AGENDA

REGULAR MEETING OF THE BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD

THURSDAY NOVEMBER 2, 2023

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

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

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

A. Roll Call
B. Introductions & Chairpersons Comments
C. Review of the Agenda
D. Approval of Minutes, Meeting of October 5th, 2023
E. New Business
    1. **N. Old Woodward and Oakland**
F. Unfinished Business
    1. **Arlington Rd. and Shirley Dr.**
G. Meeting Open to the Public for items not on the Agenda
H. Miscellaneous Communications
I. Next Meeting – December 7th, 2023
J. Adjournment

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

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

City Of Birmingham Multi-Modal Transportation Board
Thursday, October 5, 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, October 5, 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 (not voting), Patrick Hillberg

Absent: Board Member David Hocker; Student Representatives Sophie Hanawalt, Angie Sharma

Staff: Senior Planner Cowan; City Engineer Coatta, Police Captain Kearney

F&V: Julie Kroll

MKSK: Brad Strader

B. Introductions & Chair Comments

Ms. Policicchio provided the Board's introductory comments.

C. Review of the Agenda
D. Approval of MMTB Minutes of September 7, 2023

Motion by Ms. Policicchio
Seconded by Mr. Long to approve the MMTB Minutes of September 7, 2023 as submitted.

Motion carried, 7-0.

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

E. New Business
F. Unfinished Business

1. **Arlington Rd. and Shirley Dr.**

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

Individual Board comments were as follows:

- The Board's previous consensus was that a sidewalk should be added to the east side of Arlington in order to preserve the street's mature trees;
- Given the extent of new home construction occurring on the streets, it would be appropriate to postpone the street improvements until after the new home construction is concluded;
- A sidewalk would make these roads safer for pedestrians, and walking these roads presently without sidewalks feels unsafe;
- The streets should be redone with curbs and without sidewalks;
- More feedback from the residents would be important for helping the Board decide how to proceed;
- Sidewalks benefit more than the residents of the individual streets on which they are installed. They are a community benefit, align with Birmingham's goal of being a walkable community, and align with the 2040 Plan;
- It would be understandable to want to preserve the individual neighborhood's character, and in this specific case that may mean foregoing sidewalks. Additionally, the width of the streets in this case allow for safe pedestrian usage without sidewalks; and,
- Adding sidewalks would be appropriate since people from the broader Birmingham community walk along these streets in order to access the Rouge trail.

Public Comment

Fremont Scott made a comment in favor of redoing Shirley and Arlington streets with curbs and without sidewalks.

James Mirro spoke on behalf of the neighborhood association representing Shirley and Arlington and made comments in favor of street surface repairs without sidewalks, sewer, or water repairs and in favor of postponing the street surface repairs until after the new home construction on Shirley and Arlington is concluded.

Two residents of Shirley made comments in favor of adding sidewalks to either one of both sides of Shirley.

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 7:10 p.m.

Brooks Cowan, Senior Planner Director

Laura Eichenhorn, City Transcriptionist

BIRMINGHAM
A WALKABLE CITY

MEMORANDUM

Planning Division

DATE: October 27th, 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: Capital Improvement Projects 2024-2025 – Oakland Ave Between N. Old Woodward and Woodward Ave

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INTRODUCTION:
Road construction is planned for Oakland Ave between N. Old Woodward and Woodward Ave this upcoming fiscal year of 2024-2025. City staff is seeking design input and a recommendation from the MMTB before finalizing construction plans.

BACKGROUND:
In 2019, the Multi-Modal Transportation Board reviewed the intersection of N. Old Woodward and Oakland Ave and made recommendations to the City Commission that involved changes to the traffic signal at N. Old Woodward Ave & Willits/Oakland intersection and potential enhancements to the intersection.

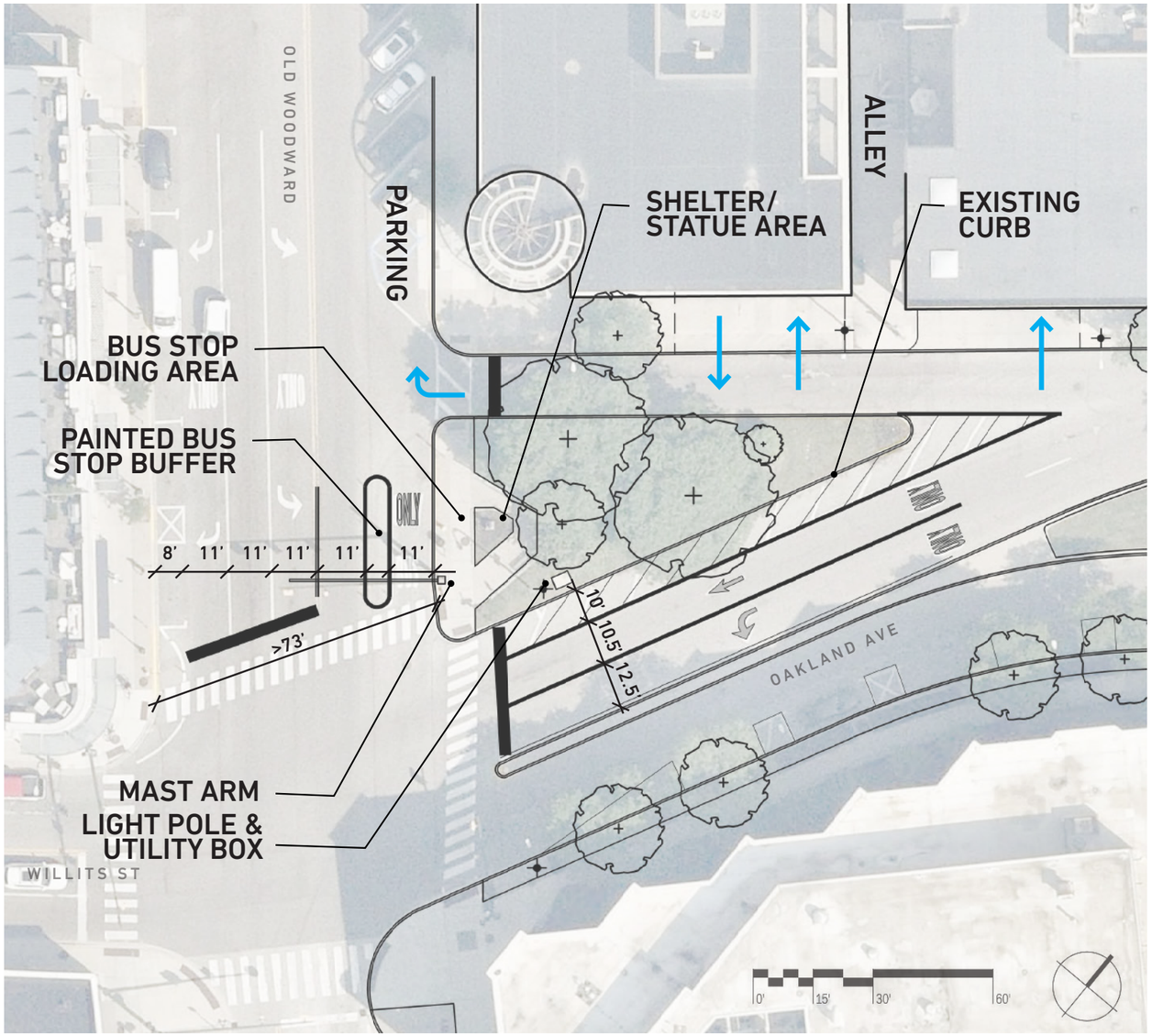
On September 23rd, 2019, the City Commission approved the recommended signal changes and a trial period of traffic improvements that involved painted bumpouts with bollards and a designated bus lane. The City Commission pursued the trial period to observe the traffic patterns and analyze the changes before making major capital investments in permanent infrastructure.

The City is now considering making the trial period permanent with updated streetscape when Oakland Ave is redone. This would involve additional greenery in the striped off portion between Oakland Ave and the triangular planting area. A concrete buffer island would be installed between the vehicle lane and bus stop parking area, and a permanent bumpout would be installed on the northwest corner of N. Old Woodward. The City's traffic consultant MKSK has provided a rendering

in the following attachments for reference. City recommends that the suggested design be made permanent.

RECOMMENDATION:
Move to recommend to the City Commission that the intersection of N. Old Woodward at Willits and Oakland be designed with permanent bumpouts and a concrete buffer island for the bus stop as indicated in Exhibit A.

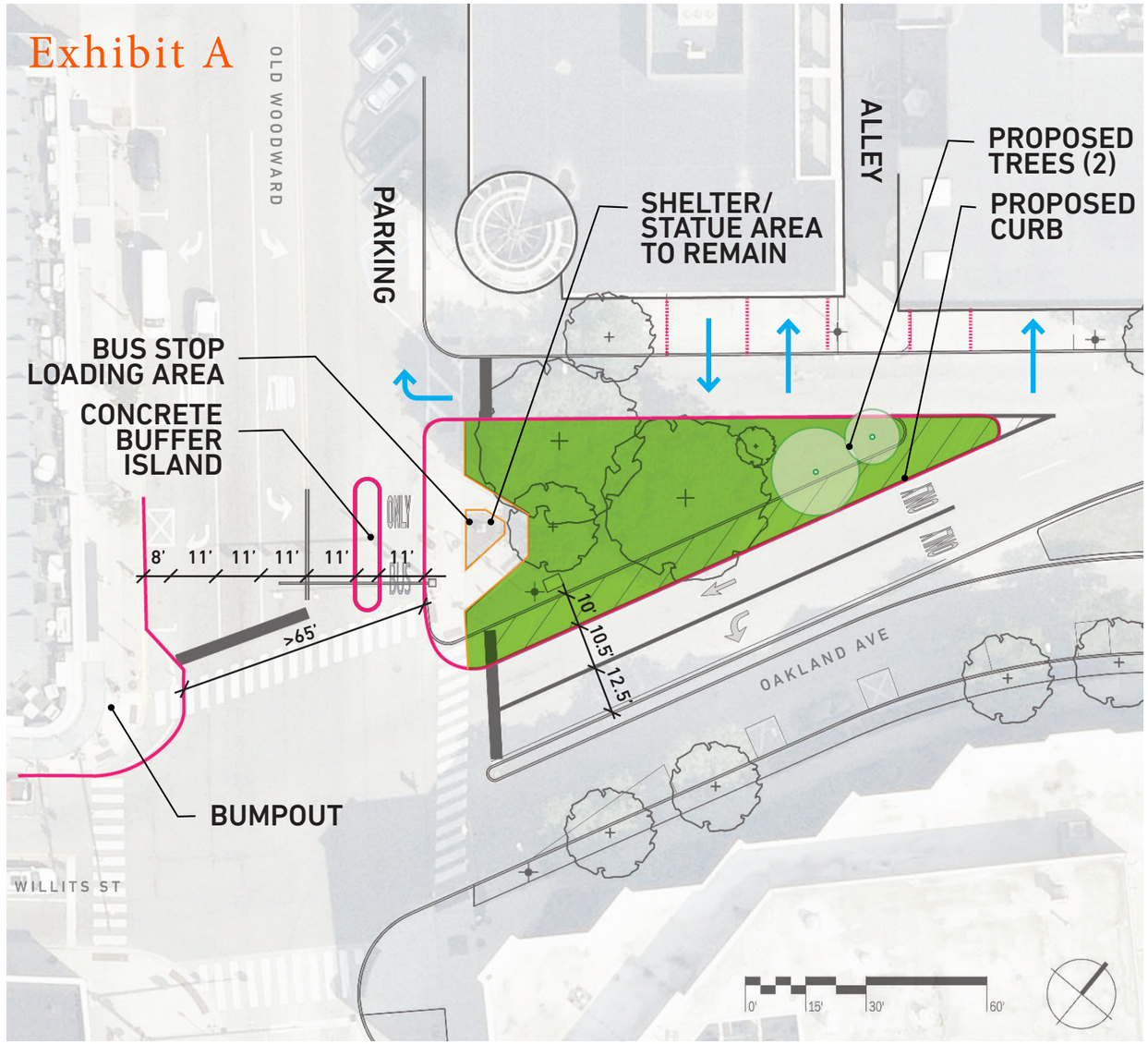
Exhibit A



EXISTING

CHALLENGES:

-Alley and dumpster access
-Crowded sidewalk north of drive
-Limited pocket park space
-Inconsistent streetscape
-Access management



PROPOSED CONCEPT

Existing drive remains. Pocket park expands.

BENEFITS:

-Expands pocket park area by ~1600 sf (see Master Plan goals)
-Increased tree canopy
-Decrease crossing distance on Woodward Ave by ~8 ft

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: **September 12, 2019**

TO: **Joseph A. Valentine, City Manager**

FROM: **Jana Ecker, Planning Director**
Scott Grewe, Police Commander
Paul O'Meara, City Engineer

SUBJECT: **Old Woodward Ave. & Willits St. Intersection**
Multi-Modal Transportation Board Review

INTRODUCTION:

The Old Woodward Ave. & Willits St. intersection was last reconstructed in 2007 as a part of the N. Old Woodward Ave. reconstruction project. More recently, the south leg of the intersection was modified last year as a part of the 2018 Old Woodward Ave. reconstruction project. The City Commission has raised concerns about the poor pedestrian environment for some aspects of this intersection, and requested that it be studied by the Multi-Modal Transportation Board (MMTB) for possible improvements.

