line #	Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
1		Pavt Mrkg, Waterborne, 4 inch, Yellow	8,325.00	LF	\$0.110	\$915.75
2		Pavt Mrkg, Waterborne, 4 Inch, White	10,072.00	LF	\$0.110	\$1,107.92
3		Pavt Mrkg, Longit, 6 inch or Less Width, Rem	500.00	LF	\$0.950	\$475.00
4		Rem Spec Mrkg	100.00	SF	\$2.950	\$295.00
5		Pavt Mrkg, Waterborne, 6 Inch, Crosswalk	108.00	LF	\$1.000	\$108.00
6		Pavt Mrkg, Waterborne, 12 Inch, Crosswalk	1,185.00	LF	\$2.000	\$2,370.00
7		Pavt Mrkg, Waterborne, 24 Inch, Stop Bar	155.00	LF	\$4.000	\$620.00
8		Pavt Mrkg, Waterborne, Lt Turn Arrow Sym	2.00	EACH	\$50.000	\$100.00
9		Pavt Mrkg, Waterborne, Only	4.00	EACH	\$50.000	\$200.00
10		Pavt Mrkg, Waterborne, Rt Turn Arrow Sym	2.00	EACH	\$50.000	\$100.00
11		Pavt Mrkg, Waterborne, School	4.00	EACH	\$65.000	\$260.00
12		Pavt Mrkg, Waterborne, 4 Inch, Crosshatching	1,815.00	EACH	\$0.950	\$1,724.25
13		Pavt Mrkg, MMA, Green	1,820.00	SF	\$9.850	\$17,927.00
14		Pavt Mrkg, MMA, Bike Symbol	16.00	EACH	\$185.000	\$2,960.00
15		Pavt Mrkg, Endurablend, Green	280.00	SF	\$8.500	\$2,380.00
16		Pavt Mrkg, Endurablend, Bike Symbol	2.00	EACH	\$150.000	\$300.00
17		Pavt Mrkg, Polyurea, 12 inch, Crosswalk	80.00	LF	\$5.950	\$476.00
18		Pavt Mrkg, Polyurea, 24 inch, Stop Bar	25.00	LF	\$12.500	\$312.50

Total Bid Price: \$32,631.42

Notes:

- QUOTE IS BASED ON ONE MOVE-IN FOR FINAL MARKINGS.
- PAYMENT TO BE MADE BASED ON QUOTED UNIT PRICES.

<p>ACCEPTED: The above prices, specifications and conditions are satisfactory and are hereby accepted.</p> <p>Buyer: _____</p> <p>Signature: _____</p> <p>Date of Acceptance: _____</p>	<p>CONFIRMED: PK CONTRACTING, INC.</p> <p>Authorized Signature: _____</p> <p>Estimator: Nick Shea</p>
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City of Birmingham
S. Eton Corridor Improvements
W. Fourteen Mile Rd to Yosemite Blvd
Engineer's Opinion of Probable Construction Cost



Project No.: 823801
 By: RWT
 Date: 5/22/2018

General Description: Placement of Cycle Track Lane Separators; and removal, protection, and replacement of existing street signs.

Item	Item Description	Unit	Unit Price	Est. Qty.	Amount
1	Mobilization, Bonds, and Insurances (5% Max)	LSum	\$ 1,700.00	1	\$ 1,700.00
2	Cycle Track, Lane Separator	Ea	\$ 100.00	125	\$ 12,500.00
3	Sign, Type III, Rem	Ea	\$ 10.00	49	\$ 490.00
4	Sign, Type III, Erect, Salv	Ea	\$ 30.00	49	\$ 1,470.00
5	Post, Steel, 3 lb	Ft	\$ 6.00	378	\$ 2,268.00

Estimated Construction Cost: \$ 20,100.00

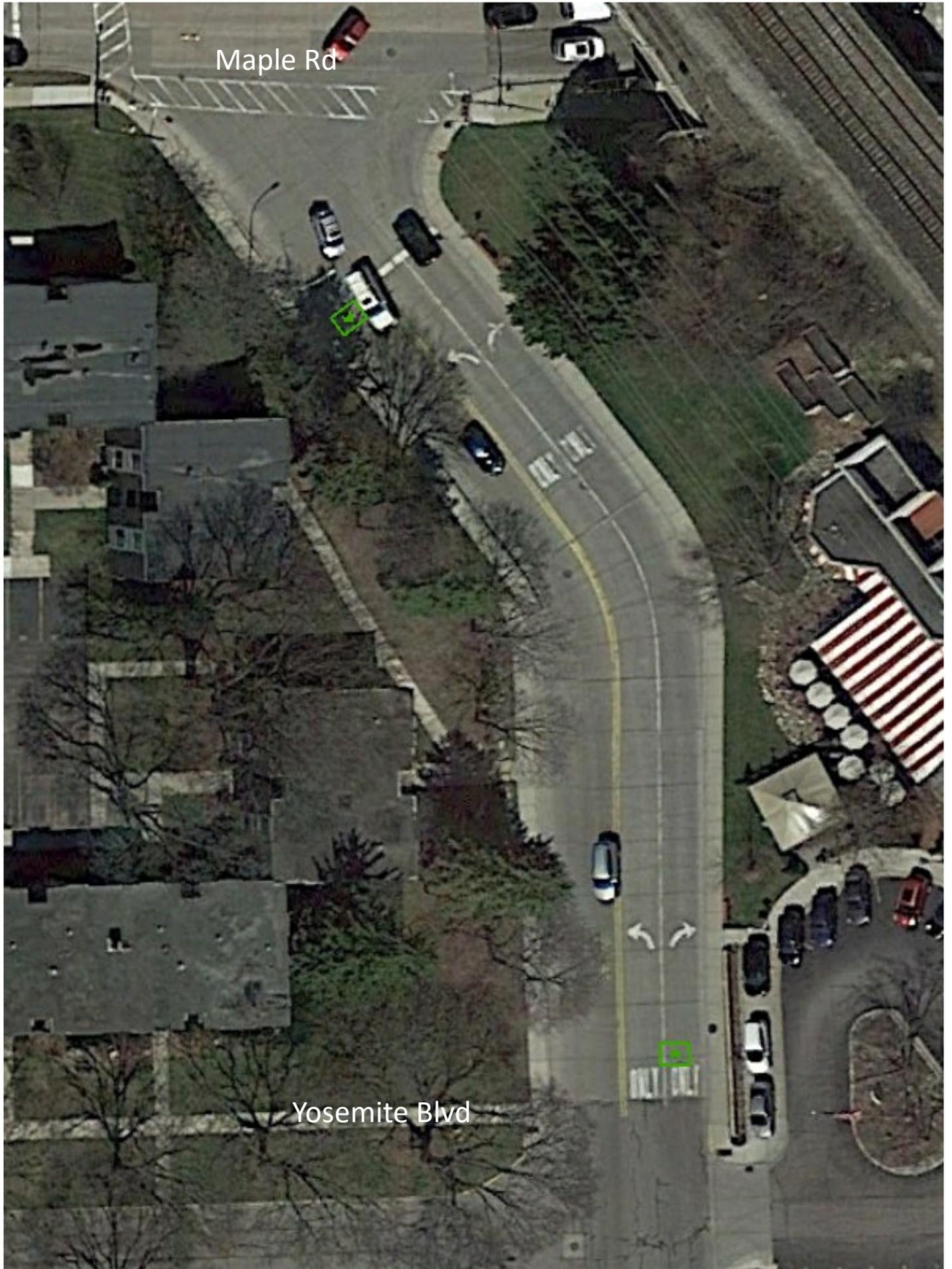
Engineering 12% \$ 2,400.00

Total Project Cost \$ 22,500.00

*** The Design Professional has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing. Bid prices may vary significantly based on these factors and market conditions at time of bid.*

