

AGENDA

REGUAR MEETING OF THE BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD THURSDAY MARCH 2ND, 2023

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

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

- A. Roll Call
- B. Introductions & Chairpersons Comments
- C. Review of the Agenda
- D. Approval of Minutes, Meeting of February 2nd, 2022
- E. Unfinished Business

1. S. Eton Design Concepts, 14 Mile to Yosemite

F. New Business

1. Adams Road – Road Diet Scope of Work

- G. Meeting Open to the Public for items not on the Agenda
- H. Miscellaneous Communications
- I. Next Meeting April 6th, 2023
- J. Adjournment

*Please note that board meetings will be conducted in person once again. Members of the public can attend in person at Birmingham City Hall or may attend virtually at

Link to Access Virtual Meeting: <u>https://us06web.zoom.us/j/88295194746</u> Telephone Meeting Access: 929 205 6099 US Toll-free Meeting ID: 824 7795 4435

DRAFT

City Of Birmingham Multi-Modal Transportation Board Thursday, February 2, 2023

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, February 2, 2023. Chair White convened the meeting at 6:00 p.m.

A. Rollcall

Present: Chair Doug White, Vice-Chair Tom Peard; Board Members Mark Doolittle, Anthony Long, Victoria Policicchio, Joe Zane; Alternate Board Members Gordon Davies, Patrick Hillberg (not voting)

Absent: Board Member David Hocker

Staff: Senior Planner Cowan; City Engineer Coatta, City Transcriptionist Eichenhorn, Police Captain Kearney, Fire Chief Wells

F&V: Julie Kroll

MKSK: Brad Strader

B. Introductions & Chair Comments

SP Cowan noted that former ACE Zielinski had been hired as the new DPS Director, and would no longer be regularly attending MMTB meetings. SP Cowan introduced CE Coatta, who was present on behalf of the Engineering Department.

C. Review of the Agenda D. Approval of MMTB Minutes of December 1, 2022

Motion by Mr. Zane Seconded by VC Peard to approve the MMTB Minutes of December 1, 2022 as submitted.

Motion carried, 7-0.

VOICE VOTE Yeas: Policicchio, Doolittle, Zane, Long, Peard, Davies, White Nays: None

E. New Business

1. Park Street – Parking Removal Consideration

FC Wells presented the item and answered brief informational questions from the Board. It was noted that there had been no complaints from residents about limiting parking on Park Street north of Oakland to one side of the street.

Motion by Mr. Zane Seconded by VC Peard to provide a recommendation to the City Commission that Park Street north of Oakland allow permitted parking only on the east side of the street

Motion carried, 7-0.

VOICE VOTE Yeas: Policicchio, Doolittle, Zane, Long, Peard, Davies, White Nays: None

F. Unfinished Business 1. S. Eton, Villa to 14 Mile

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

VC Peard stated that he attended the feedback session and that a lot of good feedback was provided. He commended Staff and the consultants on the feedback session. He noted that the feedback provided was broad, and included related topics like speed concerns. He recommended the presentations on these changes include descriptions of how the changes would positively impact all of the residents' concerns, and not just pedestrian, bicycle, and vehicular traffic.

Mr. Strader confirmed that was already being done and concurred with VC Peard's observations.

Mr. Zane spoke in favor of Option B1 and extending the bike lane to 14 Mile. He said it would be positive to extend it further in the future.

In reply to an inquiry from Mr. Zane, SP Cowan and Mr. Strader confirmed the City intends to try and work with Royal Oak to increase multi-modal connectivity between the cities in the future.

Board members expressed enthusiasm for that intent.

Ms. Policicchio recommended that potential cost differences and assessment necessities between the options be presented to residents as early in the process as possible since those would likely be factors in the public's support.

Mr. Long stated that traffic calming was very much needed on Eton. He said that people backing out of a driveway or turning to the west were not expecting a bike lane with bi-directional traffic, which he noted could be dangerous. He said he would like to see a pedestrian crossing similar to the one on Lincoln with a pedestrian island. He said narrowing Eton between Lincoln and 14 Mile and potentially adding a bump out would be beneficial as well.

Mr. Strader confirmed that residents were in favor of a pedestrian island in this location as well.

Mr. Hillberg asked Staff and the consultants to look into the research showing that sharrows might be more dangerous than no sharrows and to integrate their findings into their future recommendations.

Public Comment

Brian Tate, resident at the corner of Eton and Hazel, thanked Staff and the consultants for working on this. He emphasized the importance of increasing safety in the area, noting that many young children live in the area.

Seeing no further public comment, conversation returned to the Board.

Board consensus was supportive of Option B1. Mr. Long said that if the budget was insufficient the bike lane could remain at grade from Lincoln to 14 Mile.

2. Woodward Ave Road Diet – MDOT DRAFT Scope of Work

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

Mr. Long stated that the efforts to make Woodward narrower and safer stemmed from two pedestrian deaths which occurred near the Forest and Woodward intersection. He noted that it would also increase connection between the east and west sides of Birmingham. He briefly noted Ferndale was able to get a 35 mph speed limit on Woodward that Birmingham would not qualify for. He noted that Birmingham was working to increase Woodward's safety and that those efforts often encountered resistance from MDOT.

Mr. Zane noted that Birmingham's conditions around Woodward were unique in that Birmingham's downtown was much closer to Woodward than Royal Oak's, and that Birmingham wants to be a walkable city whereas Bloomfield Twp. does not.

SP Cowan noted that communities along Woodward have started collaborating on ideas for how Woodward could be made safer.

Mr. Zane said that the Woodward road diet could still be beneficial if it limited to the stretch where pedestrians would be most interested in crossing.

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

- H. Miscellaneous Communications
- I. Next Meeting

J. Adjournment

No further business being evident, the Board adjourned at 7:27 p.m.

Brooks Cowan, Senior Planner

Multi-Modal Transportation Board Proceedings February 2, 2023

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Laura Eichenhorn, City Transcriptionist



MEMORANDUM

Police Department

DATE: February 24th, 2023

TO: Multi-Modal Transportation Board

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

SUBJECT: S. Eton Roadway Design Study Session

INTRODUCTION:

The Multi-Modal Transportation Board has reviewed ways to enhance safety for pedestrians, cyclists, and automobile traffic on S. Eton Road for a number of years. The City's Multi-Modal Transportation Plan recommends enhanced pedestrian crossings and a cycle track along this corridor as a part of the City's neighborhood bike loop.

BACKGROUND:

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 vehicular speeds. After the trial period, the board was tasked with evaluating the impact of the road pattern on pedestrian, bicycle, and automobile safety.

The road pattern striping has been in place on S. Eton since 2019. The City's traffic engineering consultants Fleis & Vandebrink (F&V) have provided a report detailing before and after data for pedestrians, bicyclists, and motorists which includes accident counts, traffic counts, and traffic speed for the MMTB to consider for future road pattern recommendations. In September of 2021, the City of Birmingham posted a survey online to obtain resident feedback on the temporary striping.

