

AGENDA
REGULAR MEETING OF THE BIRMINGHAM PLANNING BOARD
THURSDAY MARCH 3RD, 2022

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

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

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

- A. Roll Call
- B. Introductions & Chairpersons Comments
- C. Review of the Agenda
- D. Approval of Minutes, Meeting of **February 3rd, 2021**
- E. Unfinished Business
- F. New Business
 - 1. Best Practices in Transportation: Traffic Calming and Speed Tables**
 - 2. MMTP Roadway Improvements**
 - i. Redding at Woodward**
 - 3. Woodward Road Diet**
- G. Meeting Open to the Public for items not on the Agenda
- H. Miscellaneous Communications
- I. Next Meeting – **April 7th, 2022**
- J. Adjournment

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

DRAFT

City Of Birmingham Multi-Modal Transportation Board Thursday, February 3, 2022

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

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, February 3, 2022. As the Board had no Chair, SP Cowan convened the meeting at 6:12 p.m.

A. Rollcall

Present: Board Members David Hocker, Anthony Long, Tom Peard, Victoria Policicchio, Doug White, Joe Zane

Absent: Board Member David Lurie; Alternate Board Member Amanda Fishburn (present via Zoom and therefore not voting)

Administration:

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

MKSK: Brad Strader

The MMTB held elections for the Chair and Vice-Chair positions.

Motion by Mr. Hocker

Seconded by Mr. Peard to nominate Doug White to serve as the Chair for the MMTB.

Motion carried, 6-0.

VOICE VOTE

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

Nays: None

Motion by Mr. Hocker

Seconded by Mr. Long to nominate Tom Peard to serve as the Vice-Chair for the MMTB.

Motion carried, 6-0.

VOICE VOTE

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

Nays: None

B. Approval of MMTB Minutes of December 2, 2021

Motion by Mr. Zane

Seconded by Mr. Peard to approve the MMTB Minutes of December 2, 2021 as submitted.

Motion carried, 6-0.

VOICE VOTE

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

Nays: None

C. Introductions & Chair Comments

The Board members, Staff and consultants briefly introduced themselves since there were new Board appointees.

D. Review of the Agenda

E. Unfinished Business

None.

F. New Business

1. Multi-Modal Transportation Board summary of duties and best practices

Mr. Strader and Staff presented the item.

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

H. Miscellaneous Communications

Mr. Zane said he was interested in the MMTB looking into two topics: how the City might use the data that will be available from vehicles as 5G comes online, and whether a shuttle service that does a loop around the City, stopping at various destinations and parking, might help ease some of the parking pressures.

SP Cowan noted that some kind of shuttle service is proposed in the draft of the 2040 Plan and may come to the MMTB for future consideration.

There was brief discussion about how autonomous vehicles might improve safety on Woodward for pedestrians and drivers.

I. Adjournment

No further business being evident, the board members adjourned at 7:25 p.m.

Brooks Cowan, Senior Planner

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

Laura Eichenhorn
City Transcriptionist



MEMORANDUM

(Planning Division)

DATE: February 24th, 2022

TO: Multi-Modal Transportation Board

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

SUBJECT: Best Practices in Transportation: Traffic Calming and Speed Tables

Reducing vehicular speed throughout the City is a common discussion point to enhance pedestrian and non-motorized transportation safety. The Multi-Modal Transportation Board has previously inquired about policy related to speed tables in residential neighborhoods as a method to encourage vehicles to slow down.

In order to assist the MMTB in considering if the wish to further explore such a policy, the City's traffic consultants have put together a presentation going over best practices for speed tables.

TRAFFIC CALMING OVERVIEW

MULTIMODAL TRANSPORTATION CONSULTING

MARCH 3, 2022



TRAFFIC CALMING

- Common complaints about vehicles speeding on residential streets to the Birmingham Police Department and the Multimodal Transportation Board
- We reviewed national best practice manuals
- We reviewed traffic calming programs in other cities in the area (Rochester Hills, Farmington Hills, Ferndale, Pleasant Ridge, Detroit, Ann Arbor, Grand Rapids)
- This presentation covers what we have learned so the Board can direct us if and how we should proceed.



RESIDENTIAL SPEED STUDIES IN BIRMINGHAM

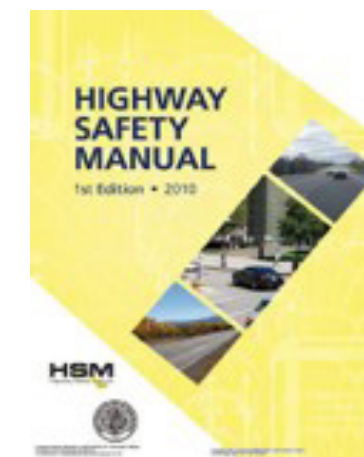
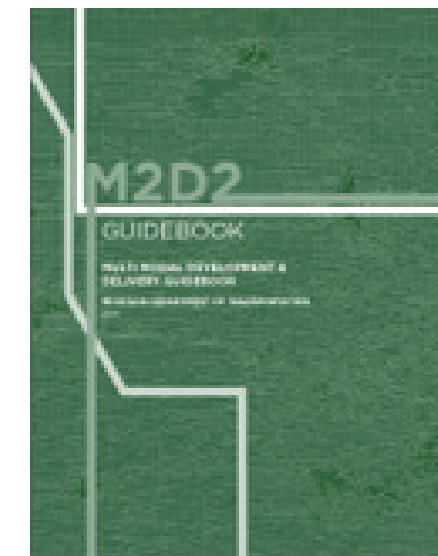
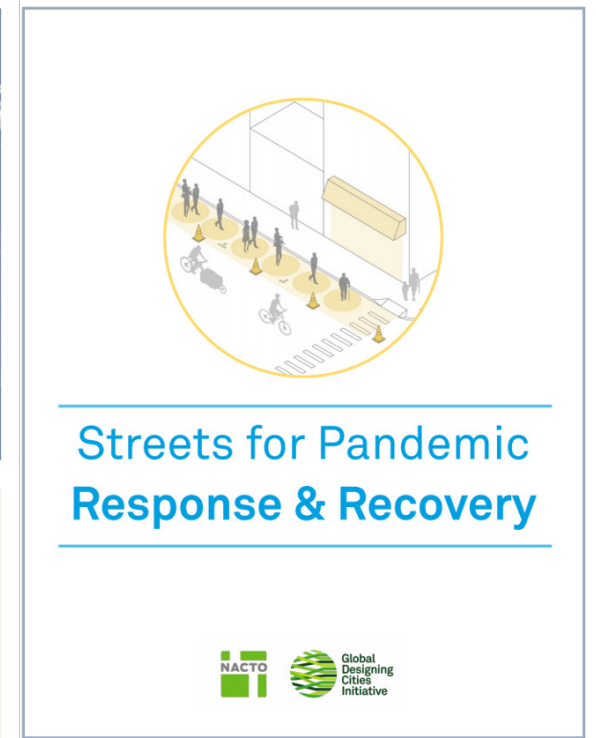
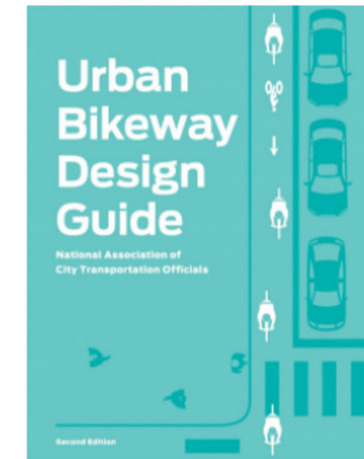
Speed studies show most streets have speeds about 24-28 MPH (85th percentile speeds), a few streets have higher speeds, mostly wider ones