Maple Rd

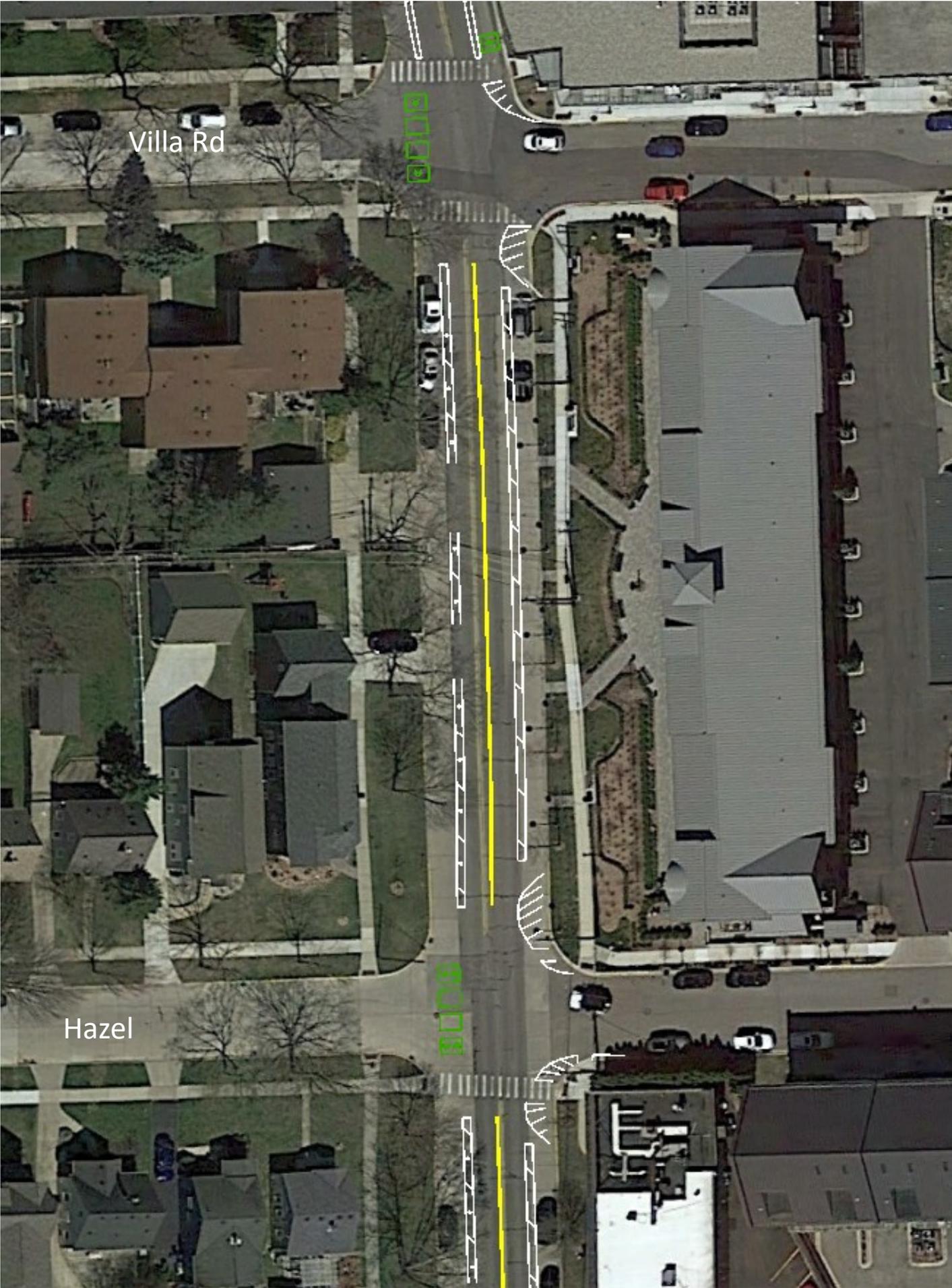
Yosemite Blvd



Yosemite Blvd

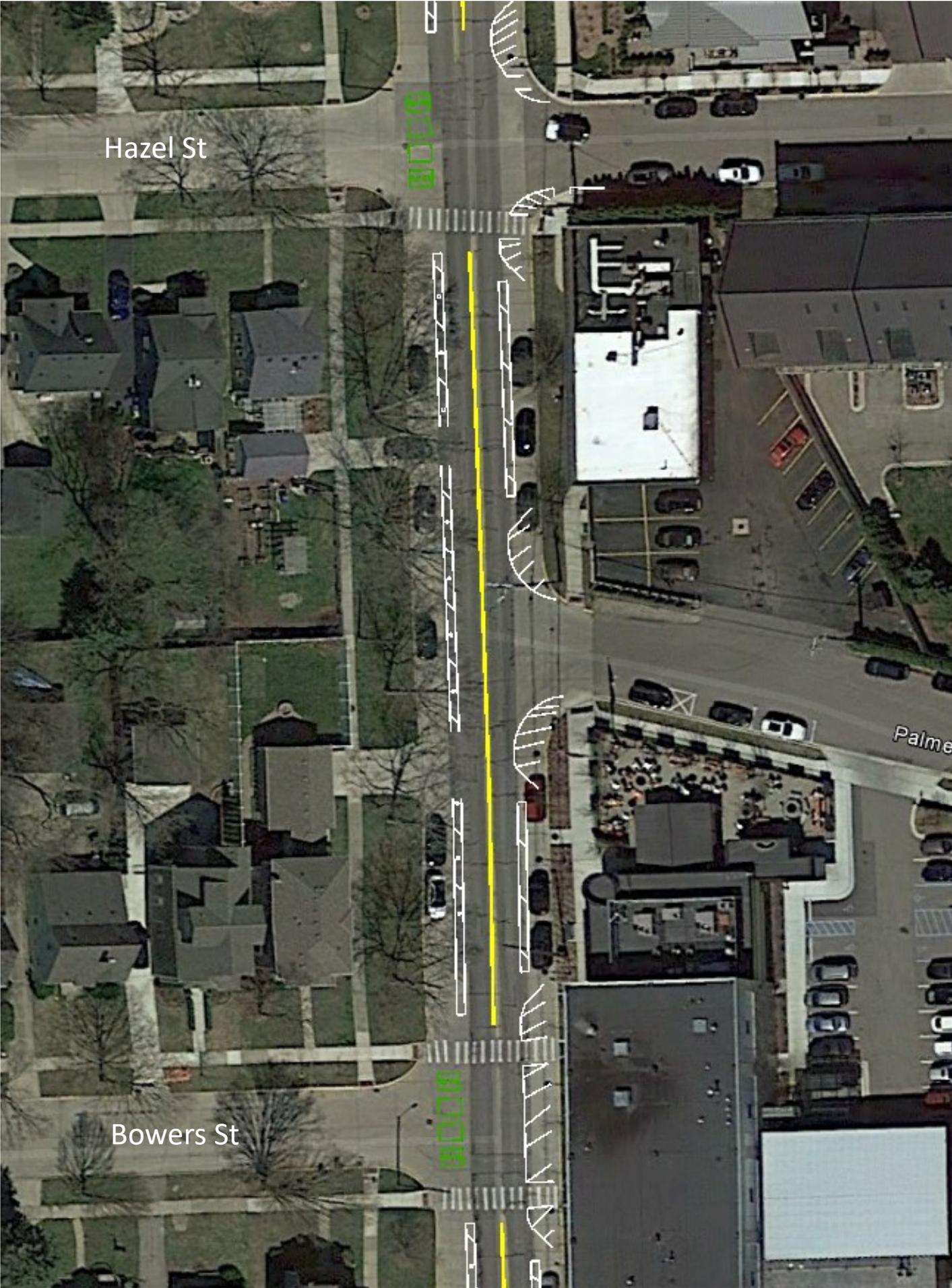


Villa Rd



Villa Rd

Hazel



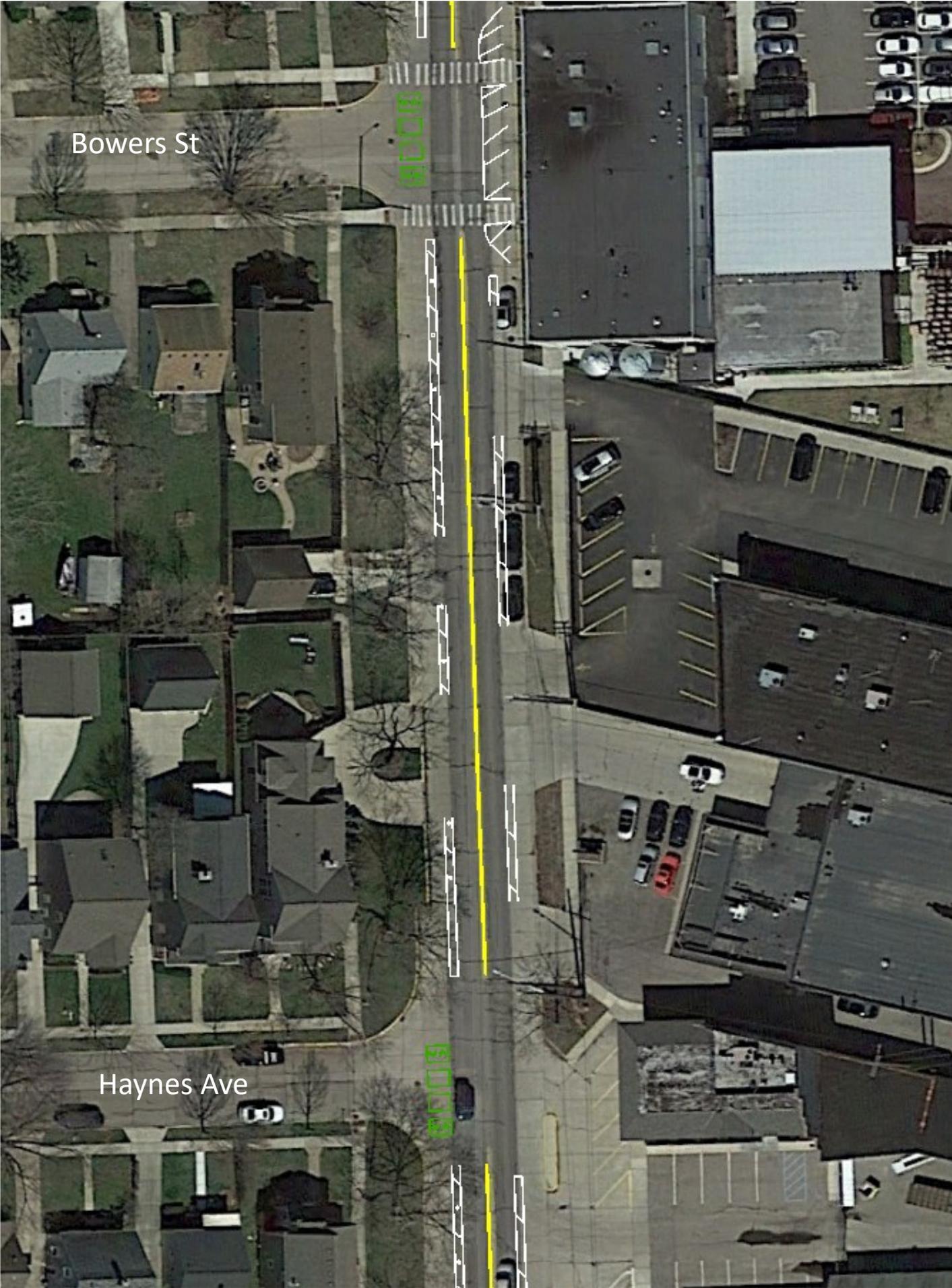
Hazel St

Bowers St

Palme

BOWERS

BOWERS



Bowers St

Haynes Ave



Haynes Ave

Holland Ave



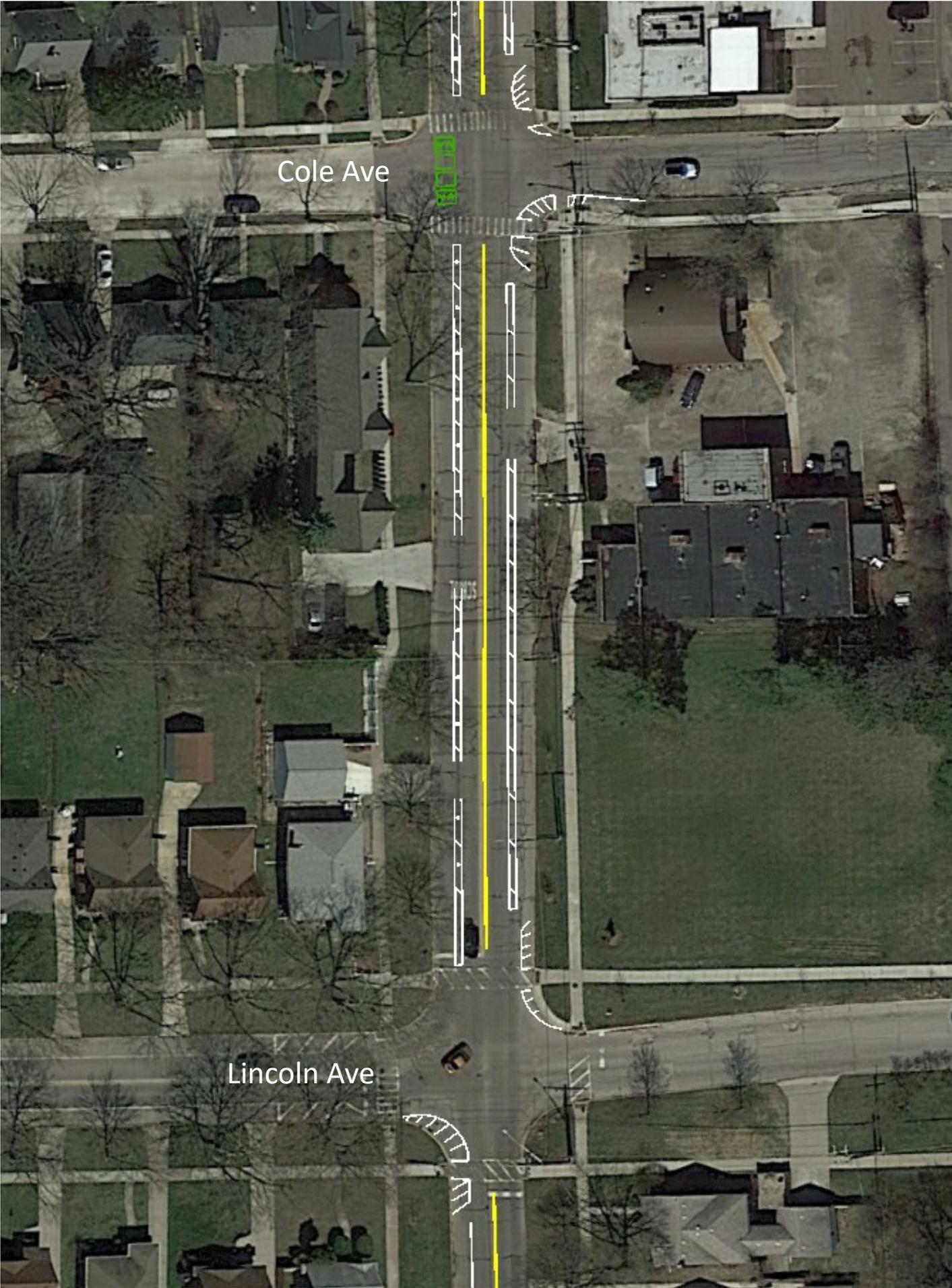
Holland Ave

Webster Ave



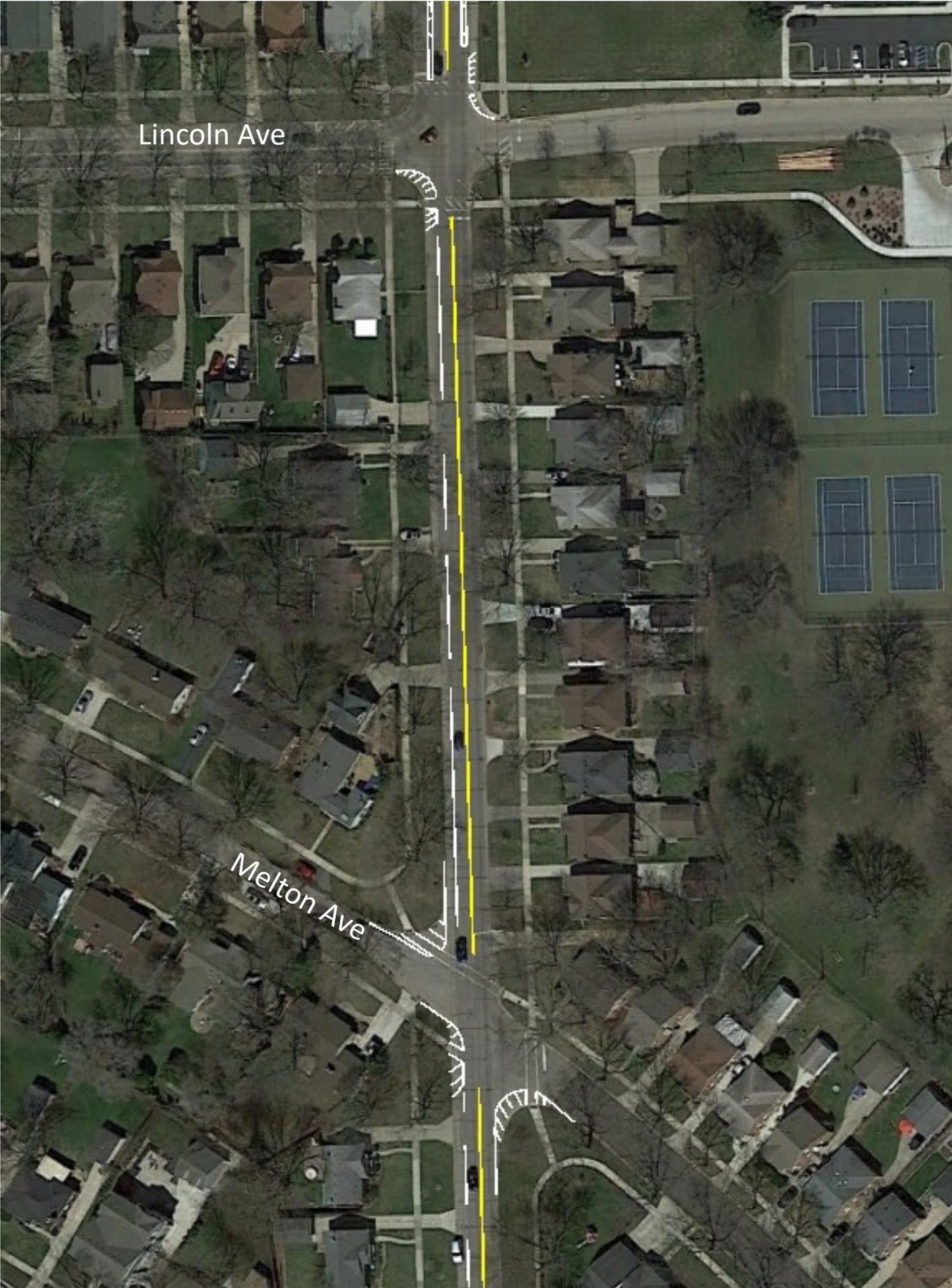
Webster Ave

Cole Ave



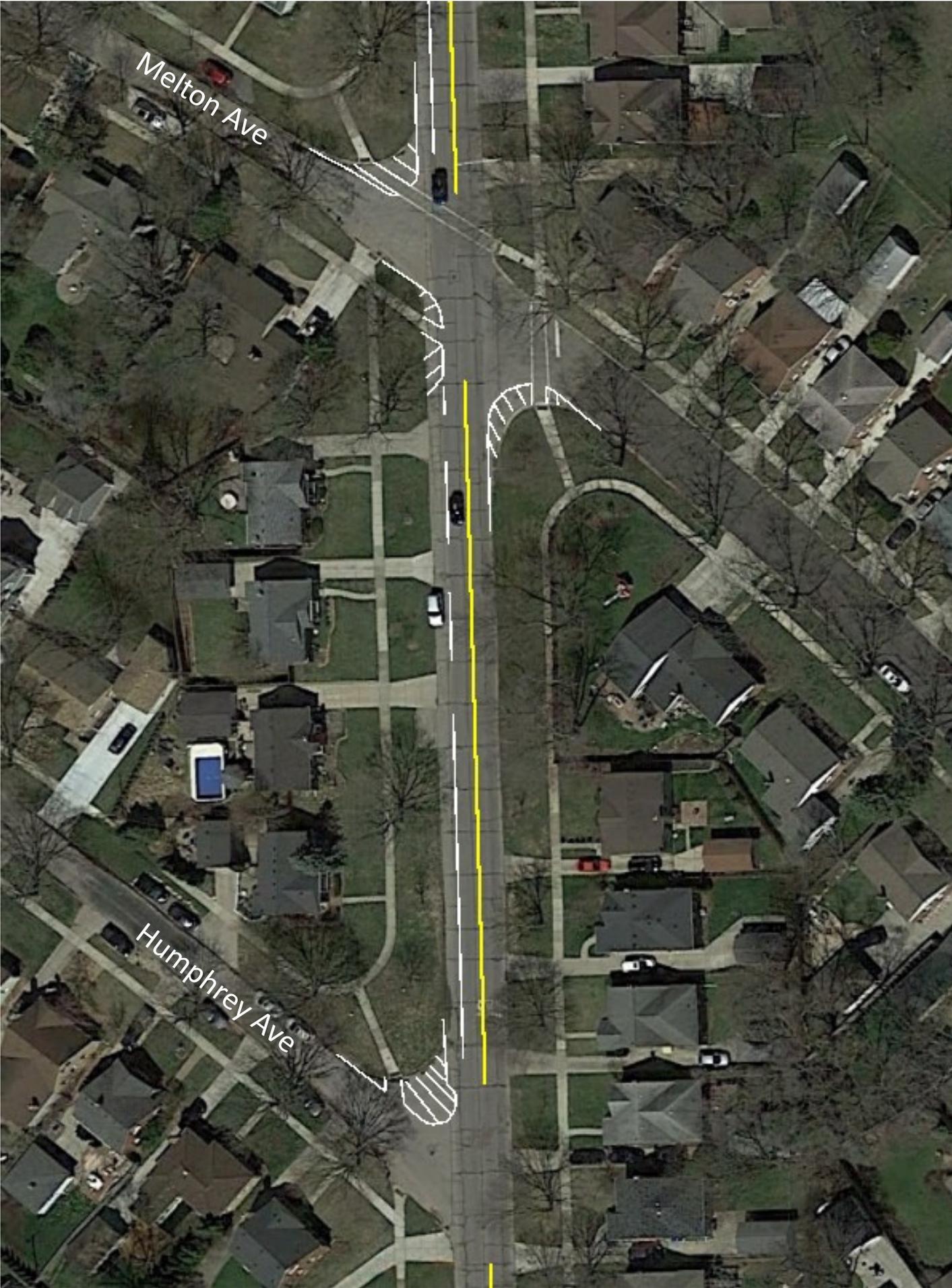
Cole Ave

Lincoln Ave



Lincoln Ave

Melton Ave



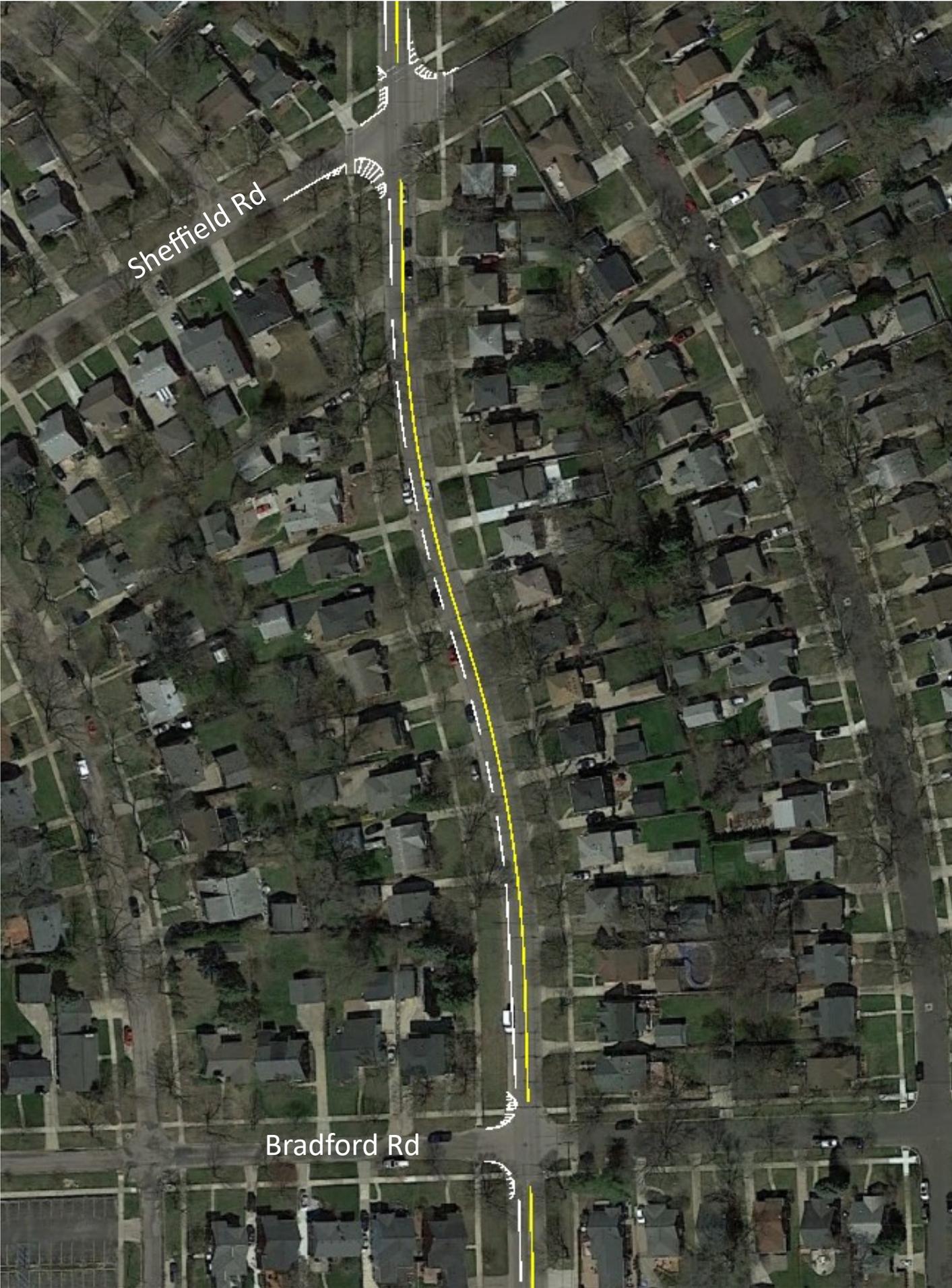
Melton Ave

Humphrey Ave



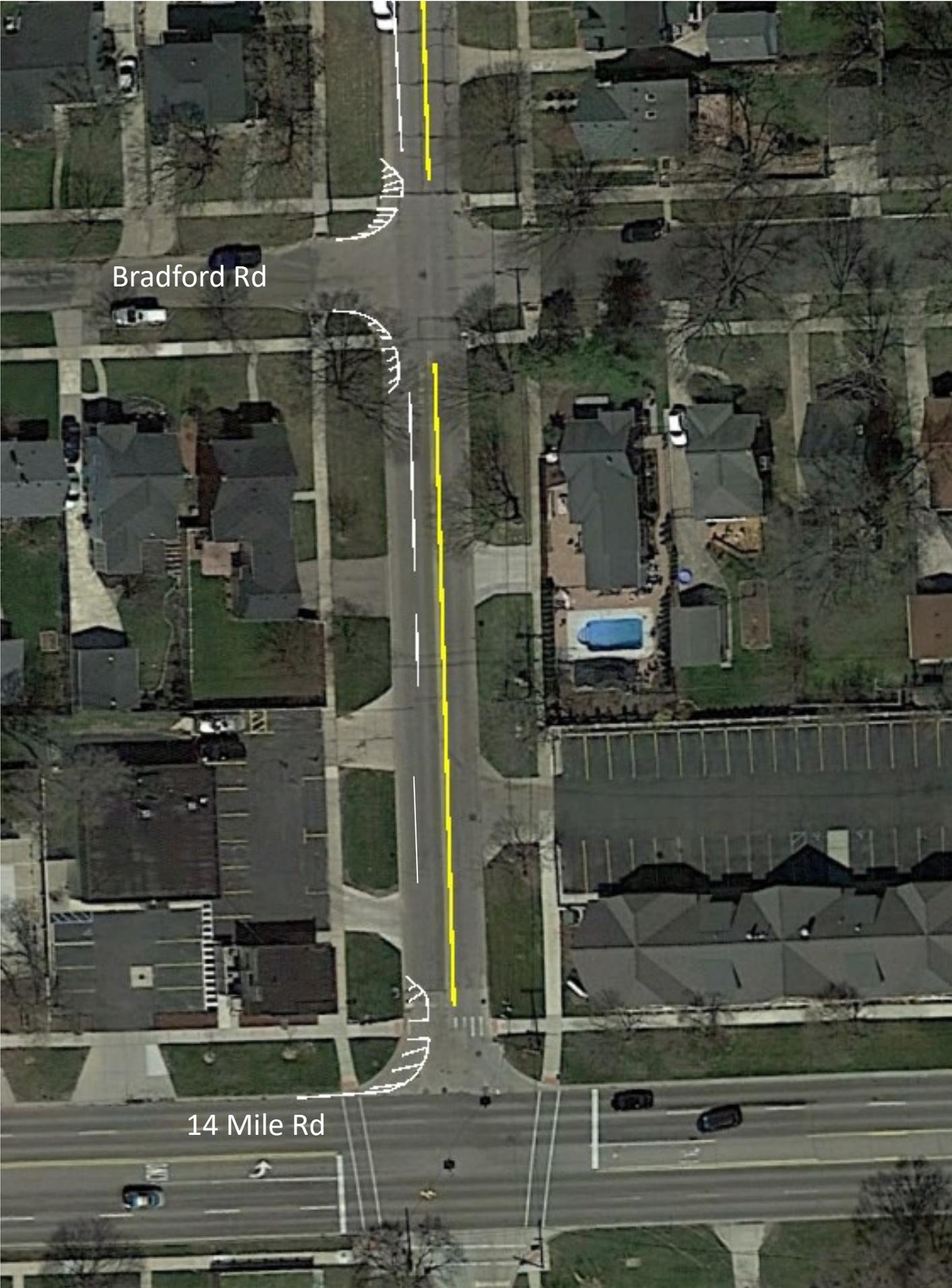
Humphrey Ave

Sheffield Rd



Sheffield Rd

Bradford Rd



Bradford Rd

14 Mile Rd

Motion by Ms. Edwards

Seconded by Mr. Isaksen to accept the MMTB Minutes of January 4, 2018 with the change as mentioned.

Motion carried, 7-0.

VOICE VOTE

Yeas: Edwards, Isaksen, Schafer, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

5. S. ETON TEMPORARY STRIPING

Mr. O'Meara provided background. At the November 2, 2017 MMTB meeting the board passed a set of recommendations for the City Commission to approve on S. Eton Rd. In December the Commission passed a resolution that endorsed the ideas in theory. In addition the Commission endorsed staff's recommendation to attempt to secure outside funding for the work. They also suggested that this board look at a temporary concept where the majority of the proposed ideas could be tested out with paint and low cost methods while waiting to see if funding is available.

Therefore, staff has put together a temporary striping plan for the board to consider tonight. The two significant features being left out of this test are: the pedestrian island at the Maple Rd. crosswalk; and the off-road bike path from Lincoln Ave. to 14 Mile Rd. If this temporary plan is endorsed by this board it would go back to the Commission for their approval.

Maple Rd. to Yosemite Blvd.

The recommendation for the center island has not been endorsed by the Commission. More data will be collected for study in the Spring. The only other changes involve narrowing of the street on the west side, which is difficult to implement since the main benefit of this provision would be the widened sidewalk. Sharrows can be painted in the street that will help encourage bikes.

Yosemite Blvd. to Villa Rd.

The suggestion is to narrow the street in both directions by moving the curbs inward, and taking out the parking on the southbound side in favor of a 5 ft. bike lane with a 2 ft. buffer. Vertical separation elements such as turtles to separate the bike lane are not recommended here. The permanent plan is to have the bikes ride on the same road section as the cars.

Multi-Modal Transportation Board Proceedings

January 4, 2018

Page 3

Villa Rd. to Lincoln Ave.

Painted bumpouts at each intersection are proposed with 2 ft. high markers to encourage people to stay out of those areas as they make right turns. Due to the high cost of the green paint feature, just the sections where the bike lanes cross an intersection are proposed to feature green paint during the test period. Stop signs west of each intersection will warn people to watch for bikes in two directions.

Lincoln Ave. to 14 Mile Rd.

The off-road bike lane facility proposed on the recommended plan will have to be deleted during the test period due to cost. South of Lincoln Ave. there are no bike improvements because the road isn't wide enough. The double yellow line as well as the white line for a southbound parking lane could be installed. It was discussed that temporary sharrows could be installed to show that the bike lane doesn't just dead end. The test would allow the City to monitor if the changes help reduce average speeds, as well as encourage on-street parking.

Motion by Mr. Isaksen

Seconded by Ms. Schafer

WHEREAS, the City Commission has endorsed the majority of the Multi-Modal Transportation Board recommendations for S. Eton Rd. from Maple Rd. to 14 Mile Rd., and

WHEREAS, the City will be applying for a Transportation Alternatives Program (TAP) grant in the near future in an effort to obtain funding for this project, and

WHEREAS, the City Commission has directed staff to obtain additional truck and pedestrian traffic counts in the area of Maple Rd. and S. Eton in order to allow for further study of the recommended improvements at the Maple Rd. intersection,

THEREFORE, the Multi-Modal Transportation Board recommends that the City proceed with the installation of test features that will provide the majority of the transportation improvements being considered in a temporary mode, at a substantially reduced cost, as outlined below:

1. Installation of painted bumpouts with lane markers at each intersection, as well as pavement markings to improve each crosswalk in accordance with the recommended plan.
2. Installation of sharrows between Maple Rd. and Yosemite Blvd.
3. Removal of parking, and installation of buffered, marked bike lanes for northbound and southbound traffic between Yosemite Blvd. and Villa Rd.
4. Removal of parking on the west side of the street, to provide room for a marked, buffered, and separated two-way bike lane, as well as white lines demarcating the northbound parking lane between Villa Rd. and Lincoln Ave.

5. Installation of double yellow lines and white line to demarcate travel lanes from the southbound parking lane between Lincoln Ave. and 14 Mile Rd.

In addition, that we paint sharrows on the portion between Lincoln Ave. to 14 Mile Rd.

Motion carried, 4-0.

VOICE VOTE

Yeas: Isaksen, Schafer, Edwards, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

6. SAXON/LATHAM INTERSECTION IMPROVEMENTS

Commander Grewe reported that staff has received complaints from residents on Saxon about the speed and volume of vehicles on Saxon. Staff has discussed these complaints numerous times over the last few years and explored multiple options. Currently the road is not scheduled to be replaced or repaired as it is in good condition. In the Fall of 2017 crosswalks and pavement markings were added at Latham and Saxon.

Since it appears that the majority of the homeowners are not interested in a large expenditure, any implemented ideas must be kept at low cost. The one low-cost idea that F&V suggests that has not been discussed with the residents is the idea of installing white edge lines on both sides to narrow the street.

Ms. Kroll indicated that previous studies with Beverly Hills found that the traffic there is not cut-through; it is really just local residents that drive fast.

Motion by Ms. Edwards

Seconded by Mr. Isaksen to direct Staff to meet with residents of Birmingham and Beverly Hills to review the potential of installing edge lines as depicted in the aerial photo in the agenda.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Isaksen, Schafer, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

- While project urban designer Joe Nickol is based in Cincinnati, he comes into the Metro Detroit area frequently for work.
- Mr. Shrader and Mr. Nickol will move forward with a context-sensitive approach, and Ms. Kroll will provide supplemental engineering considerations as needed.
- He would likely meet with the Commission first to get their priorities, come back to them with recommendations, and then proceed with the project in order to prevent superfluous visits to the Commission.

Commissioner Nickita stressed that Birmingham would be approving this proposal based on the understanding that Mr. Nickol will be heavily involved in the process.

Mr. Strader confirmed MKSK understands this is a priority for Birmingham, and MKSK is committed to meeting it.

Ms. Kroll, engineer from F&V, stated her excitement about the team for this project, and reported she has participated in every F&V project in Birmingham for the last 2 ½ years.

Commissioner Nickita said he is encouraged by the direction in which the process is going and expects the Commission to monitor the process closely since there are many moving parts.

Mayor Harris stated he would like both MKSK and F&V to be parties to the contract with the City.

MOTION: Motion by Commissioner DeWeese, seconded by Commissioner Boutros:
 To approve the recommendation of the Multi-Modal Transportation Board and enter into an agreement with the MKSK/Fleis & Vandenbrink team to provide professional multi-modal transportation consulting services to the City of Birmingham for a three year term, to be payable from account #202-449.007-804.0100. Further, to direct the Mayor and City Clerk to sign the agreement on behalf of the City.

VOTE: Yeas, 7
 Nays, 0
 Absent, 0

12-323-17 SOUTH ETON ROAD – MAPLE ROAD TO 14 MILE ROAD – MULTI-MODAL TRANSPORTATION BOARD RECOMMENDATIONS

From the report to City Manager Valentine dated November 22, 2017 from Planning Director Ecker, Operations Commander Grewe and City Engineer O’Meara:

In 2016, the City Commission appointed an Ad Hoc Rail District Committee to study the Rail District with respect to parking and traffic issues. A final report was received by the Commission in December of last year. Since several of the Committee’s recommendations had to do with the commercial section of S. Eton Rd., the Multi-Modal Transportation Board (MMTB) first focused on the segment from Maple Rd. to Lincoln Ave. In August of this year the MMTB endorsed a series of recommendations for three portions of that segment: Maple Road to Yosemite Boulevard, Yosemite Boulevard to Villa Avenue and Villa Avenue to Lincoln Avenue.

With the grand opening of Whole Foods at 2100 E. Maple Road planned for October 2017, the City Commission focused on improvements suggested for the north block of S. Eton Road at Maple Road. No action has yet been taken.

Subsequently the MMTB studied the section of S. Eton Road from Lincoln Avenue to 14 Mile Road. After reviewing 12 different cross-sections designed to provide improved facilities for pedestrians and bicyclists, as well as reduced traffic speeds, a preferred cross-section was advertised by postcard and posted on the City's website. The preferred option proposed bump-outs at each intersection, as well as an 8 ft. wide bi-directional bike lane on the west side parkway, using the large green space that exists in the public right-of-way.