On October 7th, 2021 (<u>Agenda</u> – <u>Minutes</u>), the Multi-Modal Transporation Board reviewed the analysis report from F&V of pedestrian, bicycle, and vehicular traffic before and after the striping on S. Eton Road. Results indicated a large increase in the amount of bicycle volume. Results of the online survey were also reviewed. The Board discussed the pros and cons of the current

design, and how an opportunity for a more permanent design should be considered when the City repaves S. Eton projected for the summer of 2024.

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

On November 3rd, 2022 (<u>Agenda</u> – <u>Minutes</u>), The City began a preliminary review of S. Eton design concepts with the Multi-Modal Transportation Board. Staff and the traffic consultants wanted to narrow down alternatives prior to conducting a more in depth analysis. The goal of the preliminary review was to gain general consensus from the MMTB that the four alternatives being discussed are the top priorities for consideration. The concepts reviewed were as follows:

S Eton Road: Lincoln to Yosemite

Maintain as-is

Leave two-way cycle track between Lincoln and Yosemite as-is on the same level of road as the vehicular lane with physical buffers between the vehicular lane and bike lane.

Alternative A

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

Alternative B

Bi-diretional bike lanes going with the flow of traffic for the northbound and southbound lanes. Curbs on the east and west side of the street would be extended in and both bike lanes would be above the curb.

Alternative C-1

Bi-diretional bike lanes going with the flow of traffic for the northbound and southbound lanes. Both bike lanes would be inside of the curb. On-street parking would be between the vehicular travel lane and the bike lane.

Alternative C-2

Bi-diretional bike lanes going with the flow of traffic for the northbound and southbound lanes. Both bike lanes would be inside of the curb. The bike lane would be between the vehicular travel lane and the on-street parking.

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

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

On February 2nd, 2023 (<u>Agenda</u>), The MMTB reviewed results of the open house and discussed preferences regarding the proposed concepts. In regards to the votes received during the open house, Alternative B received the highest count. Alternative B is the raised bike lanes above the curb on each side of the street traveling with the flow of vehicular traffic. Below is a summary of the comments received for each of the alternatives proposed at the open house, as well as a summary of the comments left on the aerial image roll plot.

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

- People who are driving out of the neighborhood will not look for/might not be aware of northbound cyclists.
- Cars might still just pull up to the curb lines along the west side of the street and this will block the cycle track.
- Any new paths will cut into green space between S Eton and the sidewalk, impacting existing trees.

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

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

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

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

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- Need school/church access on Melton.
- Intersection at Sheffield:
 - Insert a roundabout?

It was noted by staff that pedestrian crossings and connectivity were a top priority. The final plans would incorporate permanent bumpouts in areas that are currently painted in order to reduce crossing distance and slow vehicular traffic. The City's traffic consultant discussed S. Eton's temporary striping project from 2019 and how the painted bump-out locations were based on the <u>Ad Hoc Rail District Report</u> from 2016 (Accepted by City Commission <u>January 9th, 2017</u>). The final plans for pedestrian bumpouts would be based on similar locations, though input on areas of concern could lead to additional bumpout locations.

Given that Alternative B received the most positive feedback from the January 2023 open house, the presentation on February 2nd, 2023 to the MMTB focused on this concept, now titled B1. A

hybrid alternative B2 concept that includes a raised bike lane above the curb on the west side of the street and a street level bike lane below the curb on the east side of the street was also proposed for discussion.

In regards to issues on the west side of S. Eton between Lincoln and Yosemite, city staff discussed the locations of the bike lanes and pedestrian bumpouts in relation to the existing sidewalk, the street trees, driveways, utility poles, and the curb. Staff indicated the bike lanes would be closer to the curb to maintain the existing trees and sidewalk. More detailed analysis would be required on these issues, however staff wanted input on preferences from the MMTB before narrowing their focus.

In regards to issues on the east side of S. Eton between Lincoln and Yosemite, accomodating all existing streetscape along the commercial corridor while adding a bike lane and maintaining onstreet parking presents a set of challenges. It is possible to adjust the location of on-street parking spaces to accommodate greater turning visibility. A number of residents and open house participants commented on dificulties with visibility when turning onto S. Eton from the commercial access streets, particularly around Griffin Claw and Whistle Stop on Palmer Ct and Hazel Ave.

On February 2nd, 2023, the MMTB indicated a preference for the alternative B1 from Lincoln to Yosemite that includes bike lanes on each side of the street above the curb, while maintaining on-street parking and two vehicular travel lanes. It was requested that staff conduct a more detailed analysis of how this could be accomplished and what issues the City may encounter. The MMTB wanted to be conscientous of cost and realistic about what could be accomplished while also striving to accommodate the best possible plan complete streets plan.

City staff also discussed the stretch of S. Eton between 14 Mile and Lincoln. The traffic pattern could be left as-is with on-street parking on the west side and sharrows painted in the vehicular travel lanes. Or, staff could examine the potential to extend bike lanes from Lincoln to 14 Mile in the City's right-of-way space between the sidewalk and the curb. The MMTB indicated a preference for extending the bike lanes all the way to 14 Mile to encourage more connectivity within the City and neighboring communities. A longer bike lane without an abrupt ending would enhance non-motorized safety and complete streets connectivity.

ANALYSIS:

S. Eton: Lincoln to Yosemite

City's traffic consultants and staff have conducted a more in depth review of the preferred concept with bike lanes above the curb on each side of the street (Option B1). The City has determined that it will not be disturbing any existing amenities on the east side of S. Eton given the project's budget. In order to accommodate for the necessary space, an additional 4-7 feet of right-of-way would have to be paved on the western residential side of S. Eton to provide enough space for bi-directional bike lanes, a parking lane, and two vehicular travel lanes. The newly paved bike lanes in the existing right-of-way would not interefere with existing trees, though residents between Lincoln and Yosemite with sideyard garages facing S. Eton have expressed concerns about losing driveway space for parking if this occurs.

In order to address frequent concerns about the lack of visibility when turning onto S. Eton from the commercial areas (Rail District), the City's traffic consultant conducted an Intersection Sight Distance (ISD) evaluation between Lincoln and Yosemite using the guidelines from the <u>Oakland</u>

<u>County Road Commission</u> (pg. 61, Figure 6-1). The sight distance angle is measured 18 feet ahead of the stop sign observation point, and 280 feet down the street where the turning motion is being made. The result of the Intersection Sight Distance analysis is that very few parking spaces on S. Eton satisfy the visibility safety guidelines. Only three parking spaces on S. Eton between Lincoln and Yosemite are outside the visibility angles which are located between Haynes Street and Bowers Street. Please see attached illustration provided by F&V for further detail related to the analysis.