- Traffic speeds are actually lower than speeds in similar cities (often 32-35+ mph)
- Speed table signs are rotated so most streets have a speed sign every few years
- Speed studies based on complaints and observations



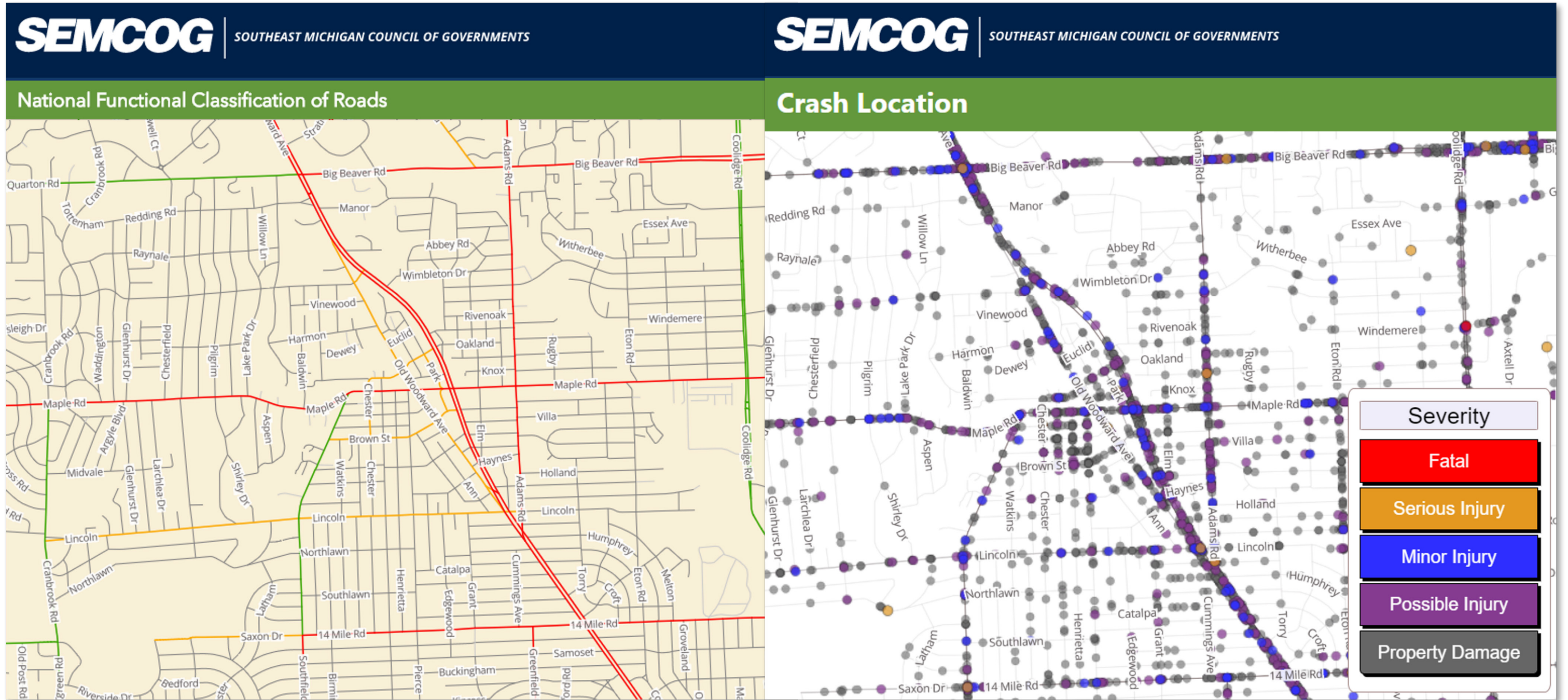
RESOURCES

- Highway Safety Manual (HSM)
- FHWA Proven Safety Countermeasures
- Michigan Manual on Uniform Traffic Control Devices (MMUTCD)
- NACTO
- National Cooperative Highway Research Program (NCHRP)
- MDOT Multi Modal Development & Delivery Guidebook (M2D2)
- ITE Community Web Exchange
- Our team's experience in over 100 cities
- FHWA TAP (Transportation Alternatives Program) Grant
- MDOT Small Urban Program (Grant)
- SEMCOG Crash Information



RESOURCES: SEMCOG

<https://maps.semcog.org/>



TRAFFIC CALMING MEASURES

Speeds are usually influenced by the width of the street, its design, on-street parking, and the context (street trees, setbacks, sight distance)

- Stop signs - don't usually work
- Reduced street width - may or may not impact speeds
- Add bike lanes, parking, etc. to reduce the width for driving
- Chicanes
- Pedestrian crossings - midblock crossing and raised crossings
- Raised intersections
- Traffic calming islands
- Speed humps
- Speed warning and other signs