BACKGROUND:

Staff requested the City's traffic engineering consultant to review the existing conditions, and then make recommendations for improvements. F&V prepared a draft report that was summarized by staff, and presented at the May 2, 2019 MMTB meeting. The main focus of the discussion was the crosswalk that extends across N. Old Woodward Ave. on the north leg of the intersection. Not only is the crosswalk very long at 75 ft., the traffic signal phasing encourages left turns from eastbound Willits St. on to N. Old Woodward Ave. at the same time that pedestrians have the right-of-way, which leaves pedestrians feeling vulnerable. After input from the Board, it was clear that some of the recommendations needed further study, and that this topic should be returned to the Board at a later date.

At the MMTB meeting of June 6, 2019, a more thorough report was presented by F&V. After discussion, the MMTB passed the following motion:

To recommend to the City Commission a combination of three improvements as depicted in F&V's report dated May 31, 2019:

- To add bumpouts at both the NE and NW corners of the Old Woodward and Willits St./Oakland Blvd. intersection (after completion of the Maple Rd. reconstruction project), and
- To provide protected-only phasing for the east/west left turn movements from Willits St. and Oakland Blvd.

The recommendations are explained in further detail below:

1. Bumpouts at the Northwest and Northeast corners of the intersection:

Referring to Figure 5 in the F&V report from May 31, 2019 (attached), the suggested conceptual plan for bumpouts at the northwest and northeast corners has the following features:

a. The left turn and through lanes for southbound Old Woodward Ave. traffic are left in their current configuration. The right turn lane has been moved east so that it is adjacent to the through lane, removing the extra pavement between that currently exists. Moving this lane provides extra space for an 8 ft. bumpout at the northwest corner. Doing so not only reduces the crosswalk length, it also opens the opportunity for an additional three metered parking spaces in front of 325 N. Old Woodward Ave.
b. At the northeast corner, the City has installed a bus shelter and landscaped urban park area. In order for the bus stop to function without disrupting the intersection operation, the extra street pavement in this area has been left open and available for busses. However, it is much wider than it needs to be. By reducing the bus lane to the minimum necessary (10 ft.), the crosswalk can be reduced another 12 ft. at the northeast corner. (Figure 5 indicates a 12 ft. wide bus lane, but we are proposing that this be constructed at 10 ft. wide, allowing the bumpout to extend another two feet into the street.)
c. As long as bumpout improvements are being considered at this island, the third westbound lane on Oakland Blvd. that is no longer being used could also be removed, providing more green space and an enlarged island, as shown. Doing so would also reduce the length of the crosswalk for the east leg of the intersection (crossing Oakland Blvd.).

If changes are implemented at both corners, this crosswalk could be reduced in length from 75 ft. to about 55 ft. Clearly, bumpouts at this intersection would improve the pedestrian experience. However, as was explained to the MMTB, Willits St. and Oakland Blvd. will be used as the detour route for westbound Maple Rd. in 2020 when that street is closed for reconstruction. Constructing bumpouts in this area would conflict with the use of this area while it is needed for traffic management in 2020. Further, all of Oakland Blvd. from Old Woodward Ave. to Woodward Ave. is in need of pavement repairs and other multi-modal improvements that have been identified in the Multi-Modal Master Plan. With that in mind, while these improvements are desirable, it is recommended that they be postponed until 2021, thereby allowing the Maple Rd. reconstruction project to be finished.

2. Protected Left Turns from Willits St.

While it would be difficult to implement the bumpout recommendations at this time, the traffic signal changes that are also being recommended can be implemented much sooner.

As described as Option #4 in the F&V memo dated May 31, 2019, the left turn phases for Willits St. and Oakland Blvd. traffic turning left on to Old Woodward Ave. currently have "protected" and "permissive" phases. During the protected phase, drivers are given a solid green arrow to turn, during which time pedestrians are given a "DON'T WALK" red signal. Later in the same cycle, left turn drivers are given a permissive phase. The traffic signal has a flashing yellow left arrow, indicating that drivers can proceed to make their

left turn if cross traffic is clear. However, during this time, pedestrians are also given the white signal to proceed across the street. Given the length of the north leg crosswalk, this is problematic.

F&V has recommended that the permissive phase for left turns be removed from the cycle, and extending the protected left turn phase timing accordingly. The timing adjustment would reduce the current uncertainty pedestrians feel when using this crossing. The removal of the permissive left turn phase without other adjustments would reduce the Level of Service for eastbound traffic to an unacceptable level. With that in mind, the protected left turn phase time must be increased. F&V is recommending removal of the previously implemented LPI (Leading Pedestrian Interval) for this crosswalk in order to achieve the proper balance in the timing cycle. Given the removal of the permissive left turns, this is considered a reasonable compromise.

LEGAL REVIEW:

No legal review is needed at this time.

FISCAL IMPACT:

Implementing the traffic signal changes recommended above would require removal and replacement of the two left turn signals with new three-head signals that would operate the protected left turn phase for Willits St. and Oakland Blvd. traffic. F&V estimates that these changes would cost approximately $17,000, which was not provided for in the current budget. The City could hire the Road Commission for Oakland Co. to make these relatively simple changes, through an appropriation to the Major Street Fund.

The cost estimates for the bumpout recommendations provided have not been thoroughly reviewed at this time. We recommend a complete analysis of the Oakland Blvd. corridor at a later date with the assistance of the MMTB, and then making recommendations in conjunction with the planned Oakland Blvd. resurfacing project currently budgeted for the 2021 construction season.

SUMMARY

It is recommended that the City Commission approve the recommendation of the Multi-Modal Transportation Board traffic signal changes for the N. Old Woodward Ave. & Willits St./Oakland Blvd. intersection, to remove the permissive left turn phase for eastbound and westbound traffic. Once a proposal has been received from the Road Commission for Oakland Co., approval of a budget appropriation will be requested.

ATTACHMENTS:

- Cover memo to the MMTB for the May 2, 2019 meeting.
- Detailed accompanying report from F&V dated January 26, 2019.
- Approved minutes of the MMTB meeting of May 2, 2019.
- Cover memo to the MMTB for the June 6, 2019 meeting.
- Detailed accompanying report from F&V dated May 31, 2019.
- Draft minutes of the MMTB meeting of June 6, 2019 meeting.

SUGGESTED RESOLUTION:

To accept the recommendation of the Multi-Modal Transportation Board for traffic signal changes at the N. Old Woodward Ave. & Willits St./Oakland Blvd. intersection, to remove the permissive left turn phase for eastbound and westbound traffic and extending the protected left turn phase timing accordingly.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

January 26, 2019

DRAFT VIA EMAIL

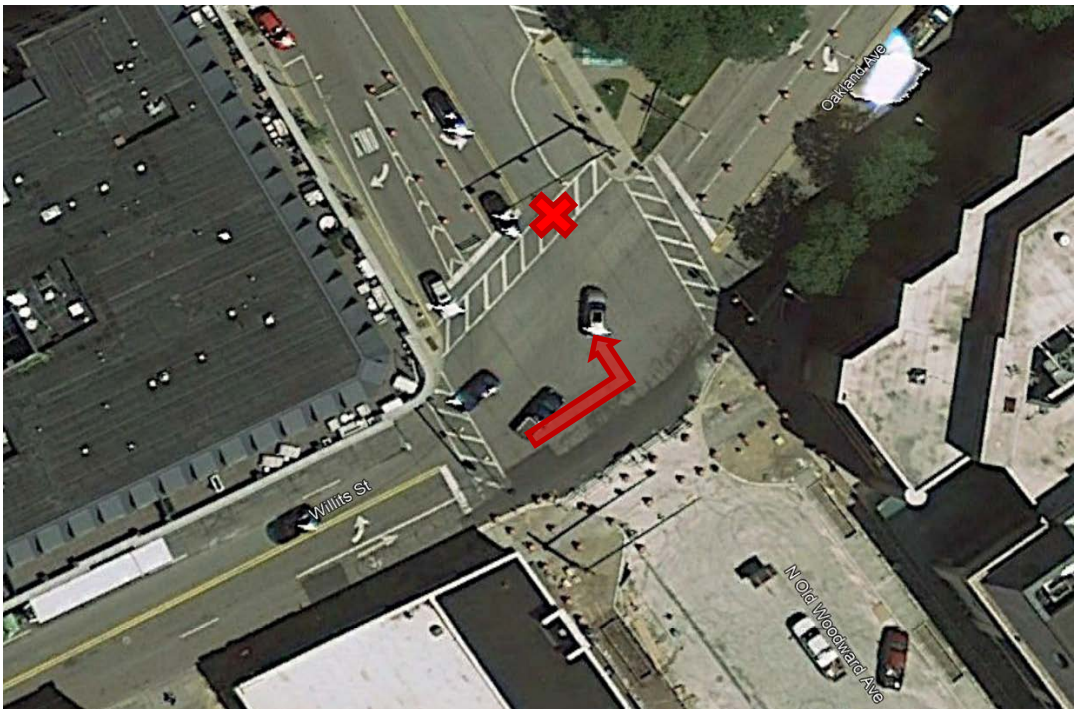
Cmdr. Scott Grewe
Operations Commander
Birmingham Police
151 Martin Street
Birmingham, MI 48012

RE: Old Woodward Avenue & Willits Street
Pedestrian Improvements Summary

Dear Cmdr. Grewe:

The purpose of this letter is to provide a summary of the pedestrian improvements for consideration at the intersection of Old Woodward Avenue & Willits Street. It is our understanding that there are have been observed pedestrian/vehicle conflicts within the E/W crosswalk on the northside of the intersection as illustrated in **Figure 1** below. The purpose of this analysis is to evaluate mitigation alternatives to improve pedestrian safety at this intersection. Included herein is project background information, improvements previously evaluated, and new improvements for consideration.

Figure 1: Old Woodward Avenue & Willits Street Intersection



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PROJECT BACKGROUND

Fleis and VandenBrink previously prepared a report (dated February 2018) regarding a Leading Pedestrian Interval (LPI) program at several intersections throughout downtown Birmingham. An LPI provides pedestrians with an opportunity to enter an intersection and establish their place in the crosswalk before the vehicles in the same direction of travel are given the green indication. The benefits of an LPI are the increased visibility of pedestrians in the crosswalk, additional time for slower pedestrians, and decreased potential for conflicts between pedestrians and vehicles. While LPIs are beneficial to pedestrian safety, they also reduce the available green time for vehicles and can cause additional delay at an intersection. Based on the recommendations from the LPI study, the following LPIs are currently implemented at the Old Woodward Avenue and Willits Street intersection:

- East/West crossing: 10 second LPI
- North/South crossing: 7 second LPI

However, since the East/West crosswalk length is approximately 75 feet on the north leg, the implemented LPI only provides pedestrians enough time to travel less than halfway across the street before left-turning vehicles are permitted to enter the intersection. F&V further evaluated this intersection to develop several other alternatives that were also evaluated for consideration. The analysis for each alternative evaluated is summarized herein.

ALTERNATIVES ANALYSIS

F&V developed several potential pedestrian improvements that were evaluated for consideration. The analysis for each improvement evaluated is summarized herein.

1. CURB EXTENSIONS (NE CORNER)

A bumpout extends the line of the curb out into the traveled way, reducing the amount of street space pedestrians have to cross. This pedestrian improvement increases safety for slower pedestrians (children and the elderly) and improves pedestrian visibility to drivers; while also reducing the turning speed of vehicles, as a result of smaller curb radii.

Currently, the northeast corner of the intersection of Old Woodward Avenue & Willits Street has a painted curb extension. However, since the curb extension is painted, it does not physically reduce the crosswalk distance, in order to provide a raised, safe waiting, area for the pedestrian.

Therefore, a paved curb extension was evaluated for the northeast corner of this intersection. At this intersection, westbound right-turns are channelized to the north; therefore, this curb radius can be minimized, as the eastbound left-turn movement for trucks is the only turning movement that needs to be considered. A curb extension at this location may also reduce the turning speeds for eastbound left-turning vehicles, by shrinking the available pavement to complete their turning movements. This curb extension would reduce the existing 75-foot crosswalk distance on the north leg to approximately 65 feet. This curb extension could also be expanded into the hatched-out area along the east leg of the intersection to reduce that crosswalk length. The proposed design for this curb extension is shown on the attached **Figure 2**.

Key Findings

- The total crosswalk distance is reduced from 75-feet to 65-feet.
    - A Smart bus stop is located where the proposed bump out is considered. The bus stop would need to be relocated since a stop at this location has the potential to block the intersection with the addition of a bump out.
- The curb extension could be expanded to the hatched-out portion of the east leg of the intersection, in order to reduce the total N/S crosswalk distance for the east leg.
- Structure and fire hydrant relocation should be taken into consideration when designing curb extensions.