The Michigan Vehicle Code dictates the required distance parking spaces must be set back from an intersection which is 20 feet from a crosswalk and 30 feet from a stop sign or traffic signal. The City of Birmingham uses these guidelines to paint curbs yellow and delineate where vehicles can and cannot be parked. This requirement is used as a minimum, however there are instances when traffic and speeds are such that moving parking spaces further away from an intersection to offer greater sight distance is merited.

Considering feedback from residents regarding the sight distance on S. Eton from the commercial area, there appears to be a desire to move parking spaces beyond the minimum Michigan Vehicle Code requirements to enhance visibility. The Intersection Sight Distance (ISD) evaluation could be considered as a guideline to justify relocating or removing parking spaces in areas where parked cars limit visibility and create hazardous situations.

Given the issues with sight distance, City staff recommends that the MMTB consider updated alternatives that involve removing on-street parking on S. Eton between Lincoln and Yosemite. A review of potential concepts has indicated that it is dificult to accommodate for all of the priorities of the Multi-Modal Transportation Plan recommendations, complete streets policies, pedestrian safety, bike safety, driver safety, and parking concerns. Final plans will have to make some type of trade-offs in priorities.

It is of note that in 2016, the city created an Ad Hoc Rail District Committee to review Multi-Modal Transportation recommendations and parking concerns in the Rail District (AHRD Report - Parking Section). Parking counts were conducted at multiple times on a Wednesday and a Friday. The report's parking findings were that most on-street parking along S. Eton occurred between Cole & Webster during the afternoon, while most on-street parking occurred near Griffin Claw in the evening. The findings also concluded that nearly all sights had adequate off-street parking (as required by the Zoning Ordinance), and that Griffin Claw reached parking lot capacity in the evenings while its surrounding parking lots were empty.

At that time, Griffin Claw patrons were less likely to use Whistle Stop's parking lot. However, it now appears that patrons of both businesses are comfortable using both parking lots. When Whistle Stop went through the SLUP review process with the Planning Board and City Commission for their expansion in 2020, it was discussed how the neighboring properties have an informal agreement regarding an understanding of sharing their parking lots.

There are approximately 51 parking spaces on the east side of S. Eton between Lincoln and Yosemite since the area was repainted in 2019. City staff would also like to point out that there are 15 off-street angled public parking spaces in front of Bolyard Lumber and Roy Schecter & Vocht that are available for the public to use at any time. Additional signage could be used to make drivers aware of such parking spaces.

Historic parking counts have demonstrated that most on-street parking along S. Eton occurs near Cole Street during the day, and near Whistle Stop and Griffin Claw in the mornings and evenings. The subject streets are the areas where visibility concerns are the hightest. Therefore, if parking spaces are only removed for safety reasons in these locations, S. Eton's design would result in a designated parking lane that is only usable in a small number of locations.

Removing the on-street parking on S. Eton between Lincoln and Yosemite could enhance safety for pedestrians, cyclists and vehicles while taking a step towards the complete streets policy the City adopted in July of 2011 (Resolution). Conversely, businesses on S. Eton may be opposed to losing quick access parking spaces in the front and having patrons use the on-site lots in the rear. Residents may also be concerned that commercial patrons may choose to park on the residential streets instead of the commercial parking lots.

Given the preference towards the alternative B concept with bike lanes above the curb on each side of the road, and the sight line issue with on street parking, City staff recommends that the MMTB consider whether to keep the on-street parking and have an additional 4-7 feet of impervious surface paved into the right-of-way on the west side of the road, or, to remove on-street parking on the east side of the road to accommodate more space and safety for multi-modal amenities.

S. Eton Concepts for March 2023 Meeting: Lincoln to Yosemite - Updated

If the MMTB would like to consider removing parking on the east side of S. Eton, City staff would like to notify the adjacent businesses, have a preliminary discussion with them, and invite them to the April meeting for public input.

The City has provided the MMTB with four updated concepts for S. Eton between Lincoln and Yosemite. Options B1 and B2 indicate potential concepts while maintaining on-street parking. Maintaining on-street parking requires additional pavement to extend into the residential right-of-way on the west side of the street in order to accommodate bike lanes on each side of the road.

Option B3 and C3 indicate potential concepts for S. Eton with removing on-street parking on the east side of the street. Doing so allows more room to accommodate multi-modal features and eliminates the sight distance concerns residents have cited.

Alternative B1

Bi-diretional bike lanes going with the flow of traffic for the northbound and southbound lanes. Curbs on the east and west side of the street would be extended in. Both bike lanes would be above the curb. The bike lane on the west side of the street would require an additional 4' of pavement into the right-of-way towards the residential properties. On-street parking would remain on the east side of the street.

Alternative B2

Bi-diretional bike lanes going with the flow of traffic for the northbound and southbound lanes. Curbs on the east and west side of the street would remain in the same location. The east side bike lane would be on the same level as the vehicle lane and therefore requires a larger buffer space. The west side bike lane would be above the curb, and would require an additonal 7' of pavement into the right-of-way towards the residential properties. On-street parking would remain on the east side of the street.

Alternative B3

Bi-diretional bike lanes going with the flow of traffic for the northbound and southbound lanes. Curbs on the east and west side of the street would be extended in. Both bike lanes would be above the curb. No additional right-of-way would be disturbed on the residential side of the street. On-street parking would be removed on the east side of the street to improve visibility and accommodate multi-modal features.

Alternative C3

Bi-diretional bike lanes going with the flow of traffic for the northbound and southbound lanes. Curbs on the east and west side of the street would remain in the same location. The bike lanes would be on the same level as the vehicle lane and therefore require a larger buffer space. On-street parking would be removed on the east side of the street to improve visibility and accommodate multi-modal features.

S. Eton: 14 Mile to Lincoln

On Feb 2nd, 2023, the MMTB was also asked to discuss their preference for S. Eton between Lincoln and 14 Mile. As previously stated, the MMTB indicated a preference to extend the bike lanes from Lincoln to 14 Mile. Doing so would establish greater local and regional connectivity for complete streets and would prevent a bike lane from abrubtly ending at Lincoln Ave. The intersection of S. Eton and 14 Mile connects to a bike route in Royal Oak along Cooper Ave, while the N. Eton bike lane connects to a bike route in Troy at the border of Birmingham (Royal Oak network – Troy network). The alternative to extending the bike lanes to 14 Mile would be maintain the existing traffic pattern as-is with sharrows, however the MMTB was not in favor of sharrows.

In regards to project costs, City staff has also been in communication with SEMCOG and MDOT regarding a TAP Grant (Transportation Alternatives Grant). Preliminary discussions were that TAP Grant funding is allocated for multi-modal plans along popular areas (such as the Rail District) that enable safe connectivity to other other popular areas. Thus, extending the bike lanes to 14 Mile most likely increases the chances for TAP Grant funding to cover the expense of the additional bike lanes.