Following a public hearing at the MMTB's regular meeting of November 2, 2017, the MMTB approved a recommendation for the segment between Lincoln Avenue. and 14 Mile Road.

City Engineer O'Meara presented aerial photography as the background for the plans for the entire S. Eton Road corridor, and provided commentary on the discussions which influenced the final decisions of the MMTB.

City Engineer O'Meara presented the proposed construction sequence and costs:

Segment	Pedestrian Improvements	Bicycle Improvements
Maple to Yosemite (not including pedestrian island)	\$49,600	\$400
Yosemite to Villa	\$164,600	\$14,600
Villa to Lincoln	\$467,500	\$158,900
South of Lincoln to 14 Mile	\$554,200	\$275,900
TOTAL Maple to Lincoln	\$681,700	\$173,900
TOTAL South of Lincoln to 14 Mile	\$554,200	\$275,900
TOTAL Maple to 14 Mile	\$1,235,900	\$449,800

PROJECT GRAND TOTAL = \$1,685,700

City Engineer O'Meara continued, in order to assist in paying for this work, it is recommended that the City apply for federal funding through the Transportation Alternatives Program (TAP). The deadline to apply for funding is March 2018, with the City receiving notification if they were successful in July 2018. The City could then budget for its share of the project for fiscal year 2019/2020, and build the project as soon as late summer, 2019. The grant would pay for 80% of the construction costs. The City would be responsible for the remaining 20% match, as well as 100% of engineering and design costs. Using the numbers above, it is estimated that the City's share for the entire project would be \$499,000.

City Engineer O'Meara also commented that if the grant is not awarded, other than a special assessment for sidewalks between Yosemite Blvd. and Villa Ave., the only funding source for this project would be the Major Streets Fund. Currently, the Major Street Fund requires a contribution from the General Fund to pay for annual expenses, therefore, the General Fund would be the main source of funding for this project.

Planning Director Ecker offered summary comments.

City Engineer O'Meara explained to Mayor Pro Tem Bordman:

- Leaf removal will be handled by asking residents to put their leaves on the other street, since they are all corner houses, instead of into the bicycle path; and,
- In light snow, snow removal from the bicycle path will not be an issue, but in heavier snows it may be because the snow from the street will be pushed into the bicycle path.

Planning Director Ecker commented that snow could be removed from the bicycle path in these circumstances after priority areas in the city are plowed.

Planning Director Ecker explained to Mayor Pro Tem Bordman that 27 different types of separators were considered by the MMTB, and the proposed option was found to be the best balance between environmental aesthetics and utility.

Commissioner DeWeese pointed out that snow plowing equipment that could be used in the bicycle lanes would also be useful for Old Woodward after the upcoming construction is complete.

Commissioner Nickita stated:

- Areas in Ferndale and around Little Cesar's Arena have installed vertical white separators and other installations similar to the non-motorized options being considered for Birmingham; and,
- Birmingham could integrate some of the installations being seen in other Metro Detroit areas if the City wants to adhere to the emerging visual regional standard.

Commissioner Hoff stated if this proposal looked more like Lincoln, she would be more supportive of it. She stated:

- She supports the narrowing of Eton, the bump-outs, and the crosswalks.
- She does not support the green painting of the bicycle path.
- She is concerned about the potential difficulty for cars backing out of driveways on Eton.

Planning Director Ecker stated there is a larger buffer area and better sight lines on Eton with this proposal than there are now.

Commissioner DeWeese stated his support for the proposal.

Commissioner Nickita said:

- The proposal addresses many concerns regarding pedestrian and bicyclist safety that have emerged from this area over the last few years.
- If Birmingham continues to invest in its bicycle infrastructure, more people will utilize it.
- Birmingham may receive up to 80% of the costs for the project in TAP grant money.
- If Birmingham does not receive the grant money immediately for the project, the City could make some interim changes with paint in the style of what has been done in Ferndale and Downtown.

- Painting in the interim would allow the Commission to study the proposed changes further before physically implementing them, and then to pursue grant money on the basis of the study's conclusions.

Mayor Pro Tem Bordman voiced support for Commissioner Nickita's proposal to test some of the ideas with paint.

Mayor Harris agreed with Mayor Pro Tem Bordman.

City Engineer O'Meara and Planning Director Ecker confirmed for Mayor Harris that the TAP grant is approved either in toto or not at all. Planning Director Ecker offered that a similar proposal in Dearborn was funded previously.

Commissioner Boutros stated his support of Commissioner Nickita's proposal.

Commissioner DeWeese said he would like to see City Engineer O'Meara come back to the Commission in spring 2018 to present the options for testing the concepts with paint.

Commissioner Sherman stated that other materials are also welcome for creating a test case.

Commissioner Nickita pointed out the test case will need to be revisited if the City receives the TAP grant in 2018.

MOTION: Motion by Commissioner DeWeese, seconded by Commissioner Bordman: To approve the recommendations of the Multi-Modal Transportation Board for S. Eton Rd. from Maple Rd. to 14 Mile Rd. for pedestrian and bicycle improvements throughout the corridor in concept, as outlined below:

A. Maple Rd. to Yosemite Blvd.:

1. Relocate the west side curb for the entire block from its current location to a point three feet closer to the center of the road, thereby allowing the west side sidewalk to be rebuilt at 8 feet wide.
2. Install an enhanced, larger sidewalk ramp area at the southeast corner of Maple Rd.
3. Install sharrows in both directions on the existing travel lanes.

AND

B. Yosemite Blvd. to Villa Ave.:

1. Relocate the curbs on both sides of the street to create a two-lane street with 15 foot travel lanes. Parking shall be removed from both sides of the street.
2. Install a 4 ft. wide parkway between the sidewalks and the new curb, and install new street trees, at a spacing of 40 ft. each.
3. Install 6.5 to 8 ft. wide sidewalks on both sides of the street.
4. Install sharrows in both directions on the existing travel lanes.

AND

C. Villa Ave. to Lincoln Ave.:

1. Remove parking on the west side of the street, to be replaced with an 8.5 ft. wide bi- directional bike lane and a 1.5 ft. buffer with raised markers.
2. Install a 3 ft. wide painted buffer between the northbound travel lane and the

- parking lane (on the east side of the street).
3. Install curbed bump-outs at marked pedestrian crosswalks on the east side of the street, at the intersections of Villa Ave., Hazel St., Palmer Ct., Bowers St., Holland Ave., Webster Ave., Cole Ave., and Lincoln Ave.
 4. Install green marked bicycle crossings on the western leg of the intersections of Villa Ave., Hazel St., Bowers St., Haynes St., Holland Ave., Webster Ave., Cole Ave., and Lincoln Ave.

AND

D. South of Lincoln Ave. to 14 Mile Rd.:

1. Install an 8 ft. wide on-street parking lane on the west side of the street, separated from traffic with a solid line, with 24-hour parking permitted;
2. Install a double yellow centerline for S. Eton Rd. to create two 10 ft. wide travel lanes (on the east side of the street) for vehicles;
3. Install an 8 ft. wide bi-directional bike lane 2 ft. from the back of curb on the west side of S. Eton Rd.;
4. Maintain a 2 ft. wide landscaped buffer between the on-street parking lane and the bike lane;
5. Install curb bump-outs and crosswalks at the intersections of Melton Rd., Humphrey Ave., Sheffield Rd., and Bradford Rd., as noted on the attached plan;
6. Install green marked bicycle crossings on the western leg of the intersections of Lincoln Ave., Melton Rd., Humphrey Ave., Sheffield Rd., and Bradford Rd., as noted on the attached plan.
7. The City shall assume responsibility for the maintenance of the 8 ft. bike lane.

AND

Further, to direct staff to apply for federal funding for these improvements through the Transportation Alternatives Program administered by the Michigan Dept. of Transportation, and report back to the Commission when status of the grant for the 2018 application has been determined.

AND

To proceed with a traffic study of the Maple Rd. intersection in the spring of 2018, with truck turning movements quantified, for further review by the Multi-Modal Transportation Board, and a final recommendation to the City Commission.

VOTE: Yeas, 6
 Nays, 1 (Hoff)
 Absent, 0

VII. REMOVED FROM CONSENT AGENDA

The items removed were discussed earlier in the meeting.

VIII. COMMUNICATIONS

None.

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

None.

X. REPORTS

Motion by Ms. Edwards

Seconded by Mr. Isaksen to accept the MMTB Minutes of January 4, 2018 with the change as mentioned.

Motion carried, 7-0.

VOICE VOTE

Yeas: Edwards, Isaksen, Schafer, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

5. S. ETON TEMPORARY STRIPING

Mr. O'Meara provided background. At the November 2, 2017 MMTB meeting the board passed a set of recommendations for the City Commission to approve on S. Eton Rd. In December the Commission passed a resolution that endorsed the ideas in theory. In addition the Commission endorsed staff's recommendation to attempt to secure outside funding for the work. They also suggested that this board look at a temporary concept where the majority of the proposed ideas could be tested out with paint and low cost methods while waiting to see if funding is available.

Therefore, staff has put together a temporary striping plan for the board to consider tonight. The two significant features being left out of this test are: the pedestrian island at the Maple Rd. crosswalk; and the off-road bike path from Lincoln Ave. to 14 Mile Rd. If this temporary plan is endorsed by this board it would go back to the Commission for their approval.

Maple Rd. to Yosemite Blvd.

The recommendation for the center island has not been endorsed by the Commission. More data will be collected for study in the Spring. The only other changes involve narrowing of the street on the west side, which is difficult to implement since the main benefit of this provision would be the widened sidewalk. Sharrows can be painted in the street that will help encourage bikes.

Yosemite Blvd. to Villa Rd.

The suggestion is to narrow the street in both directions by moving the curbs inward, and taking out the parking on the southbound side in favor of a 5 ft. bike lane with a 2 ft. buffer. Vertical separation elements such as turtles to separate the bike lane are not recommended here. The permanent plan is to have the bikes ride on the same road section as the cars.

Multi-Modal Transportation Board Proceedings

January 4, 2018

Page 3

Villa Rd. to Lincoln Ave.

Painted bumpouts at each intersection are proposed with 2 ft. high markers to encourage people to stay out of those areas as they make right turns. Due to the high cost of the green paint feature, just the sections where the bike lanes cross an intersection are proposed to feature green paint during the test period. Stop signs west of each intersection will warn people to watch for bikes in two directions.

Lincoln Ave. to 14 Mile Rd.

The off-road bike lane facility proposed on the recommended plan will have to be deleted during the test period due to cost. South of Lincoln Ave. there are no bike improvements because the road isn't wide enough. The double yellow line as well as the white line for a southbound parking lane could be installed. It was discussed that temporary sharrows could be installed to show that the bike lane doesn't just dead end. The test would allow the City to monitor if the changes help reduce average speeds, as well as encourage on-street parking.

Motion by Mr. Isaksen

Seconded by Ms. Schafer

WHEREAS, the City Commission has endorsed the majority of the Multi-Modal Transportation Board recommendations for S. Eton Rd. from Maple Rd. to 14 Mile Rd., and

WHEREAS, the City will be applying for a Transportation Alternatives Program (TAP) grant in the near future in an effort to obtain funding for this project, and

WHEREAS, the City Commission has directed staff to obtain additional truck and pedestrian traffic counts in the area of Maple Rd. and S. Eton in order to allow for further study of the recommended improvements at the Maple Rd. intersection,

THEREFORE, the Multi-Modal Transportation Board recommends that the City proceed with the installation of test features that will provide the majority of the transportation improvements being considered in a temporary mode, at a substantially reduced cost, as outlined below:

1. Installation of painted bumpouts with lane markers at each intersection, as well as pavement markings to improve each crosswalk in accordance with the recommended plan.
2. Installation of sharrows between Maple Rd. and Yosemite Blvd.
3. Removal of parking, and installation of buffered, marked bike lanes for northbound and southbound traffic between Yosemite Blvd. and Villa Rd.
4. Removal of parking on the west side of the street, to provide room for a marked, buffered, and separated two-way bike lane, as well as white lines demarcating the northbound parking lane between Villa Rd. and Lincoln Ave.

5. Installation of double yellow lines and white line to demarcate travel lanes from the southbound parking lane between Lincoln Ave. and 14 Mile Rd.

In addition, that we paint sharrows on the portion between Lincoln Ave. to 14 Mile Rd.

Motion carried, 4-0.

VOICE VOTE

Yeas: Isaksen, Schafer, Edwards, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

6. SAXON/LATHAM INTERSECTION IMPROVEMENTS

Commander Grewe reported that staff has received complaints from residents on Saxon about the speed and volume of vehicles on Saxon. Staff has discussed these complaints numerous times over the last few years and explored multiple options. Currently the road is not scheduled to be replaced or repaired as it is in good condition. In the Fall of 2017 crosswalks and pavement markings were added at Latham and Saxon.

Since it appears that the majority of the homeowners are not interested in a large expenditure, any implemented ideas must be kept at low cost. The one low-cost idea that F&V suggests that has not been discussed with the residents is the idea of installing white edge lines on both sides to narrow the street.

Ms. Kroll indicated that previous studies with Beverly Hills found that the traffic there is not cut-through; it is really just local residents that drive fast.

Motion by Ms. Edwards

Seconded by Mr. Isaksen to direct Staff to meet with residents of Birmingham and Beverly Hills to review the potential of installing edge lines as depicted in the aerial photo in the agenda.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Isaksen, Schafer, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

BIRMINGHAM CITY COMMISSION MINUTES
JUNE 4, 2018
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Harris called the meeting to order at 7:30 p.m.

II. ROLL CALL

ROLL CALL: Present,	Mayor Harris
	Mayor Pro Tem Bordman
	Commissioner Boutros
	Commissioner DeWeese
	Commissioner Hoff
	Commissioner Nickita
	Commissioner Sherman
Absent,	None

Administration: City Manager Valentine, City Attorney Kucharek, Assistant Planner Chapman, Police Chief Clemence, Planning Director Ecker, DPS Manager Filipski, Finance Director/Treasurer Gerber, Assistant City Manager Gunter, Assistant to the City Manager Haines, Building Official Johnson, Deputy Treasurer Klobucar, City Clerk Mynsberge, City Engineer O'Meara, Director of Public Services Wood

06-166-18

**S. ETON RD. TEMPORARY STRIPING – MAPLE RD. TO 14 MILE RD.
– MULTI-MODAL TRANSPORTATION BOARD RECOMMENDATIONS**

Assistant Planner Chapman presented the May 23, 2018 memo to City Manager Valentine regarding the proposed temporary striping on S. Eton.

City Manager Valentine said:

- The trial period will begin once the Commission approves the proposal, and will last until the City has sufficient funding to proceed. The City will be exploring the TAP grant which may cover up to 30% of the projected cost.
- The north end of Maple has referred back for further study after Whole Foods had been open for a year to get an assessment on how the intersection was working. The objective is to determine utilization of the intersection in conjunction with the lighting and the traffic from Whole Foods. That study should conclude within the next two months and will be brought before the Commission with a recommendation. These findings should be possible to incorporate into the temporary striping project.

- The success of the project will be monitored primarily through resident and citizen feedback.
- If the paint wears out, the Commission can approve repainting.
- Once the City has chosen a contractor residents will be notified through all of the City's usual communication channels regarding the project's start date.
- The TAP grant application can occur at any time, but the City must be able to match the funds being received in order to qualify for the grant. Thus, the issue is raising said funds.

Assistant Planner Chapman said the only change since the Commission approved the plan is from Yosemite to Villa. The approved motion from December 2017 called for sharrows, but now there will be a designated bicycle lane.

MOTION: Motion by Commissioner Boutros, seconded by Commissioner Nickita:

To accept the recommendation of the Multi-Modal Transportation Board, and to direct staff to proceed with the installation of test features that will provide the majority of the transportation improvements being considered in a temporary mode, at a reduced cost, as outlined below:

1. Installation of painted bumpouts with lane markers at each intersection, as well as pavement markings to improve each crosswalk in accordance with the recommended plan.
2. Installation of sharrows between Maple Rd. and Yosemite Blvd.
3. Removal of parking, and installation of buffered, marked bike lanes for northbound and southbound traffic between Yosemite Blvd. and Villa Rd.
4. Removal of parking on the west side of the street, to provide room for a marked, buffered, and separated two-way bike lane, as well as white lines demarcating the northbound parking lane between Villa Rd. and Lincoln Ave.
5. Installation of double yellow lines and white line to demarcate travel lanes from the southbound parking lane between Lincoln Ave. and 14 Mile Rd.

VOTE: Yeas, 7
 Nays, 0
 Absent, 0

MEMO

VIA EMAIL

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

From: **Julie M. Kroll, PE, PTOE
Bandhan D. Ayon, EIT
Fleis & VandenBrink Engineering**

Date: **August 22, 2021**

Re: **Oakland Ave. and Park Street, Southbound Left-Turn Prohibition Evaluation**

Fleis & VandenBrink (F&V) staff is pleased to present this memorandum to the City of Birmingham for your use evaluating the intersection of Oakland Ave. and Park Street. The City of Birmingham has received input from neighborhood residents regarding the existing southbound approach on Park Street at Oakland Ave. where left-turns are prohibited. The neighborhood request was to allow left-turns on this approach.

F&V performed a field review and peak period traffic data collection to evaluate the intersection safety and operations and determined if left-turns could be permitted on the southbound approach. The results of this analysis are summarized herein.

FIGURE 1: SOUTHBOUND PARK STREET AT OAKLAND AVE.

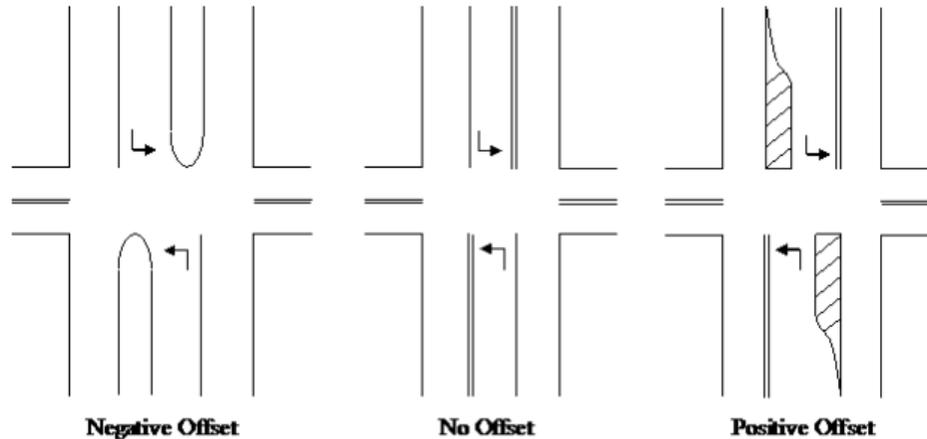


INTERSECTION ANALYSIS

This signalized intersection has limiting factors that make left-turns challenging with the existing operations and geometry.

1. The left-turning movements at this intersection have a negative offset, which limits sight distance.

FIGURE 2: INTERSECTION OFFSETS



2. If the left-turns were allowed on both approaches there is the potential for a left-turn interlock, as shown in the figure below. This would effectively lock the intersection from operating, and thus impacting the safety.

FIGURE 3: LEFT-TURN INTERLOCK



These above noted concerns are predicated on the presumption that the traffic volumes at this intersection are significant enough to result in the operational and safety concerns noted. Therefore, F&V performed turn movement counts on Tuesday August 17, 2021 during the AM (7:00-9:00AM) and PM (4:00-6:00 PM) peak periods to determine if the traffic volumes at this intersection were low enough that the safety and operational concerns noted would not be prevalent.

The peak period turning movement counts data are attached and show that there is a significant volume of left-turning vehicles (PM Peak=71 vehicles per hour) on the northbound approach that, if permissible, would conflict

with the southbound left-turn movement. Additionally, it should be noted that these are raw traffic counts and were not adjusted for COVID, therefore, it is expected that these volumes would be *higher* during a “typical” day.

In summary, it is recommended that the existing left-turn prohibition should remain with the existing geometry and signal operations at this intersection.

RECOMMENDATIONS

1. The existing southbound left-turn prohibition on southbound Park Street at Oakland Ave. should remain. If you have any questions or concerns regarding this engineering analysis, please contact our office.

JMK:jmk

Fleis & VandenBrink Engineering, Inc.