2. Lane Reduction & Curb Extensions (NW Corner)

This alternative considered a lane reduction for southbound Old Woodward Avenue at the intersection, in combination with a curb extension on the NW corner. The southbound Old Woodward approach with Willits Street currently provides three lanes (left-turn, through, and right-turn lanes). This alternative evaluated eliminating the southbound right-turn lane and converting the southbound through lane into a shared through/right lane. By eliminating the right-turn lane, the NW curb could be extended through the existing right-turn lane in order to reduce the existing 75-foot crosswalk distance to approximately 60 feet. The proposed design for this curb extension is shown on the attached **Figure 3**.

The primary concern with this alternative is the operational impacts of removing the exclusive right-turn movement and associated overlap phasing. An analysis was performed to determine the measure-of-effectiveness (MOE) of this alternative as compared to existing operations. The MOE summary is provided in **Table 1**. The results of the analysis show that eliminating the exclusive right-turn lane will increase both the vehicle delay (LOS) and the vehicle queueing. The network simulations indicate that eliminating the southbound right-turn lane will result in longer vehicle queues for southbound traffic; resulting in the southbound left-turn lane becoming blocked for a portion of each peak hour. Additionally, the increased vehicle queues for the southbound traffic will reduce the number of acceptable gaps available for northbound vehicles attempting to make permissive left-turns.

Table 1: Lane Reduction MOE Summary

Intersection	Peak Period	Approach	Existing Conditions (Exclusive SB RT)		Proposed Conditions (Shared SB Thru/Right)		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Old Woodward Avenue & Willits Street	AM	EBL	13.1	B	21.0	C	7.9	B > C
		EBTR	20.9	C	29.6	C	8.7	-
		WBL	16.7	B	23.5	C	6.8	B > C
		WBTR	32.9	C	42.3	D	9.4	C > D
		NB	28.3	C	7.4	A	-20.9	C > A
		SB	28.3	C	47.5	D	19.2	C > D
		Overall	23.9	C	31.0	C	7.1	-
	Mid-day	EBL	23.3	C	23.7	C	0.4	-
		EBTR	48.9	D	54.0	D	5.1	-
		WBL	22.1	C	26.8	C	4.7	-
		WBTR	38.4	D	46.2	D	7.8	-
		NB	26.1	C	19.6	B	-6.5	C > B
		SB	24.2	C	38.1	D	13.9	C > D
		Overall	27.1	C	31.7	C	4.6	-
	PM	EBL	21.3	C	37.2	D	15.9	C > D
		EBTR	44.5	D	54.3	D	9.8	-
		WBL	21.6	C	23.9	C	2.3	-
		WBTR	37.2	D	40.0	D	2.8	-
		NB	30.7	C	20.6	C	-10.1	-
		SB	32.4	C	63.2	E	30.8	C > E
		Overall	30.0	C	42.7	D	12.7	C > D

Intersection	Peak Period	Approach	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Old Woodward Avenue & Willits Street	AM	EBL	71	134	106	191	35	57
		WBL	16	68	19	65	3	-3
		NBTR	55	110	27	66	-28	-44
		SBT	129	254	191	336	62	82
	Mid-day	EBL	107	204	117	217	10	13
		WBL	36	79	36	75	0	-4
		NBTR	99	191	90	175	-9	-16
		SBT	144	312	187	336	43	24
	PM	EBL	144	256	255	454	111	198
		WBL	40	118	35	92	-5	-26
		NBTR	103	184	87	177	-16	-7
		SBT	189	368	236	425	47	57

Key Findings

- The total crosswalk distance will be reduced from 75-feet to approximately 60-feet.
- The vehicle delay (LOS) and vehicle queueing will increase.
- The southbound right turn overlap phase will be eliminated.
- Fire hydrant relocation should be taken into consideration when designing curb extensions.
- This alternative could be constructed in conjunction with a curb extension on the NE corner to reduce the total crosswalk distance from the existing 75-feet to approximately 50-feet.

3. Protected Left Turns (E/W Approach)

One of the most common conflicts at signalized intersections is the competition between vehicles permissively turning left and pedestrians crossing during the concurrent parallel pedestrian signal phase. Drivers typically focus on opposing traffic to identify gaps for left turns and may not pay due attention to pedestrians approaching or in the parallel crosswalk. Additionally, permissive left turns at congested intersections contribute to drivers accepting smaller gaps, turning at higher speeds, and "sneaking" through the intersection during the yellow or all-red signal intervals. Protected left-turn phasing provides a green arrow for left-turning vehicles while stopping both on-coming traffic and parallel pedestrians' crossings, therefore eliminating all potential conflict.

Currently, the intersection of Old Woodward Avenue & Willits Street provides protective/permissive phasing for E/W left-turns from Willits Street and provides permissive only phasing for the N/S left-turns from Old Woodward Avenue. This alternative considered providing protected-only phasing for the E/W left-turn movements from Willits Street; removing the permissive phase in order to eliminate vehicle-pedestrians conflicts for the E/W pedestrian crossings. By eliminating the potential vehicle-pedestrian conflicts during the E/W crossings, there is no longer the need to provide an LPI along the E/W crossings; therefore, the allotted all-red time (10 seconds) is available for additional green time elsewhere. This additional green time within the cycle helps to minimize the impact of removing the E/W permissive phase.The primary concern with this alternative is the operational impacts of eliminating the permissive phase. An analysis was performed to determine the measure-of-effectiveness (MOE) of this alternative as compared to existing operations. The MOE summary is provided in **Table 2**. The results of the analysis show that eliminating the permissive movement will increase both the vehicle delay (LOS) and the vehicle queueing.

Table 2: Protected E/W Left-Turn MOE Summary

Intersection	Peak Period	Approach	Existing Perm/Prot		E/W Protected Only Left-turn		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Old Woodward Avenue & Willits Street	AM	EBL	13.1	B	44.7	D	31.6	B > D
		EBTR	20.9	C	15.5	B	-5.4	C > B
		WBL	16.7	B	39.9	D	23.2	B > D
		WBTR	32.9	C	25.3	C	-7.6	-
		NB	28.3	C	24.4	C	-3.9	-
		SB	28.3	C	24.0	C	-4.3	-
		Overall	23.9	C	23.6	C	-0.3	-
	Mid-day	EBL	23.3	C	44.1	D	20.8	C > D
		EBTR	48.9	D	24.1	C	-24.8	D > C
		WBL	22.1	C	39.6	D	17.5	C > D
		WBTR	38.4	D	25.9	C	-12.5	D > C
		NB	26.1	C	29.5	C	3.4	-
		SB	24.2	C	24.4	C	0.2	-
		Overall	27.1	C	27.2	C	0.1	-
	PM	EBL	21.3	C	49.2	D	27.9	C > D
		EBTR	44.5	D	16.1	B	-28.4	D > B
		WBL	21.6	C	49.3	D	27.7	C > D
		WBTR	37.2	D	27.9	C	-9.3	D > C
		NB	30.7	C	32.8	C	2.1	-
		SB	32.4	C	32.3	C	-0.1	-
		Overall	30.0	C	30.3	C	0.3	-
Intersection	Peak Period	Approach	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Old Woodward Avenue & Willits Street	AM	EBL	71	134	90	173	19	39
		WBL	16	68	17	46	1	-22
		NBTR	55	110	52	104	-3	-6
		SBT	129	254	122	234	-7	-20
	Mid-day	EBL	107	204	110	192	3	-12
		WBL	36	79	40	81	4	2
		NBTR	99	191	114	200	15	9
		SBT	144	312	134	245	-10	-67
	PM	EBL	144	256	149	275	5	19
		WBL	40	118	36	84	-4	-34
		NBTR	103	184	95	173	-8	-11
		SBT	189	368	188	389	-1	21

Key Findings

- The LPI phase for the E/W crossings will be available as additional green time for other movements, due to eliminating the potential vehicle-pedestrian conflicts along the E/W crossings.
- The vehicle delay (LOS) will increase for the E/W left turn movements; however, it will decrease for the E/W through movements.
- All potential vehicle-pedestrian conflicts will be eliminated for pedestrians crossing in the E/W directions
    - Vehicle-pedestrian conflicts will still exist for N/S crossing pedestrians
- The existing signal 4-section signal heads on the east and west approaches would need to be replaced with a 3-section signal heads to operate as protected only.

4. Barnes Dance (Pedestrian Scramble)

This pedestrian improvement restricts all vehicular movements at an intersection and provides a pedestrian only walking phase. At intersections with this type of pedestrian treatment, an "X" crosswalk through the middle of the intersection is often implemented, in addition to the four typical crossings connecting each corner. This type of treatment allows pedestrians to travel without any potential for vehicle-pedestrian conflicts; however, this is typically implemented at intersection locations in dense urban areas with high pedestrian volumes.

Table 3: Protected E/W Left-Turn MOE Summary

Intersection	Peak Period	Approach	Existing LPI		Pedestrian Phase		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Old Woodward Avenue & Willits Street	AM	EBL	13.1	B	22.9	C	9.8	B > C
		EBTR	20.9	C	29.2	C	8.3	-
		WBL	16.7	B	30.6	C	13.9	B > C
		WBTR	32.9	C	47.0	D	14.1	C > D
		NB	28.3	C	38.1	D	9.8	C > D
		SB	28.3	C	50.9	D	22.6	C > D
		Overall	23.9	C	38.3	D	14.4	C > D
	Mid-day	EBL	23.3	C	49.1	D	25.8	C > D
		EBTR	48.9	D	73.8	E	24.9	D > E
		WBL	22.1	C	42.3	D	20.2	C > D
		WBTR	38.4	D	57.0	E	18.6	D > E
		NB	26.1	C	63.0	E	36.9	C > E
		SB	24.2	C	44.1	D	19.9	C > D
		Overall	27.1	C	51.0	D	23.9	C > D
	PM	EBL	21.3	C	129.0	F	107.7	C > F
		EBTR	44.5	D	60.2	E	15.7	D > E
		WBL	21.6	C	29.6	C	8.0	-
		WBTR	37.2	D	81.7	F	44.5	D > F
		NB	30.7	C	61.8	E	31.1	C > E
		SB	32.4	C	111.6	F	79.2	C > F
		Overall	30.0	C	85.3	F	55.3	C > F

Intersection	Peak Period	Approach	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Old Woodward Avenue & Willits Street	AM	EBL	71	134	94	161	23	27
		WBL	16	68	16	54	0	-14
		NBTR	55	110	69	127	14	17
		SBT	129	254	177	336	48	82
	Mid-day	EBL	107	204	138	248	31	44
		WBL	36	79	39	88	3	9
		NBTR	99	191	189	290	90	99
		SBT	144	312	236	444	92	132
	PM	EBL	144	256	191	327	47	71
		WBL	40	118	105	258	65	140
		NBTR	103	184	143	254	40	70
		SBT	189	368	344	549	155	181

Key Findings

- Pedestrian movements will be fully separated from vehicular movements.
- This treatment would require a reduction in green time for all movements; resulting in the vehicle delay (LOS) and vehicle queuing increasing along all approaches and movements.
- Push-buttons or other pedestrian detection is recommended in order to minimize vehicle delays when pedestrians are not present.

5. ADDITIONAL SIGNAGE

The effectiveness that additional signage has on driver yielding compliance is influenced by several factors, including vehicular speed, traffic volume, and whether the driver perceives yielding as a courtesy or the law. Enhancing signage with pedestrian activated lights or flashing beacons has been shown to be more effective than those signs that flash/blink continuously. Pedestrian signage placed in advance of the crosswalk location has been shown to be effective at reducing vehicle-pedestrian conflicts.

Key Findings

- A “Left turns yield to pedestrians” sign would provide advanced warning for drivers making left-turns, ideally increasing their attention to crossing pedestrians.
- Additional signage will only be effective for those motorists who observe and obey the signage.
- Overuse of signs may breed noncompliance and disrespect.
- Visibility of signs will be of difficulty due to on-street parking.

SUMMARY & RECOMMENDATIONS

The results of the alternative analysis indicate that Alternative 1 (NE Curb Extension) and Alternative 3 (Protected-Only Left-Turns) provide a noticeable pedestrian improvement, without causing a significant impact to the intersection operations.

- Alternative 1 will provide a reduced crosswalk distance (75-ft to 65-ft) for the north leg of the intersection without impacting vehicle operations; however, the Smart bus stop location will need to be relocated.
- Alternative 3 will eliminate all potential vehicle-pedestrian conflicts for the E/W crossings; however, the vehicle delay (LOS) for the E/W left turn movements will be increased.

An additional option for consideration is Alternative 5 and to provide a “Left turns yield to pedestrians” sign. This option would be the lowest cost alternative; however, it would rely on driver compliance and attentiveness.

Alternatives 2 and 4 are not recommended. Alternative 2 has a similar cost to the other alternatives; however, the overall intersection operations will experience larger delays. Alternative 4 provides the lowest cost to remove all potential vehicle-pedestrian conflicts; however, the vehicle operations on all approaches will experience significant increases in delay and queuing.

Table 4: Pedestrian Improvement Cost Summary

Intersection Treatment	Estimated Cost
1. NE Curb Extension	$2,000 - $20,000
2. NW Curb Extension	$2,000 - $20,000
3. E/W Protected-Only Phase	~ $17,000
4. "X" crosswalk pavement markings	~$2,500
5. Signage	$200 - $600 per sign

We hope that this information provides adequate clarification to address the questions of the City. If you have any questions or concerns, please contact our office.