In considering some of the amenities heading north from the Rail District, Eton Road connects to Whole Foods, Canelle Patisserie, Eton Street Market, Pembroke Park, Pembroke Middle School, and then leads to Troy where the bike network connects to Somerset, Beach Road, Squirrel Road, and Kensington Road.

When heading south from the Rail District, S. Eton connects to Kenning Park's tennis courts and baseball fields, Birmingham's ice arena and skate park, and the Forest Hills Swim Club. Further on south beyond 14 Mile, S. Eton turns into Cooper Ave which is part of Royal Oak's bike network. This connects to Ray's ice cream, Bowlero, and Normandy which is used an as an arterial connector for surrounding areas.

Royal Oak's bike network can be used to access its neighboring cities of Berkley, Huntington Woods, Madison Heights, and Ferndale. It is also important to note that the City of Detroit has taken great effort to create the Joe Louis Greenway bike network that will connect into Ferndale's bike network. Highlighting that Birmingham's new bike lanes will connect into the regional bike network enhances the probability for TAP Grant funding.

S. Eton Concepts: Lincoln Ave to 14 Mile

If the MMTB wishes to extend bike lanes from Lincoln Ave to 14 Mile, staff recommends considering whether to place the bike lanes above the curb, or below the curb. Placing the bike lane above or below the curb changes the amount of additional pavement that would be placed in the existing right-of-way.

Alternative B1

Bike lanes placed above the curb. Curb to curb distance would remain the same at 28' with two vehicular travel lanes and on-street parking on the west side of S. Eton. 10' of additional pavement would be placed on each side of the right-of-way to accommodate new bike lanes.

Alternative C1

Curb to curb distance would expand from 28' to 44' with two vehicular lanes and on-street parking. The addition of a 3' buffer zone and 5' bike lane on each side of the street would cause the curb to shift an additional 8' into the right-of-way from the current location.

RECOMMENDATION:

To review the conceptual alternatives and provide direction on design preferences for S. Eton Road between 14 Mile and Yosemite.

For S. Eton between Lincoln Ave and Yosemite, City staff recommends the MMTB consider the following:

1.) Keep on street parking and pave additional 4'-7' in the residential right-of-way to accommodate bike lanes with options B1 or B2;

OR

2.) Remove on-street parking due to safety and visibility concerns and to accommodate bike lanes without paving additional space in the residential right-of-way with options B3 or C3.

For S. Eton between 14 Mile and Lincoln Ave, City staff recommends that the MMTB consider the following:

1.) Place bike lanes above the curb with an additional 8' of pavement on each side of S. Eton;

OR

2.) Place bike lanes on street, below the curb with an additional 10' of pavement on each side of S. Eton.

SOUTH ETON

DESIGN ALTERNATIVES

MARCH 2, 2023



S ETON REDESIGN OVERVIEW

- S Eton will be resurfaced in 2024
- Public Workshop held in January showing three potential designs
- Raised Bike Lanes was preferred favorite
- Extending bike lanes south from Lincoln to 14 Mile was recommended for consideration at February MMTB meeting
- Design alternatives and criteria developed based on public and City feedback

PREVIOUS DESIGN OPTIONS









S ETON 2016 PARKING STUDY ON-STREET PARKING





PARKING COUNTS



*Parking study was conducted by F&V in 2016, before S Eton was re-striped. Counts shown above taken on Fri, Sept. 23rd from 5pm to 6pm. Less than 60% occupied
 61 - 80% occupied

Rail District report also conducted parking counts confirming that Cole St, Palmer St, and Hazel St have the most on-street parking.



EXISTING SIGHT DISTANCE ISSUES - ILLUSTRATES WHERE SIGHT DISTANCE STANDARDS NOT MET



ON-STREET PARKING IF SIGHT DISTANCE ISSUES ARE REMOVED



S ETON ALTERNATIVES ALTERNATIVE CRITERIA

- Meets city plan goals (bike connections, reduce pedestrian conflicts)
- Overall safety
- Walkability (less crossing distance, etc.)
- Bikeability
- Cost (new curbing)
- Parking impacts on businesses
- Parking impacts on homes



ALTERNATIVE CONCEPTS S ETON - NORTH OF LINCOLN OPTIONS

ON-STREET PARKING REMAINS		
CURB MOVES	CURB DOESN'T MOVE	
 Alternative B1: Raised Bike Lanes in both directions w/ amenity buffers 	 Alternative B2: Raised Bike Lane w/ amenity buffer SB and Street Level Bike Lane w/ buffer zone NB 	

ALTERNATIVE B1 – RAISED BIKE LANES, BOTH CURBS MOVE



ALTERNATIVE B2 - RAISED BIKE LANE SB / STREET LEVEL BIKE LANE NB



*Larger details in following slides

REMOVAL OF ON-STREET PARKING			
CURB MOVES	CURB DOESN'T MOVE		
 Alternative B3: Raised Bike Lanes in both directions w/ amenity buffers 	 Alternative C3: Street Level Bike Lanes in both directions w/ buffer zones 		

ALTERNATIVE B3 - RAISED BIKE LANES, BOTH CURBS MOVE



ALTERNATIVE C3 – STREET LEVEL BIKE LANES, NO CHANGE TO CURB



ALTERNATIVE CONCEPTS

S ETON - NORTH OF LINCOLN OPTIONS

ON-STREET PARKING REMAINS		
CURB MOVES	CURB DOESN'T MOVE	
 Alternative B1: Raised Bike Lanes in both directions w/ amenity buffers 	 Alternative B2: Raised Bike Lane w/ amenity buffer SB and Street Level Bike Lane w/ buffer zone NB 	

ALTERNATIVE B1 - RAISED BIKE LANES, BOTH CURBS MOVE



ALTERNATIVE B2 - RAISED BIKE LANE SB / STREET LEVEL BIKE LANE NB



ALTERNATIVE CONCEPTS S ETON – NORTH OF LINCOLN OPTIONS

REMOVAL OF ON-STREET PARKING			
CURB MOVES	CURB DOESN'T MOVE		
Alternative B3:	Alternative C3:		
Raised Bike Lanes in both directions w/ amenity buffers	Street Level Bike Lanes in both directions w/ buffer zones		

ALTERNATIVE B3 - RAISED BIKE LANES, BOTH CURBS MOVE





ALTERNATIVE CONCEPTS S ETON – NORTH OF LINCOLN ALTERNATIVE CRITERIA

ON-STREET PARKING REMAINS		REMOVAL OF ON-STREET PARKING		
CURB MOVES	CURB DOESN'T MOVE	CURB MOVES	CURB DOESN'T MOVE	
 Alternative B1: Raised Bike Lanes in both directions w/ amenity buffers 	 Alternative B2: Raised Bike Lane w/ amenity buffer SB and Street Level Bike Lane w/ buffer zone NB 	 Alternative B3: Raised Bike Lanes in both directions w/ amenity buffers 	 Alternative C3: Street Level Bike Lanes in both directions w/ buffer zones 	