27725 Stansbury Boulevard, Suite 195

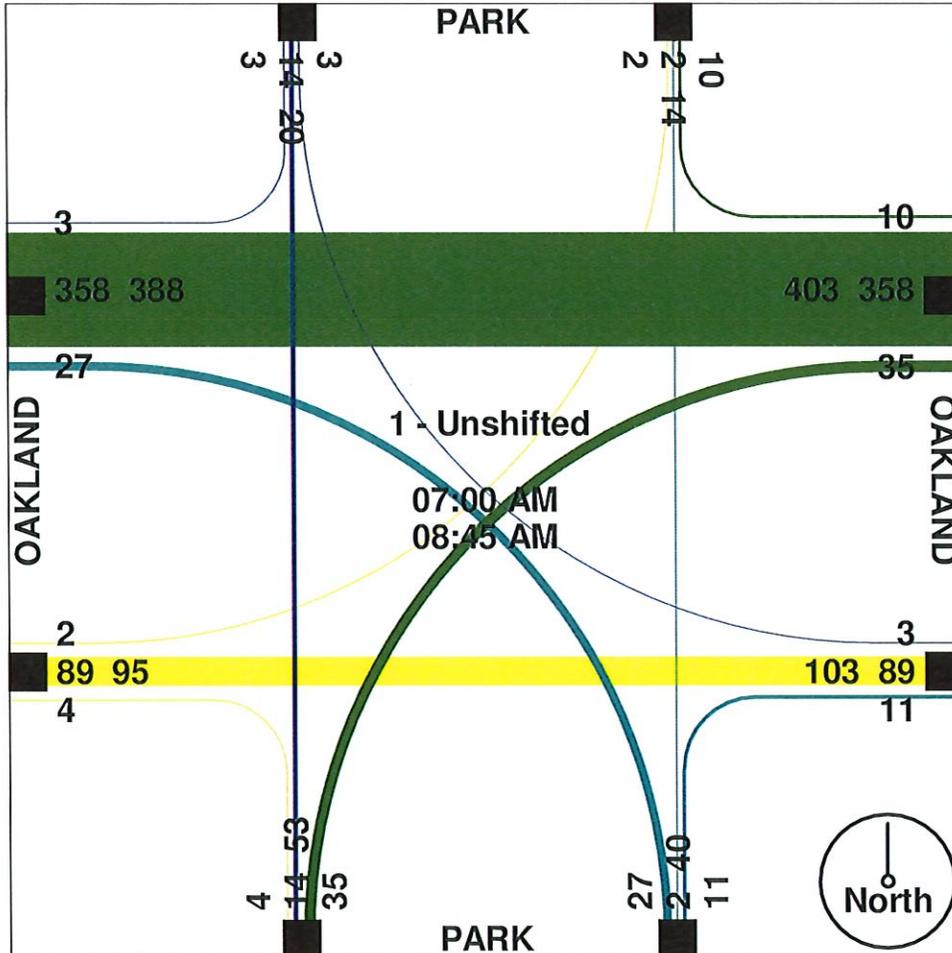
Farmington Hills, MI 48334

Project: Birmingham
 Weather: Sunny AM
 Location: Oakland & Park

File Name : untitled3
 Site Code : 00000000
 Start Date : 8/18/2021
 Page No : 1

Groups Printed- Unshifted

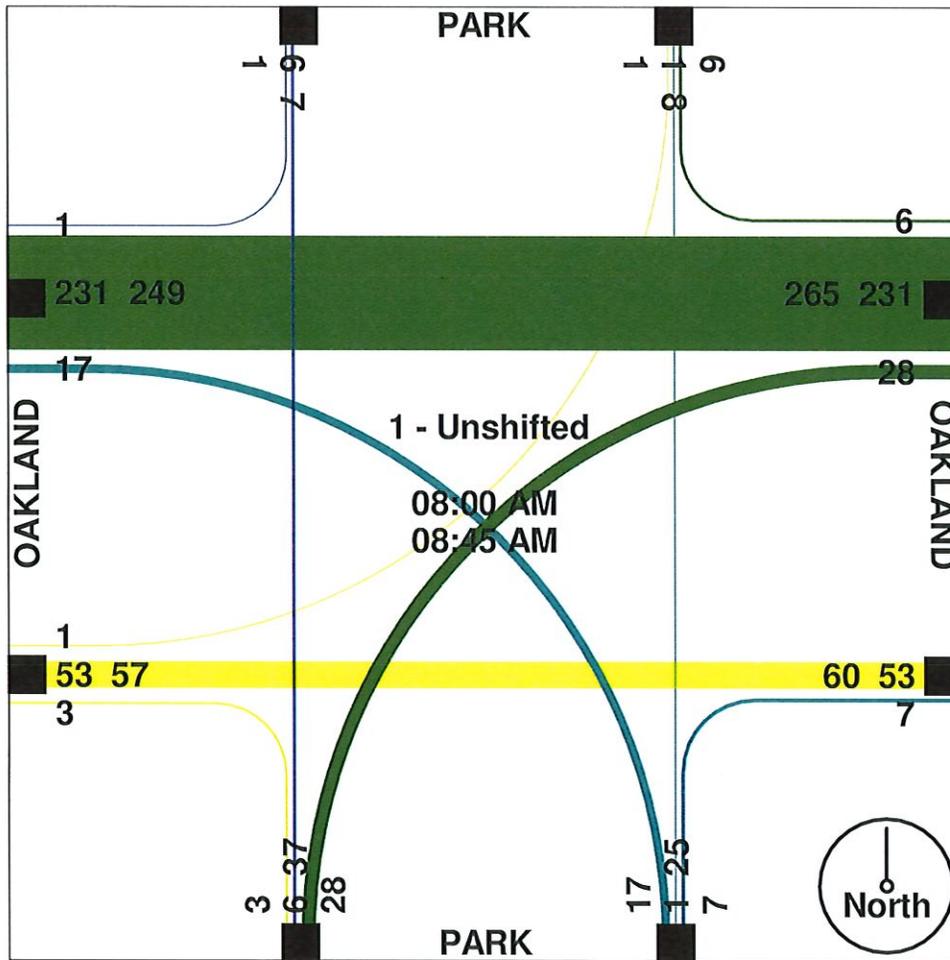
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	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	0	2	0	0	0	14	1	0	4	1	1	3	0	7	1	0	3	31	34
07:15 AM	1	1	1	0	2	27	0	1	2	0	0	2	0	8	0	1	4	42	46
07:30 AM	0	3	0	0	2	37	1	0	3	0	2	0	0	9	0	0	0	57	57
07:45 AM	2	2	1	0	3	49	2	1	1	0	1	1	1	12	0	0	2	74	76
Total	3	8	2	0	7	127	4	2	10	1	4	6	1	36	1	1	9	204	213
08:00 AM	0	1	0	0	8	53	0	2	6	0	3	2	0	18	1	1	5	90	95
08:15 AM	0	3	0	0	3	52	0	0	5	0	3	0	0	6	1	0	0	73	73
08:30 AM	0	0	0	0	8	57	4	0	4	1	1	0	0	16	0	0	0	91	91
08:45 AM	0	2	1	0	9	69	2	2	2	0	0	0	1	13	1	1	3	100	103
Total	0	6	1	0	28	231	6	4	17	1	7	2	1	53	3	2	8	354	362
Grand Total	3	14	3	0	35	358	10	6	27	2	11	8	2	89	4	3	17	558	575
Apprch %	15.0	70.0	15.0		8.7	88.8	2.5		67.5	5.0	27.5		2.1	93.7	4.2				
Total %	0.5	2.5	0.5		6.3	64.2	1.8		4.8	0.4	2.0		0.4	15.9	0.7		3.0	97.0	



Fleis & VandenBrink Engineering, Inc.
 27725 Stansbury Boulevard, Suite 195
 Farmington Hills, MI 48334

File Name : untitled3
 Site Code : 00000000
 Start Date : 8/18/2021
 Page No : 2

Start Time	PARK Southbound				OAKLAND Westbound				PARK Northbound				OAKLAND Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	0	6	1	7	28	231	6	265	17	1	7	25	1	53	3	57	354
Percent	0.0	85.7	14.3		10.6	87.2	2.3		68.0	4.0	28.0		1.8	93.0	5.3		
08:45 Volume	0	2	1	3	9	69	2	80	2	0	0	2	1	13	1	15	100
Peak Factor																	
High Int. 08:15 AM																	
Volume	0	3	0	3	9	69	2	80	6	0	3	9	0	18	1	19	0.885
Peak Factor	0.583				0.828				0.694				0.750				



Fleis & VandenBrink Engineering, Inc.

27725 Stansbury Boulevard, Suite 195

Farmington Hills, MI 48334

Project: Brimingham

Weather: Sunny PM

Location: Oakland Ave & Park St

File Name : untitled1

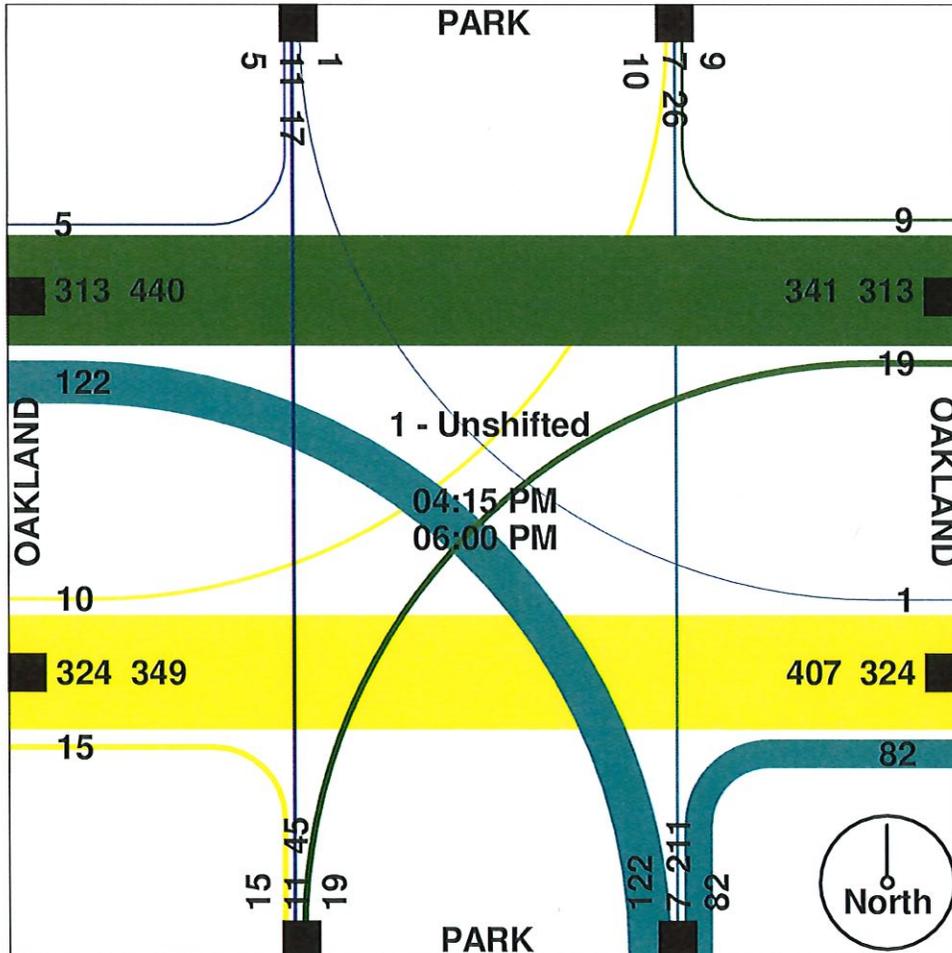
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Start Date : 8/17/2021

Page No : 1

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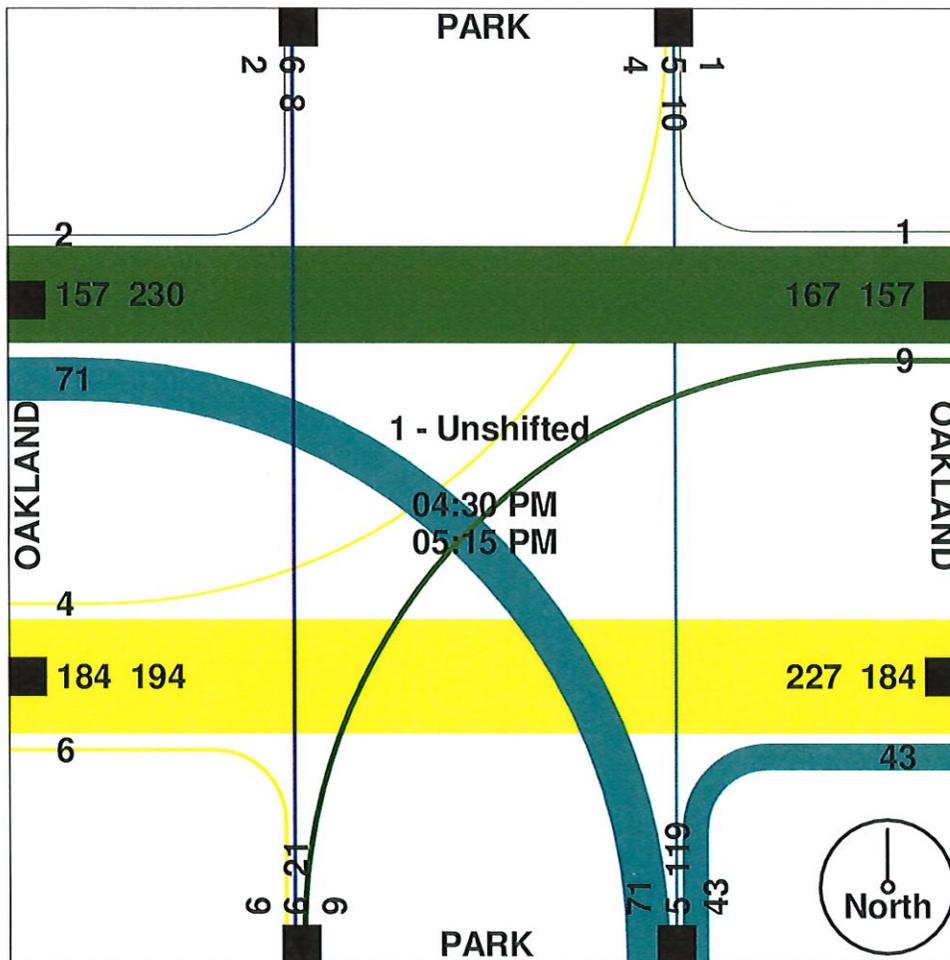
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	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
04:15 PM	0	3	0	0	2	27	2	1	14	0	6	0	0	34	0	1	2	88	90
04:30 PM	0	0	0	0	1	36	1	3	19	3	7	0	1	41	2	2	5	111	116
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Total	0	6	0	0	6	93	3	4	48	4	20	0	2	115	5	4	8	302	310
05:00 PM	0	2	1	0	3	43	0	0	19	0	11	0	2	46	1	1	1	128	129
05:15 PM	0	1	1	0	2	48	0	0	18	1	18	1	0	57	0	1	2	146	148
05:30 PM	0	1	0	0	2	38	2	0	13	0	6	0	2	33	2	0	0	99	99
05:45 PM	1	0	1	0	3	33	3	0	14	1	12	1	0	43	2	0	1	113	114
Total	1	4	3	0	10	162	5	0	64	2	47	2	4	179	5	2	4	486	490
06:00 PM	0	1	2	0	3	58	1	1	10	1	15	0	4	30	5	0	1	130	131
Grand Total	1	11	5	0	19	313	9	5	122	7	82	2	10	324	15	6	13	918	931
Apprch %	5.9	64.7	29.4		5.6	91.8	2.6		57.8	3.3	38.9		2.9	92.8	4.3				
Total %	0.1	1.2	0.5		2.1	34.1	1.0		13.3	0.8	8.9		1.1	35.3	1.6		1.4	98.6	



Fleis & VandenBrink Engineering, Inc.
 27725 Stansbury Boulevard, Suite 195
 Farmington Hills, MI 48334

File Name : untitled1
 Site Code : 00000000
 Start Date : 8/17/2021
 Page No : 2

Start Time	PARK Southbound				OAKLAND Westbound				PARK Northbound				OAKLAND Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	0	6	2	8	9	157	1	167	71	5	43	119	4	184	6	194	488
Percent	0.0	75.0	25.0		5.4	94.0	0.6		59.7	4.2	36.1		2.1	94.8	3.1		
05:15 Volume	0	1	1	2	2	48	0	50	18	1	18	37	0	57	0	57	146
Peak Factor																	0.836
High Int.	04:45 PM				05:15 PM				05:15 PM				05:15 PM				
Volume	0	3	0	3	2	48	0	50	18	1	18	37	0	57	0	57	57
Peak Factor	0.667				0.835				0.804				0.851				



DATE: August 25, 2021

TO: Multi-Modal Transportation Board

FROM: Scott Grewe, Operations Commander

SUBJECT: Greenwood St. Permit Parking Request

INTRODUCTION:

A request was received from Sami Maassarani, a resident living on Greenwood, to install permit parking restrictions on Greenwood from Willits to Harmon. See attached email dated August 6, 2021.

BACKGROUND:

In early 2020, staff received petitions regarding the request to install parking restrictions on Greenwood Street. Residents complained that Greenwood is routinely full of parked cars from employees of the downtown looking for free parking. The Police Department made several checks of the area over multiple days and confirmed that there was a high volume of non-resident vehicles parked.

In March of 2020, the Covid-19 pandemic began which resulted in free parking at City structures. As a result, the problem seen by residents was eliminated. At that time, staff determined the request would be held to determine if the problem would return in the future.

On July 1, 2021, the City reinstated payments for parking at all City structures and on August 6, 2021 the police department received an update from resident Maassarani that the problem had returned and requested the parking restriction request move forward.

There are currently no parking restrictions on Greenwood from Willits to Harmon. There are 25 residences with Greenwood addresses in this area and 5 additional residences that share frontage on Greenwood. Petitions were completed and signed by 22 of residences that are either on Greenwood or have corner lots with property along Greenwood. This represents 75% of the residences with property along this section of Greenwood in favor of the request.

Residents have requested a permit exempt 2 hour time zone from 9 a.m. to 6 p.m. This restriction would remove all day parking, unless you are a resident with a permit, while still allowing 2 hour parking for guest without having to use guest passes.

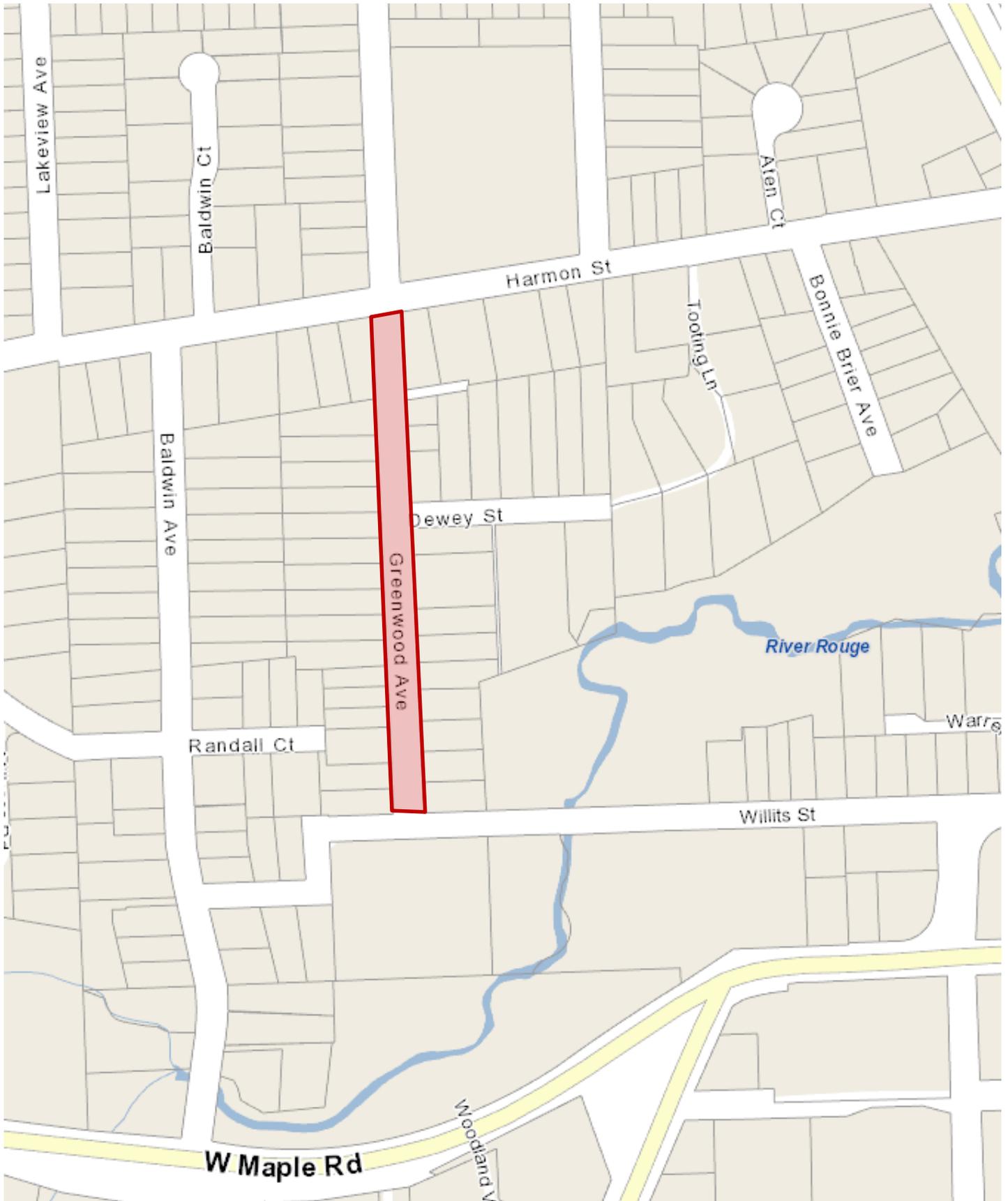
ATTACHMENTS:

1. Email from resident Sami Maassarani requesting parking restrictions.
2. Map of Greenwood Avenue subject area
3. Guidelines for Permit Parking Requests.
4. Signed petitions by residents.

SUGGESTED RECOMMENDATION:

To recommended to the City Commission the approval of the installation of a permit exempt 2 hour time zone from 9 a.m. to 6 p.m. on Greenwood St. from Willits St to Harmon St.

Greenwood Ave Parking Permit Request





Scott Grewe <sgrewe@bhamgov.org>

Greenwood st parking issue

1 message

Sami Maassarani <samimdds@gmail.com>

Fri, Aug 6, 2021 at 11:16 AM

To: Commander Scott Grewe Birmingham <sgrewe@bhamgov.org>, Sami Maassarani <samimaassarani@yahoo.com>, "Laura Fogleman, MS, RDN, IFNCP" <laura@laurafogleman.com>

Good morning Commander Grewe,

This email is to follow up on a letter that was sent on behalf of the residents of Greenwood St.

We had sent the letter with gathered signatures from the residents of Greenwood. The letter was dropped off by Laura Fogleman before the Covid-19 pandemic had started.

It was regarding a request for a combined Permit Only/ 2 Hour (9am-6p) parking designated area in our neighborhood . The purpose of this permit only parking is to reduce the number of cars parked, mostly daytime employees and visitors to the downtown district, creating a bottleneck and impeding traffic flow between willits and Harmon on Greenwood st. Recently, since the free parking was lifted in the parking structures, we have been experiencing an even heavier traffic. We kindly ask that you approve our petition so we may reduce or eliminate non-residential parkers and allow for short-term workers such as house cleaners, landscapers, etc. to be able to service our residences and find a space on our street.

Should you have any questions please reach out to Sami Maassarani at 248-561-9800 or Laura Fogleman 602-410-1812. Kindly confirm receipt of this email. Thank you.

Sent from my iPhone



IMG_3721.heic
1804K

GUIDELINES FOR RESIDENTIAL PERMIT PARKING REQUESTS

The City Commission has established the following prerequisites governing requests for permit parking in the residential areas.

1. Requests shall be by petition submitted to the City Commission and signed by the residential and non-residential non-conforming occupants of the area of consideration.
 - A. At least 75% of the addresses in the area of consideration must favor the request.
 - B. Regardless of the number of signatures per address, each address shall have only one "vote".
2. Permit parking requests shall apply to residential areas only.
3. Non-residential non-conforming businesses in the residential area petitioning for permit parking shall be included in any subsequent permit parking district.
 - A. Each non-residential non-conforming address shall count as one vote regardless of the number of signatures for that address.
4. The area of consideration for permit parking must consist of at least one city block on at least one side of the street, except;
 - A. Where a portion of the street is zoned non-residential, that portion shall not be included.
5. The area of consideration for permit parking must be located in close proximity to a major commercial, industrial or school area where the City Commission determines that the spill-over parking is or may be detrimental to the neighborhood.
6. Residential permit parking shall not be permitted on a street or side of a street where municipal parking meters exist.
7. The City Commission may refer the request to the Multi Modal Transportation Board for a recommendation.
8. All residential permit parking streets will be reviewed on a biennial basis.
9. All residential permit parking requests may include a two hour time zone that is permit parking exempt.

347

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

Commander Scott Grewe of the COB Police Department has recommended that the best option for our neighborhood is a petition to create a combined Permit Only/2 Hour (9am-6pm) parking designated area in our neighborhood. This means that each homeowner will receive 2 window stickers for their cars and 3 guest passes. Commander Grewe stated that this allows for residents and/or their guests to park on the street as needed, therefore not penalizing homeowners, but limits all others to 2 hours or less between 9am and 6pm. This has been done in other neighborhoods such as ours and within a few weeks, it should reduce or eliminate the neighborhood of non-residential parkers. This also allows for short-term workers, such as housecleaners, landscapers, etc. to be able to service residents' homes and not need a permit.

The process of getting City approvals will take 3-6 months as the petition first goes to the Police Department who does their own analysis and recommendation to the Multi-modal Transportation Committee and then goes to the City Commission for approval. We can get this item in front of the transportation committee for their January meeting if we have 75% of resident signatures by mid-December.

If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print: Rachel Stewart
Name _____

Sign: _____

Address 347 Greenwood St.