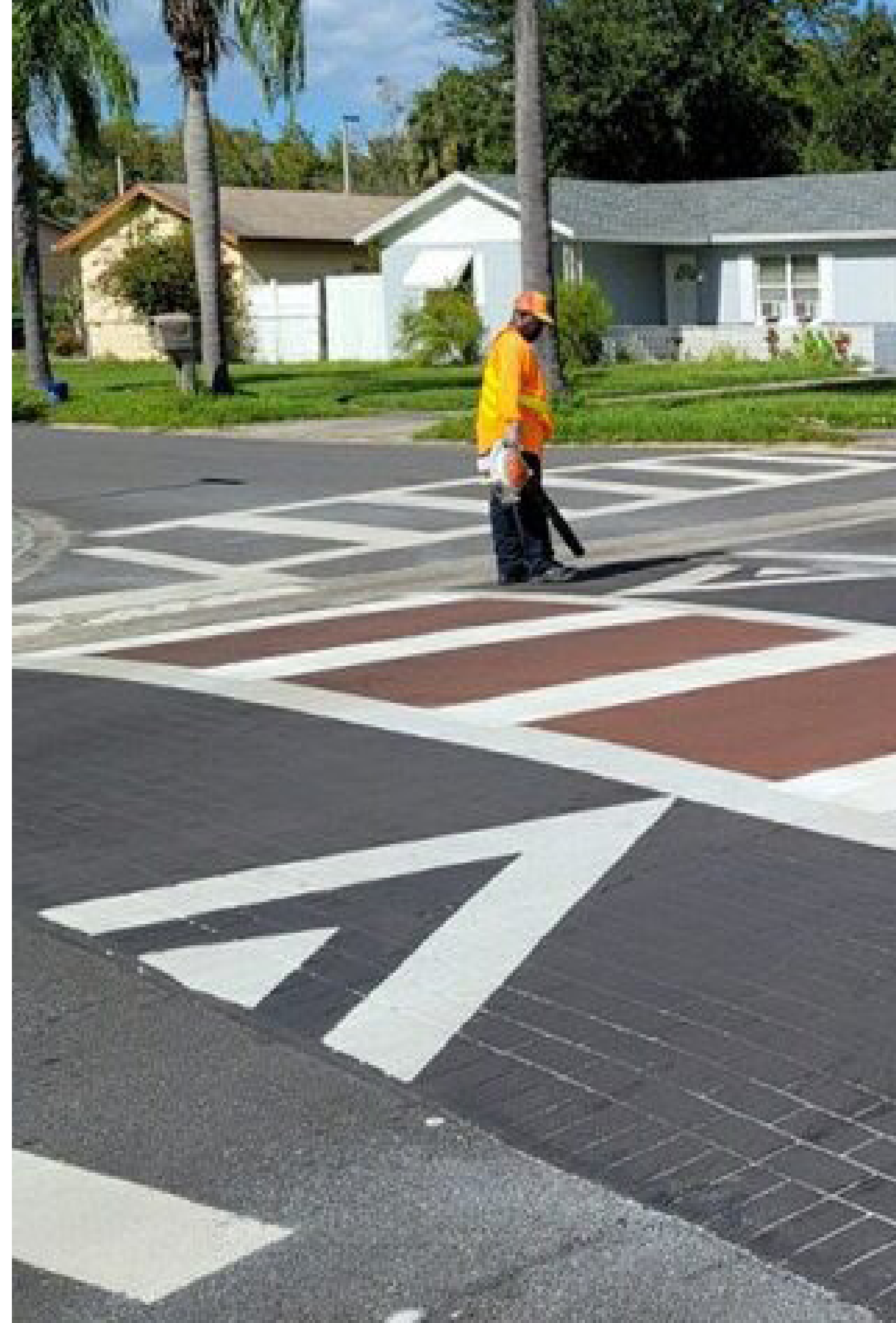
RAISED INTERSECTIONS & PEDESTRIAN CROSSINGS

Raised Intersections

- ADA-compliant and detector strips required
- Reinforce slow speeds
- Bollards along corners keep motorists from crossing into pedestrian zones

Raised pedestrian crossings

- Where an unsignalized crossing exists at a transit stop, enhanced crossing treatments or actuated signals should be added



SPEED TABLES VS SPEED HUMPS - TYPICALS

Speed table:

- 22' long, 3"-3.5" height for streets
- For streets posted for 25-40 MPH
- Can be used on collector streets and/or transit emergency response routes
- Can be designed as midblock crossings (raised crosswalks) or in conjunction with curb extensions (bump outs)
- Can be as shown, or more decorative (brick pavers, etc. = more expensive)



Speed hump:

- 12-14' long, 3-3.5" height
- Space no more than 500 feet to achieve 25-30 MPH
- Can cause some noise



SPEED HUMPS

Purpose

- Slows traffic
- Distinct from speed “bumps”
- Commonly implemented mid-block
- Commonly implemented on local streets
-

Implementation Factors to Consider

- Distance between driveways
- Snow plowing
- Appropriate MUTCD markings and signage

ITE Speed Hump Effectiveness Study

- Study of 26 sites
- Pre-installation: 14% were >10mph over speed limit
- Post-installation: down to 1%
- 85th Percentile speeds expected to drop
- Volumes may drop if alternate routes



Ypsilanti Township, MI



Detroit, MI

FARMINGTON HILLS

- Traffic Safe-te3 Program: the first Traffic Calming program in SE Michigan (20+ Year history)
- Installation is determined by traffic engineering analysis and four main factors:
 - o Residential street must be functionally classified as a local roadway
 - o Topography and sight distance (trees, hills, curves, and intersections)
 - o Presence of existing traffic controls (traffic signals and stop signs)

Speed table:

When to use them:

- Can be used on 2-lane or 3-lane roads with speed limits of 30 mph or less, AADTS below 9,000 where regular pedestrian crossing is expected
- Ex: Popular side street crossings on commercial corridors or roundabouts
- Avoid speed tables/raised crosswalks on major emergency vehicles or truck routes



CITY OF ANN ARBOR

Speed table:

- 22' wide including a 10' wide center platform and slopes tapering down each side
- 3" high
- Extend the full width of the street except for the gutter
- 12% average traffic volume reduction
- 45% average collision reduction
- Less speed reduction than speed humps

Speed hump:

- 12' wide, 3" high and have a parabolic shape
- 20-25% speed reduction on average
- 18% average traffic volume reduction



Phase 1 Tools – Education and Enforcement

- o Neighborhood awareness programs
- o Selective police patrols
- o Speed boards