CRITERIA TABLE	Alternative B1	Alternative B2	Alternative B3	Alternative C3
Meets City Plan Goals (Bike Connections, Reduce Pedestrian Conflicts)				
Overall Safety				
Walkability (Less Crossing Distance etc.)				
Bikeability				
Cost (New Curbing)				
Parking Impacts on Businesses				
Parking Impacts on Homes				

ALTERNATIVE CONCEPTS S ETON - SOUTH OF LINCOLN OPTIONS

CURB MOVES	CURB DOESN'T MOVE
Alternative C1:	Alternative B1:
Street Level Bike Lanes in both directions w/ buffer zones	Raised Bike Lanes in both directions w/ amenity buffers

ALTERNATIVE C1 - STREET LEVEL BIKE LANES (LOOKING NORTH)



ALTERNATIVE B1 - RAISED BIKE LANES (LOOKING NORTH)



ALTERNATIVE CONCEPTS

S ETON – SOUTH OF LINCOLN ALTERNATIVE CRITERIA

CURB MOVES	CURB DOESN'T MOVE
Alternative C1:Street Level Bike Lanes in both directions w/ buffer zones	Alternative B1: Raised Bike Lanes in both directions w/ amenity buffers

CRITERIA TABLE	Alternative C1	Alternative B1
Meets City Plan Goals (Bike Connections, Reduce Pedestrian Conflicts)		
Overall Safety		
Walkability (Less Crossing Distance etc.)		
Bikeability		
Cost (New Curbing)		
Parking Impacts on Businesses		
Parking Impacts on Homes		

S ETON ALTERNATIVES – BUFFER OPTIONS AMENITY BUFFER OPTIONS



RAISED LANDSCAPE BUFFER



BRICK OR CONCRETE PAVERS



DESIGNED RAILING

BUFFER ZONE OPTIONS



CONCRETE SPACED MEDIANS



POST BARRIERS WITH BUMPOUTS AT INTERSECTIONS



STAMPED/COLORED CONCRETE

S ETON REDESIGN NEXT STEPS

- Outreach to business owners
- MMTB Recommendations
- Second public workshop
- City Commission presentation
- Finalize design
- City Commission approval
- Third public workshop





MICHIGAN VEHICLE CODE (EXCERPT) Act 300 of 1949

257.674 Prohibited parking; exceptions; bus loading zone; violation as civil infraction.

Sec. 674. (1) A vehicle must not be parked, except if necessary to avoid conflict with other traffic or in compliance with the law or the directions of a police officer or traffic-control device, in any of the following places:

(a) On a sidewalk.

(b) In front of a public or private driveway.

(c) Within an intersection.

(d) Within 15 feet of a fire hydrant.

(e) On a crosswalk.

(f) Within 20 feet of a crosswalk, or if there is not a crosswalk, then within 15 feet of the intersection of property lines at an intersection of highways.

(g) Within 30 feet of the approach to a flashing beacon, stop sign, or traffic-control signal located at the side of a highway.

(h) Between a safety zone and the adjacent curb or within 30 feet of a point on the curb immediately opposite the end of a safety zone, unless a different length is indicated by an official sign or marking.

(i) Within 50 feet of the nearest rail of a railroad crossing.

(i) Within 20 feet of the driveway entrance to a fire station and on the side of a street opposite the entrance to a fire station within 75 feet of the entrance if properly marked by an official sign.

(k) Alongside or opposite a street excavation or obstruction, if the stopping, standing, or parking would obstruct traffic.

(l) On the roadway side of a vehicle stopped or parked at the edge or curb of a street.

(m) Upon a bridge or other elevated highway structure or within a highway tunnel.

(n) At a place where an official sign prohibits stopping or parking.

(o) Within 500 feet of an accident at which a police officer is in attendance, if the scene of the accident is outside of a city or village.

(p) In front of a theater.

(q) In a place or in a manner that blocks immediate egress from an emergency exit conspicuously marked as an emergency exit of a building.

(r) In a place or in a manner that blocks or hampers the immediate use of an immediate egress from a fire escape conspicuously marked as a fire escape providing an emergency means of egress from a building.

(s) In a parking space clearly identified by an official sign as being reserved for use by disabled persons that is on public property or private property available for public use, unless the individual is a disabled person as described in section 19a or unless the individual is parking the vehicle for the benefit of a disabled person. In order for the vehicle to be parked in the parking space the vehicle must display 1 of the following:

(i) A certificate of identification or windshield placard issued under section 675 to a disabled person.

(*ii*) A special registration plate issued under section 803d to a disabled person.

(iii) A similar certificate of identification or windshield placard issued by another state to a disabled person.

(*iv*) A similar special registration plate issued by another state to a disabled person.

(v) A special registration plate to which a tab for persons with disabilities is attached issued under this act.

(t) In a clearly identified access aisle or access lane immediately adjacent to a space designated for parking by persons with disabilities.

(u) On a street or other area open to the parking of vehicles that results in the vehicle interfering with the use of a curb-cut or ramp by persons with disabilities.

(v) Within 500 feet of a fire at which fire apparatus is in attendance, if the scene of the fire is outside a city or village. However, volunteer fire fighters responding to the fire may park within 500 feet of the fire in a manner not to interfere with fire apparatus at the scene. A vehicle parked legally previous to the fire is exempt from this subdivision.

(w) In violation of an official sign restricting the period of time for or manner of parking.

(x) In a space controlled or regulated by a meter on a public highway or in a publicly owned parking area or structure, if the allowable time for parking indicated on the meter has expired, unless the vehicle properly displays 1 or more of the items listed in section 675(8).

(y) On a street or highway in such a way as to obstruct the delivery of mail to a rural mailbox by a carrier of the United States Postal Service.

(z) In a place or in a manner that blocks the use of an alley.

Rendered Thursday, February 16, 2023 Page 1 Michigan Compiled Laws Complete Through PA 3 of 2023 Courtesy of www.legislature.mi.gov C

(aa) In a place or in a manner that blocks access to a space clearly designated as a fire lane.

(bb) On a streetcar track or in a manner that blocks, delays, or otherwise interferes with the movement of a streetcar on a streetcar track.

(2) A person shall not move a vehicle not owned by the person into a prohibited area under subsection (1) or away from a curb a distance that makes the parking unlawful.

(3) A bus, for the purpose of taking on or discharging passengers, may be stopped at a place described in subsection (1)(b), (d), or (f) or on the roadway side of a vehicle illegally parked in a legally designated bus loading zone. A bus, for the purpose of taking on or discharging a passenger, may be stopped at a place described in subsection (1)(n) if the place is posted by an appropriate bus stop sign, except that a bus shall not stop at such a place if the stopping is specifically prohibited by the responsible local authority, the state transportation department, or the director of the department of state police.