Date: 11/16/19

680

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

Commander Scott Grewe of the COB Police Department has recommended that the best option for our neighborhood is a petition to create a combined Permit Only/2 Hour (9am-6pm) parking designated area in our neighborhood. This means that each homeowner will receive 2 window stickers for their cars and 3 guest passes. Commander Grewe stated that this allows for residents and/or their guests to park on the street as needed, therefore not penalizing homeowners, but limits all others to 2 hours or less between 9am and 6pm. This has been done in other neighborhoods such as ours and within a few weeks, it should reduce or eliminate the neighborhood of non-residential parkers. This also allows for short-term workers, such as housecleaners, landscapers, etc. to be able to service residents' homes and not need a permit.

The process of getting City approvals will take 3-6 months as the petition first goes to the Police Department who does their own analysis and recommendation to the Multi-modal Transportation Committee and then goes to the City Commission for approval. We can get this item in front of the transportation committee for their January meeting if we have 75% of resident signatures by mid-December.

If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St. (Sami Maassarani) If you have questions, please call Sami at 275 Greenwood St.

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name Janis & Jason Horton

Address _____ Greenwood St. 680 Willits -

Date: 12-5-19 side of house is on Greenwood

363
UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

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If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print: Alessandro DiNollo Sami Maassarani
Name _____

Address 383 Greenwood St.

Date: 11/17/19

395

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

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Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name LEA M MAASARANI Sami Maassarani

Address 395 Greenwood St. Please write your house number!

Date: 11/20/19

335

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

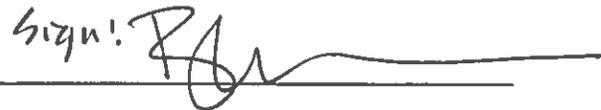
Commander Scott Grewe of the COB Police Department has recommended that the best option for our neighborhood is a petition to create a combined Permit Only/2 Hour (9am-6pm) parking designated area in our neighborhood. This means that each homeowner will receive 2 window stickers for their cars and 3 guest passes. Commander Grewe stated that this allows for residents and/or their guests to park on the street as needed, therefore not penalizing homeowners, but limits all others to 2 hours or less between 9am and 6pm. This has been done in other neighborhoods such as ours and within a few weeks, it should reduce or eliminate the neighborhood of non-residential parkers. This also allows for short-term workers, such as housecleaners, landscapers, etc. to be able to service residents' homes and not need a permit.

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If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print:
Name B. SMITH

Sign: 

Address 335 Greenwood St.

Date: 11-19-19

452

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

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If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name Michael Shender

Address 452 Greenwood St. Please write your house number!

Date: 11/18/2019

200

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

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If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name Andrew Stein - Andrew Stein

Address 200 Greenwood St. Please write your house number!

Date: 11/18/19

303

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

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If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print: Jennifer Hamilton Sign: 
Name: _____
Address 303 Greenwood St.
Date: 11/16/19

319

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

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If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print: JOHN ROSS
Name

Sign: 

Address 319 Greenwood St.

Date: 11/15/19

282

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded. *... and it is dangerous,*

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If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Thank you for doing this!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name Robert and Katherine Jacobs

Address 282 Greenwood St. Please write your house number!

Date: 11/16/19

366

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

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Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name EMILY PITT 

Address 366 Greenwood St. Please write your house number!

Date: 11.16.19

336

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Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name Matthew Harris

Address 336 Greenwood St. Please write your house number!

Date: 11/16/19

348

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

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Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name Philip Melcher

Address 348 Greenwood St. Please write your house number!

Date: 11/16/2019

419

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

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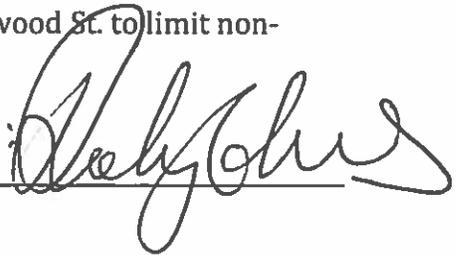
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If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print: ANDY CORREINS
Name _____

Sign: 

Address 419 Greenwood St.

Date: 11/17/19

255

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

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Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name



(Karen)

Address

275 Greenwood St.

Date:

11/12/19

6/19

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

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If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print Name: MARK ESTACI CAMPBELL ^{Signature}

Address: 619 Willits Greenwood St. Corner of Willits / Greenwood

Date: 11/13/19



323

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

Commander Scott Grewe of the COB Police Department has recommended that the best option for our neighborhood is a petition to create a combined Permit Only/2 Hour (9am-6pm) parking designated area in our neighborhood. This means that each homeowner will receive 2 window stickers for their cars and 3 guest passes. Commander Grewe stated that this allows for residents and/or their guests to park on the street as needed, therefore not penalizing homeowners, but limits all others to 2 hours or less between 9am and 6pm. This has been done in other neighborhoods such as ours and within a few weeks, it should reduce or eliminate the neighborhood of non-residential parkers. This also allows for short-term workers, such as housecleaners, landscapers, etc. to be able to service residents' homes and not need a permit.

The process of getting City approvals will take 3-6 months as the petition first goes to the Police Department who does their own analysis and recommendation to the Multi-modal Transportation Committee and then goes to the City Commission for approval. We can get this item in front of the transportation committee for their January meeting if we have 75% of resident signatures by mid-December.

If you are in favor of this proposal, permit/2 hour parking designated area on Greenwood, please sign this petition. If you are not home when we visit, we ask that you sign below on this letter and drop in the mail box ASAP at 275 Greenwood St (Sami Maassarani). If you have questions, please call Laura Fogleman (602) 410-1812. Thank you!

Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print: Laura & Sam Fogleman
Name

Sign: Laura Fogleman

Address 323 Greenwood St.

Date: 11/15/19

275 ☺

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

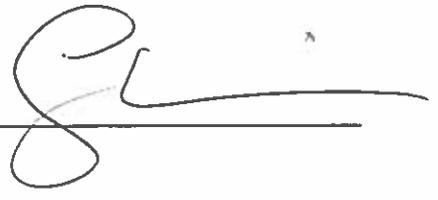
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Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print: Name SAMI MAASSARANI

Sign: 

Address 275 Greenwood St.

Date: 11/16/19

371

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

A group of neighbors would like to reduce the number of non-resident cars parking on Greenwood Street. Most of the cars coming into our neighborhood for this purpose are daytime employees or visitors to the downtown district. The cars are creating a bottleneck and traffic flow is impeded.

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Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Print: RON YOLLES Sign: [Signature]
Name _____

Address 371 Greenwood St.

Date: 11/26/19

324
& 310

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

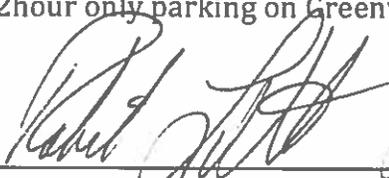
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Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name  

Address 310 + 324 Greenwood St. 324 310

Date: 12-11-2019

We could use your support!
Laura

2 properties jointly owned

UPDATED GREENWOOD PARKING PETITION (11/11/19) - this petition has been revised. If you signed the previous one, please note the changes below!

Dear Neighbor on Greenwood,

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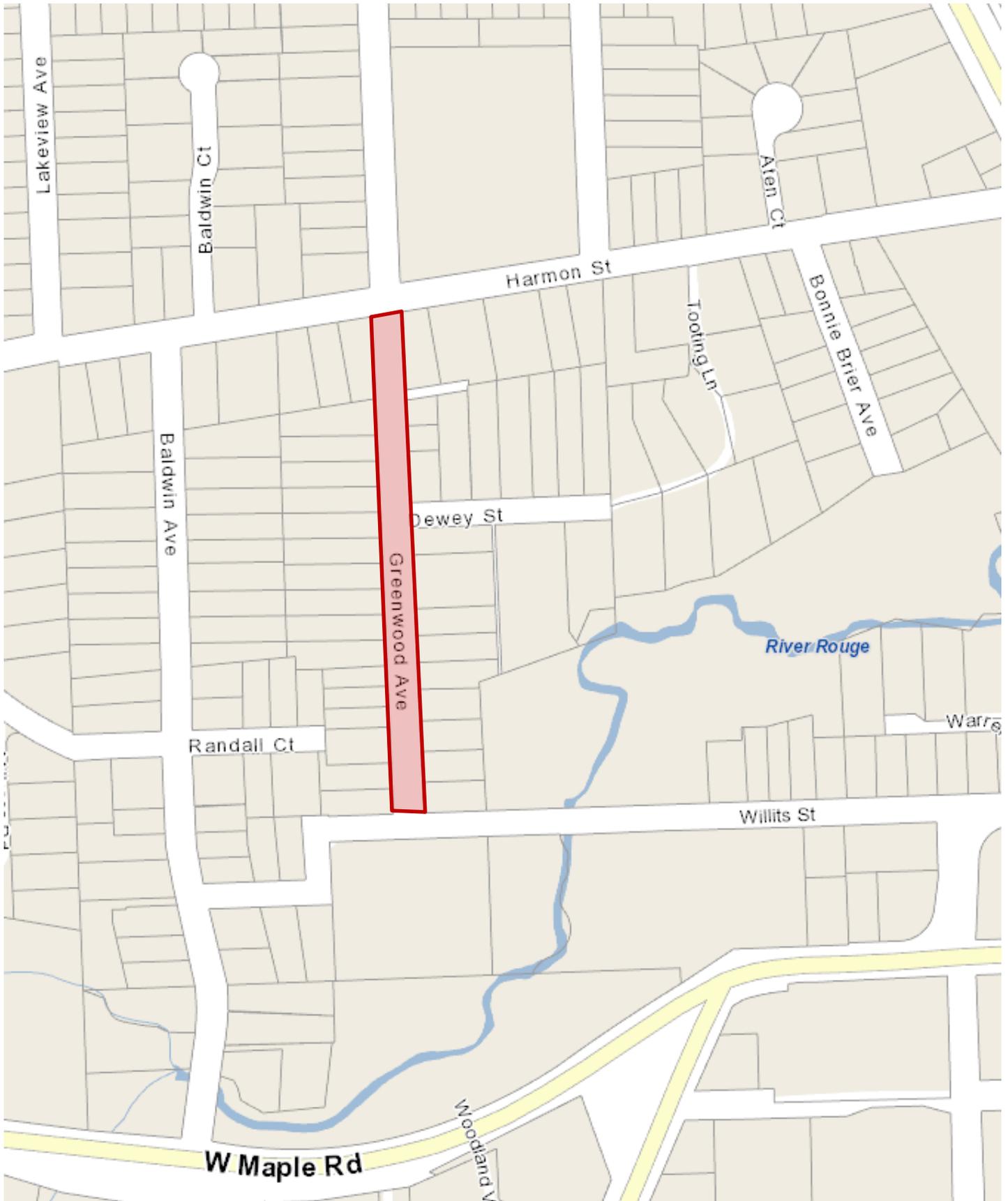
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Yes, I am in favor of permit/2hour only parking on Greenwood St. to limit non-residential parking.

Name Cheryl A. Cooper, Cheryl Cooper, John G. Cooper
Address Greenwood St. - 690 Perry
Date: 12-6-19 ↖ Corner of ↗

Greenwood Ave Parking Permit Request



DATE: October 1st, 2021

TO: Multi-Modal Transportation Board

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

SUBJECT: Oak Street Signage Update

INTRODUCTION:

As follow-up to the May MMTB meeting, where short term improvements to encourage safer pedestrian travel on Oak Avenue between Lakeside and Lakeview were approved. The Engineering department has overseen installations of signs and the replacement of sod in the project area.

BACKGROUND:

The parks department has installed most of the planned signs. With the acceptance of a sidewalk ends sign at the east end of the project area, do to dispute of a resident on the north side of Oak Ave as to if the sign was in there yard or not.

R1-6 signs consisting of neon green directing traffic to yield to pedestrians were installed on the east side of the Lakeside Drive and Oak intersection and the west side of the Lakeview and Oak intersection was installed.

The grass was reestablished on the south side of Oak between Lakeside and Lakeview. Due to continual foot traffic in the grass area, the engineering department had the Parks department install a snow fence along the perimeter of the green space to encourage pedestrians to cross the street at the cross walk as intended. The City plans to leave the snow fence in place for the near future to ensure foot traffic stays out of the area.

Meetings were performed with residents at the intersection of Oak Avenue and Lakeview to discuss signage and placement locations. During such discussions residents have commented on increased foot traffic along the sidewalks on the north side of Oak Ave, therefore recent improvements appear to be having an impact.

Pictures of new signage, grass, and snow fence are included below.

Photos of installed items:



View west on Oak Ave from just east of Lakeview



View east from Lakepark



Snow fence installed to keep pedestrians off area without sidewalk

MEMORANDUM

**Planning Division
Engineering Division
Police Department**

DATE: October 1st, 2021

TO: Multi-Modal Transportation Board

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

SUBJECT: Communications – RTA Draft Master Plan

City staff has attached the updated Draft Master Plan from the Regional Transportation Authority (RTA) for review. A public transit bus travels through downtown Birmingham approximately 15-20 times per hour during regular work hours. Below are relevant phone apps if Board members wish to use the public transit system to travel to local and regional amenities.

RELEVANT PHONE APPLICATIONS:



DART – Detroit Area Regional Transit

- Purchase transit ticket online, 4 hour pass for \$2.00, 24 hour pass for \$5.00.
- Applicable to all SMART, DDOT, and Q-Line routes.
- Scan code on phone upon entry.



Transit

- Live update status for bus times
- swipe left or right for north/south & east/west directional arrivals.
- Works worldwide for transit rail and bus



Smart Bus App

- Live updates, maps, and route schedules for SMART regional transit network.



Southeast Michigan Regional Transit Briefing Book

RTA



2021



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4	Engagement Framework	23
	Acronyms, Abbreviations, and Terminology	26
	References	28

The RTA was created by Public Act No. 387 of 2012. Its 10-member board is appointed for three year terms by the county executives of Wayne, Oakland and Macomb counties, the chair of the Washtenaw County Board of Commissioners, the Mayor of Detroit, and the Governor of Michigan. The Governor's appointee serves as chair and without a vote.



FAST
Frequent. Affordable. Safe. Transit.

Take it forward.

the Henry Ford

The Ride

1 | INTRODUCTION

The Regional Transit Authority of Southeast Michigan (RTA) is the agency charged with coordinating transit planning activities, allocating federal and state funding, and securing new regional funding in Macomb, Oakland, Washtenaw, and Wayne Counties (referred to as Southeast Michigan throughout this document). The RTA works in partnership with the region's transit providers and community partners to serve 82 communities in Southeast Michigan. Nearly 120,000 trips are made daily on public transit in Southeast Michigan, connecting people to jobs, education, services, and their communities. On average, 60,000 paratransit trips are taken daily in the region, enabling seniors and people with disabilities to reach jobs, medical appointments, shopping, and social activities.

The COVID-19 pandemic has highlighted the critical role our transit system plays in keeping Southeast Michigan moving. Our transit operators have been on the front lines safely transporting essential employees to and from work; these are the medical and service industry workers we have relied on for everyday needs throughout the pandemic. Transit is truly a community asset, and much like the development of schools, roads and parks, Southeast Michigan needs to make long-term investments in transit service, transit workforce and transit infrastructure to support daily life in our communities in the coming decades.

Regional Transit Accomplishments

Southeast Michigan's transit agencies have worked proactively and collaboratively to improve regional transit over the last several years. The following transit services have been implemented to improve and better integrate regional transit:



Dart Card: A regional transit pass that provides access to any DDOT and SMART fixed-route bus, and the QLINE streetcar. Passes are active from 4 hours to 31 days and can be purchased onboard, at transit centers, online, or through the Dart app.



ConnectTen: In 2018, DDOT introduced ConnectTen service, which improved the ten most popular routes, adding 24 hour, seven day a week service and peak hour frequencies of 20 minutes or less.



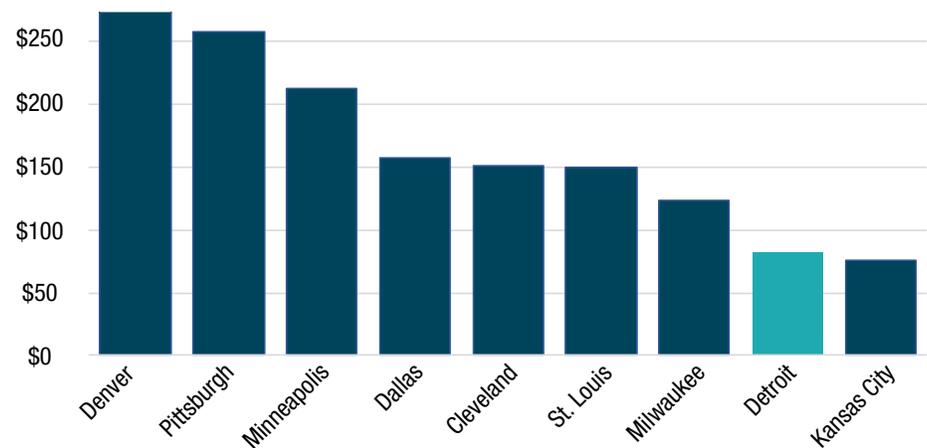
FAST Service: New FAST (Frequent. Affordable. Safe. Transit.) service powered by SMART offers limited stops to connect suburbs with Downtown Detroit quickly and easily. The high-frequency service travels along the region's three busiest corridors at 15-minute intervals during peak operating hours.



D2A2 Service: A new hourly service that connects Downtown Ann Arbor to Downtown Detroit. This service represents a groundbreaking regional partnership between AAATA and RTA that offers regular service from 6 am to 10 pm weekdays and between 9:45 am and midnight on weekends. The service will re-launch in 2021.

Over the last several years, the region’s transit providers have improved service for riders. However, despite advancements, our region is still in need of a large sustainable investment to expand and enhance transit service, embrace emerging trends in mobility, modernize vehicles and infrastructure, and improve the customer experience. The Detroit Metropolitan Area spends significantly less per capita on transit than peer regions, investing less than \$100 per capita on transit compared to an average of \$176 in peer regions. While transit is a lifeline for many people in Southeast Michigan, many others—particularly minority, low-income, disabled, and older people in our region—still do not have access to the opportunities or services needed to thrive.

OVERALL TRANSIT FUNDING PER CAPITA (2018 DATA)



Source: National Transit Database, 2018.

As Southeast Michigan moves toward recovery from COVID-19 and its economic impacts, it is our collective responsibility to plan and build a more comprehensive and connected transit network that lifts up and serves all people in our region for generations to come.

The RTA envisions a region with sufficient and stable funding to support improved public transit options that will advance equity by increasing accessibility; satisfy the integrated mobility needs of Southeast Michigan communities; and promote livable, healthy, and sustainable growth. We need a comprehensive plan to realize that vision. Therefore, the RTA will be embarking on a process to update the 20-year Regional Master Transit Plan (RMTP) in 2021.

A foundational step in the planning process is this Southeast Michigan Regional Transit Briefing Book (Briefing Book). The purpose of the Briefing Book is to:

- Provide the public with a baseline understanding of the existing regional transit system.
- Share recently completed and ongoing planning efforts to improve the system.
- Describe the benefits of improved transit to the region’s residents and businesses.
- Present an updated Vision, Goals, and Strategies for improved regional transit.
- Set a framework for public engagement.

REGIONAL MASTER TRANSIT PLAN PROCESS



Regional Transit Overview

Fixed-Route Transit



Ann Arbor Area Transportation Authority (AAATA, a.k.a. TheRide) provides transit service to the greater Ann Arbor-Ypsilanti area. AAATA operates fixed-route buses, paratransit, commuter, demand-responsive, event, and airport services.



DDOT provides transit service throughout the City of Detroit and small portions of neighboring cities. DDOT operates fixed-route buses and paratransit services.



SMART provides transit services in all of Macomb County, and portions of Oakland, and Wayne Counties. SMART operates fixed-route buses, paratransit, commuter, and demand-responsive services.



DTC operates the Detroit People Mover, which is a fully automated light rail system that operates on an elevated single track loop in Downtown Detroit.



M-1 RAIL operates the QLINE, a 6.6-mile circulating streetcar loop serving locations along Woodward Avenue from Downtown Detroit to New Center.

FIXED-ROUTE TRANSIT PROVIDER CHARACTERISTICS (2019)

PROVIDER	EMPLOYEES	BUSES/TRAINS	ROUTES	PASSENGERS	2019 OPERATING EXPENSE	2019 CAPITAL EXPENSE	2019 TOTAL EXPENSE
AAATA - The Ride	283	104	18	6,963,597	\$41,842,544	\$2,307,237	\$44,149,781
DDOT	906	298	43	22,751,799	\$116,343,511	\$20,762,113	\$137,105,624
SMART	842	277	39	9,038,149	\$108,208,179	\$30,180,877	\$138,389,056
DTC - Detroit People Mover	126	10	1	1,735,852	\$19,200,567	\$1,283,035	\$20,483,602
M-1 RAIL - QLINE	50	6	1	1,169,213	\$8,743,255	\$0	\$8,743,255

Source: National Transit Database, 2019

Other Mobility Services in the Region

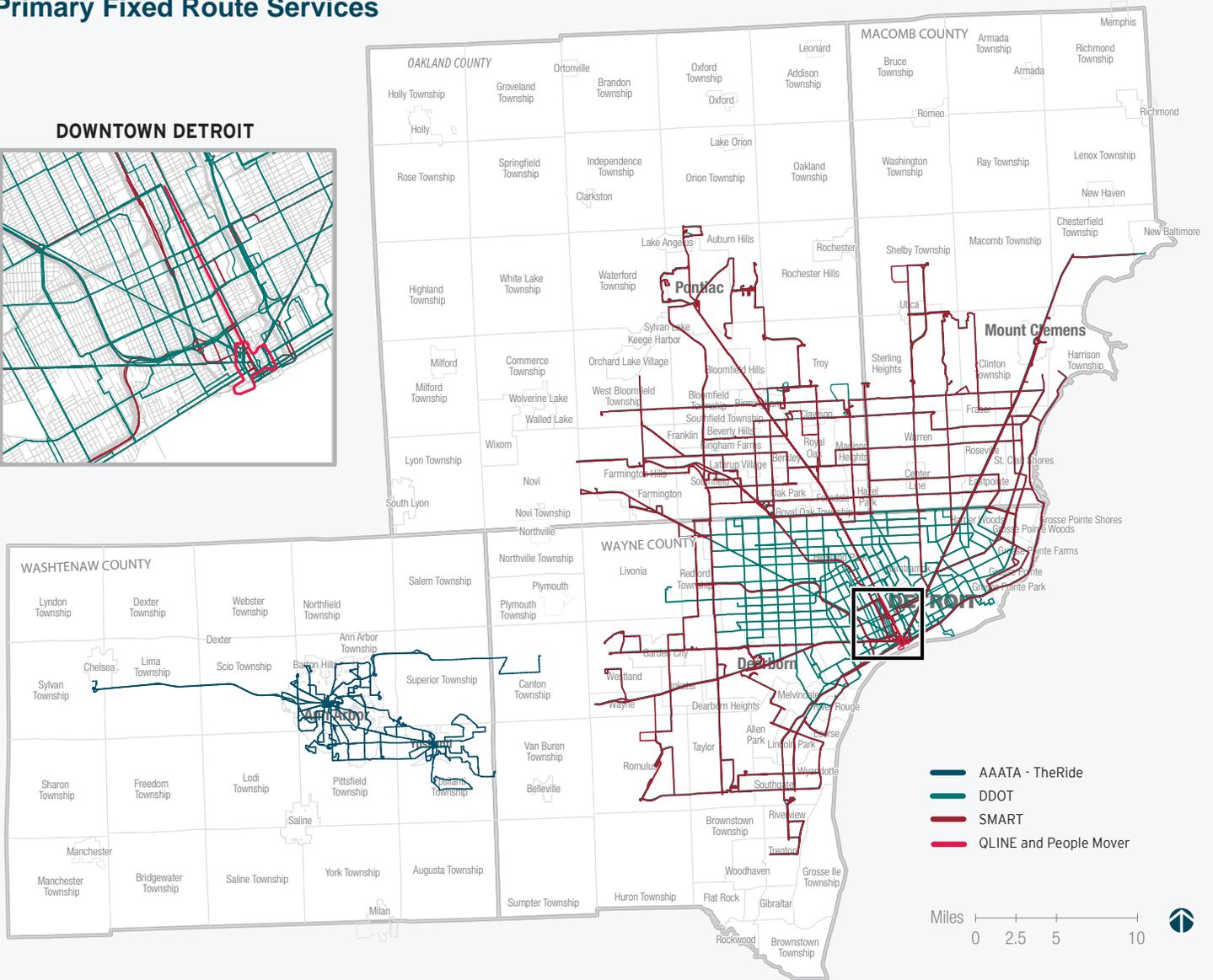
The community transit and mobility providers throughout the region offer services ranging from community sponsored and operated on-demand services, to non-profit and for-profit specialized services, as well as mobility solutions. These services include:

- **Community-Sponsored Transit Systems:** These transit systems are generally on-demand and focused on providing local trips for seniors and people with disabilities. These range from fully independent systems like the Western-Washtenaw Area Value Express (WAVE) and the North Oakland Transportation Authority (NOTA) to services funded through SMART’s Community Partnership Program (CPP). CPP is a unique program that allows communities that opt-in to SMART’s local funding to develop and deliver targeted local on-demand services. Currently 76 municipalities and organizations participate in SMART’s CPP.