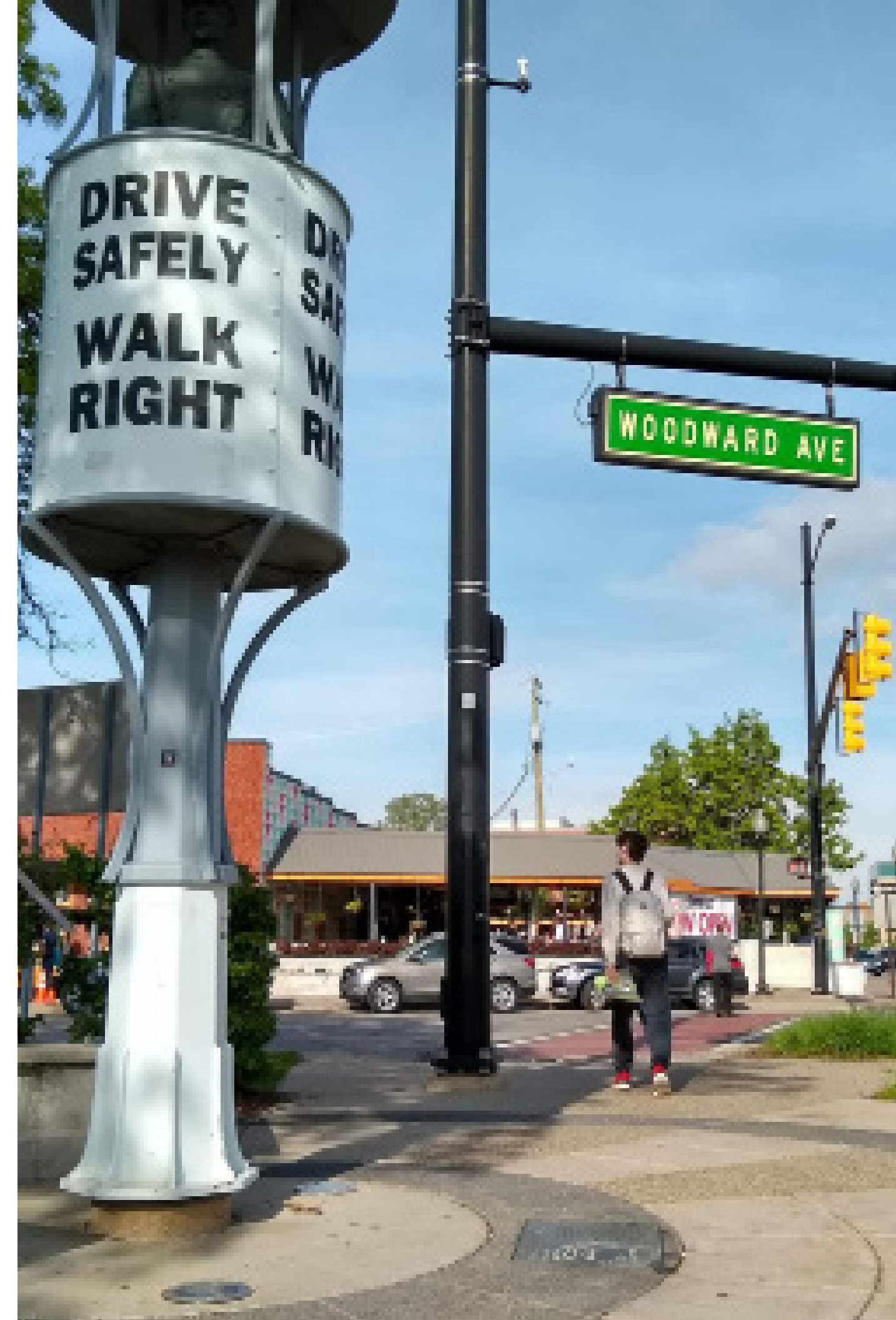
Phase 2 Tools - Engineering

- o Signs and pavement markings
- o Vertical deflections (Speed humps and speed tables)
- o Horizontal deflections (traffic circles and chicanes)
- o Street narrowing (chokers/bulb-outs and center island narrowing)



CITY OF FERNDALE TRAFFIC CALMING PROGRAM

- Needs identified by residents
- Improvements coordinated through road bond fund
- Speed humps on 11 streets
- Specs 3-4", 12-14' wide
- Not allowed on fire routes

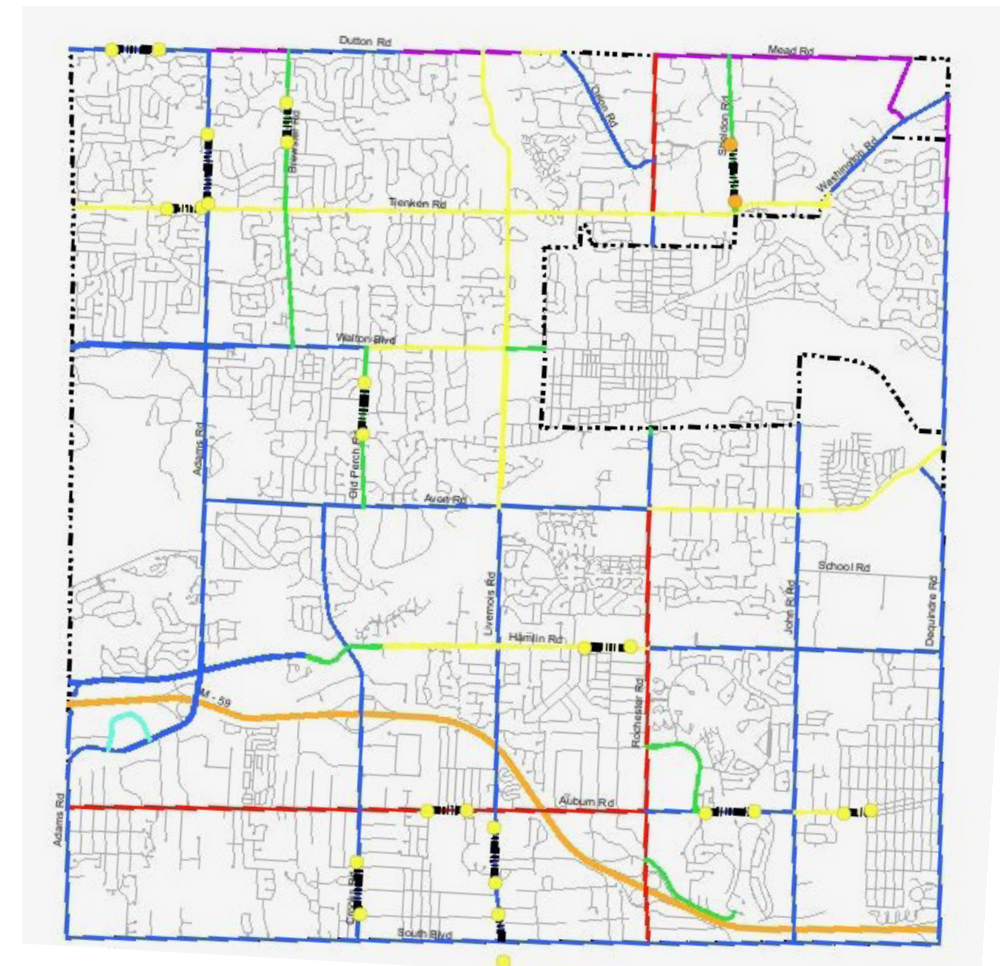
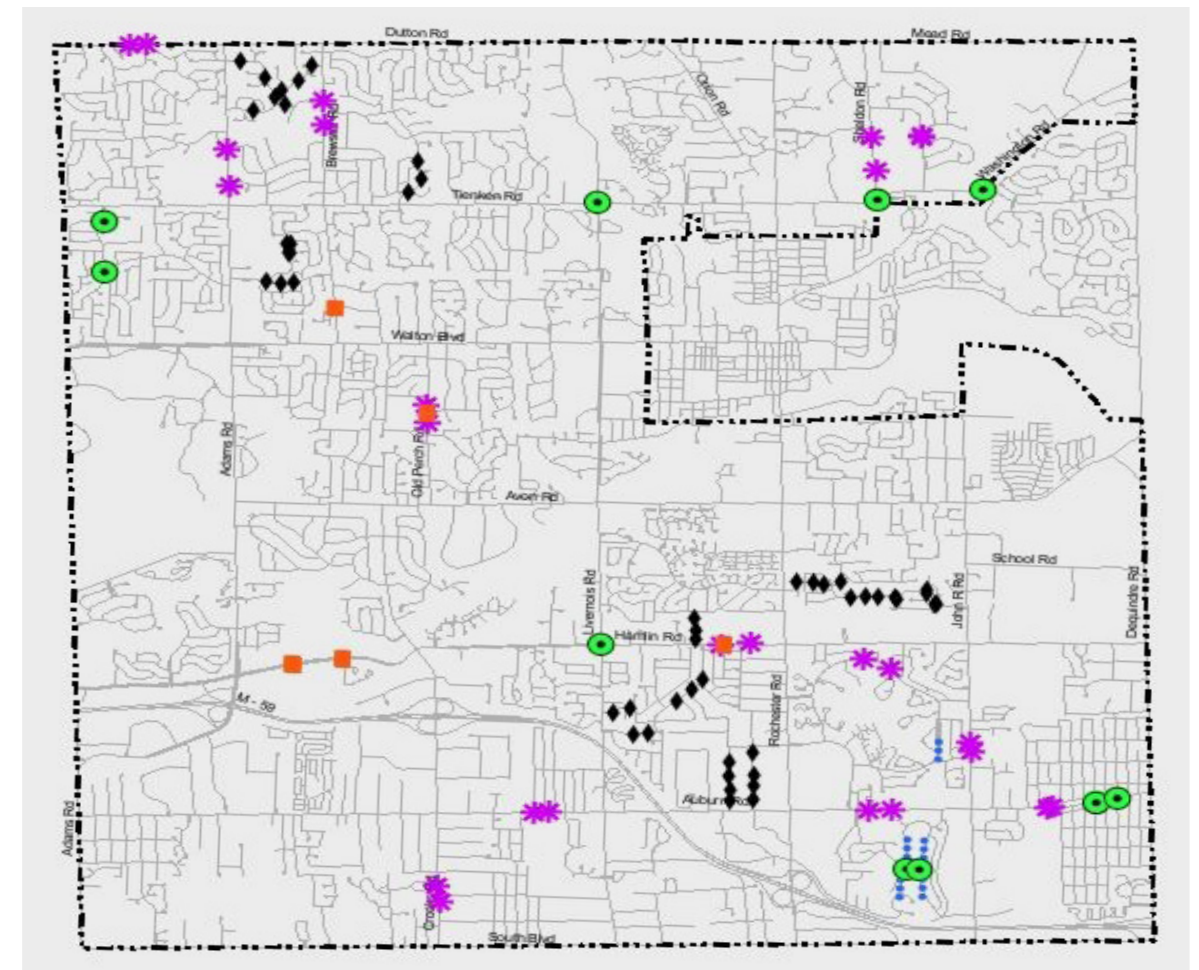