(4) A person who violates this section is responsible for a civil infraction.

History: 1949, Act 300, Eff. Sept. 23, 1949;—Am. 1977, Act 19, Eff. Oct. 1, 1977;—Am. 1978, Act 510, Eff. Aug. 1, 1979;—Am. 1978, Act 546, Imd. Eff. Dec. 22, 1978;—Am. 1979, Act 66, Eff. Aug. 1, 1979;—Am. 1980, Act 518, Eff. Mar. 31, 1981;—Am. 1985, Act 69, Imd. Eff. July 1, 1985;—Am. 1986, Act 69, Eff. Mar. 31, 1987;—Am. 1986, Act 222, Eff. Oct. 1, 1986;—Am. 1988, Act 150, Eff. Nov. 11, 1988;—Am. 1994, Act 104, Eff. Oct. 1, 1994;—Am. 1998, Act 68, Imd. Eff. May 4, 1998;—Am. 2000, Act 76, Eff. Oct. 1, 2000;—Am. 2021, Act 43, Imd. Eff. July 1, 2021.

Existing Parking

Ad Hoc Rail District Report 2016 - Parking Section Parking Inventory and Study

A Parking inventory was completed in the study area for a better understanding of when and where parking spaces are being utilized. A map of total spaces was created for private lots and on street parking. The results are illustrated in Figure 1, and show an existing parking count of 2,480 spaces in the study area and surrounding neighborhood.

A parking study was also completed to determine parking utilization in the study area. Parking counts were conducted by city staff at 4, 5, and 6pm on Friday September 23rd and Wednesday September 30th, and the data was then analyzed.

The consulting firm Fleis and Vandenbrink was contracted to create a report for the count studies and provide summary tables showing available spaces, occupied spaces, and percent occupancy rate for the north and south zones of the study area. An analysis and conclusion based upon the findings was then made for off street and on street parking situations in each of the zones.

Count data was then entered into a map for each day and time of the study. The maps on the following pages indicate the total counts for each hour of on street and off street parking spaces, and color code the percent occupancy rate in classes for 0, 1-33%, 34-66%, and 67-100%. These maps are shown side by side to visually illustrate the intensities of parking in the district, and how the parking occupancy rates change from 4-6pm in the study area.

Figure 1

Ad Hoc Rail District Report 2016 - Parking Section

Existing Parking

Friday Parking Count: 4:00 PM

S. Eton Rd

- 9 out of 60 spaces on the west side are used
- 16 out of 63 spaces on the east side are used

Off Street Parking

- Parking lots off of Cole Street at or near capacity
- Griffin Claw already above 66% capacity

Residential Parking

- Yosemite and Villa experience overflow throughout the evening.
- Villa stays between 33-66% occupancy rate throughout the Friday study.

Friday Parking Count: 5:00 PM

S. Eton Rd

- 16 out of 60 spaces on the west side are used
- 21 out of 63 spaces on the east side are used

Off Street Parking

- The lots off of Cole Street begin to clear out
- Two of the parcels above 66% are auto repair shops with outdoor vehicle storage.

Friday Parking Count: 6:00 PM

S. Eton Rd

- 26 out of 60 spaces on the west side are used
- 30 out of 63 spaces on the east side are used *the highest occupancy throughout the study
- O spaces on west side, south of Holland are used the entire evening

Off Street Parking

- Griffin Claw parking lot reaches capacity.
- Only 2 of 11 spaces are used in Whistle Stop.
- 0 spaces are used outside of Bolyard Lumber.
- Robot Garage/Watch Hill lot never exceeds 66%.

Ad Hoc Rail District Report 2016 - Parking Section

Wed. Parking Count: 4:00 PM

Wed Parking Occupancy Rate 4pm Rate 0 Yosemite - 1 - 33% 34 - 66% 67 - 100% Villa Residential Permit Parking Haze Haynes 52 Holland 0 Webster 31 29 9 79 14 9 Cole 45 10 0 0 3 16 10 38 Lincoln 39

S. Eton

- 7 out of 60 spaces on the west side are used

- 17 out of 63 spaces on the east side are used

Off Street Parking

- Cole Street's highest occupancy rate for off street lots occurs on weekday during regular business hours.

Wed. Parking Count: 5:00 PM

S. Eton

- 4 out of 60 spaces on the west side are used
- 13 out of 63 spaces on the east side are used *lowest occupancy in the study

Off Street Parking

- The majority of Cole Street parking lots clear out after 5 pm.

Existing Parking

Wed. Parking Count: 6:00 PM

S. Eton

- 8 out of 60 spaces on the west side are used
- 9 out of 63 spaces on the east side are used *lowest occupancy in the study

Off Street Parking

- Griffin Claw's peak parking hours increase during the evening while the rest of the parcels show a decrease in use.

- Shared Parking agreements work best when adjacent or nearby parcels have different peak parking times.

Ad Hoc Rail District Report 2016 - Parking Section

Existing Parking Analysis

For the section north of Holland Road, the parking study by Fleis and Vandenbrink concluded:

- 1) Off street and on-street parking demand is high and the existing spill over parking is impacting Yosemite Boulevard and Villa Road.
- 2) The parking garage beside Big Rock and The Reserve is underutilized.
- 3) Griffin Claw had the most utilized parking lot in north zone.
- 4) The least occupied lots were Whistle Stop and Bolyard Lumber.
 - a) Together these two parcels contain 39 parking spaces, which could be an opportunity for shared parking agreement during nights and weekends.
- 5) During the peak hour there were no available spaces on Northbound Eton between Haynes and Palmer, or southbound Eton between Holland and Bowers.

For the section south of Holland Road, the parking study by Fleis and Vandenbrink concluded:

- 1) The highest parking demand in this area occurs during weekday daytime hours.
- 2) Many off street parking lots along Cole Street were near capacity at 4pm, then relatively vacant after 5pm.
 - a) This may be an opportunity for shared parking agreements to relieve some parking demand in the north zone.
- 3) On street parking is not significantly impacted by the commercial properties.
- 4) The residential neighborhood to the west is not significantly impacted by spillover parking from the Rail District.

The parcel in front of Bolyard Lumber between the street and the building contains 15 parking spaces and is considered public right of way. Based upon the data from the study, these spaces are underutilized. On Friday September 23rd at 6pm, 0 spaces in front of Bolyard Lumber were used, while the east and west side of S. Eton were at or near capacity north of Holland. Better signage could be used to inform drivers and direct them into these spaces to alleviate parking congestion elsewhere.

The parking lots adjacent to Griffin Claw are also considered underutilized at evening hours. During peak parking time, Whistle Stop on the north side utilized 2 of the 11 spaces at 6pm, while 27 out of 44 spaces were utilized in the Robot Garage/Watch Hill parking lot at 6pm. Both of these parking lots have signs indicating parking is for their business only. Whistle Stop, Robot Garage, and Watch Hill have different peak parking hours with Griffin Claw which could be an opportunity for a shared parking agreement.