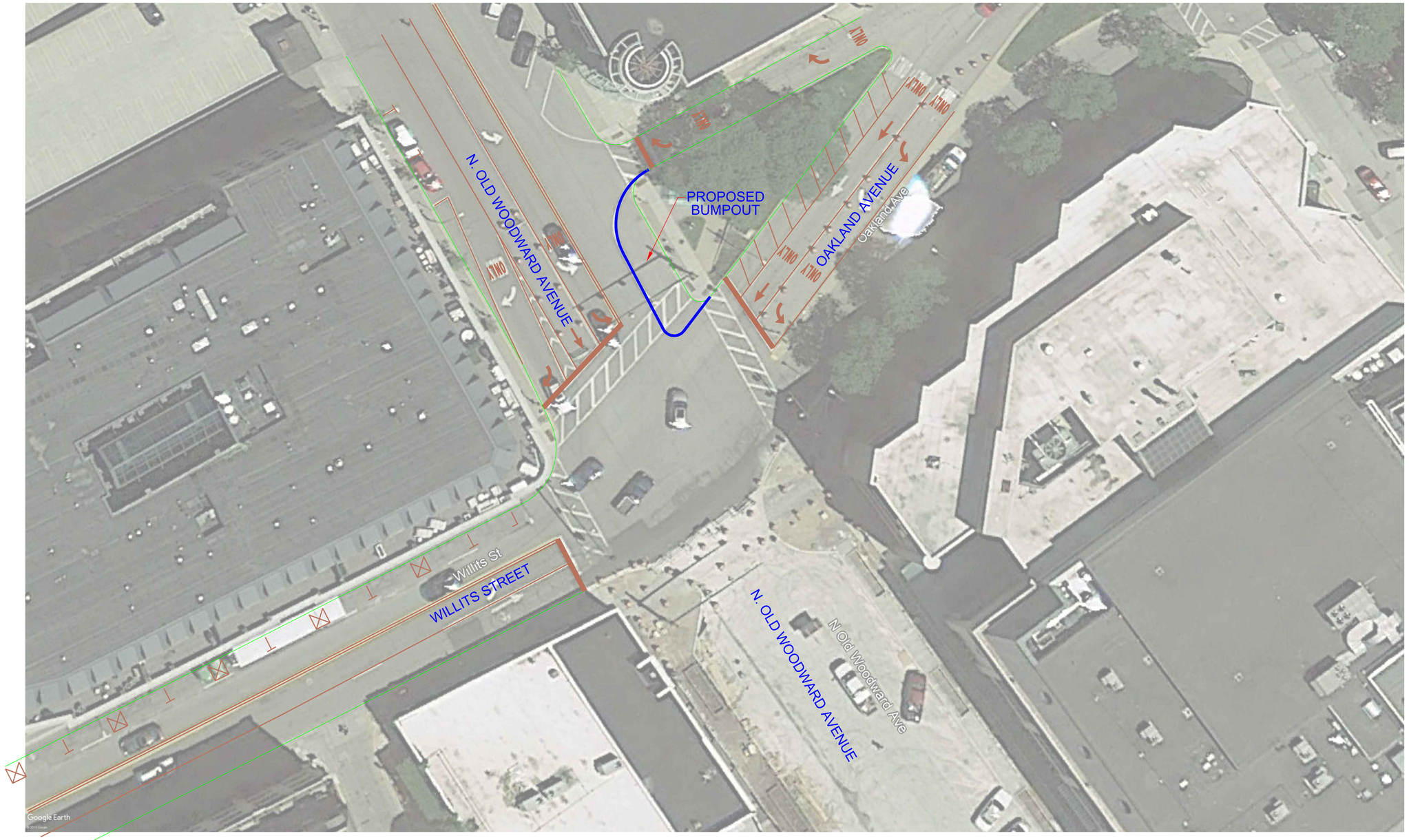
Sincerely,

FLEIS & VANDENBRINK

Julie M. Kroll

Julie M. Kroll, PE, PTOE
Sr. Project Manager

JJS2:maa:jmk



NORTH

0 20 40

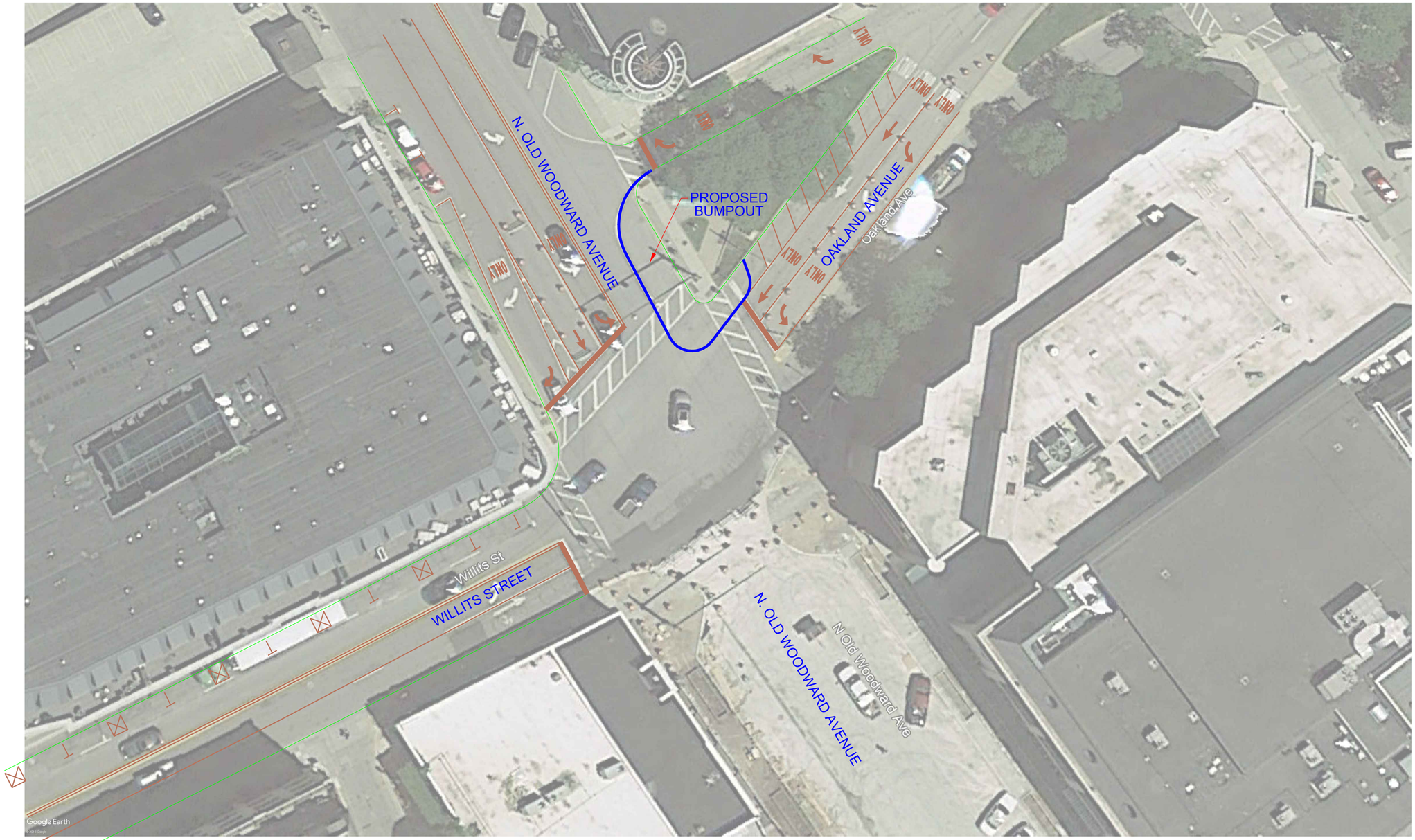
SCALE IN FEET

FIGURE 2A
NORTHEAST CORNER BUMPOUT

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
WILLITS ST. & WOODWARD AVE.
IMPROVEMENT PLAN

F&V PROJECT NO. 223801

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.



NORTH

0 20 40

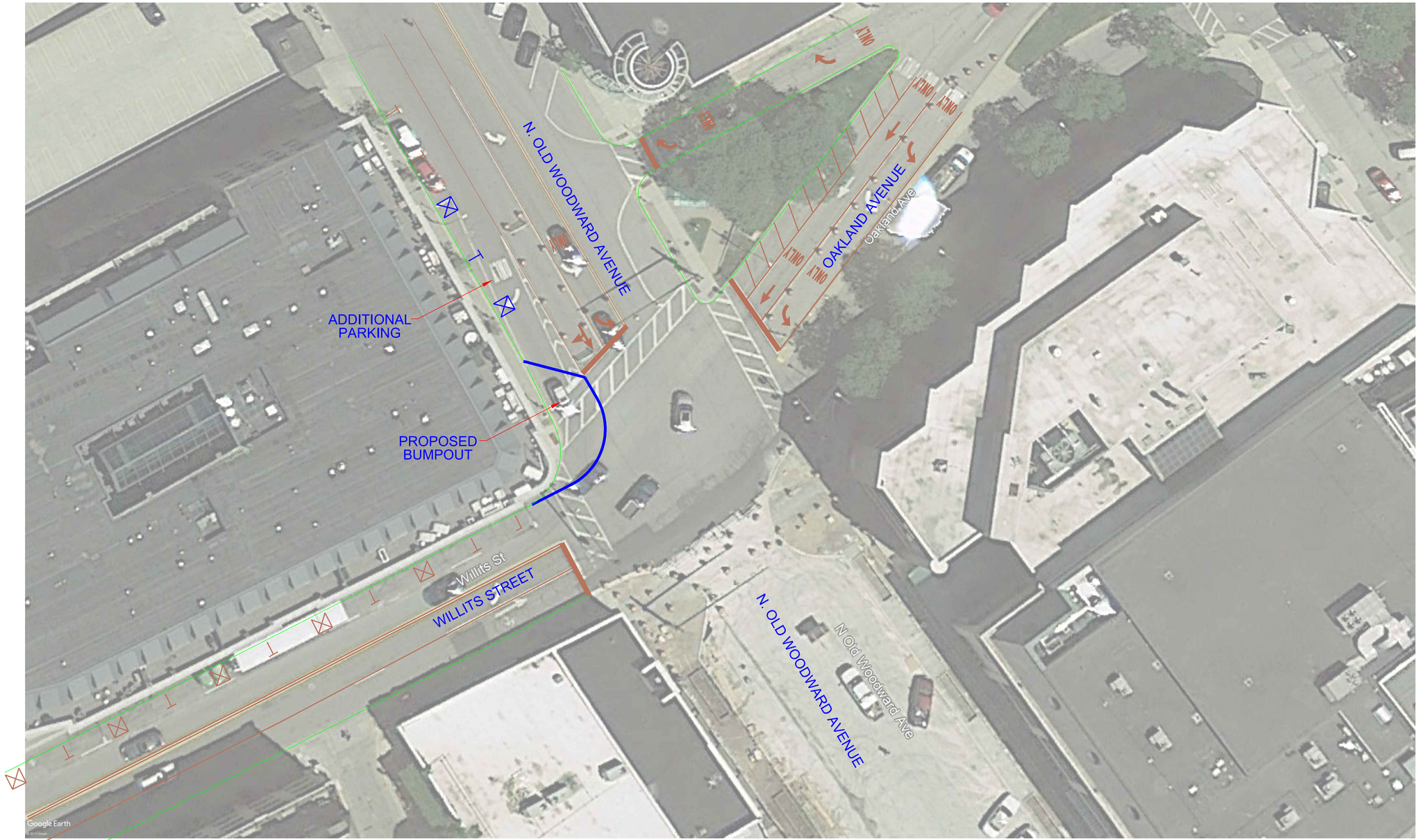
SCALE IN FEET

FIGURE 2B
NORTHEAST CORNER
FULL BUMPOUT

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
WILLITS ST. & WOODWARD AVE.
IMPROVEMENT PLAN

F&V PROJECT NO. 223801

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.



NORTH
0 20 40
SCALE IN FEET

FIGURE 3
SOUTHWEST CORNER BUMPOUT

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
WILLITS ST. & WOODWARD AVE.
IMPROVEMENT PLAN

F&V PROJECT NO. 823801

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

important to keep City Manager Valentine. He deserves this based on merit and Commissioner Harris is in support of this resolution forward.

Commissioner DeWeese expressed that there are many who disagree with the City Commission and the focus on the City Manager is misplaced. The position of City Manager should be apolitical. Mr. Valentine has been respectful and does what the City Commission directs him to do. The Commission has direct control over the City Manager's personnel issues. After considerable research, he found that the City is way underpaying Mr. Valentine. Given a motion, he will support the vote tonight.

Commissioner Sherman echoed Commissioner DeWeese's comments.

Mayor Pro Tem Boutros agrees that Mr. Valentines performance has been strong and an asset to the City.