CITY OF ROCHESTER HILLS

- Streets are typically 27ft. or 36 ft. wide
- Traffic calming since 2006
 - o Tables
 - o Mini roundabouts
 - o Speed humps - preferred

Lessons learned:

- 3" high when average speeds are 31+ mph
- 400+ daily vehicles per day
- Signs are important



TRAFFIC CALMING IN BIRMINGHAM

- Need to identify threshold, petition?
- Studies show most speeds are below 30mph
- Consider for repaving projects
- Homeowners to fund?
- Develop a standard specification



DATE: February 25, 2022

TO: Multi-Modal Transportation Board

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

SUBJECT: Redding Rd. / Woodward Ave Intersection Redesign

INTRODUCTION:

As part of the planned reconstruction of Redding Road between Lake Park and Woodward Ave, MKSK and F&V were asked to review the intersection of Redding Road and Woodward Ave and provide recommendations as to how the city could improve the intersection in accordance with current MDOT safety standards. MKSK is presenting the proposed intersection improvements, to be completed as part of the reconstruction.

BACKGROUND:

The City plans to repave Redding Road between Lake Park and Woodward this summer. The reconstruction will include removal and replacement of the concrete road, as needed improvements to the sidewalks to meet current ADA standards, closure of sidewalk gaps, and replacement of drive approaches.

Currently, Redding Road has two entrances off of southbound Woodward Ave (M-1). MKSK recommends eliminating an entrance to improve safety at the intersection for both pedestrians, and motor vehicles. (See appended diagram)

This portion of Redding Road is not part of the City's Multi-Modal Transportation Plan Network.

ATTACHMENTS:

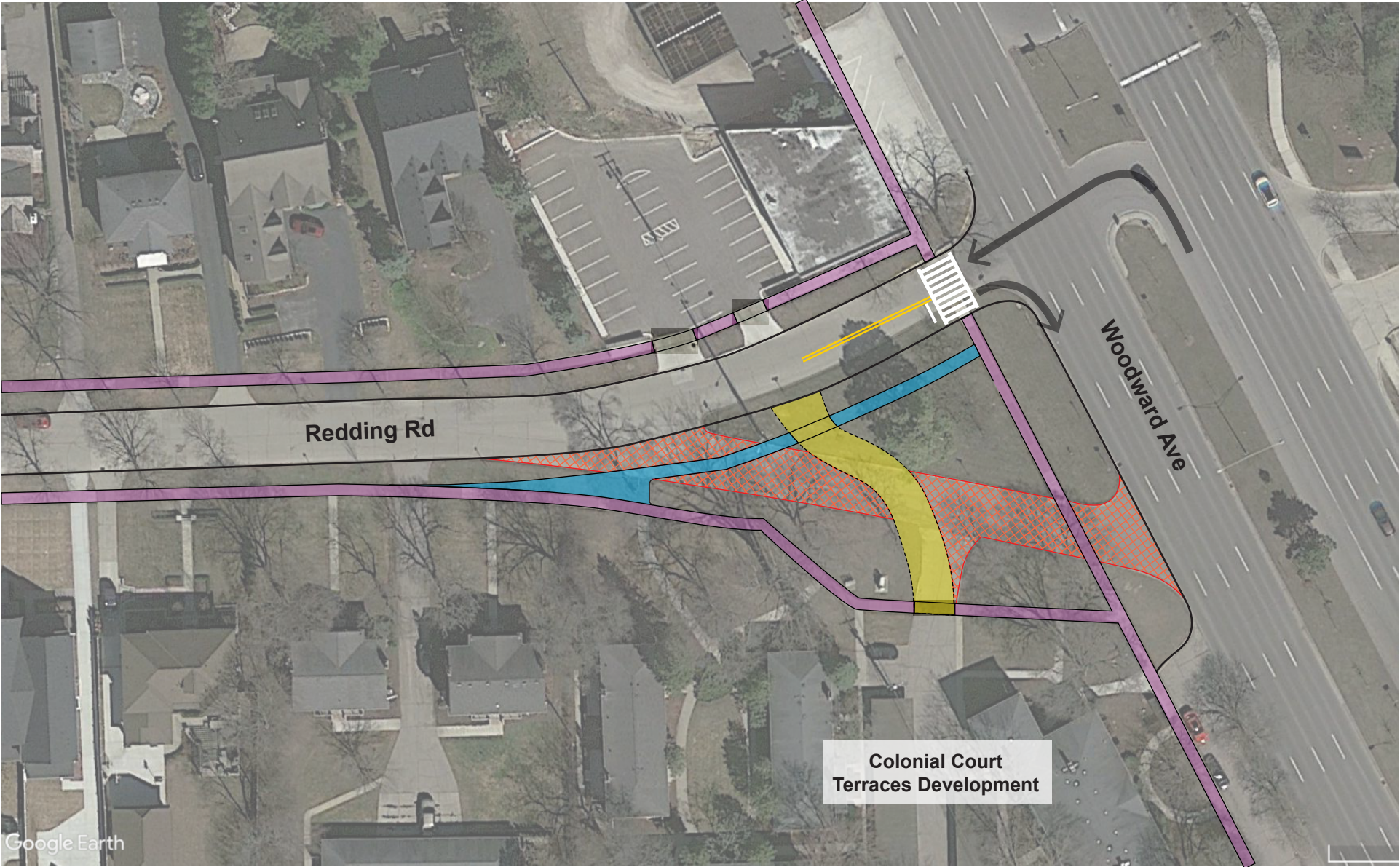
Redding Road Concept Plan

SUGGESTED BOARD ACTION:

No action is needed by the board, as this is not part of the Multi-Modal Network. Comments on proposed plan are encouraged.

Redding Road Intersection Concept
February 21, 2022

- Existing Sidewalks
- Proposed New Sidewalk
- Proposed New Driveway
- Pavement To Be Removed





MEMORANDUM

(Planning Division)

DATE: February 25th, 2022

TO: Multi-Modal Transportation Board

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

SUBJECT: Woodward Road Diet Concept Review

INTRODUCTION

Road Diet is a term used by the Michigan Department of Transportation (MDOT) to describe converting existing traffic lanes to other uses, such as center turn lanes, bike lanes, or extended sidewalks. The City of Birmingham has a number of plans that recommend such a change for Woodward Avenue to enhance the safety and aesthetics of the corridor, and has begun the process of applying to make such changes with MDOT.

BACKGROUND

On December 2nd, 2021, The Multi-Modal Transportation Board (MMTB) reviewed the Michigan Department of Transportation's (MDOT) Road Diet checklist to consider reducing Woodward Avenue from 4 vehicular traffic lanes to 3. The MMTB reviewed requirements for the checklist as well as conceptual recommendations from City and recommended approval of the Resolution in support of pursuing a Road Diet for Woodward Avenue from 14 Mile to 16 Mile (Quarton).

On January 28th, 2022, the City Commission approved the Resolution in support of a Road Diet for Woodward Avenue between 14 Mile and 16 Mile. Now that the City has formalized a resolution in support a Road Diet, the City is working towards finalizing the application requirements for MDOT.

It is recommended that the MMTB review concepts for Woodward Avenue and provide general recommendations for MDOT to review during the Road Diet study. The City's various conceptual plans slightly differ on topics such as designated public transit lanes, parking alignment, and bike lane placements, therefore the MMTB should discuss general preferences.

Below are images and a brief summary of existing conditions, followed by conceptual recommendations from the Multi-Modal Transportation Plan (2013), the Triangle District Plan (2007), the Woodward Avenue Action Association, SEMCOG Rapid Transit Alternatives Analysis, and the current Birmingham Plan 2040 – Draft 2 (still under review, not yet adopted).

The review and recommendations by the MMTB are not intended to be final. The purpose is to provide MDOT direction on preferences to evaluate during the road diet study.

Existing Conditions:

Woodward Avenue: South of Brown & Forest – Current Aerial Example



Woodward Avenue: Northbound at Maple



Woodward Avenue's right-of-way generally consists of a sidewalk, parking that is either angled or parallel, an access drive, a narrow divider island, 4 lanes of traffic each way, and a landscaped median. The access drives and divider islands lack consistency as they have varying widths and conditions and are not continuous along Woodward Ave. at the moment, there are no designated bike lanes along Woodward Ave in Birmingham. Cyclist must choose between a sidewalk with swinging doors and pedestrians, a non-continuous access drives with cars backing out, or Woodward Ave with vehicles traveling upwards of 50 mph.

The City has coordinated with SMART and installed quality bus shelters in some locations such as the west side of Woodward & Maple, however the quality of bus stops lacks consistency such as the east side of Woodward Ave & Maple where there is only a metal pole and no place for seating or shelter. At this time, all public transit busses pick up riders while traveling in the right lane while sharing the lane with other vehicles - Woodward Avenue does not have a designated public transit lane.

1.) Multi-Modal Transportation Plan - 2013 (pg. 122)

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN SPECIFIC AREA CONCEPT PLANS

5.3 WOODWARD AVENUE

Concurrent with the development of this plan are two regional planning efforts that address the entirety of Woodward Avenue to determine how this iconic corridor can integrate new transit alternatives and become a true complete street. The recommendations in this report are to help inform those studies. While Woodward Ave's transition to a true complete street will take some time, some elements, such as improving the crossing at Oak Street can be undertaken immediately that will provide safety and mobility improvements.

During the Visioning Workshop participants were asked about their vision for the Woodward and overall there was a desire to create more of a "Main Street" feel along the corridor. Some of the key items that were identified for this corridor included parallel parking, a designated transit lane, sidewalks, landscape buffer and a designated bicycle facility in the form of a bike lane or one-way cycle track.

CONCEPTUAL DESIGN:

Using the space between the buildings and the travel lanes, a "Main Street" area within the Woodward Corridor is created. The following conceptual design provides a more pedestrian scaled area that incorporates on-street parking with a service drive, sidewalk, and bike lane that are all buffered from Woodward Avenue by a landscaped median and transit lane.