The on street parking south of Holland is considered underutilized as well. Zero cars parked on the west side of S. Eton between Holland and Lincoln on Friday, while the Wednesday count maxed out at 3 cars. The east side of S. Eton between Holland and Lincoln also had low parking rates. This side had a number of counts with a value of 0, and its maximum occupancy rate never reached above 66%.

Findings

The parking study shows that there is an abundance of parking throughout the study area. However, much of the parking is privately owned for a single use. Parking demand is high for restaurant uses in the evenings and weekends while the office uses have daytime peak parking periods. Shared parking arrangements throughout the study area should be encouraged to maximize the efficiency of existing parking in commercial areas and to eliminate spillover parking into residential areas.

The data from the parking study also supports the Multimodal Transportation Plan's recommendation to eliminate parking on the west side of Eton and use the space for a bike lane. The count data suggests that the study area has enough spaces to accommodate for the loss of parking on the west side of Eton. The highest count for this section was 26 on Friday, September 23rd at 6pm. If these spaces were removed, drivers could still find space in front of Bolyard Lumber and S.Eton between Holland and Lincoln. Available spaces could increase if adjacent businesses entered into shared parking agreements and removed 'business parking only' signs as well, as noted above.

BIRMINGHAM CITY COMMISSION REGULAR MEETING, JULY 11, 2011 RESOLUTION # 07-185-11

Present: Commissioners Dilgard, Hoff, McDaniel, Moore, Nickita, and Sherman Absent: Mayor Rinschler

MOTION: Motion by Hoff, seconded by Dilgard: To formally support the Complete Streets principles in the City of Birmingham:

- WHEREAS, Complete Streets are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities: and
- WHEREAS, the Michigan Legislature adopted Public Acts 134 and 135 of 2010 to enact Complete Streets legislation that requires the Michigan Department of Transportation to consider all users in transportation related projects; and
- WHEREAS, Complete Streets are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, the surrounding community; and
- WHEREAS, development of multi-modal transportation infrastructure, including accommodations for pedestrian, bicycle, and transit riders, offers long-term cost savings by reducing costly infrastructure retrofits and opportunities to create safe and convenient non-motorized travel; and
- WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles; and
- WHEREAS, increasing active transportation (e.g. walking, bicycling and using public transportation) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and
- WHEREAS, existing City of Birmingham plans and policies already support principles that facilitate progress toward developing a network of Complete Streets consistent with the objectives of the Michigan Complete Streets legislation and with the practices promoted by the National Complete Streets Coalition; and
- WHEREAS, Complete Streets principles have been and continue to be adopted nation-wide at state, county, MPO, and city levels in the interest of proactive planning and adherence to federal directives that guide transportation planning organizations to promote multi-modal transportation options and accessibility for all users; and
- WHEREAS, the adoption of this Complete Streets Proclamation allows the City of Birmingham to remain competitive in the pursuit of future state transportation project funding.

- NOW, THEREFORE, BE IT RESOLVED, that the City of Birmingham City Commission hereby declares its support of Complete Streets policies and further directs City staff to develop a set of proposed policies and procedures to implement Complete Streets practices to make the City more accommodating to all modes of travel, including walkers, bicyclists and transit riders, of all ages and abilities.
- VOTE:

Yeas, 6 Nays, None Absent, 1 (Rinschler)

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the above is a true and correct copy of a resolution adopted by the Birmingham City Commission at their regular meeting of July 11, 2011.

Jama M Pierce

Laura M. Pierce City Clerk

Potential Bicycle Routes Map

The Potential Bike Route Map was developed by city staff and adopted in 2008. It identifies both major bike routes used by experienced cyclists in Royal Oak and surrounding communities, and minor bike routes used to get through neighborhoods and connect to parks and schools.

Woodward Avenue Action Association

The Woodward Avenue Action Association (WA³) formed in 1996 as a nonprofit economic development organization representing communities along Woodward Avenue. The WA³ has been successful in obtaining Michigan Heritage Route, National Scenic Byway, and All-American Road designations for Woodward Avenue as well as close to \$5 million in federal funding for various economic development, tourism, promotion and preservation efforts. A number of operating / planning documents have been approved to guide improvement projects along Woodward Avenue, including a Byway Corridor Management Plan, Attractions and Historic Sites, Public Spaces Design Framework Plan, a Transit-Oriented Development Corridor Study, and their own Non-Motorized Plan.

Other Plans & Studies

The City of Royal Oak has initiated various other planning efforts in the past, including the following: the General Development Plan (Master Plan) adopted in 1968 and updated in 1999 and 2012; the Eleven Mile Road Corridor Plan adopted in 1989; the Parks & Recreation Master

11288 Gra it Avenue Detroit, Mic Igan 48213 547-0 50

The MICHIGAN BICYCLING FEDERATION is pleased to invite you to ride on the first coordinated "BIKE ROUTE". It has been established with the cooperation of the Parks and Recreation Departments of the cities through which it runs. There have been established routes in various cities but this new route consolidates them. Many more are planned.

WHAT ARE BIKE ROUTES?..., Bike routes represent a system of secondary routes, usually on low traffic streets, designed to provide a way between parks, picnic areas, schools, recreation centers and cultural centers of the community.

Parents have more peace of mind when their children ride on well marked streets as motorists are prepared and exhibit greater care and responsibility.

Adult riders also appreciate the added safety of the bike route. They are encouraged to use their bicycles more often for fitness or for transportation to their business.

Folice officials find that motorists instinctively lower their speed when they see the bike route sign. Some motorists avoid the bike route streets thus reducing traffic, parking and noise problems in residential areas.

Residents of the community appreciate the added recreational attraction with little or no cost to the community.

<u>REMEMBER</u>....The bike route <u>DOES NOT</u> give you the right to forego the accepted rules of the road, traffic laws and licensing normally associated with bicycles.

Bike routes are a means of encouraging safety and enjoyment, not to ignore them. Ride on the right side of the street, obey all traffic signs, and above all...only one on a bike, please! Lights at night are a must. Bicycle licenses can be obtained only at City Halls.

<u>RIDING TIPS...</u> Proper riding position on your bicycle will result in maximum efficiency. Avoid the common tendency to place the saddle too low. The top of the handle bar should be set no higher than the saddle top. Train yourself to ride straight - look ahead, don't look down at your feet. Proper clothing is important. Light colored, lightweight, close fitting, flexible clothing that doesn't catch the wind, saves weight and reduces effort. Eat lightly and often before the first sign of hunger. Drink also, but nothing cold when you are hot.

We need your help to promote good bicycling in all its phases throughout the State. Support the efforts of the MICHIGAN BICYCLING FEDERATION by joining one of the many bicycling clubs or organizations in the State. The majority of these bicycling organizations are affiliated with the . MICHIGAN BICYCLING FEDERATION.