MOTION: Motion by Commissioner Nickita, seconded by Commissioner Harris:
To approve the resolution approving the amendment to the City Manager's Employment Agreement as outlined in the Third Amended Employment Agreement and directing the Mayor to sign the Agreement on behalf of the City.

VOTE:	Ayes:	5
	Nays:	0
	Absent:	2

V. UNFINISHED BUSINESS

08-224 -19 TRAFFIC SIGNAL AT N. OLD WOODWARD AVE & WILLITS ST.

Director Ecker presented this item.

- Commissioner Nickita asked how the bus lane would be designated so that people would see it.
- Director Ecker said that temporary bollards are proposed for bump outs with pavement markings for the bus lane.
- Commissioner Sherman appreciates the staff looking at this on a test basis.
- Commissioner Nickita asked for the next step in terms of clarifying some of these points.
- City Manager Valentine expressed that the details can come either back as a staff report after the fact or see it again for approval.
- Commissioner Nickita does not want to extend the issue but clarification needs to be provided by the consultants.
- Julie explained that drawings are first and once implemented data collection would occur.
- Commissioner DeWeese would like to approve as a concept, in the meantime implement this piece and additional costs could be brought back at a later meeting in the form of change orders.

MOTION: Motion by Commissioner Nickita, seconded by Commissioner Harris:
To approve the resolution for the recommended modifications to the traffic signal timing at the N. Old Woodward Ave. & Willits St. /Oakland Blvd. intersection for a trial period as soon as possible, through March 2020, with the enhancement of the temporary bus lane at a total estimated cost of $9,200, including:

1. Remove the permissive left turn phase of the traffic signal for eastbound and westbound traffic using Option 3 as a trial through March, 2020;
2. Installing updated crosswalk markings on three legs of the intersection; and

3. Installing lane modifications north of the intersection, marked by bollards, such that a bump out can be added on the northwest corner, and a separated bus lane will be created on the northeast corner.
   Further, approving the appropriation and amendment to the 2019-2020 fiscal year Major Street Fund budget as follows:
   Major Street Fund

Revenues:			
Draw from Fund Balance	202-000.000-400.0000		$9,200
Total Revenue Adjustments		$9,200	
Expenditures:			
Other Contractual Service	202-449.001-981.0100		$9,200
Total Expenditure Adjustments		$9,200	

VOTE: Ayes: 5
Nays: 0
Absent: 2

VI. NEW BUSINESS

08-225 -19 PUBLIC HEARING TO CONSIDER ZONING AMENDMENT

Mayor Pro Tem Boutros opened Public Hearing at 8:45 p.m.

Brooks Cowan presented the item and explained that a SLUP is needed. The majority located along Woodward between Oakland and Lincoln, to include All Seasons, Hazel Ravines, and Triple Nickel. Nothing is eligible east of Woodward, MU5 and MU7.

- Commissioner Sherman commented that the presentation should address the ordinance before the commission only, the Rail District as a whole, as opposed to the project specifications.
- Commissioner Deweese expressed that people are concerned that there are going to be a lot of liquor licenses coming into a certain area. He went on to say that the licenses are under total control of the commission, it is a tool to provide some catalyst to reinvigorate the area, but will not become over consumed with licenses.
- Commissioner Nickita questioned if the district in the Master Plan called the S. Rail District, due to its eclectic nature, is consistent with what was proposed as the S. Rail District. He further asked if we anticipated it being further north.

Public Comment

- Andrew Haig supported the whole point of addressing an area, he also suggested limiting to 2-3 parcels.
  - Mr. Cowan presented the original map proposed to the Planning Board.
- Larry Bertollini expressed concern about the big chuck being changed. He felt that the City should move more slowly. While he is not opposed to spot zoning, sidewalk issues, and parking should be investigated. He felt the residents in the area are not aware of the impact and should be given notification. He noted that one of the suggestions of the new Master Plan was to get access to train and should concentrate on the Triangle District.
- David Bloom supported comments by Mr. Haig and Mr. Bertollini.

Public hearing closed at 9:09

Approving the resolution to accept the following recommendations of the Multi-Modal Transportation Board:

1. The installation of improved pedestrian crossings at the intersections of Cranbrook Rd. at both Midvale Rd. and Middlebury Lane, to be included in the upcoming resurfacing project to be completed by the Road Commission for Oakland County.
2. To direct staff to apply for a Transportation Alternatives Program (TAP) grant to obtain federal funds to cover up to 80% of the construction cost of multi-modal improvements to consist of:
    a. The installation of a 10 ft. wide concrete mixed-use path for pedestrian and bicycle usage on the east side of Cranbrook Rd. from Midvale Rd. to Lincoln Ave., and on the west side of Cranbrook Rd. from Lincoln Ave. to 14 Mile Rd.
    b. Extension of Neighborhood Connector Route signs and harrows on Midvale Rd. from Cranbrook Rd. to Larchlea Dr.
    c. The installation of 5 ft. wide concrete sidewalks on the east side of Cranbrook Rd. from Lincoln Ave. to Northlawn Dr., and on the south side of Lincoln Ave., from Cranbrook Rd. to Golfview Blvd.
    d. The installation of a 5 ft. wide concrete sidewalk on the north side of 14 Mile Rd. from Crosswick Rd. to Cranbrook Rd. (Lincoln Hills Golf Course frontage).

Commissioner Hoff commented that this is an example of how the Commission does focus on the best interest of the residents; coupled with the Lakeview Avenue street improvement project. These programs are specifically for the safety, convenience, and for the walkability for the residents in this area.

VOTE: Ayes, 7
Nays, 0

09-230-19 RESOLUTION ACCEPTING TRAFFIC SIGNAL CHANGES AT THE NORTH OLD WOODWARD AND WILLITS INTERSECTION.

Julie Crowe, Fleis and Vandenbrink, presented the item.

- Mayor Bordman feels secure knowing that there is a signal for the pedestrian only to get into the intersection without fear of a car turning right at the same time.
- Pro Tem Boutros expressed that the only solution is to have no turn on red anywhere. However, he does not know the impact of enforcing not turn on red.
- Commissioner Nickita asked how much traffic capacity this intersection has relative to the Brown and Old Woodward. The information was not available.
- Mayor Pro Tem Boutros noted that Maple and Old Woodward is believed to be unsafe by pedestrians.
- Commissioner Hoff asked for accident statistics for the police chief. He responded no and no and expressed that he does not know of the intersection being unsafe.
- Commissioner Sherman suggested that this type of proposal does not require physical improvement; therefore, a test would be easy. Mr O'Meara corrected him because there is a physical improvement involved of $17,000 to change the traffic signal.
- City Manager Valentine asked what could be done on a trial basis that does not involve a capital improvement and provide benefit.

- Mr. O'Meara suggested moving right turn lanes closer to the center and use temporary bump out markers on both sides of the street that do not influence the east west movement but will affect Old Woodward crosswalk width.
- Commissioner Hoff believes that the improvements being offered for $17,000 ~~and when redesigned make the adjustments~~ should be made and when the intersection is redesigned, make the adjustments[2]. She further suggests that any test should be done during the summer when pedestrian traffic is heavy.
- Mayor Pro Tem Boutros agrees with Commissioner Hoff, but if the trial phase does not work, will the light head be reusable. He expressed that he does not want a long trial.
- Commissioner Nickita believes that a 4-month test with minimal cost is appropriate. He also cannot see justification for a dedicated bus lane.
- Mayor Bordman noted that the proposed change ~~does not a~~ does not include a[3] leading pedestrian interval (LPI) and that is the part that should be tested.

MOTION: No action taken. Mayor Bordman suggested without objection that this item be returned to the agenda later.

09-231-19 RESOLUTION TO MEET IN CLOSED SESSION PURSUANT TO SECTIONS 8(E) AND 8(H) OF THE OPEN MEETINGS ACT

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Hoff:
To meet in closed session pursuant to the Open Meetings Act Section 8(e) regarding Baller/Bloom v. City of Birmingham and Section 8(h) to consider material exempt from discussion or disclosure by state or federal statute.

ROLL CALL VOTE:	Ayes:	Mayor Bordman
		Mayor Pro Tem Boutros
		Commissioner DeWeese
		Commissioner Harris
		Commissioner Hoff
		Commissioner Nickita
		Commissioner Sherman
	Nays:	None

No action expected after closed session.

To closed session at 9:53 P.M.

VII. REMOVED FROM CONSENT AGENDA

VIII. COMMUNICATIONS

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

Michael Horowitz, new residents to Birmingham, apologized for not coming to a meeting before the August election. He has seen the empty storefronts downtown and downtown does define the City. He felt that the Bates Street project was very exciting. Approximately ⅓ of the

[2] As corrected on October 7, 2019.
[3] As corrected on October 7, 2019.

MEMORANDUM

Planning Division

DATE: October 27th, 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: CIP Projects for Fiscal Year 2024-2025 – Shirley Drive and Arlington Road

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INTRODUCTION:
Road construction projects are planned for Arlington Rd. and Shirley Dr. for the fiscal year of 2024-2025. City staff is seeking input from the Multi-Modal Transportation Board (MMTB) before finalizing construction plans. The City's right-of-way for each road is 50' wide while both roads are currently 33' wide curb-to-curb.

BACKGROUND:
Arlington Rd. and Shirley Dr. are 33' wide and do not have a sidewalk on either side of the street between W. Maple and Lincoln Ave. The Multi-Modal Transportation Plan categorizes the subject area as a neighborhood where sidewalks should be completed. The City's standard for residential street widths is 28' (back of curb to back of curb), therefore the existing roads could be narrowed to 28' and accommodate a 5'-6' sidewalk on one side of the street without major disturbances to the existing natural features. In this case, the sidewalk curb would be immediately adjacent to the road without a curb lawn. A sidewalk on one side of the street without a curblawn is not typical for Birmingham residential neighborhoods, nor is it a recommended street design in the The Birmingham Plan (2040 Master Plan recently approved in 2023).

On September 7th, 2023, the Multi-Modal Transportation Board held preliminary discussions regarding Arlington Rd. and Shirley Dr. and indicated an interest on pusuing a sidewalk on just one side of the street within the existing 33' curb to curb space in order to avoid disturbing the natural features. A challenge with placing a sidewalk on only one side of the street is deciding

which side to place it on. Residents adjacent to new sidewalks are charged the assessment for the new public project, it is not shared amongst both sides of the street.

On October 5th, 2023, the Multi-Modal Transportation Board reviewed concepts provided by staff for potential sidewalk locations and held a discussion regarding preferences. City staff commented that when there is a 50' right-of-way of City property, staff recommends maximizing the health, safety, and welfare of the entire space for the public good. In this case, that would entail finding a way to use all 50' of right-of-way to place sidewalks on both sides of the street that includes a typical curb lawn between the sidewalk and road to act as a buffer between vehicles and pedestrians.

Staff also mentioned that Arlington Rd. and Shirley Dr. have a number of mature trees and in some cases elaborate landscaping in the public right-of-way. Such features may conflict with potential sidewalk placement if the City were to pursue sidewalks on both sides of the street with standard curb lawns. Sidewalks in Birmingham are typically placed in a linear manner along the property line, however there are some cases where a meandering path could be merited, particularly in an area with a number of natural features.

Given the suggested concepts, The MMTB maintained a general preference towards a sidewalk on one side of the street. The board was concerned about disturbing the natural features located in the subject area, but also felt that walking in the current street design was not safe for pedestrians along either of the roads. The MMTB indicated a general preference for reducing the road width from 33' to 28', and constructing a new sidewalk along the curb within the existing street space was a fair compromise. This way, the street width of 28' would align with the City standard for residential street widths and provide a safer space for pedestrians and people with disabilities.

Upon discussion amongst the board and input from the public, the MMTB requested to see concepts with a sidewalk on side of the street for the next meeting. There was also a request to include a concept with no sidewalks from members who believe the layout of Shirley and Arlington should be left as-is.

On October 16th, 2023, City staff held an informational meeting with residents of Shirley and Arlington to go over engineering topics related to sewer and water for each street, along with the upcoming design, approval, and special assessment process associated with making infrastructure improvements. Participants at the meeting raised questions regarding the street design and sidewalk placements. Those inquiring were informed that such topics will be discussed with the Multi-Modal Transportation Board and the City Commission at upcoming meetings.

<u>November 2nd, 2023 MMTB meeting updates:</u>
The City has received a detailed topographic survey from its engineering consultant Nowak & Fraus. City staff requested that the engineeing firm provide conceptual designs for potential street designs and sidewalk locations. Attached are Exhibits A, B, and C of detailed topographic designs, along with supplemental maps and images to highlights details of each exhibit.

Exhibit A consists of a typical street design in Birmingham that maximizes the entire 50' right-of-way. Exhibit A provides the location of a 5' sidewalk along the property line on each side of the street and maximizes the 50' right-of-way for the potential of a 28' wide city standard street and

space for curb lawns between the sidewalk and street for permitted City trees. This concept would involve removing the existing trees in the right-of-way and planting new trees that align with Birmingham's approved species list. This concept also provides the highest likelihood of providing ADA compliant sidewalks due to grading and An analysis of Shirley and Arlington's tree species and condition is provided below, as well as a map of properties with landscaping in the public right-of-way that conflicts with standard sidewalk placement.