- **Additional Specialized Services:** There are over 25 additional specialized service providers that include non-profit and for-profit services providers with a focus on service for non-emergency medical transportation, senior service, and service for people with disabilities. Additionally, MichiVan, sponsored by the Michigan Department of Transportation (MDOT), offers commuter van pool service to the region.
- **Emerging Mobility Options:** Emerging mobility systems supplement transit by adding flexible services and first/last mile solutions. These systems are predominantly developed and deployed by partnerships between local municipalities and private companies. These emerging mobility solutions include transportation network companies (TNCs) (e.g. Uber, Lyft), car-sharing (e.g. Zipcar), bike share (e.g. MoGo, ArborBike), and electric scooters (e.g. Lime, Bird).

Primary Fixed Route Services

DOWNTOWN DETROIT

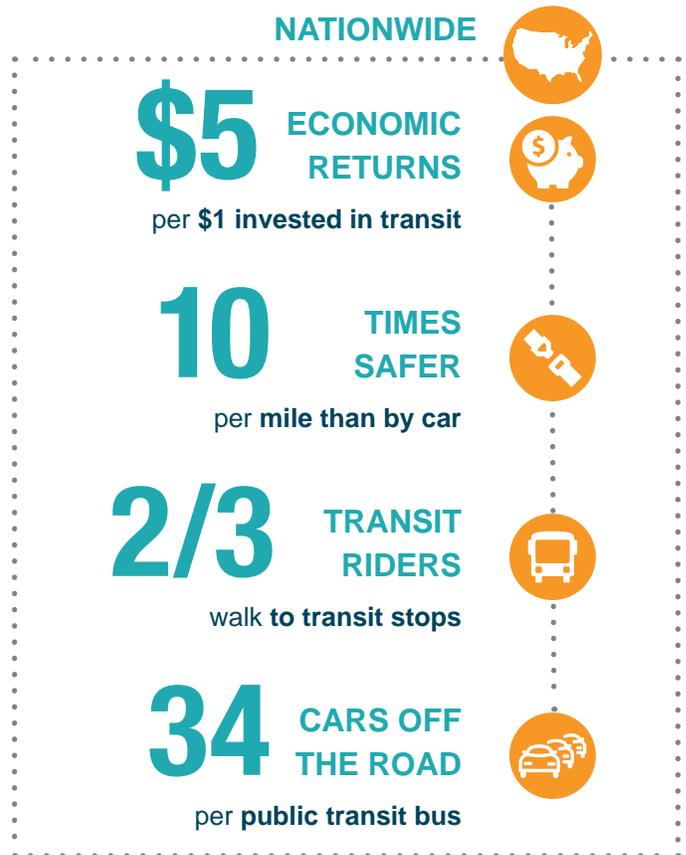


2 | TRANSIT AND MOBILITY TODAY

Why Transit Matters

Public transit benefits everyone. Even those who do not use transit on a regular basis benefit from improved accessibility, economic stability, regional competitiveness, and quality of life. Transit can provide:

- **Access to Opportunity:** High-quality, reliable public transit offers access to education and employment for people who are unable to afford a car. Transit also connects businesses to a larger and more stable workforce so they can continue to provide goods and services.
- **Increased Economic Activity:** Transit investments attract residents and businesses, provide better access to jobs, and improve the economy now and for the future. Nationally, every \$1 invested in public transit generates \$5 of economic returns, and 49,700 jobs are created per \$1 billion invested in public transit.
- **Environmental Improvements:** Transportation is one of the largest contributors to air pollution and fuel consumption in American cities. Quality transit can reduce automobile emissions by presenting a viable alternative to a personal vehicle, which can mitigate the impacts of transportation on climate change and health.
- **Public Health Benefits:** In addition to the benefits of mitigating vehicle emissions, riding public transit encourages regular physical activity, improving health outcomes. More than two-thirds of the nation's transit riders walk to their transit stop.
- **Reduced Congestion:** At the national average of 1.6 passengers per personal vehicle, one transit bus can take approximately 34 cars off the road, roughly two city blocks worth of traffic. As metropolitan populations continue to grow, so will congestion without high-quality transit options to mitigate it.



Sources: APTA (2020); APTA (2016); APTA (2017); FHWA (2009) NHTS.

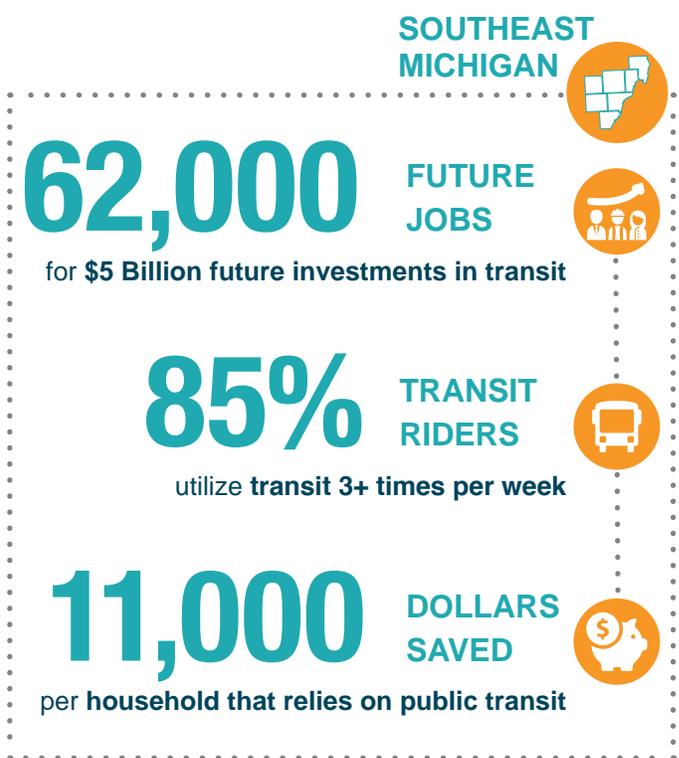
- **Safety:** In the United States, traveling by public transit is 10 times safer per mile than by car, reducing the chance of being in a crash by more than 90%.
- **Financial Savings:** Nationally, households that rely solely on public transit or those that are able to reduce the number of vehicles in their household by one, can save nearly \$10,000 annually on transportation, freeing up income to be invested in education, housing, or other sectors of the economy.

Why Transit Matters in Southeast Michigan

- **Access to Opportunity:** There are over 2 million jobs and 65 post-secondary education institutions in Southeast Michigan. Currently, 58% of jobs and 34% of post-secondary education institutions cannot be reached by public transit, meaning that these opportunities are not equitably accessible. This is particularly true for non-white households. Black households without cars face extreme disadvantage in accessing jobs. Regionally, 79% of transit riders do not identify as white.

Our region's low- and moderate-income workers depend on transit service to access jobs, education, and services:

- 83% of transit riders have annual household incomes under \$50,000.
 - On average, 85% of transit riders use transit three or more times per week.
 - If transit were not available, 20% of riders report that they would not be able to make their trip.
 - 49% of riders do not have a car in their household.
 - About 40% of transit riders do not have a valid driver's license.
- **Increased Economic Activity:** The RTA's Connect Southeast Michigan Transit Plan identified that \$5.4 billion in transit spending over a 20 year period would create approximately 62,000 jobs in the region and would add \$6.6 billion to the region's gross regional product.
- **Environmental Improvements:** The Environmental Protection Agency (EPA) has designated the SEMCOG region as a non-attainment area for not meeting the allowable ozone levels set by the 2015 National Ambient Air Quality Standard (NAAQS). In Detroit, 98% of greenhouse gas emissions related transportation come from cars and trucks, while only 2% are emitted from public transit vehicles. Increasing transit ridership in the region will reduce greenhouse gas emissions and help us meet federal requirements.
- **Public Health Benefits:** Increasing transit ridership will help to improve air quality, reducing our region's asthma rates, which are among the highest in the country. Detroit has double the asthma rates of the State of Michigan as a whole. High levels of air pollution have also been linked to higher COVID-19 death rates.



Sources: SEMCOG (2020); U.S. Bureau of Labor Statistics; MDOT Regional Economic Models Inc. modeling results.

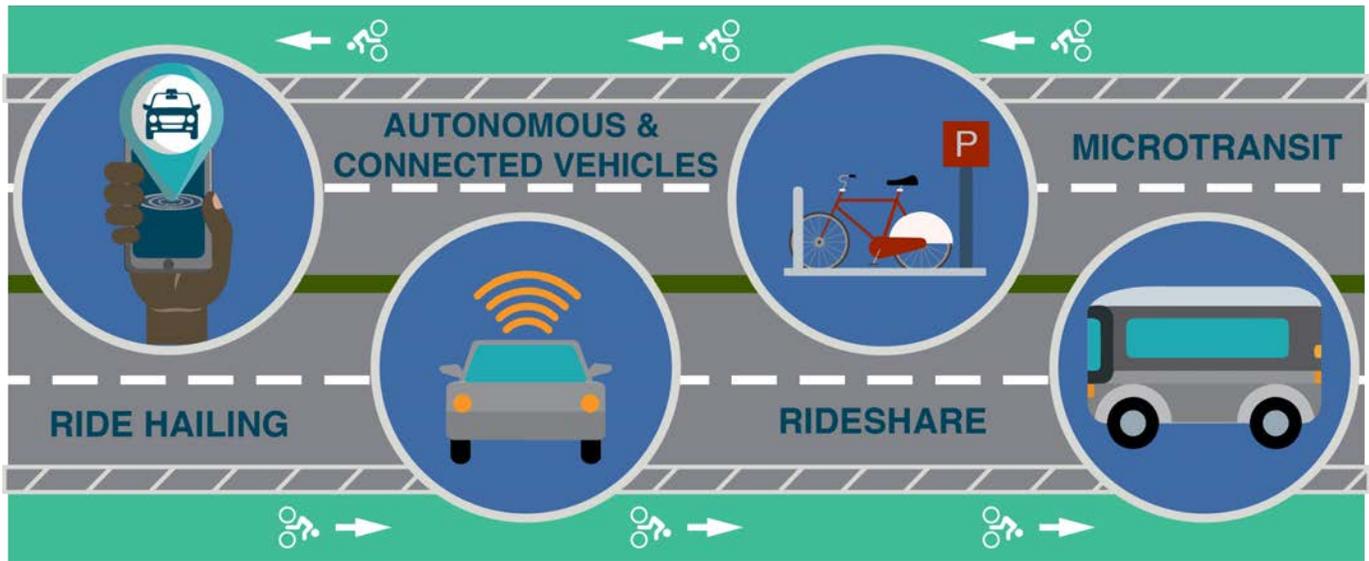
- **Reduced Congestion:** 40% of commuters cross county or Detroit borders to travel to work. With an average of 1.1 passengers per car in Detroit work trips, improved transit could help to reduce traffic across the Southeast Michigan.
- **Safety:** In 2019, there were a total of 128,443 crashes in Oakland, Macomb, Washtenaw, and Wayne counties, only 102 of which involved transit. Traveling by public transit was 5 times safer per mile than by car. On average, 26 people are injured or killed in a traffic accident in Southeast Michigan every day.
- **Financial Savings:** Auto ownership creates significant costs for residents of Southeast Michigan, particularly for low-income households. In 2019, 17% of consumer expenses in the Detroit Metropolitan Statistical Area (MSA) were spent on transportation costs, just over \$11,000 per year. In Southeast Michigan, 7% of households have an income less than \$10,000, making car ownership an enormous challenge.

The Changing Transit Landscape

Ridership Trends

Both nationally and regionally, transit ridership has been declining in recent years. Between 2016 and 2019, national annual transit ridership declined by approximately 6% from 10.4 billion to 9.8

REGIONAL DEVELOPMENTS IN NEW MOBILITY



passenger trips. Southeast Michigan has experienced similar trends with a 9% decrease in transit trips over the same period, from 45.8 million to 41.7 million annual passenger trips. There are a number of reasons for declining transit ridership, including increased telecommuting, low gas prices, and the introduction of new transportation services and technologies, like TNCs, car-sharing and bike and scooter sharing.

While national trends do demonstrate declining transit ridership, between 2010 and 2019 this decline was only on bus ridership, while other modes, such as rail and paratransit services saw increases. Additionally, data indicates that in regions like Seattle, where transit networks were redesigned or expanded, saw increases in ridership. This is reflected locally: between 2018 and 2019, SMART ridership increased by 5% after the introduction of FAST Service; rail ridership in Detroit increased by 27% with the introduction of M-1 RAIL. These trends indicate that transit ridership does improve when residents are provided with high-quality transit options that meet their needs.

Additionally, our national and regional population of adults 65 and over is increasing. In Southeast Michigan, the population of adults 65 and over is projected to increase from 15% of the population in 2015 to 23% of the population in 2045. Between 2016 and 2019, Detroit’s population of older adults increased by 7%, and over the same period DDOT’s paratransit trips increased by 34%. Transit must adapt to ensure that funding and service levels continue to meet this population’s needs.

Service and Technology Trends

Technology is fundamentally changing the transit and mobility landscape. The ability to plan, request, and pay for a trip with

a mobile phone combined with the increase in shared use mobility systems like carshare, bikeshare, and scootershare has changed the way people move around metropolitan areas. Additionally, TNCs are growing rapidly and reported 2.6 billion passengers in 2017, a 37% increase from 1.9 billion in 2016. They have the opportunity to close first/last mile mobility gaps, provide more customized service, and improve convenience for existing and future system users. Further, current and future changes in vehicle and infrastructure technology, like connected, autonomous, and electric vehicle technology, will move us toward a safer and more sustainable mobility future.

Changes to the transportation ecosystem need to be a key consideration for transit in Southeast Michigan. However, these changes also need to be considered in an equity context: for example, a large number of transit riders do not have the means to afford the required technology (e.g. smartphone and data plan) and private transportation providers do not have an incentive to provide services in low-income areas.

These changes also need to be considered in the context of the ongoing COVID-19 pandemic. The pandemic has largely kept people at home, and away from the jobs centers, educational institutions, and events that are the backbone of transit ridership. Despite low risks of transmission on public transit, it may be a challenge to regain transit riders as people adjust to being comfortable in confined spaces with large groups of people in a post-COVID-19 world. This hastens the need for the RTA to integrate different service models that provide smaller and more individualized trips, while also using every tool in our toolkit to preserve and enhance existing transit service. RTA will need to work with regional employers to adapt service as some employers have changed shifts to accommodate off-peak

travel. As TransitCenter states in their report *A Transit Agenda for the COVID-19 Emergency*, “By enacting measures to protect transit riders and transit workers while redoubling efforts to enhance the fundamentals of good service, policy makers will not only keep cities moving during the pandemic, they will make city transportation systems more just and sustainable after COVID-19 recedes.”

Southeast Michigan’s transit providers and MDOT have begun implementing new service models through projects and programs such as:

- **Night Shift:** A partnership between DDOT, New Economy Initiative, Lyft, and the Detroit Cab Company that provides riders on late-night routes between 11 pm and 5 am with a \$7 credit for a Lyft ride to or from their bus stop.
- **AAATA Flex Ride:** A shared shuttle service connecting riders to fixed-route bus stops and limited-access destinations, and on-demand, curb-to-curb service in select locations.
- **Michigan Ride Paratransit App:** A pilot mobile phone trip booking platform that allows riders to directly book and pay for their travel.
- **MDOT’s Connected and Autonomous Vehicle (CAV) Corridor Project:** A project to develop a CAV corridor in Southeast Michigan along Michigan Avenue and I-94.
- **SMART Quick Connect Microtransit Pilot:** A pilot project for enhanced on-demand transit providing service to areas fixed bus routes do not serve well. Quick Connect provides access in Farmington and Farmington Hills using the Moovit On-Demand app.
- **City of Detroit Office of Mobility Innovation (OMI) COVID-19 Response Pilots:** Two pilots that transport Detroit residents to COVID-19 testing sites and transport essential workers to their job sites.

Regional Planning Efforts

The timeline of regional planning efforts includes plans or ongoing planning efforts that share a similar goal with the Southeast Michigan Regional Transit Improvements Briefing Book, which is to build a regional identity in transit in order to improve quality of life and increase economic viability for the region.

REGIONAL PLANNING EFFORTS

2016	REGIONAL MASTER TRANSIT PLAN (RMTP) Including Locally Preferred Alternatives (LPAs) for Gratiot, Michigan, and Woodward Avenue Corridors	RTA
2017	SEAMLESS FARE INTEGRATION STUDY	RTA
2018	STRATEGIC PLAN FOR TRANSPORTATION DOWNTOWN DETROIT TRANSPORTATION STUDY CONNECT SOUTHEAST MICHIGAN	  RTA
2019	2045 REGIONAL TRANSPORTATION PLAN COMPREHENSIVE OPERATIONS ANALYSIS (COA) RTA SEAMLESS FARE INTEGRATION PROJECT: PHASE 2 - CONCEPT OF OPERATIONS	  RTA
2020	ONHAND: EXPANDING TRANSPORTATION ACCESS ACROSS SOUTHEAST MICHIGAN MOBILITY ORIENTED DEVELOPMENT STUDY (MOD)	RTA RTA
Ongoing Efforts	MICHIGAN MOBILITY 2045 (MM2045) STREETS FOR PEOPLE SMART "MOBILITY HUBS" MICHIGAN AVENUE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY CONNECTED AND AUTOMATED VEHICLES CORRIDOR	    

3 | VISION, GOALS AND STRATEGIES

The RTA's long-range vision, goals, and strategies will serve as the foundation of the Regional Master Transit Plan. During subsequent phases of community engagement we will work to reaffirm regional transit priorities, discuss potential trade-offs in a constrained funding environment, and ultimately craft recommendations for future investments in regional transit. These will also define the RTA's strategic agenda as an agency over the next several years.

Our Vision is an ideal but realistic target for the next 20 years.

Goals are measurable milestones that are needed to reach our vision.

Strategies are approaches we can take to achieve our goals.

The RTA developed strategies based on community needs, desires, and feedback voiced during over 180 outreach events, by 4,000 telephone town hall participants, and 7,000 survey respondents since 2015. We have integrated key lessons learned into each strategy under the "What We Heard" section. In addition, each strategy is paired with an indicator that can be used as a benchmark to measure our progress toward our regional transit goals.

Strategies can be implemented by transit providers, the RTA, or other partners. The strategies have been divided into three categories to help organize potential recommendations:

Transit Network Improvements – new routes, extensions of existing routes, frequency improvements, span improvements.

Transit Priority Corridors – high ridership corridors that will be prioritized for capital investments.

Initiatives – actions undertaken to improve the delivery of transit service and customer experience.

STRATEGY CATEGORIES



TRANSIT NETWORK IMPROVEMENTS



TRANSIT PRIORITY CORRIDORS



INITIATIVES

VISION

We envision a region with sufficient and stable funding to support improved public transit options that will advance equity by increasing accessibility; satisfy the integrated mobility needs of Southeast Michigan communities; and promote livable, healthy, and sustainable growth.

Equity

Realizing our vision for a more just and equitable region will require concerted effort on all fronts, from connecting systemically disadvantaged people to opportunity through new transit services, to improving existing services. Therefore, equity must cut across all our Goals and Strategies as well as the actions we take as we update the RMTP. The Briefing Book represents our first steps to intentionally integrate equity across our activities. To ensure that we are directing resources towards those who need them most, we commit to the following initial actions:

- **Institutionalizing Equity within the RTA:** As we move forward, we will proactively identify opportunities to incorporate equity into the RTA's structure and internal policies, from prioritizing grant opportunities to our communications.
- **Investing Strategically to Address Inequities:** The RTA will develop quantitative and qualitative methods to assess how well our future capital and planning expenditures are targeting equity populations and set goals to keep ourselves accountable.
- **Conducting Inclusive Outreach and Engagement:** Starting with the RMTP update, we will develop focused engagement efforts for reaching equity populations including current riders, those underserved by transit, and those who have been unable to participate in past public input opportunities due to language, venue, format, or scheduling.

Goals

1

EXPAND: Expand Transit to New Places

Connect more people to more jobs, educational opportunities, and healthcare services in Southeast Michigan through an expanded regional transit system with a focus on expanding access for equity populations; this includes seniors, people with disabilities, and low-income households.

2

ENHANCE: Enhance Existing Services

Upgrade the frequency, reliability, comfort, safety, and speed of existing transit services to increase their value to current customers and to attract new riders.

3

INNOVATE: Develop Innovative and Adaptable Solutions

Implement innovative programs and pilot projects to improve transit, increase flexibility, and encourage transit providers to adopt new technologies.

4

FINANCE: Secure Long-term Dedicated Transit Revenue

Position Southeast Michigan for economic success by raising regional revenues and leveraging state and federal funding opportunities to sustain and expand the mobility services that our residents, employers, businesses, developers, and education system count on to thrive.

5

PARTNER: Build Sustainable Partnerships

Support existing provider efforts to sustain and improve their core services, implement expansion programs through active coordination with local transit providers and non-profits, coordinate with agencies that have goals related to accessibility improvements, and provide a seamless user experience.

Strategies

To make progress toward achieving measurable benchmarks within the five goals identified above, specific strategies are needed to move the indicators identified for each strategy in a positive direction.



STRATEGY #1: INCREASE CONNECTIVITY TO REGIONAL DESTINATIONS

Improve and expand transit service to major employment, education and medical centers, and connect transportation hubs with high-quality transit.