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For further information, write to the M.B.F. (address above) or call at (313) 547-0050.

Enjoy your ride!

MIKE WALDEN, President Michigan Bicycling Federation FRED HAMANN, Vice-President Touring, Michigan Bicycling Federation

THE MICHIGAN BICYCLING FEDERATION welcomes any questions or suggestions on any phase of bicycling. If a reply is needed, please enclose a stamped, self-addressed envelope.

It is hoped that as a supporter of MICHIGAN BICYCLING FEDERATION you will:-

Be courteous and obey all the rules of the road. Help the energy crisis by riding your bicycle regularly. Do your part for ecology by not being a litter bug. Support the efforts of Michigan Bicycling Federation in the promotion of bicycling in all its phases.

MICHIGAN BICYCLING FEDERATION information number is:- (313) 547-0050

![](_page_39_Figure_0.jpeg)

![](_page_40_Picture_2.jpeg)

Brooks Cowan <bcowan@bhamgov.org>

## **Re: MMTB S. Eton planning requests**

#### Nicholas Dupuis <ndupuis@bhamgov.org>

Thu, Jan 19, 2023 at 12:59 PM

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

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

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

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

Dear Mr. Dupuis,

Happy New Year to you and yours!

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

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

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

Thank you.

Romel Llarena

<1674147088865blob.jpg>

## Nicholas J. Dupuis

Planning Director

![](_page_41_Picture_2.jpeg)

Office: 248-530-1856 Social: Linkedin

\*Important Note to Residents\*

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

![](_page_42_Picture_2.jpeg)

Brooks Cowan <bcowan@bhamgov.org>

## Eton Street Feedback

1 message

**Ryan Tate** <ryan.c.tate@gmail.com> To: Brooks Cowan <bcowan@bhamgov.org> Cc: Marci Hensley <marcihensley@hotmail.com> Fri, Jan 27, 2023 at 5:39 PM

Brooks,

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

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

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

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

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

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

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

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

considered during future revisions of the plan.

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

Thanks,

Ryan Tate & Marci Hensley

1999 Hazel St.

![](_page_44_Picture_0.jpeg)

## **MEMORANDUM**

**Planning Division** 

DATE:February 24th, 2023TO:Multi-Modal Transportation BoardFROM:Brooks Cowan, Senior Planner<br/>Ryan Kearney, Police Lieutenant<br/>Melissa Coatta, Engineering Department<br/>With assistance from:<br/>Brad Strader, MKSK<br/>Julie Kroll, Fleis & VandenbrinkSUBJECT:Adams Road - Road Diet Scope of Work Verification

Adams Road is scheduled for resurfacing in the summer / fall of 2024. Attached is a draft scope of work provided by the City's traffic consultant's F&V for road diet checklist requirements. Staff recommends that the MMTB review the scope of work, provide any commentary, and verify that is it satisfactory.

![](_page_45_Picture_0.jpeg)

February 23, 2023

Via email: bcowanbhamgov.org Brooks Cowan Senior Planner City of Birmingham 151 Martin Street Birmingham, MI 48012

#### RE: Road Diet Study Adams Road, Buckingham Ave. to N. City Limits Birmingham, Michigan

Dear Brooks,

We appreciate the opportunity to present you with our proposal to provide Traffic Engineering Services for Adams Road in the City of Birmingham, Michigan. Our understanding of the project needs, proposed scope of work, and associated fees are outlined below.

### **Project Understanding**

The purpose of this project is to perform a Road Diet Study with a Synchro/ SimTraffic model to evaluate the traffic impact and projected operations of 4 Lane to 3 Lane "road diet". The 3-Lane roadway would provide one lane in each direction with a shared center left-turn lane. The study will evaluate the existing 4-lane and the future 3-Lane operations during the weekday AM, Midday (off-peak), School PM, and PM peak within the study limits. The work plan for this project is summarized below:

![](_page_45_Figure_8.jpeg)

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

## **Scope of Services**

#### 1. Data Collection

- a. Provide a description of the study area including surrounding land uses, intersection and roadway geometries, speed limits, functional classifications, and traffic volume data (where available). In addition, a study area site map showing the site location and the study intersections will also be provided.
- b. Obtain existing signal timing information from the Road Commission for Oakland County (RCOC) at the study intersections.
- c. Collect weekday AM (7:00 AM to 9:00 AM), Mid-Day (11:00 AM to 1:00 PM), and PM (2:00 PM to 6:00 PM) peak period turning movement counts at the following study intersections on Adams Road.
  - Buckingham Ave. (signalized)
  - Madison Street
  - Westboro Drive
  - Rivenoak Street

- Kennesaw Street
- Derby Road (signalized)
- Wimbledon Drive
- Abbey Street
- d. Apply a seasonal adjustment factor to the traffic volumes to calculate an average annual daily traffic volume for use in the study.

#### 2. Analysis

The analyses will include the following analysis scenarios:

| SCENARIO                     | VOLUMES              | GEOMETRY | PEAK<br>PERIODS       |
|------------------------------|----------------------|----------|-----------------------|
| Existing Conditions          | 2023 Traffic Volumes | 8 Lanes  | AM, MD, School PM, PM |
| Road Diet – Existing Traffic | 2023 Traffic Volumes | 6 Lanes  | AM, MD, School PM, PM |
| Road Diet – Horizon Traffic  | 2043 Traffic Volumes | 6 Lanes  | AM, MD, School PM, PM |

- a. Calculate the vehicle delays, LOS, and vehicle queues at the study intersections during the AM, MD (off peak), School PM, and PM peak hours. Intersection analysis shall include LOS determination for all approaches and movements. The LOS will be based on the procedures outlined in the HCM 6<sup>th</sup> Edition, the latest edition of Transportation Research Board's Highway Capacity Manual.
- b. Calculate the future background traffic volumes based on data provided from SEMCOG.
- c. Consider existing and future operations and impacts to pedestrian, bicycle and transit facilities with the implementation of the Road Diet.
- d. Identify improvements (if any) for the study road network that would be required to accommodate the 3-Lane geometry.
- e. Perform a crash analysis at the study intersections and segment for the most recent five (5) years of available data and provide recommended mitigation measures, if any, to improve safety along the corridor.
- f. Perform a Highway Safety Manual analysis to evaluate the predictive crashes associated with the road diet implementation and any additional mitigation measures identified in the crash analysis.

### 3. Recommendations

- a. Identify improvements (if any) for the study road network that would be required to accommodate the 3-Lane geometry including the following considerations:
  - Intersection Geometry
  - Auxiliary Lanes

![](_page_46_Picture_29.jpeg)

- Crash Mitigation/Safety
- Multi-Modal (Bikes, transit, etc)

#### 4. Deliverables

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