1.) Multi-Modal Transportation Plan - 2013 (pg. 123)

KEY ELEMENTS:

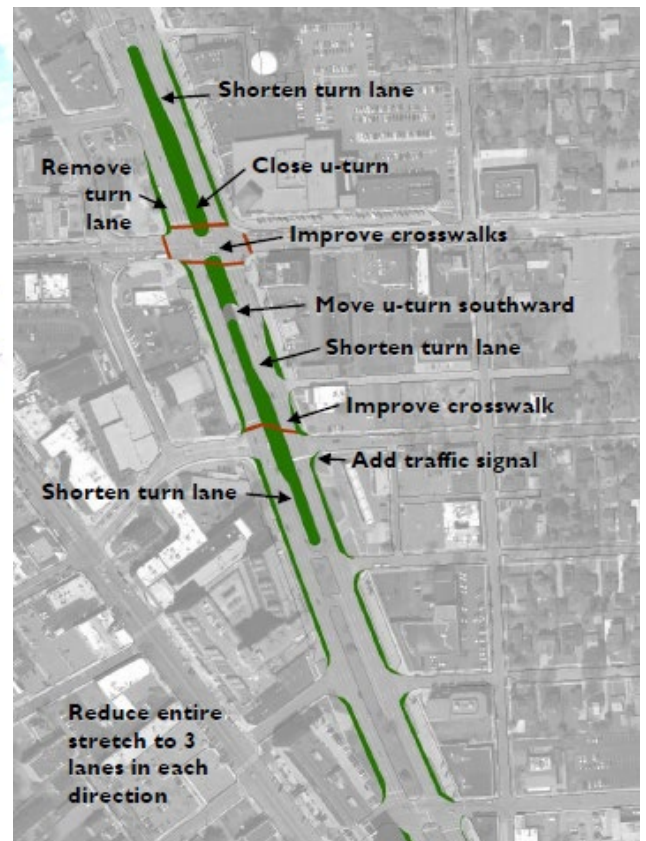
- Parallel parking between the service drive and sidewalk
- 8' wide sidewalk
- 8' wide landscape buffer with areas for transit stops
- Outside motor vehicle lane designated as transit lane
- Bike lane along left side of service drive and buffered from Woodward Avenue
- Trees and café areas extend into parking spaces as appropriate for context
- Curb extensions and pedestrian crosswalks provided at transit stops
- Bicycle parking provided on curb extensions near transit stops
- Pedestrian scale street lighting with flower baskets and/or banners
- Decorative brick pavers used in the service drive and parking areas
- "Pork-chop" diverters provided in unused areas of intersection where local roads intersect Woodward Avenue at an angle
- Green pavement markings placed in areas where there is potential for conflict between bicycle and automobiles to increase visibility of the bike lanes



2.) Triangle District Urban Design Plan -2007 (pg 23)



Southeast corner of Woodward & Maple (Phase 2)



In the long term...

As a long-term goal, the City should pursue a reduction in the number of lanes to three in each direction for through-traffic. A fourth lane could be a separate service drive that functions as a local street with on-street parking. Access points to the main through lanes would be minimized to improve the efficiency of traffic flow. Local service drives can be used to access the businesses that line Woodward Avenue. This would make additional right-of-way available for wider sidewalks in front of businesses and would reduce the distance pedestrians must travel to cross the main throughway. This recommendation must be carefully considered and requires further investigation. It must be modeled by the City's traffic engineer to ensure that traffic will not spill over to secondary streets like Adams and Maple. It also would require significant coordination with MDOT.

3.) Birmingham Plan 2040 DRAFT (pg. 28-31)

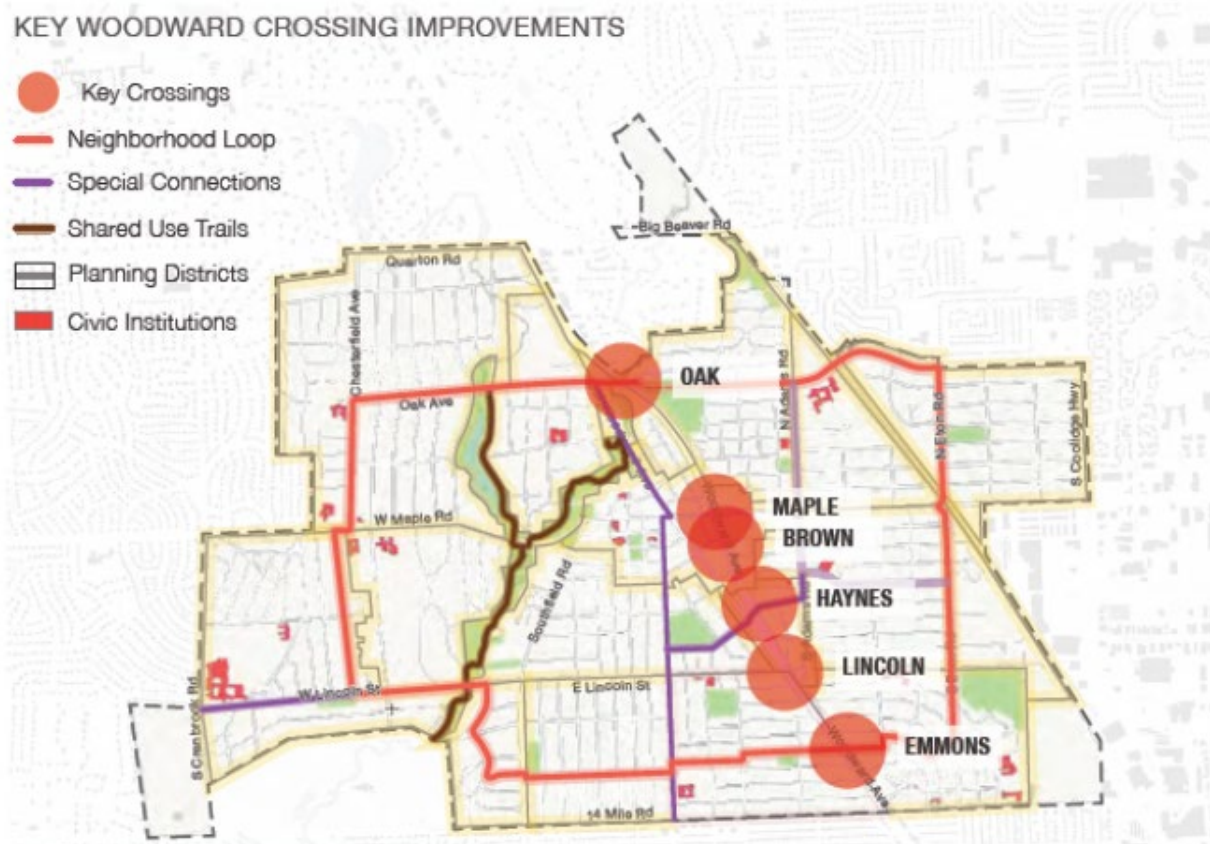
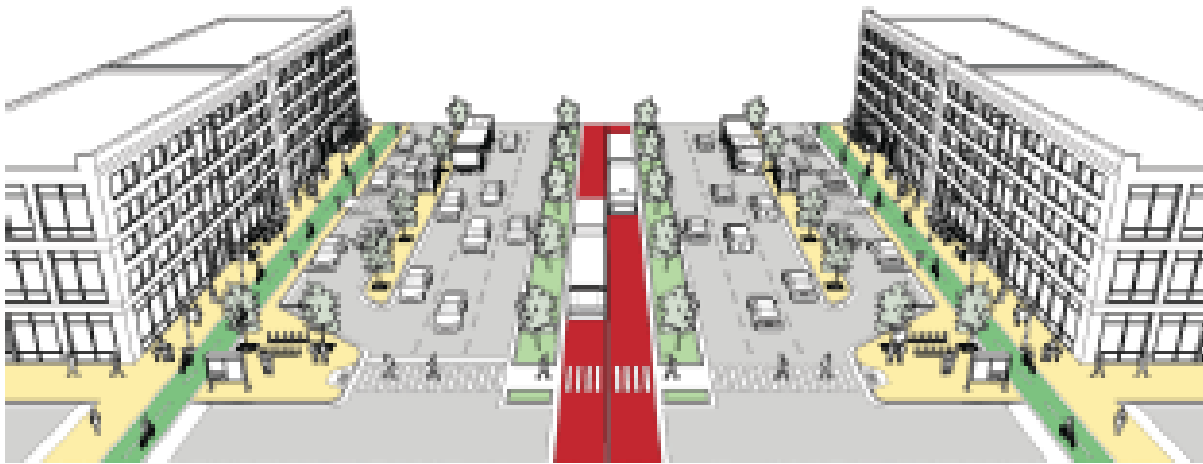