Exhibit B consists of the Multi-Modal Transportation Board's request to have a sidewalk on one side of the street within the existing road width. Exhibit B proposes Birmingham's residential street width standard of 28' along with a 6.5' sidewalk on one side of the street. The sidewalk provided is 6.5' in order to provide more space between pedestrians and vehicles.

For Exhibit B, city staff reviewed existing utilities, driveways, and right of way features to select the more optimal side of the street for a sidewalk. If placed on one side of the street, staff recommends the sidewalk be located on the eastern side of Arlington and the western side of Shirley in the northern portion of the subject area. The addition of the sidewalk would make the norhtern intersection of Arlington and Shirley elgible for a new crosswalk. A crosswalk would connect to a sidewalk on the eastern portion of the road where Arlington and Shirley combine. A crosswalk would then again be installed at the southern intersection of Shirley and Arlington. A sidewalk would then be placed on the eastern side of Arlington and the eastern side of Shirley in the sorthern portion of the subject area. The sidewalk on the eastern side of Shirley is meant to connect to Fairway Park and the Rouge Trail.

Exhibit C consists of sidewalks on both sides of the street where each sidewalk is located along the street curb. This concept would expand the existing road use from its current 33' to a 38'-40' wide use. The goal of this concept is to provide sidewalks on both sides of the street while attempting to create as little disruption of the existing landscape within the 50' right-of-way as possible. A tree map has also been included with this concept to show that exhibit C would involve the removal of approximately 21 trees in the right-of-way and disturb existing landscaping in the right-of-way at approximately 11 homes.

Shirley and Arlington's natural features of existing trees and landscaping have been referenced as a major concern for considering the location of sidewalks and street modifications. City staff has downloaded the list of properties who have pulled special treatment permits for this area and identified locations with existing landscaping in the right-of-way that would conflict with maximizing the public right-of-way. Special treatment permits are approved for residents with the condition that the City may remove such enhancements in the right-of-way without penalty during any public project. There are 12 properties who have applied for special treatment permits along Shirley and Arlington. Meanwhile, staff and consultants have identified an additional 26 properties with planted landscaping conflicts in the public right-of-way. Such properties are identified in the "Existing Tree Conditions and R.O.W. Landscaping Conflicts" map below.

The City contracts with The Davey Tree Expert Company (Davey) to maintain an inventory of City trees in the right-of-way and track the details related to each tree such as species, size, and condition. Davey coordinates with our Department of Public Services (DPS) using the Treekeeper program to enable the City to maintain vibrant, safe, and healthy trees. City staff has obtained Davey's Treekeeper data to evaluate the condition of the trees in the subject area. **The data collected for this area ranges from 2012 to present, however the City has requested**

an expedited review from Davey to have an updated survey of the tree statuses by the MMTB meeting on November 2nd, 2023. The City has provided an anaylsis below of the current tree data available (as of October 27th, 2023), however there is potential for some updates to the tree data by the time of the public meeting, dependent on Davey's review.

There are 107 trees within the right-of-way along the subject area of Shirley and Arlington. 85 of the trees in the public right-of-way are rated with a fair or poor condition (65 fair & 20 poor). Trees rated with a fair to poor condition are not expected to have a long lifespan and pose a higher risk of broken branches and tree trunks impacting the surrounding area.

In regards to tree species, Birmingham maintains a list prohibited species for trees in the public right-of-way in order to maintain a healthy diversity of trees. This list does not apply to private property, only parks and public right-of-way. The Department of Public Services also monitors tree not recommended for the public right-of-way due to their propensity for disease or being less desireable for roadside existence. The list of prohibited species and the list of approved species are provided below in the attachments. The far-right column of recommended tree species "recommended use" identifies preferred locations of permitted trees where residential street tree is categorized.

Thirty-nine (39) of the 107 trees in the public right-of-way along Shirley and Arlington are on the prohibited species list for the public right-of-way, therefore not allowed. These species consist of Norway Maples, Silver Maples, Northern Catalpas, and Pear trees (pear is a recent addition to the list). Another 37 trees are not recommended species for the right-of-way. Such trees include Norway Spruces, Colorado Spruces, Scotch Pine Trees, Douglas Firs, and Austrian pine (see Evergreen category in permitted species list). Five (5) are classified as overpopulated by DPS which consists of Freeman Maple, Sugar Maple, and Hedge Maple. Tree diversity contributes to the overall health of the vegetation, therefore the City wishes to avoid overpopulation of one tree species. Twenty six (26) of the 107 trees are classified as a permitted species which include European Birch, Black Walnut, American Elm, Flowering Crabapple, and American Linden. The permitted tree species along Shirley and Arlington that are classified in "Good" or "Excellent" condition range between 3-5 inches in diameter at breast height (DBH), with the exception of one 21 inch DBH tree, meaning most of the permitted trees in the right-of-way are small, new, or both.

City staff evaluated the potential of finding quality trees in good condition within the right-of-way which a sidewalk could potentially curve or "meander" around to save the tree. Staff used the city's tree data to identify trees classified in "good" or "excellent" condition with a diameter at breast height (DBH) of 10 inches or more. This search query resulted in 5 trees out of the existing 107. Of the 5 trees, 3 are on the prohibited species list and one is not recommended as a street tree. Thus, of the 107 trees in the public right-of-way, only one is a permitted species in good condition and of sufficient size, that tree being a 21 inch (DBH) American Elm.

Given the amount of trees in fair to poor condition and the number of prohibited and not recommended species along Shirley and Arlington, City staff recommends that the City pursue a design that incorporates standard sidewalks for pedestrian safety on both sides of the street with a curb lawn between the road and the sidewalk, enabling the City to plant permitted species of trees that will grow into healthy mature trees and last for years to come. City staff does not

recommend compromising the design of a complete street that aligns with the city's Multi-Modal Transportation Plan, Master Plan, and street width standards in order to save trees that are either prohibited, not recommended for the right-of-way, or are in fair to poor condition with a higher likelihood of dying in the near future. Compromising street and sidewalk designs for trees identifed by the City's forestry managers as not ideal for the existing location is not recommended. As mentioned in prior study sessions, the City's Multi-Modal Transportation Plan recommends that the City pursue sidewalks on all of its streets. The recently adopted 2040 Master Plan elaborates on this recomendation and discusses "connecting the City" as a major theme of the report. The newly adopted Birmigham Plan talks about keeping the City's street pedestrian oriented with sizeable sidewalks and a tree lawn providing a pedestrian buffer and tree lawn. Both plans align with the City's Complete Streets Resolution from 2011, which remains to be the standard goal for all street designs in the City.

Designated sidewalk space separated from the street is a crucial design element for the safety of pedestrians and people with disabilities. Staff does not want to create a situation where pedestrians, kids, strollers, and persons in wheelchairs have to traverse the street within the same space as vehicles. Birmingham considers itself "A Walkable City" and thus should provide safe spaces to walk when the opportunity arrises. Sidewalks are also important contributors in the social fabric and health of a City as they provide walkable connectivity to neighbors, commercial stores, and city amenities such as parks, particularly Fairway Park and the Rouge trail in this instance which intersect at the southern end of Shirley.

It is also important to note that in 2021, the City experienced two pedestrian deaths on Woodward Ave, both of which took place near the intersections of Maple and Forest. Both the Multi-Modal Transportation Plan and the Triangle District Plan recommended enhanced pedestrian safety features for these locations, however it was not until two deaths occurred that the City took action on installing ehanced safety features such as signage and traffic signaling. Staff does not want to see another situation where a pedestrian is injured by a vehicle and then the residents, advisory boards, and city officials look back and wish they did more to design a public right-of-way that could have prevented such an occurance. Good public policy involves making hard decisions for the health safety and welfare of the public that can help prevent dangerous instances in the future.

Staff's position is that when a street is under consideration for improvements, it is recommended that the advisory boards and elected officials use the opportunity to pursue the complete streets resolution it adopted in 2011, follow the recommendations of the City's transportation plan and master plan, and implement a design in the right-of-way that enhances the use and safety for all users.

A survey regarding street improvements was sent to all residents of Shirley and Arlington at the end of September 2023 with four questions regarding preferences for new water systems, new sewer systems, improved vs. unimproved streets, and the installation of new sidewalks. Survey question #4, "Are you supportive of constructing sidewalk along the street?" is related to the purview of the MMTB. As of October 27th, 2023, City staff has received 48 responses to this question. Eight (8) residents responded in favor of sidewalks, while 40 residents responded with a no, not in favor of new sidewalks.

City staff takes into account survey responses from residents in the immediate area, but also has to balance recommendations with what is believed to be the best for the health, safety and welfare of the City as a whole. In this particular instance, even though the majority of respondents oppose new sidewalks, City staff finds that the addition of sidewalks would align with recommendations of the City's Complete Streets policy, the Multi-Modal Transportation Plan, the 2040 Master Plan, and enhance the health, safety, and welfare of the City as a whole. Staff recommends that the 50' public right-of-way along Shirley and Arlington be designed in a manner that provides a safe space for pedestrians and people with disabilities that is accesible to all of the public.

SUMMARY

City staff recommends the design concept in Exhibit A with sidewalks on both sides of the street, a curb lawn for city trees, and a street width of 28' to align with the residential street width standard the City has adopted. Staff understands that the concepts in Exhibit B and Exhibit C could be a considered a fair compromise in order to preserve the natural features of the area. However, given the analysis of trees in the public right-of-way on the prohibited species list and the amount of trees in fair to poor condition in the subject area, staff does not recommend compromising a safe pedestrian street design when new trees that are permitted species and expected to survive and thrive can be planted. Staff does not recommend that the City pursue the fourth option of no changes to the existing layout.

The following four options are for discussion and consideration regarding sidewalks on Arlington Road and Shirley Drive:

1. Exhibit A - 5' sidewalk on both sides of street, allowing space for curb lawns with city trees, residential street width standard of 28', and uses all 50' of public right-of-way. Nearly all existing trees and landscaping would be removed and new permitted street trees would be planted. This options allows the most practical installation of ADA compliant due to the grading and driveway approaches.
2. Exhibit B - New 6.5' sidewalk on one side of the street along the street curb, residential street width standard of 28', and minor change in existing paved width from 33' to 34.5'. Nearly all existing landscaping is preserved.
3. Exhibit C – New 6' sidewalk on both sides of the street along the street curb, residential street width standard of 28', and paved width of street expands from 33' to 40'. Some existing landscaping and street trees would have to be removed (21 tree and 11 landscaping conflicts).
4. No change to existing layout. Street design maintains existing width and no new sidewalks.

ATTACHMENTS:

- Complete Streets Resolution, July 11th, 2011
- Multi-Modal Transportation Plan (2013) – relevant sidewalk recommendations
- The Birmingham Plan (2023) – relevant neighborhood sidewalk recommendations
- Sidewalk location map - 2021
- Birmingham prohibited species list
- Birmingham permitted species list
- Street tree existing conditions and Special Treatment Permit locations map
- Street tree species use classification maps
- Stree trees in good condition, DBH > 10 inch, and use classification map

- Properties with landscaping conflicts in the right-of-way
- Exhibit A – Conceptual sidewalk location
- Exhibit B – Conceptual sidewalk location
- Exhibit C – Conceptual sidewalk location with tree and landscaping conflicts
- Survey responses

RECOMMENDATION:
It is recommended that the MMTB discuss their design preferences for Shirley Drive and Arlington Road, particulary related to street width and sidewalk installations. Staff anticipates that once a design preference is narrowed down, the MMTB will have a public hearing on the street width on Thursday, December 7th, 2023 and make a recommendation to the City Commission.

City of Birmingham
A Walkable Community

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.