Strategy Type: Transit Network Improvements

What We Heard: The fundamental necessity for transit is to help people reach the destinations they want and need to go to. In Southeast Michigan, a high percentage of jobs, post-secondary education institutions, hospitals, and other major regional job centers are either not connected to the existing transit network or are connected by a transit route that has limited frequency. Improved mobility options will increase employers' ability to attract and retain talented employees and increase residents' access to essential healthcare services and educational opportunities. Feedback has highlighted not just the need to better connect routes to job centers, but also the need to improve mid-day/off-peak travel and cross system accessibility. One of the most frequent comments received by the RTA is to improve transit to the airport, a key destination and employment center.

Indicator: Percentage of jobs, post-secondary education institutions and healthcare facilities inside the current transit network that can be reached from existing transit.

Where We Are: 41.9% of jobs and 66.9% of points of interest can be reached from existing transit.

JOB, POST-SECONDARY EDUCATIONAL INSTITUTIONS AND HOSPITALS THAT CAN BE REACHED WITH EXISTING TRANSIT

	WITHIN ¼ MILE OF TRANSIT STOPS	WITHIN REGION	PERCENTAGE
Jobs	841,236	~2,006,400	41.9%
Points of Interest			
Post-Secondary Education	43	65	66.2%
Hospitals	40	59	67.8%
TOTAL Points of Interest	83	124	66.9%

Sources: LODES, HIFLD. Stats estimated by geospatial intersection in Remix (~).



STRATEGY #2: PROVIDE NEW SERVICE IN AREAS WITH UNMET DEMAND

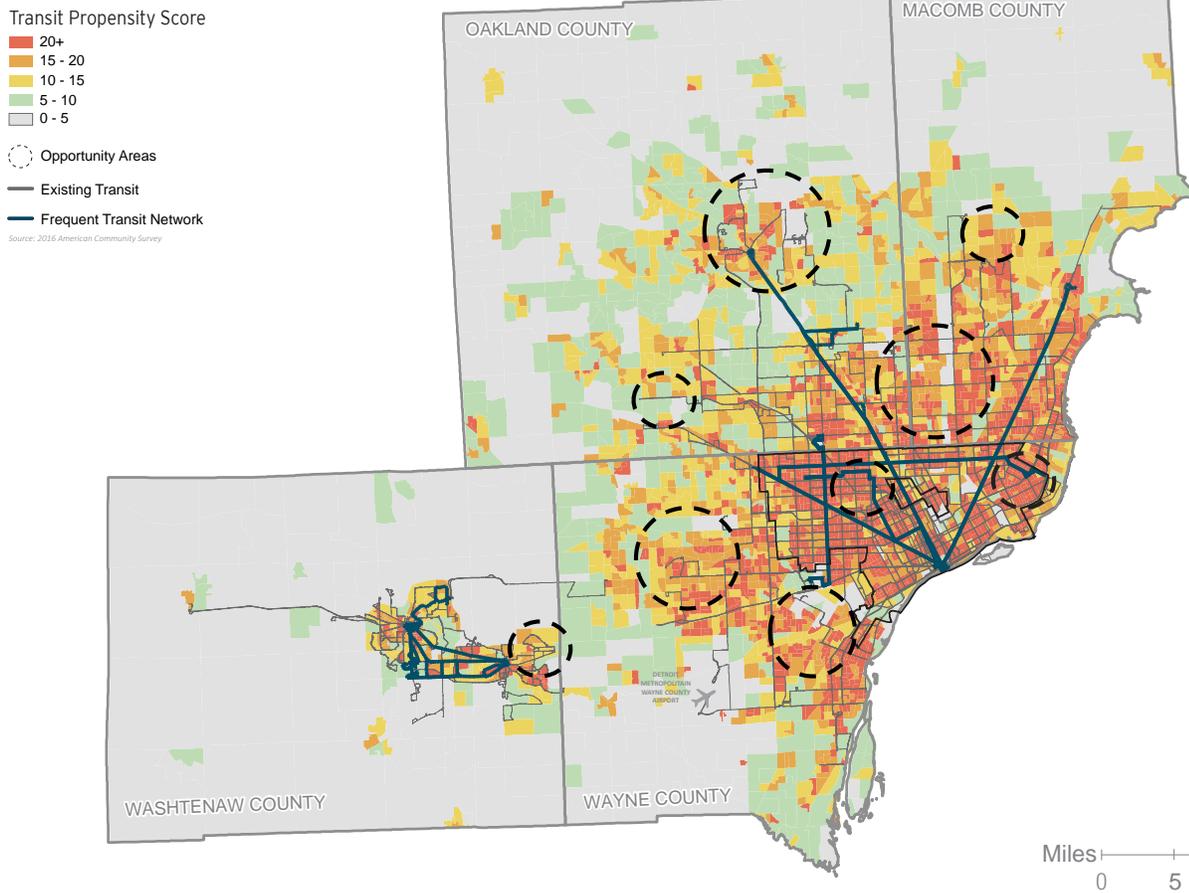
Develop transit solutions that meet people's needs in areas that have demand but little or no existing service.

Strategy Type: Transit Network Improvements

What We Heard: There are many areas in the region that are underserved or have unmet demand for transit, which limits people's access to job opportunities and vital services. Many of these gaps are in areas that have a high propensity for transit, a metric of how inclined a population or area is to utilize transit services. These include areas in both the urban core and in the outer parts of the four-county region. Of residents with a high transit propensity, 73.5% currently live in areas of the region that are underserved, or not currently served by transit. People in these areas have voiced that they want transit that meets their needs, whether it be flexible transit solutions or fixed-route transit.

Indicator: Percentage of areas with high transit propensity score (greater than or equal to 15, based on concentrations of population, employment, poverty, zero car households, people under the age of 18, people over the age of 65, and those who are disabled—that are underserved (not within 0.5 miles of a frequent transit route), or not currently served by transit.

Transit Propensity and Opportunity Areas



ABOVE Transit Propensity Scores in Southeast Michigan's Census

Where We Are: 73.5% of the high propensity for transit population is not currently within 0.5 miles of the high-frequency transit network.



STRATEGY #3: INCREASE FREQUENCY AND SERVICE HOURS

Increase late night, early morning and weekend transit frequency while extending service hours to make transit more attractive and dependable for service, manufacturing, and other essential workers.

Strategy Type: Transit Network Improvements

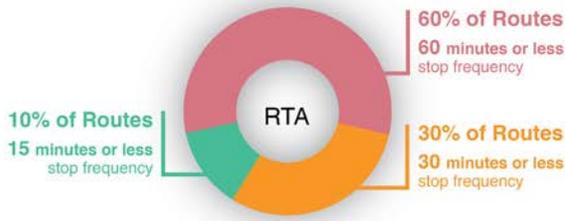
What We Heard: While there is fixed-route transit service in many areas in the urban core, many routes do not provide mid-day or off-peak coverage that is needed to get around the region during non-commute hours. When off-peak service is offered, it often comes infrequently, making it inconvenient.

Many jobs in our region do not adhere to the traditional workday hours of 9 am to 5 pm. A 2019 Workforce Intelligence Network for Southeast Michigan (WIN) report indicates that transportation was most frequently cited as a top barrier for job seekers. Additionally, in the RTA's 2018 public engagement survey, 73% of non-transit users responded that they do not ride transit because it is either not convenient, takes too long, does not travel where they want to go, or that there was no transit service in their area. Residents of Southeast Michigan have requested more frequent service and longer service hours so they can get to where they need to go regardless of the time of day.

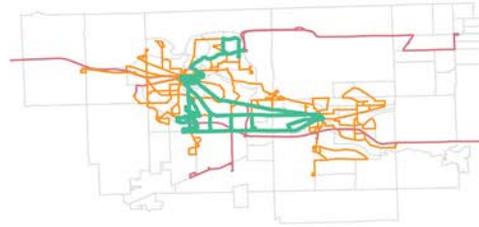
Indicator: Percentage of the transit network that is frequent (15-minute headways), percentage that is 24-hour, percentage that operates on weekends.

Where We Are: 10.1% of the network is frequent, 10.9% is 24-hour, 68.9% operates on Saturdays, and 58.0% operates on Sundays.

Regional Weekday Peak Hour Headways, 2019



Ann Arbor Area Transportation Authority



SMART



Detroit Department of Transportation



ABOVE Regional Weekday Peak Hour Headways. In 2019, 10% of the region's 119 routes run every 15 minutes or less.



STRATEGY #4: DEVELOP A NETWORK OF TRANSIT PRIORITY CORRIDORS

Invest in transit projects that offer faster trips, passenger amenities, comfort and convenience to improve transit for existing customers and attract new ones.

Strategy Type: Transit Priority Corridors

What We Heard: Transit riders and potential riders alike are requesting transformative capital projects, like bus rapid transit (BRT), light rail, and improved amenities, which make transit more reliable, comfortable and appealing, improve options for regional connectivity, and have the potential to create economic returns.

In Michigan, Grand Rapids has implemented projects such as the Silver Line and the Laker Line, BRTs connecting into downtown and through Grand Valley State University. There is clear interest from the public and stakeholders for transformative capital projects to be included as a transit option on Southeast Michigan's major corridors.

Long-term dedicated transit funding in the region would make Southeast Michigan more competitive and eligible to receive federal funding, and would accelerate the progress on this strategy.

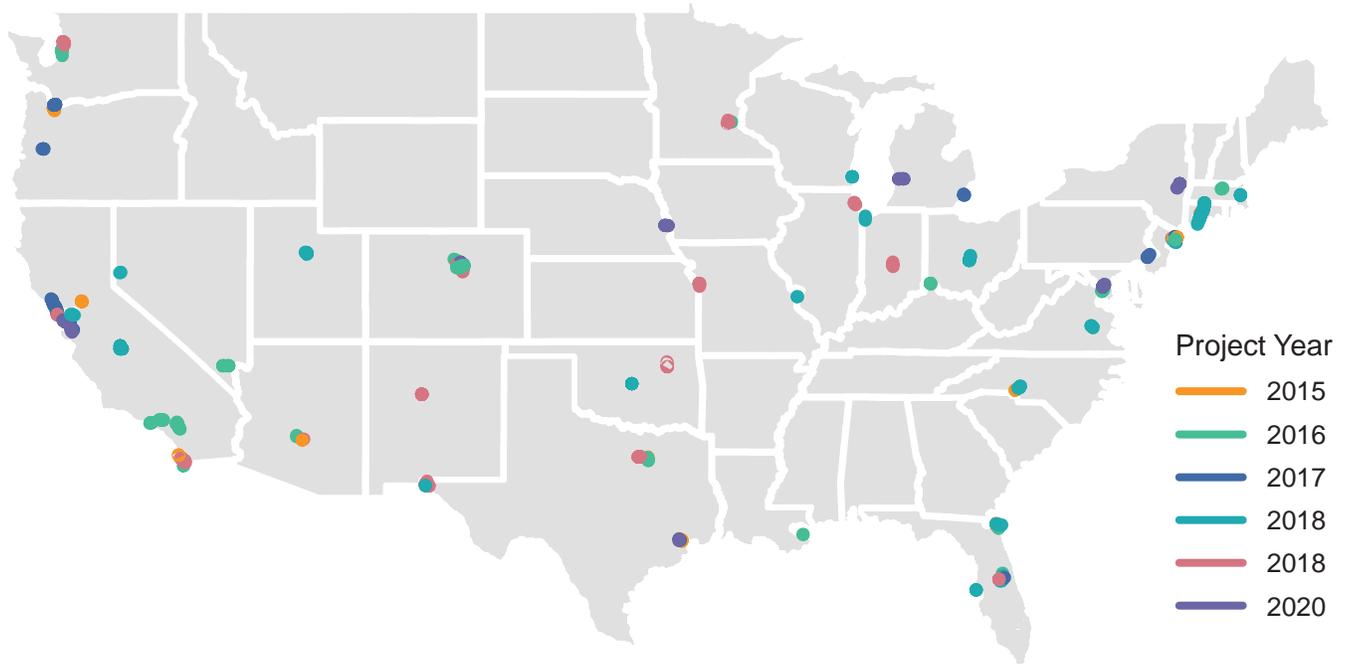
Transformative capital projects have driven economic development, such as the \$190 return per dollar invested in the Cleveland HealthLine BRT. Transit ridership often increases as well. When Washington State's King County converted conventional routes to BRT, transit ridership increased by 29% across those corridors.

Transformative capital projects can have significant costs. Federal funding is available through Federal Transit Administration (FTA) competitive grant programs, but these grants have local match funding requirements. Most BRT, light rail, and streetcar projects throughout the country receive federal funds through



ABOVE The Silver Line, a BRT route in Grand Rapids offers frequent service at 34 stations, which include shelters, seating, real-time signage, a sidewalk snowmelt system, ticket vending machines, and level boarding. Silver Line buses all include free wi-fi and bike racks. Source: therapidian.org

Transformative Capital Transit Projects 831 Projects, 2015 - 2020



ABOVE Map of transformative capital transit projects in the US from 2015-2020. Source: Transport Politic (2020).

STATUS OF TRANSIT CORRIDOR PROJECTS IN SOUTHEAST MICHIGAN (2011-2021)

CORRIDOR	LOCATION	TYPE	LENGTH	PHASE
Ann Arbor to Detroit Commuter Rail	Ann Arbor, City of Detroit	Commuter Rail	53 miles	LPA Selected
Woodward Ave	City of Detroit, Oakland County	Bus Rapid Transit	25.4 miles	LPA Selected
Michigan Ave	City of Detroit, Wayne County	Bus Rapid Transit	22.4 miles	LPA Selected
Washtenaw Ave	Washtenaw County	Bus Rapid Transit	8.2 miles	LPA Selected
Gratiot Ave	City of Detroit, Macomb County	Bus Rapid Transit	23.5 miles	LPA Selected
Michigan Ave	City of Detroit	High Capacity Transit	2.0 miles	Alternatives Analysis
Jefferson Ave	City of Detroit	High Capacity Transit	7.5 miles	Planning
Grand River Ave	City of Detroit, Oakland County	FAST Route	24.1 miles	Planning
Van Dyke Ave	City of Detroit, Macomb County	FAST Route	29.7 miles	Planning

the Capital Investment Grant Program (CIG). Over 800 projects have been completed nationally between 2015 and 2020. There are currently 61 projects in the program from 55 urban areas.

Indicator: Miles of transformative capital projects implemented over a ten-year period.



STRATEGY #5: IMPROVE OPTIONS FOR SENIORS AND PEOPLE WITH DISABILITIES

Provide equitable mobility options for those who cannot ride fixed-route transit with a focus on increasing regional mobility.

Strategy Type: Initiative

What We Heard: From seniors and people with disabilities who rely on transit, the RTA has heard that improved door-to-door service, better coordination between providers, more



ABOVE SMART Connector is an advance reservation, curb-to-curb, service operated by SMART. Source: detroittransit.org

coverage, and improved accessibility would all advance the equity of transit and mobility options available to them. Riders who use community transit would like a seamless experience when accessing regional destinations, and access to more destinations. From 2019 through 2020, the RTA conducted the OnHand User Survey to understand how the transit and human-services transportation network serves those relying on fixed-route and demand-response transportation in Southeast Michigan. The survey had over 1,200 responses representing 72% of the region's zip codes. Survey results showed that target population respondents (people above the age of 65, people who are unemployed, people with a disability) primarily depend upon fixed-route services and driving (73%). After fixed-route transit, target population respondents rely on lower cost options such as friends or family before using private services such as taxis or TNCs.

Indicator: Progress on the OnHand Action Plan goals and strategies.

Where We Are: In partnership with transit providers, riders, and stakeholders, the RTA completed OnHand: Coordinated Human Services Public Transportation Plan, a comprehensive and coordinated regional study and action plan to improve transportation options for seniors and people with disabilities.



STRATEGY #6: INCORPORATE FLEXIBLE SOLUTIONS INTO THE DELIVERY OF REGIONAL TRANSIT TO LOWER DENSITY COMMUNITIES

Develop new partnerships and improved service models to better serve markets where fixed-route transit is impractical.

Strategy Type: Initiative

What We Heard: Providing a one-size fits all solution does not work for Southeast Michigan. People from across the region want different kinds of services to meet their needs; some are looking for traditional fixed-route service, while others are looking for alternatives like microtransit, commuter services, or community transit.

There are various approaches to flexible transit service. One example from Washington is King County's Community Connections process, which connects King County with local governments and community partners to develop transportation solutions for areas that do not support fixed-route service. To date, Community Connections has developed three new

services: Community Ride, Community Van and Real-Time Rideshare.

Indicator: Population served and ridership of flexible transit solutions.

Where We Are: AAATA's FlexRide program has a service area with a population of 41,934 people, providing shuttle service to fixed-route bus stops and limited-access destinations as well as on-demand curb-to-curb service for select locations. There are additional community sponsored transit services that offer flexible programs, such as NOTA in Lake Orion, and Western Washtenaw Value Express WAVE in Chelsea. There are also services through partnerships between multiple municipalities, such as Richmond-Lenox EMS (RLEMS), jointly owned by Richmond and Lenox townships, and the Senior Transportation with Advanced Reservation (STAR), which serves Romeo, Washington and Bruce townships.

This strategy will be monitored by tracking programs that aim to provide these flexible solutions. For example, SMART's recently completed Comprehensive Operations Analysis (2020) recommends the implementation of microtransit pilot projects in four zones (two in Macomb County, one in Oakland County, and one in Wayne County).

LOW-DENSITY AREA TRANSIT SERVICES

Commuter Services: Peak-hour services that travel to employment centers from a designated accessible area, such as a park-and-ride.

Community Transportation: Local or non-profit sponsored on-demand services that are and focused on providing local trips for seniors and people with disabilities.

Flex Routes: Fixed-route bus service designed to make deviations of up to a quarter mile to serve a larger area, while adhering to scheduled trip times.

Microtransit: small-scale transit service that can operate on-demand, on fixed- or flexible routes and schedules, or in designated areas.

Transit Supportive Infrastructure: Improvements to sidewalks, pedestrian crossings, and wayfinding that make transit more accessible to all users.

Vanpools: Shared-ride option for small groups with similar commutes.

Voucher Programs: Offer riders vouchers for all or part of the cost of a taxi or ride-hailing service.



STRATEGY #7: IMPLEMENT NEW TECHNOLOGIES TO EXPAND THE SYSTEM AND IMPROVE CUSTOMER EXPERIENCE

Determine the appropriate areas for technological innovation, such as service delivery, fare, service management and infrastructure, and integrate emerging technologies into the existing mobility system to serve new areas and improve customer experience.

Strategy Type: Initiative

What We Heard: With transportation technology rapidly changing, the RTA has heard that the region needs to be responsive and ready to leverage new innovations. Emerging technologies, such as microtransit, can fill mobility gaps in the existing system, such as first mile/last mile connectivity and services for low-density areas, and can improve efficiency and cost savings. Microtransit can provide door-to-door service or be used for more general trips to and from popular destinations. It is important to support foundational transit services while keeping an eye to the future.

Indicator: Planned emerging technology initiatives and projects

Where We Are: Currently planned initiatives include:

- MDOT's CAV Corridor Project
- City of Detroit OMI COVID-19 response pilots
- DDOT fare collection system replacement and on-board camera system replacement
- DDOT and SMART electric bus pilots
- RTA paratransit booking app
- Michigan Ride paratransit app
- SMART Quick Connect Pilot
- SMART MicroTransit Zones



STRATEGY #8: MODERNIZE EQUIPMENT AND FACILITIES

Modernize aging equipment and facilities to retain and attract new customers and staff while reducing operational costs and service delays.

Strategy Type: Initiative

What We Heard: Received feedback supports the need to sustain existing transit services as the foundation for regional transit in Southeast Michigan. To do so, it is important to maintain

and modernize existing fleets and facilities. Older buses and facilities can make a transit system unattractive or unreliable, resulting in less community support and fewer riders.

Through the regionally adopted Transit Asset Management Plan (TAMP) performance measure targets, it is clear that our transit providers have made great progress in modernizing and upgrading aging equipment. Providers identified facilities as an area for improvement. Initiatives that are not captured in the TAMP, such as the fare equipment modernization project currently being led by DDOT, can also be tracked to measure success.

Indicator: Meeting or exceeding the current, regionally adopted, TAMP targets developed by SEMCOG and the RTA in coordination with the major transit providers in the region.

Where We Are: Southeast Michigan's TAMP performance measures indicate that rolling stock (buses and train cars) and equipment are in a state of good repair that exceeds regional targets. In 2019, 19% of rolling stock and 22% of equipment has met or exceeded its Useful Life Benchmark (ULB), meaning they are eligible for replacement. Our regional targets were not to exceed 20% and 25%, respectively. However, we are falling behind in maintaining our region's transit facilities, 11% of which are below their optimal condition, which is above our 5% target. Transit providers are currently working to remedy this through maintenance and repairs, as well as through large-scale projects like DDOT's Coolidge Terminal reconstruction project.



STRATEGY #9: REDUCE THE ENVIRONMENTAL IMPACT OF THE TRANSIT SYSTEM

Implement technology solutions with transit providers that minimize energy use and pollution

Strategy Type: Initiative

What We Heard: Improved public transit could reduce the environmental impact of transportation in the region. More service, frequency, and riders could take cars off the road and reduce single-occupancy vehicle use, having a positive impact on our environment.

Although there are various ways that transit agencies can reduce their impact on the environment through facilities upgrades and maintenance practices, the single biggest impact is through reducing vehicle emissions, and increasing the use of environmentally friendly fuel alternatives, such as biodiesel and electricity. In 2019, SMART and DDOT received a \$2.6 million Low or No Emission Grant from the FTA to purchase and pilot the use of six battery-electric buses in the region.

Indicator: Regional percentage of vehicle miles traveled using environmentally friendly fuel alternatives.

Where We Are: As of 2019, 10% of the region's transit vehicle miles traveled are made by vehicles using environmentally friendly fuel alternatives.

REGIONAL VEHICLE MILES TRAVELED (VMT) BY FUEL TYPE

	TRADITIONAL FUELS	ALTERNATIVE FUELS	TOTAL
VMT by Fuel Type	33.5 million	3.6 million	37.1 million
Frequent Routes (Weekday)	90%	10%	100%

Source: National Transit Database (2019)



STRATEGY #10: ADVOCATE FOR FUTURE FUNDING OPTIONS

Identify funding alternatives that are available to the region and explore viability of their implementation.

Strategy Type: Initiative

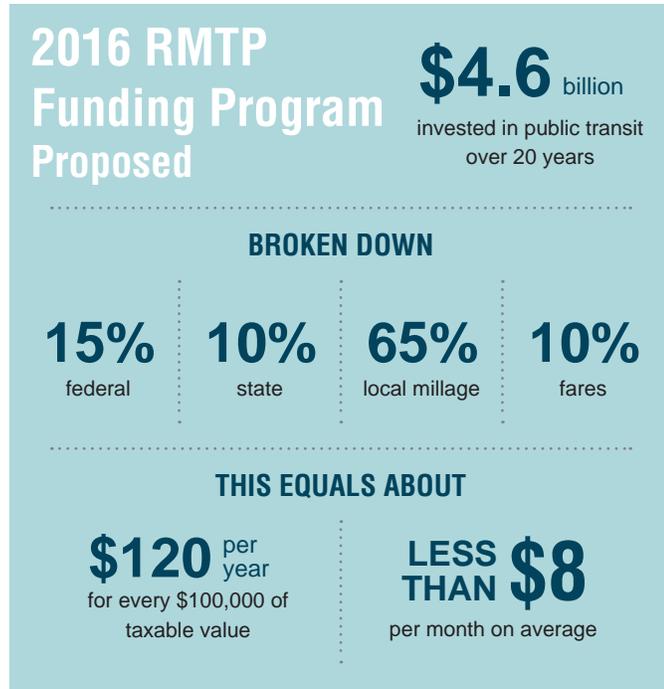
What We Heard: To improve transit, we must take advantage of funding match opportunities and look into alternatives to supplement the ballot initiatives that currently fund a majority of transit in the region. Public feedback supports innovative approaches to funding.