Figure 14. Key Woodward Crossing Improvements.

- Summary of Birmingham Plan 2040 DRAFT recommendations related to road diet:
 - Pursue speed reduction on Woodward to 35 mph.
 - Pursue lane vehicular lane reduction from 4 lanes to 3 lanes.
 - Pending verification of lane reduction, fund and implement re-striping on Woodward Ave converting outside lane (right lane) to buffered bicycle and transit lane.
 - Bike lane could be one-way, or a pair of two-way cycle tracks on each side, similar to what Ferndale is pursuing.
 - Participate in regional plans to coordinate bicycle and transit infrastructure along Woodward between municipalities.

4.) Woodward Avenue Action Association (WA3) 2015 **(Regional Organization)**



TYPICAL CROSS SECTION: 14 MILE TO QUARTON
RIGHT-OF-WAY = 200'

- Summary of WA3 recommendations:
 - Woodward Ave reduced to 3 lanes each way
 - Public transit lanes in center median
 - Bike lane between sidewalk & access drive
 - Extended bump-outs at intersections for shorter pedestrian crossing
 - Widened divider islands separating access drive from Woodward Ave

5.) SEMCOG Woodward Avenue Rapid Transit Alternatives Analysis – 2014 **(Regional Organization)**



FIGURE 5-7. CROSS SECTION, QUARTON ROAD TO 14 MILE ROAD

- Summary of SEMCOG recommendations:
 - 4 lanes with designated rapid transit lane along median
 - Bike lane between sidewalk and access drive
 - Narrow divider islands

The five conceptual recommendations for Woodward Ave provided above attempt to balance demands for all modes of transportation while reducing Woodward Ave to 3 lanes for personal automobiles. In regards to public transit, regional plans from SEMCOG and WA3 appear to place a high priority on designated transit lanes along or within the center median. Meanwhile, plans created specifically for the City of Birmingham either place a designated transit lane nearest to the access drives (right lane), or do not have them at all. Designated transit lanes in any location will require a large amount of regional cooperation and governmental oversight.

For the purpose of providing general guidance to MDOT for the Road Diet study, staff recommends that the Board discuss designated transit lanes, given that four of the five plans mention a designated transit lane.

Pedestrian safety and reducing the travel distance across Woodward Ave is the topic that initiated the discussion for a road diet on Woodward Ave from City Commission in 2021. Birmingham's Multi-Modal Plan indicates 4 total travel lanes each direction on Woodward Ave with public transit designated in the right lane. The trade-off for a designated transit lane is that it conflicts with the goals of reducing pedestrian travel distance across Woodward Ave. If Birmingham wishes to widen its sidewalks and extend bumpouts to shorten the pedestrian crosswalk distance, doing so would take away space for a transit lane. **If the MMTB wishes to prioritize reducing pedestrian travel distance over a designated transit lane, such direction should be recommended for MDOT to consider in the Road Diet review.**

Similar trade-offs are presented in conceptual plans provided by SEMCOG and WA3 with transit lanes along or in the median. The proposed median transit lanes create a greater amount of crosswalk conflicts with additional traffic lanes for pedestrians to cross. Transit lanes in the median also present their own set of governmental challenges that could require years of review

and coordination. Getting all organizations involved with Woodward Ave to agree to designated transit lanes could be more difficult and time consuming than reducing the crosswalk distance for pedestrians. **The MMTB may wish to discuss pedestrian crosswalk safety vs. designated transit lanes in the median.**

All conceptual plans recommend formalizing the access drive along Woodward in order to ease traffic stress. Additional space for multi-modal features is accommodated for in a number of the plans by changing angled parking to parallel parking. Doing so reduces the number of parking spaces adjacent to businesses and may impact local parking requirements. Such an impact should be evaluated when formalizing final recommendations. **At this point in the review process, the trade-off of less parking along the access drive for greater multi-modal features could be discussed by the MMTB.**

Bike lanes are also a prevalent multi-modal element in the conceptual plans. Birmingham's MMTP concept has a bike lane between Woodward and the access drive, whereas SEMCOG and WA3 have the bike lane between parking and the sidewalk. **It is recommended that the MMTB discuss pursuing bike lanes along Woodward, however the exact setup and location could be reviewed in more detail at a later date.** Designs approved by Ferndale should be reviewed before final design recommendations are made.

At this time, most divider islands between Woodward Ave and the access drives are quite narrow and often in poor condition. The concept plans recommend expanding such divider islands to provide a greater safety barrier between the main road and the access drive. A larger divider island could accommodate more landscaping which could give Woodward more of a main street boulevard feel. Wider divider islands could also provide more space for safe and accommodating transit stops and greater extensions for pedestrian bumpouts. **The merits of rearranging Woodward Avenue to accommodate larger divider islands could be a discussion point for the MMTB.**

SUGGESTED BOARD ACTION:

No formal action is needed by the Board, only a general consensus of recommendations to review. **A summary of recommended discussion points related to Birmingham's proposed concepts for Woodward Avenue is provided below:**

- Designated transit lanes vs. reduced pedestrian crosswalk conflicts
- Parking alignment along the access drive: parking spaces vs. multi-modal features
- Existence of bike lanes along Woodward Ave
- Divider island size



MEMORANDUM

(Planning Division)

DATE: February 25th, 2022

TO: Multi-Modal Transportation Board

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

SUBJECT: Communications

1. Questions regarding neighborhood connector transportation came up in the February, 2022 MMTB meeting. Birmingham's current 2040 draft master plan makes recommendations for a public transportation circulator which can be found on page 40 of the plan. A number of other recommendations regarding the Multi-Modal Transportation Board can be found in "Chapter 1: Connect the City" on pages 28-45. Please contact staff with any questions or comments. A link to the Draft #2 for the plan is provided below.

<https://www.thebirminghamplan.com/>