Laura M. Pierce
City Clerk

3.2 SIDEWALKS

DESCRIPTION

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

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

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

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

RECOMMENDATIONS

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

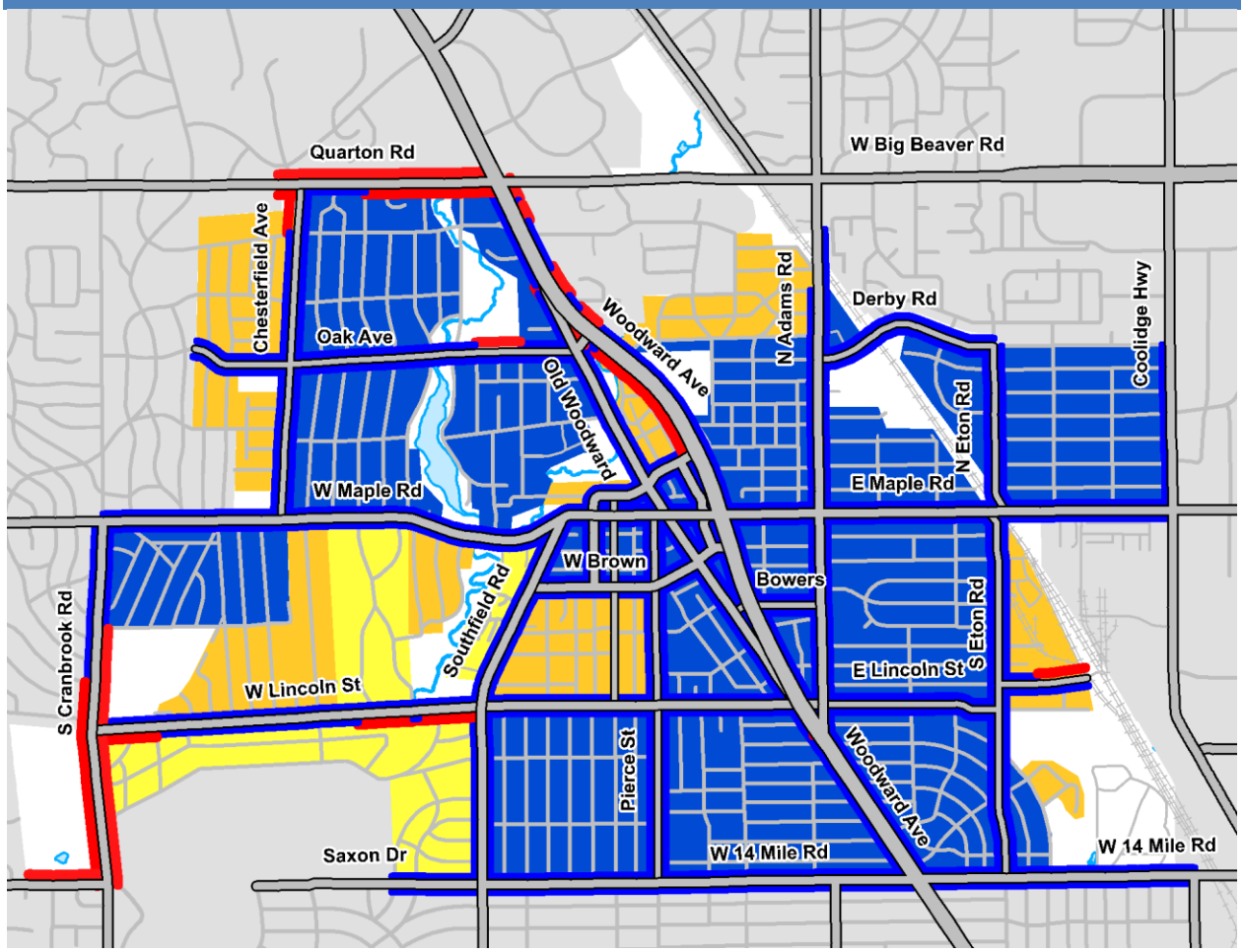
The second priority should be to complete the sidewalk gaps in neighborhoods that already have an existing sidewalk system partially in place.

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

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

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

FIGURE 3.2A PROPOSED SIDEWALKS



Proposed Sidewalks:

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

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

Web Survey Results:

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

Keep Streets Pedestrian-oriented

Streets are the most pervasive public space in a city, and generally, Birmingham's streets are exceptionally beautiful and pleasant (See Fig. 37). However, moving cars is too often primary focus of street design, which results in widening to make driving easier. In most cases, widening neighborhood streets reduces their safety for pedestrians and bicyclists, reduces street tree canopy, and increases vehicle speeds. Fortunately, Birmingham has resisted calls to widen streets. As a result, the city retains a extensive tree canopy and pleasant streets to walk and bike along.

Yet today, calls for wider streets continue. If widened, cars will move more quickly and those streets become convenient ways to cut around areas of congestion. There are some streets in Birmingham that are too narrow, like Westchester Way, paved approximately 16 feet yet operating two-way with parking. Streets narrower than 20 feet paved and operating two-way with on-street parking should be considered for a change to one-way or removal of some street parking, perhaps widening. Most other streets should not.

Beyond the space to accommodate automobiles, street design must consider pedestrian comfort and safety, bicyclist comfort and safety, and street trees for public health.

Pedestrian comfort and safety is influenced by the size and location of sidewalks. Birmingham's historic neighborhood standard was a minimum 4 foot sidewalk, which is insufficient by today's standards. In most neighborhoods, sidewalks should be a minimum of 5 feet wide, and 6 feet in neighborhoods near mixed-use districts or streets with multi-unit housing. The recently passed Residential Street Design Standard specifies a 5 foot minimum, which works for most places. In areas with smaller lots and multi-unit housing, sidewalks should be at least 6 feet wide. In a mixed-use context, sidewalks should be wider, no less than 14 feet from curb to edge of right-of-way assuming a paved tree lawn with tree wells. Shared space streets are a special exception to be handled on a case-by-case basis.

Today, sidewalks are missing in numerous places, which should be surveyed and remedied. Similarly, street intersections which do not have accessible ramps to crossings should be remedied. These changes may cause trees to be removed, which should be replaced nearby to maintain the street tree canopy.

Bicyclist and micro-mobility comfort and safety is principally influenced by the speed of vehicles and availability of dedicated facilities. In most streets, narrow lanes result in slow car movement, which provide for bike and micro-mobility needs. But more so than cars, frequent stopping is extremely inconvenient. Bicycle boulevards should be considered to solve this issue, arranging intersection control to prefer bike and micro-mobility through movement and diverting cars to avoid cut through movement. Strategically located bicycle boulevards can also be used to reduce cut-through traffic, such as that between Quarton, Maple, Lincoln, and 14-Mile. Along streets with speeds above 25mph, however, dedicated facilities should be provided or other means of slowing traffic pursued.

The tree lawn is critical to street trees; sufficient root area results in greater canopy. Canopy health is very closely related with the health of residents, mental and physical, the ease of walking or biking along streets, and the success of children in school. In fact, programs exist across the country to re-establish urban tree canopies to improve the health outcomes of children. In neighborhoods, tree lawns should not be sacrificed for pavement width.

Figure 37. A pleasant, right-sized street in the Quarton district.

With these concerns in mind, the ideal roadway width will depend upon the right-of-way width and what the street should best accommodate. Lincoln is perhaps the most difficult decision point in Birmingham. It needs on-street parking but is also an important route for cyclists. Certainly Lincoln needs to sustain its tree canopy. And as a major vehicular connector, Lincoln must accommodate cars. With recent crosswalk improvements, the means of accommodating bicycles must be carefully considered. Today, Lincoln is too busy a street to feel safe for many bicyclists.

Standards were set for residential streets by the Multi-modal Transportation Board and City Commission due to recurring resident

requests for wider streets. The current policy sets a standard residential street at 26 feet from curb-to-curb where the right-of-way is 50 feet or greater and 20 feet with parking along one side where the right-of-way is less than 50 feet. The policy provides for modifications for a number of specific conditions that may legitimately require greater paving, such as school bus routes. Generally these standards align with best safety practices.

Current street roadway standards should be retained, and augmented to simplify the exception criteria, aligning it with future land use. Minor modification is also needed to accommodate wider sidewalks along district seams. The residential street standards provide a modification of roadway width from 26 feet to 28 feet where on-street parking is in more active use. Because on-street parking will be more actively used in neighborhoods with Fine Grained and Traditional Fabric, the standard here may default to 28 feet. Similarly, neighborhoods with Picturesque Fabric will have low on-street parking usage and should be less justified to allow for wider streets.

To further support pedestrian and bicycling safety, the posted speed throughout town should be lowered as much as possible. Unfortunately current legislation does not permit posting speeds below 25 mph, while across the world, including in other US states, “20 is Plenty” campaigns have reduced speeds on residential streets to 20mph or below. Today, speeds should be lowered as much as possible, and future support provided to any legislative campaigns that would permit speeds to be lowered further by municipalities.

The main remaining issue with streets is parking beyond the roadway on unimproved streets as it encourages cut-through traffic and speeding. Once streets are improved this issue will be resolved.

MASTER PLAN ACTIONS

1. Update the Residential Street Standards, aligning the following streetscape elements with Future Land Use categories. Update the Multi-modal Plan accordingly.
    a. Sidewalk width;
    b. Planter width and type;
    c. Type and extent of on-street parking;
    d. Frequency of curb cuts; and
    e. Width of roadway.
2. Update the Multi-modal Plan, including:
    a. Study bicycle accommodation alternatives along Lincoln.
    b. Complete gaps in sidewalks, add accessible corner ramps where not already specified, and replace street trees which are displaced by the process.
3. Lower the posted speed on streets throughout town as much as possible.

STREETSCAPE BEST PRACTICES BY LAND-USE CATEGORY

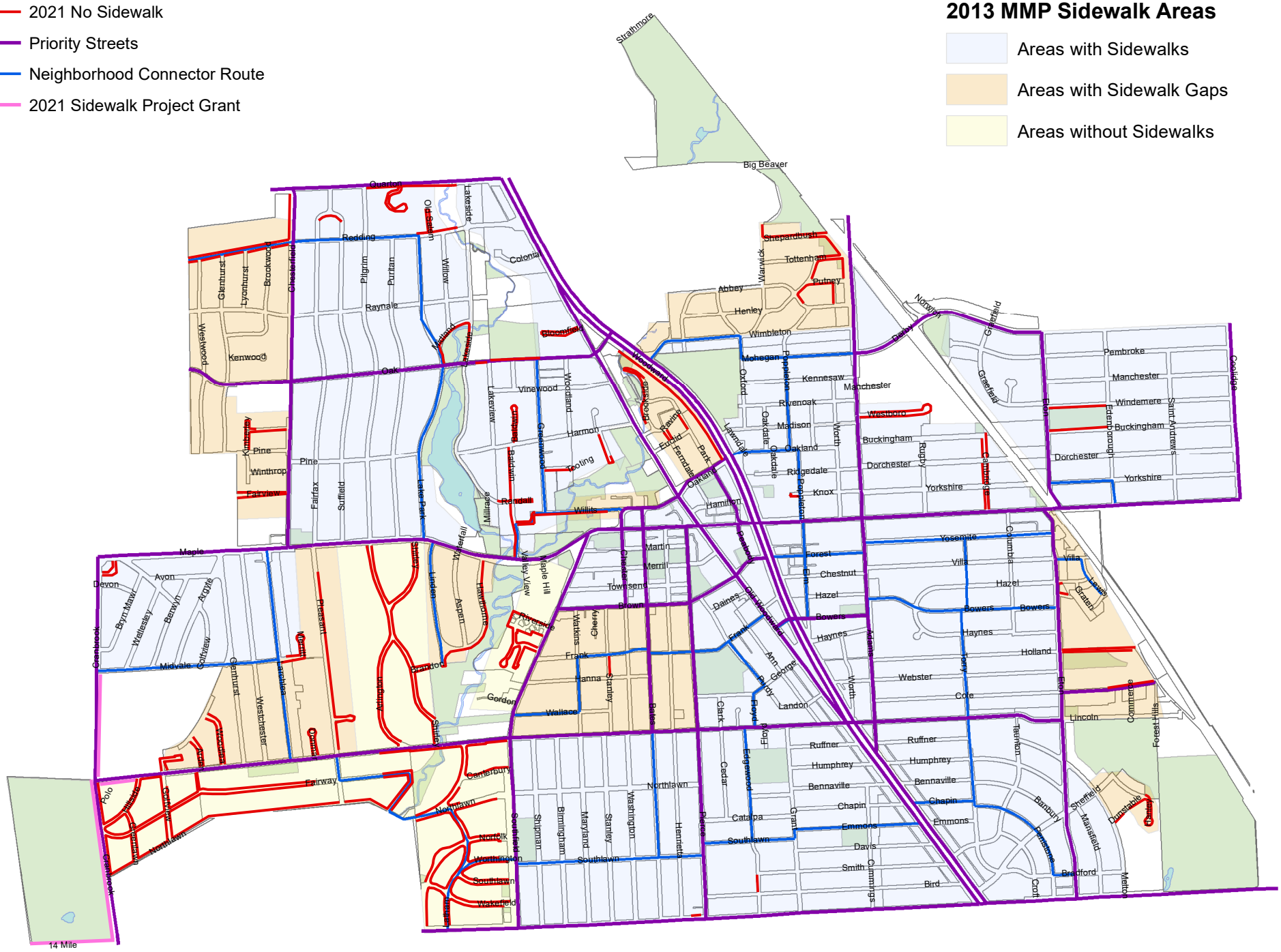
1. Mixed-use Center: 8 foot sidewalks or wider, excluding a paved tree lawn area; 5-to-6 foot tree lawn principally paved with tree wells; on-street parking both sides.
2. Fine Grained Fabric: 6 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells or continuous planters; on-street parking both sides.
3. Traditional and Picturesque Fabric: 5 foot sidewalk; tree lawns 8 feet or wider; on-street parking on one or both sides.
4. Buffer and Activity District Seam: 6-to-8 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells; on-street parking both sides.
5. Access District Seam: 6 foot sidewalk, tree lawns 6 feet or wider; on-street parking both sides.