SMART and AAATA must both return to the ballot every four to five years to ask the public for financial support for current transit operations through a property tax. DDOT's funding is provided by the City of Detroit's general fund, which is subject to annual approval as part of the City's budget. The RTA legislation provides the opportunity for a 20-year funding source to help finance all of our systems.

Based on our enabling legislation, the RTA currently has the authority to seek local funding through two taxes (property tax and vehicle registration tax) to implement a regional transit program through the strategies identified in this briefing book. Additional sources of transit funding that are used in other regions across the country for transit or other activities should be explored in addition to those that are currently allowable under Michigan law.

Indicator: Implementation of potential funding alternatives.

Where We Are: Currently, the RTA is not collecting any local revenue for transit purposes and each transit provider in the region is generating its own operating funds primarily through property taxes or in the case of the municipal providers, municipal general fund revenues. As an example, the 2016 RMTP was a \$4.6 billion dollar plan that included a variety of funding sources over a 20 year period.



ABOVE Example Funding Strategy. These funding limits are for information purposes only, not proposed or future ballot initiatives.

POTENTIAL FUNDING ALTERNATIVES

FEE TYPE	FUNDING TYPE	RTA FUNDING AUTHORITY	IMPLEMENTED
Property Tax	Traditional Transit Source	Yes	No
Vehicle Registration Tax	Traditional Transit Source	Yes	No
Sales Tax	Traditional Transit Source	No	No
Gas Tax	Traditional Transit Source	No	No
Income Tax	Related Funding Source	No	No



STRATEGY #11: SUPPORT PROVIDER FUNDING INITIATIVES

Support local ballot measures that are necessary to continue and enhance current transit service and require coordinated advocacy until alternatives are available.

Strategy Type: Initiative

What We Heard: One of the top priorities expressed by the public is that funding for existing services should be maintained when looking at opportunities for long-term sustainable funding. Given the importance of transit service to keep our economy and essential workforce moving, the RTA and municipal agencies must support the provider funding initiatives that are necessary to maintain current public transit services. Discussion of raising additional revenues through various sources (including the RTA) should be coordinated with efforts to maintain existing funding to avoid voter confusion that could hurt current services.

Indicator: Stable or increasing funding rates for transit agencies in the region.

Where We Are: Our region’s primary transit providers rely on either four or five year ballot proposals or municipal general fund allocations to maintain current levels of service. While funding has remained stable, funding is short-term and depends on election results and municipal budgets.



STRATEGY #12: PURSUE AND SECURE STRATEGIC GRANTS

Collaborate with providers and regional partners on grant applications for projects and programs that advance the RTA’s vision.

Strategy Type: Initiative

What We Heard: Grants provide additional and unique opportunities to support projects that improve regional transit and innovation. Federal competitive grant programs in which Southeast Michigan competes with other metropolitan areas for funding for specific programs have been a successful way to stretch locally generated revenue to grow and modernize our regional transit system. Since 2016, these grant programs have brought over \$25 million to Southeast Michigan.

Regional coordination of grant applications and a defined strategy for grant application prioritization can improve our

regional win-rate for competitive grants and ensure no duplication of effort. In current transit agency operating budgets there is little room to perform target studies, fund pilot projects or make large capital investments. Given this challenge, competitive grant programs are imperative to continue the great progress that transit providers in the region are making to modernize equipment and deliver innovative service concepts that attract new transit riders and retain current customers.

Indicator: Growth in non-recurring grant funding.

Where We Are: Between 2016 and 2020, transit providers have been awarded \$25.3 million, an average of \$5.1 million annually.



STRATEGY #13: INCREASE COORDINATION AMONG PROVIDERS

Enhance quality and frequency of communications and marketing, standardize protocols for a better customer experience, and increase awareness of existing services.

Strategy Type: Initiative

What We Heard: Transit riders have expressed that a seamless system, with integrated fares, easier transfers, frequent and standardized communication, and improved coordination is a priority for regional transit. A system that feels more unified, which can be advanced through marketing and communication, will be a benefit to transit riders and the system overall. The success of the Dart unified payment system, which was introduced on DDOT, SMART, and QLINE in 2019, demonstrated the positive impacts coordination amongst providers can have on the customer experience. Another example of successful regional marketing and communication is Myride2.com, a one-call, one-click mobility management service that is dedicated to helping seniors and people with disabilities remain mobile. In 2019, MyRide2 directly booked over 4,000 trips for people in Southeast Michigan.

Indicator: Growing areas of existing and potential coordination.

Where We Are: We have current identified three areas of existing and potential coordination, which include:

- Myride2.com, One-call, One-click mobility management website – Implemented 2018
- Dart card unified payment system – Implemented in 2019
- Michigan Ride Paratransit App – Planning for implementation in 2021

TRANSIT FUNDING IN SOUTHEAST MICHIGAN

Southeast Michigan's transit providers are funded through federal, state, and local resources.

Federal Funding: FTA and the Federal Highways Administration (FHWA) provide transit funding through formula and discretionary programs. Formula funding is appropriated annually, and then allocated to our providers. Discretionary, or competitive, funding opportunities are released annually and providers submit applications to fund specific projects.

In 2019, our region's transit agencies spent over \$73 million in federal funding, 18% of expenses. However, federal funding accounted for 81% of capital expenditures.

State Funding: Through MDOT, the State provides Local Bus Operating (LBO) Funding to transit providers to support operating costs. Though our region's providers are eligible for receive LBO funding for up to 50% of operating costs, the state typically reimburses around 30% due to budget constraints. MDOT also provides capital assistance, providing the local match required for federal programs.

Additionally, MDOT awards funding for research, training/education, planning and coordination, and operational and technical projects that preserve or enhance public transit through its Service Development and New Technology Program.

In 2019, MDOT contributed almost \$115 million in operating and capital assistance to Southeast Michigan's providers, 29% of expenses.

Local Funding: Local funding is provided through millages, in the case of AAATA and SMART, and through the City of Detroit's general fund for DDOT. AAATA's total mill rate is 2.7 mills with contributions from Ann Arbor, Ypsilanti, and Ypsilanti Township. SMART's millage is 1.0 and is raised throughout Macomb County and in opt-in communities in Oakland and Wayne Counties, where communities are able to opt-out of participating in the millage.

Local funding supported 40% of 2019 transit expenditures: over \$159 million in operating costs.

Fare Revenue: The fares riders pay are put back into our transit system and support our agencies operating budgets. In 2019, \$51.7 million was generated through fare revenue accounting for 13% of our agencies' expenses.



STRATEGY #14: DEVELOP THE REGION'S TRANSIT WORKFORCE

Make transit a desirable and sustainable career through supporting agencies in their efforts to attract talent, offer educational opportunities, provide competitive compensation, and adapt to a changing mobility landscape.

Strategy Type: Initiative

What We Heard: Attracting, developing, and retaining a diverse workforce is critical to the continued success of public transit in Southeast Michigan. The region's transit workforce is the backbone of the public transit system and supporting and promoting opportunity will allow the regional transit system to continue to operate, grow and adapt.

In 2019, the region had over 2,000 public transit employees. In recent years, the region's service providers have had challenges in recruiting and retaining qualified employees. Providers work with local community colleges and organizations, such as Wayne County Community College, to attract and train new talent. Providers also regularly attend and host job fairs. Potential projects that can be deployed to reduce the regional turnover rate of transit employees include:

- Support the creation of regional taskforce to investigate and develop plans that improve recruitment and retention of qualified operators and mechanics.
- Work collaboratively with the WIN and community colleges to develop transit and mobility training programs and modules that are flexible and responsive to today's learning environment, and technology changes in the transit industry.
- Develop effective recruitment and retention strategies, including employee referral programs, social networking sites, overall job enrichment, and improving connections with Veterans Affairs and affiliates.

Indicator: Change in the employee turnover rate for public transit agencies in the region.

Where We Are: In recent years, both nationally and regionally, transit providers have struggled to attract and retain their workforces. Providers have been working with community colleges and workforce organizations to develop new transit talent. A regional study of turnover rates would help us to hone in on potential concerns and find long-term solutions.



STRATEGY #15: IMPROVE ACCESS TO TRANSIT

Increase the safety and accessibility of transit stops with capital improvements that benefit those connecting to transit as a pedestrian, bicyclist or in a car.

Strategy Type: Initiative

What We Heard: People in Southeast Michigan are looking for better connectivity for all users to access transit, including more options for commuters, like park-and-ride lots, and more comfortable facilities at transit stops, like lighting and shelter, which contribute to safety.

Transit accessibility is important to maintain and attract ridership, and is a key metric for understanding how the current and future system serves the people of the region. People combine different modes to reach their destination, such as walking, cycling, and using e-scooters and microtransit options.

This strategy aims to increase the safety and accessibility of transit stops to make it easier for users to connect to and use regional transit to reach their destination. Progress toward this indicator can be measured by the gaps in the sidewalk network along transit routes in the region.

Indicator: Gaps in sidewalk infrastructure along fixed-route transit corridors in the region.

Where We Are: 29% of the roadways servicing fixed route transit are missing sidewalks.



ABOVE A SMART Bus Shelter at 12 Mile Road and Woodward Avenue.



STRATEGY #16: PROMOTE MOBILITY ORIENTED DEVELOPMENT (MOD)

Deliver transit capital projects that promote housing and job centers that support transportation options beyond a personal vehicle.

Strategy Type: Initiative

What We Heard: Thinking holistically about transit and development is important for creating attractive transit options and supporting growth in the region. Southeast Michigan's residents are supportive of the benefits of MOD and the potential for economic returns when transit is included in development.

The RTA prepared a MOD Study and Action Plan for a selection of stations along key regional corridors in Oakland, Wayne, and Washtenaw Counties to help promote and encourage coordination among strategic mobility and transit investments and collaborative economic development. The Action Plan is based on studies conducted by the RTA, that include MOD/transit oriented development (TOD) best practices, an Existing Conditions and Market Analysis, a Mobility Gap Analysis, and an MOD Readiness Analysis. The RTA used these assessments to identify priority actions that will allow the station areas to become more accessible, connected, and vibrant while staying true to the community's identity.

Indicator: The number of frequent transit route corridors that have been assessed for MOD.

Where We Are: Three routes in the region have been assessed for MOD opportunities.



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4 | ENGAGEMENT FRAMEWORK

To improve transit and mobility in Macomb, Oakland, Washtenaw and Wayne Counties, the RTA, transit providers, transit customers, local governments, business community, healthcare community, education community and advocates must work in partnership to determine a path to achieve our regional vision. This Briefing Book is the first step in bringing the diffuse and diverse conversations together. The next step is to develop and execute an engagement program that will guide the RTA's development of project and program recommendations into a final 20-year RMTP that reflects the values of the region's residents.

To do this, we need to have community conversations about various tradeoffs that are inherent to the development of a modern transit network in a fiscally constrained environment. The goal is to gather community input on the preferred design of the local transit network, and discuss trade-offs to be considered as revenue limitations may



ABOVE 2016 Engagement Event, downtown Detroit.

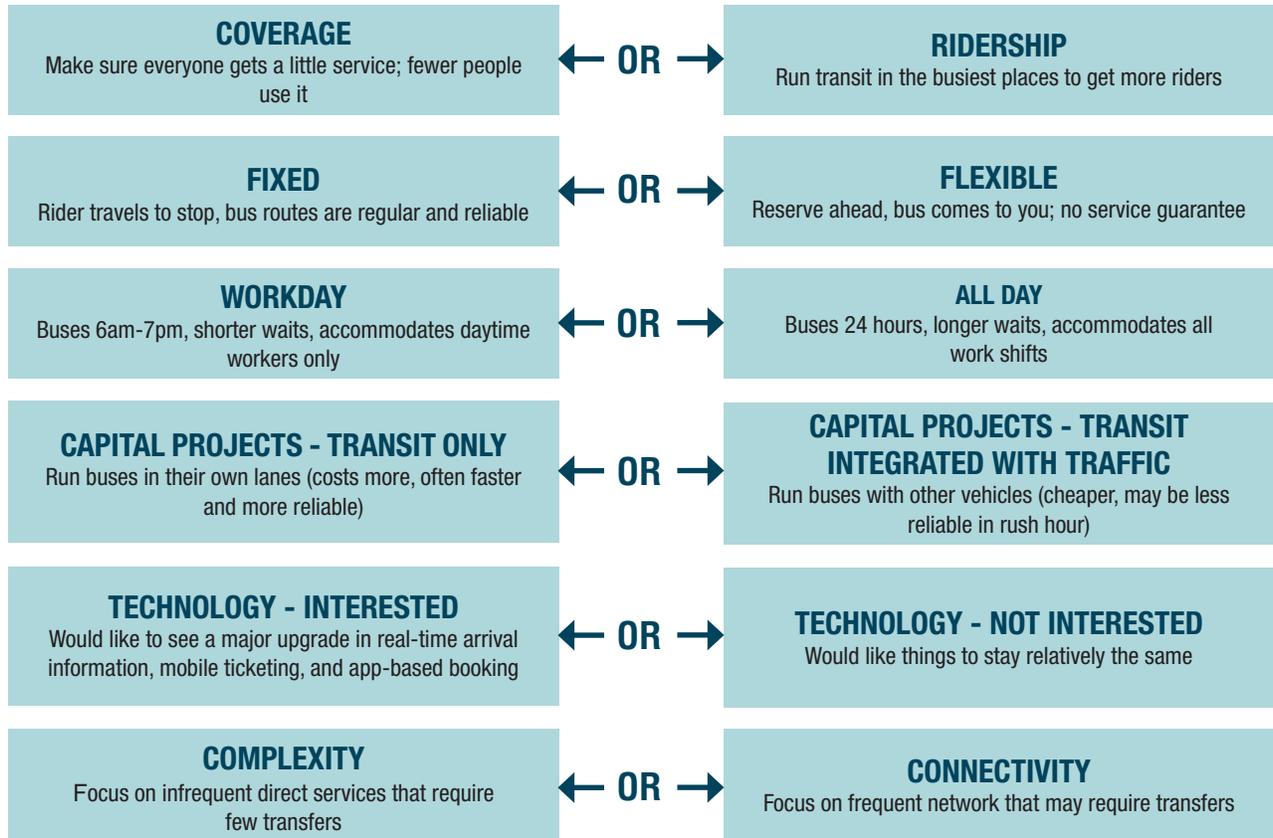
OPPOSITE PAGE A FAST bus in downtown Detroit

result in having to choose getting more of one service at the expense of others.

Below are key trade-offs, and communities' responses to them will help shape the direction of the recommendations in the RMTP.

The RTA engagement process is still under development. The general phases laid out below are aimed to provide a broad guide to what the public should expect throughout the engagement period. The ability to do in-person engagement will be limited due to COVID-19 restrictions and health concerns. The RTA will remain flexible throughout the process and develop tools that can be used in multiple venues.

KEY TRADE-OFFS



COMMUNITY ENGAGEMENT TIMELINE



1 to DOWNTOWN

1007

1819

DT

Venue

Acronyms, Abbreviations, and Terminology

TERM	DEFINITION
AAATA	Ann Arbor Area Transportation Authority (The Ride) , provides transit service to the greater Ann Arbor-Ypsilanti area. AAATA operates fixed-route buses, paratransit, commuter, demand-responsive, event, and airport services.
ADA	Americans with Disabilities Act
Alternatives Analysis	A transit study considering various modes, destinations, travel patterns, and station locations to best serve an area or corridor. An alternatives analysis culminates in a Locally Preferred Alternative (LPA).
APTA	American Public Transportation Association
Bike Share	A service allowing participants to rent and return bikes at stations throughout a dedicated service area.
BRT	Bus Rapid Transit , a high capacity transit service that is faster and more frequent than typical local bus. BRT is often characterized by level boarding, premium stations, prepayment, bus only lanes, transit signal priority, limited stops, on-board amenities, next bus information, and unique branding. Stations are typically one mile apart. BRT provides the same benefits as light rail (LRT) at a lower cost per mile.
CIG Program	Capital Investment Grants Program , FTA discretionary grant program that funds transit capital investments including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
CPP	Community Partnership Program , a SMART partnership with 76 municipalities and organizations to support local transit service by leveraging federal funding and returning those funds back to local communities to build their own transit programs.
Connected and Automated Vehicles Corridor	A roadway built with infrastructure that supports the implementation of connected and autonomous vehicles as well as traditional transit vehicles, shared mobility and freight and personal vehicles.
Coverage	The transit service area that has a transit stop within a quarter-mile radius.
Dart Card	A regional transit pass that provides access to any DDOT and SMART fixed-route bus and QLINE streetcar. Passes are active from 4 hours to 31 days and can be purchased onboard, at transit centers, online, or through the Dart app.
DDOT	Detroit Department of Transportation , provides transit service throughout the City of Detroit and small portions of neighboring cities. DDOT operates fixed-route buses and paratransit services.
DTC	Detroit Transportation Corporation (People Mover) , operates the Detroit People Mover, which is a fully automated light rail system that operates on an elevated single track loop in Downtown Detroit.

TERM	DEFINITION
First/Last Mile	The beginning or end of a person's trip including the leg of their journey to and from a transit stop.
Fixed Route	Transit service that operates on regular routes at scheduled times.
Flex Routes	Flex routes combine the features of fixed-route transit services and dial-a-ride services by operating in a regular pattern but deviating on request to serve nearby residences or destinations.
Frequency	How often a bus or train will come (and therefore how long you will wait for transit). A frequency of 30 minutes means a maximum wait of 30 minutes for a bus or train. A high frequency means you will wait less, while a low frequency means you will wait longer. Frequency is typically lower on evenings and weekends.
High Frequency Route	A transit route with service operating every 15 minutes or sooner between 6 am and 6 pm.
FTA	Federal Transit Administration , a federal agency that regulates public transit systems and assists with funding and technical needs.
Heavy Rail	Type of transit used in large urban regions, where it provides high-capacity service and a strong development catalyst. The use of track structures that separate trains from traffic surface streets contributes to a very high capital cost per mile compared to regional rail, LRT, and BRT. Stations are typically 0.75 to 1.5 miles apart.
High Transit Propensity	A measure of how inclined a population or area is to utilize transit services.
LBO Funding	Local Bus Operating Funding , a category of state transit funding.
Level Boarding	No step up or down between the platform and transit vehicle. Allows for faster and easier boarding. Level boarding is especially beneficial to persons with disabilities, the elderly, and people using strollers.
LRT	Light Rail Transit , connects downtowns with suburban job centers. The use of tracks at the same level as cross streets makes LRT less expensive than heavy rail. Stations are typically 0.75 to 1.5 miles apart.
LPA	Locally Preferred Alternative , describes the selected mode, route and station locations to provide the best transit option for the location under study in an alternatives analysis
M-1 RAIL	Operator of the QLINE, a 6.6-mile circulating streetcar loop serving locations along Woodward Avenue from Downtown Detroit to New Center. (See Streetcar and QLINE)
MDOT	Michigan Department of Transportation

TERM	DEFINITION
MSA	Metropolitan Statistical Area , a US Census defined geographic consisting of a core area with a population center and the adjacent communities that have a high degree of social and economic integration with the core.
Millage	A type of property tax. The millage rate is expressed as the amount owed per \$1,000 of taxable property value.
MOD	Mobility Oriented Development , a type of community development that expands upon the concept of TOD by creating “mobility hubs” that can facilitate needed connections in a broader geography via a variety of different transportation modes. (See TOD)
Mode	Specific type of transit—such as bus, regional rail, heavy rail, LRT, and BRT—or transportation, such as bike and automobile.
NOTA	North Oakland Transportation Authority , provides essential transportation services in Orion, Oxford, and Addison Townships, and the villages of Leonard, Oxford, and Lake Orion.
OMI	City of Detroit Office of Mobility Innovation
Opt-in/ Opt-out	Communities that do or do not choose to fund and participate in transit.
Paratransit	Specialized door-to-door service for people with qualifying disabilities who are unable to use fixed-route transit.
Passenger Trips	The number of times passengers board public transportation vehicles. Passengers are counted each time they board, no matter how many vehicles they use complete their trip.
Peak Hours	The peak traffic period caused by higher volumes of traffic on the road.
Provider	Transit service provider such as AAATA, DTC, DDOT, M-1 RAIL, or SMART.
QLINE	Opened in 2017, a 6.6-mile circulating streetcar loop serving locations along Woodward Avenue from Downtown Detroit to New Center. (See M-1 RAIL)
Ride-Hailing Services	Services, such as Uber or Lyft, allowing riders to request a ride, often through a smartphone app.
Ridership	The number of rides taken on public transit during a given time period (year, day, rush hour).
RMTP	Regional Master Transit Plan
RLEMS	Richmond-Lennox EMS , a municipally owned EMS agency that has been providing service to the City of Richmond, City of Memphis, Village of New Haven, Casco Township, Columbus Township, Riley Township and Wales Township. Richmond Township and Lenox Township are the joint owners.
RTA	Regional Transit Authority of Southeast Michigan , created to plan for and coordinate public transportation in Oakland, Macomb, Washtenaw, and Wayne counties, and to deliver rapid regional transit in a region where none exists.

TERM	DEFINITION
SEMOG	Southeast Michigan Council of Governments , a regional planning partnership accountable to member local governments in Southeast Michigan. SEMCOG’s membership includes counties, cities, villages, townships, intermediate school districts, public universities, and community colleges in Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne Counties.
SMART	Suburban Mobility Authority for Regional Transportation , provides transit services in all of Macomb County, and portions of Oakland, and Wayne Counties. SMART operates fixed-route buses, paratransit, commuter, and demand-responsive services.
Southeast Michigan	The RTA’s four county service area, which includes the entirety of Macomb, Oakland, Washtenaw, and Wayne Counties.
Specialized Services	Transportation services designed primarily elderly people and people with disabilities.
STAR	Senior Transportation with Advanced Reservation , provides transportation to medical appointments, shopping and recreational activities within Romeo, Washington and Bruce. Transportation to medical appointments available up to 5 miles outside area limits.
Streetcar	Street-running rail transit in congested urban areas that serves stations spaced every few blocks (typically 1/4 to 1/2 mile). Streetcars can be a strong development catalyst for urban neighborhoods. (See M-1 RAIL)
TAMP	Transit Asset Management Plan , a federally required plan for capital improvements that prioritizes funding based on condition and performance to achieve and maintain a state of good repair on public transportation assets.
TheRide	See AAATA
TOD	Transit Oriented Development , a type of community development that combines residential, retail, and office to maximize nearness to a transit station. TOD is used to increase ridership.
TNC	Transportation Network Company , services, such as Uber or Lyft, allowing riders to request a ride, often through a smartphone app.
TVM	Ticket Vending Machine for purchasing transit fares.
ULB	Useful Life Benchmark , the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.
WAVE	Western Washtenaw Value Express , a non-profit service organization that exists to provide affordable transportation to older adults, persons with disabilities, and other transit-dependent individuals in western Washtenaw County.

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