Future Sidewalk Construction Recomendation Priorities

- 2021 No Sidewalk
- Priority Streets
- Neighborhood Connector Route
- 2021 Sidewalk Project Grant

2013 MMP Sidewalk Areas

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



APPENDIX B
PROHIBITED SPECIES LIST

Common Name	**Scientific Name**
Ash	*Fraxinus* spp.
Boxelder	*Acer negundo*
Catalpa	*Catalpa* spp.
Common Buckthorn	*Rhamnus cathartica*
Common Privet	*Ligustrum vulgare*
Cottonwood	*Populus deltoides*
Dame's Rocket	*Hesperis matronalis*
Elm (except disease-resistant varieties)	*Ulmus* spp.
English Ivy	*Hedera helix*
Euonymus	*Euonymus* spp.
Garlic Mustard	*Alliaria petiolata*
Honeysuckle	*Lonicera* spp.
Horse Chestnut (nut bearing)	*Aesculus hippocastanum*
Japanese Barberry	*Berberis thunbergii*
Kentucky Bluegrass	*Poa pratensis*
Mulberry Trees	*Morus* spp.
Multiflora Rose	*Rosa multiflora*
Norway Maple	*Acer platanoides*
Orchard Grass	*Dactylis glomerata*
Oriental Bittersweet	*Celastrus orbiculatus*
Periwinkle	*Vinca* spp.
Poison Ivy	*Toxicodendron radicans*
Poplar	*Populus* spp.
Purple Loosestrife	*Lythrum salicaria*
Quack Grass	*Elymus repens*
Ribes (Gooseberry)	*Ribes* spp.
Siberian Elm	*Ulmus pumila*
Soft Maple (Red, Silver)	*Acer rubrum, Acer saccharinum, Acer freemanii*
Succulent fruit bearing trees	
Tree of Heaven	*Ailanthus altissima*
White Clover	*Trifolium repens*
Willow	*Salix* spp.
Winged Wahoo	*Euonymus alatus*

APPENDIX A
RECOMMENDED TREE SPECIES

Deciduous Trees						
Large Deciduous Trees: Greater than 45 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
baldcypress	*Taxodium distichum*	Pyramidal	Native to adjacent states	Drought and flood tolerant, tolerant of salt spray, prefers acidic soil, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
beech, American	*Fagus grandifolia*	Round	Native	May be difficult to find in nurseries, prefers acidic soil	Currently very few	Parks, Yard tree
beech, European	*Fagus sylvatica*	Pyramidal, Round	Non-native	Drought and flood intolerant, salt intolerant	Currently very few	Residential street tree, Parks, Yard tree
birch, river	*Betula nigra*	Pyramidal, Round	Native	Flood tolerant, intolerant of alkaline soil, ALB host, recommended cultivars 'Dura-Heat' and 'Heritage'	Currently very few	Residential street tree, Parks, Yard tree
corktree, Amur	*Phellodendron amurense*	Open, Round	Non-native	Plant male cultivars only (male trees are fruitless, female trees have invasive potential), moderately tolerant of drought and salt, flood intolerant	Currently very few	Residential street tree, Parks, Yard tree
cucumbertree	*Magnolia acuminata*	Oval, Pyramidal	Native to Ohio and Indiana	Showy flowers, salt intolerant, drought and flood intolerant, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
elm, American	*Ulmus americana*	Vase	Native	Drought and flood tolerant, salt tolerant, highly tolerant of urban conditions, ALB host, plant Dutch elm disease resistant cultivars, recommended cultivars: Jefferson, New Harmony, Princeton, Valley Forge	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
elm, Chinese	*Ulmus parvifolia*	Round	Non-native	Drought and flood tolerant, salt tolerant, ALB host	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
elms, hybrid	*Ulmus* x	Vase, Arching, Oval, Upright	Non-native, various hybrids between native American elms and European and Asian elm species	Drought and flood tolerant, salt tolerant, highly tolerant of urban conditions, ALB host, resistant to Dutch elm disease, recommended varieties: Accolade, Frontier, Homestead, Patriot, Pioneer, Regal	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
ginkgo	*Ginkgo biloba*	Broad, Pyramidal, Upright	Non-native	Drought tolerant, no serious pests, plant male trees only, columnar cultivars are available for sites with restricted aboveground space	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hackberry	*Celtis occidentalis*	Oval, Round, Vase	Native	ALB host, drought and flood tolerant	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hazel, Turkish	*Corylus colurna*	Oval, Pyramidal	Non-native	Drought tolerant, salt intolerant, no serious pests	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree

Large Deciduous Trees: Greater than 45 Feet in Height at Maturity *(continued)*						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
hickory, bitternut	*Carya cordiformis*	Oval, Round, Upright	Native	May be difficult to find in nurseries, edible fruit	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
hickory, shagbark	*Carya ovata*	Irregular, Oval	Native	May be difficult to find in nurseries, drought tolerant, edible fruit, attractive bark	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
hickory, shellbark	*Carya laciniosa*	Oval	Native	May be difficult to find in nurseries, prefers moist soil, intolerant of alkaline soil, edible fruit	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
honeylocust, thornless	*Gleditsia triacanthos f. inermis*	Broad, Round	Native	Drought and flood tolerant, salt tolerant, no serious pests	Use sparingly, species currently overrepresented	Commercial street tree, Residential street tree, Parks, Yard tree
Japanese pagoda tree	*Styphnolobium japonicum*	Round	Non-native	Drought tolerant, salt tolerant, messy fruit, potentially invasive, avoid planting near natural areas	Currently very few	Commercial street tree, Residential street tree
katsura tree	*Cercidiphyllum japonicum*	Oval, Pyramidal, Round	Non-native	ALB host, flood tolerant, salt tolerant, drought intolerant, plant in protected sites	Currently very few	Residential street tree, Parks, Yard tree
Kentucky coffeetree	*Gymnocladus dioicus*	Irregular, Oval	Native	Drought and flood tolerant, salt tolerant, no serious pests, leaves and seeds are poisonous when ingested, male cultivars are fruitless	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
larch, eastern	*Larix laricina*	Pyramidal	Native	May be difficult to find in nurseries, flood tolerant, prefers wet sites, drops needles in winter	Currently very few	Parks, Yard tree
larch, European	*Larix decidua*	Irregular, Pyramidal	Non-native	Drought and flood intolerant, drops needles in winter	Currently very few	Parks, Yard tree
linden, American	*Tilia americana*	Oval, Pyramidal, Round	Native	Salt intolerant, no serious pests	Currently few	Residential street tree, Parks, Yard tree
linden, littleleaf	*Tilia cordata*	Oval, Pyramidal, Upright	Non-native	Salt intolerant, drought tolerant, no serious pests	Currently few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
linden, silver	*Tilia tomentosa*	Pyramidal	Non-native	Salt tolerant, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
London planetree	*Platanus × acerifolia*	Pyramidal, Rounded	Non-native	Drought and flood tolerant, ALB host, often early leaf drop due to anthracnose	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
maple, black	*Acer saccharum subsp. nigrum*	Oval, Round, Upright	Native	Salt intolerant, prefers acidic soil, salt intolerant, flood intolerant	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree

Large Deciduous Trees: Greater than 45 Feet in Height at Maturity *(continued)*						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
maple, Freeman's	*Acer freemanii*	Columnar, Oval, Pyramidal, Upright	Native	ALB host, moderately tolerant of salt spray, flood tolerant	Use sparingly, genus currently overrepresented	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
maple, red	*Acer rubrum*	Irregular, Oval, Round, Cultivars come in various forms	Native	ALB host, salt intolerant, flood tolerant	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
maple, sugar	*Acer saccharum*	Oval, Round, Upright	Native	ALB host, salt intolerant, fall color	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
oak, bur	*Quercus macrocarpa*	Upright, Oval, Spreading	Native	Drought and flood tolerant, moderately salt tolerant, no serious pests, some resistance to oak wilt	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
oak, English	*Quercus robur*	Oval, Rounded	Non-native	Drought tolerant, moderately tolerant of salt spray, columnar cultivars are available for sites with restricted aboveground space, some resistance to oak wilt	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
oak, overcup	*Quercus lyrata*	Oval, Rounded	Native to Illinois and Indiana	Drought and flood tolerant, some resistance to oak wilt	Currently very few or none	Residential street tree, Parks, Yard tree
oak, swamp white	*Quercus bicolor*	Upright, Oval, Rounded	Native	Drought and flood tolerant, moderately salt tolerant, no serious pests, some resistance to oak wilt	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
oak, white	*Quercus alba*	Broad, Irregular, Round	Native	Fall color, intolerant of alkaline soil, drought and flood intolerant, some resistance to oak wilt	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
redwood, dawn	*Metasequoia glyptostroboides*	Upright, Pyramidal	Non-native	Flood tolerant, intolerant of alkaline soil, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
sweet-gum, American	*Liquidambar styraciflua*	Pyramidal, Oval	Native to Ohio and Illinois	Recommended cold hardy cultivar 'Moraine', fall color, messy gumball fruit, no serious pests, intolerant of alkaline soil, columnar cultivar 'Slender 'Silhouette' for sites with restricted aboveground space	Currently few	Residential street tree, Parks, Yard tree
tuliptree	*Liriodendron tulipifera*	Pyramidal, Oval	Native	Showy flowers, no serious pests, salt intolerant, weak wood	Currently few	Residential street tree, Parks, Yard tree
tupelo, black	*Nyssa sylvatica*	Pyramidal, Oval	Native	Fall color, intolerant of alkaline soil, no serious pests	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
walnut, black	*Juglans nigra*	Round	Native	May be difficult to find in nurseries, messy fruit, can stunt growth of other trees, plant near trees tolerant of black walnut toxicity	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
zelkova, Japanese	*Zelkova serrata*	Vase	Non-native	Drought and flood tolerant, salt tolerant, no serious pests, cultivars come in various sizes and forms, columnar cultivar 'Musashino' for sites with restricted aboveground space	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree

Medium Deciduous Trees: 31 to 45 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
buckeye, Ohio	*Aesculus glabra*	Round	Native	Moderately drought and flood tolerant, intolerant of soil salt, prefers acidic soil, ALB host	Currently very few or none	Residential street tree, Parks, Yard tree
cherry, amur choke	*Prunus maackii*	Pyramidal, Rounded	Non-native	Drought tolerant, heat intolerant, plant in protected sites	Currently very few or none	Residential street tree, Parks, Yard tree
cherry, Sargent	*Prunus sargentii*	Vase	Non-native	Salt tolerant, showy flowers, susceptible to black knot, columnar cultivar 'Columnaris' for sites with restricted aboveground space	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
golden rain tree	*Koelreuteria paniculata*	Rounded	Non-native	Drought and flood tolerant, salt tolerant, no serious pests, columnar cultivars 'Fastigiata' and 'Gold Candle' for sites with restricted aboveground space	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
hardy rubbertree	*Eucommia ulmoides*	Broad, Round	Non-native	Drought and flood tolerant, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hophornbeam, eastern	*Ostrya virginiana*	Oval, Rounded	Native	Drought tolerant, no serious pests	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
hornbeam, European	*Carpinus betulus*	Oval, Upright	Non-native	Drought and flood tolerant, salt intolerant, columnar cultivar 'Fastigiata' for sites with restricted aboveground space	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
horse-chestnut, red	*Aesculus × carnea*	Upright, Oval	Non-native	Drought and flood intolerant, tolerant of salt spray, prefers acidic soil, ALB host	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
maackia, Amur	*Maackia amurensis*	Round, Vase	Non-native	Drought tolerant, showy flowers, attractive exfoliating bark, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
maple, three-flowered	*Acer triflorum*	Oval, Upright	Non-native	Flood intolerant, intolerant of alkaline soil	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
mountain silverbell	*Halesia tetraptera*	Broad, Rounded	Native	Prefers acidic soil, no serious pests	Currently very few or none	Residential street tree, Parks, Yard tree
parrotia, Persian	*Parrotia persica*	Rounded, Vase	Non-native	Drought tolerant, salt intolerant, flood intolerant	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
smoketree, American	*Cotinus obovatus*	Irregular, Oval, Upright, Shrub	Native to southern United States	Showy flowers, fall color	Currently very few	Parks, Yard tree
yellowwood, American	*Cladrastis kentukea*	Rounded, Vase	Native to adjacent states	Showy flowers, fall color, no serious pests	Currently very few	Residential street tree, Parks, Yard tree

Small Deciduous Trees: 15 to 30 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
cherry, common choke	*Prunus virginiana*	Irregular, Oval, Round, Thicket-forming	Native	Showy flowers, drought tolerant, susceptible to many pests and diseases	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
cherry, Japanese flowering	*Prunus serrulata*	Round, Vase	Non-native	Showy flowers, salt tolerant, drought and flood intolerant, susceptible to many pests and diseases, columnar cultivar 'Amanogawa' for sites with restricted aboveground space	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
crabapple, flowering	*Malus* spp.	Rounded	Native to region	Drought tolerant, flood intolerant, moderately salt tolerant, prefers acidic soil, choose disease resistant cultivars, columnar cultivars are available for sites with restricted aboveground space	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
dogwood, cornelian cherry	*Cornus mas*	Multi-stemmed, Oval, Round	Non-native	Showy flowers, showy fruit, fall color	Currently very few or none	Residential street tree (use sparingly), Parks, Yard tree
dogwood, flowering	*Cornus florida*	Round	Native	Showy flowers, drought and flood intolerant, salt intolerant, plant in protected sites with part shade, requires acidic soil, no serious pests	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
dogwood, Kousa	*Cornus kousa*	Round	Non-native	Showy flowers, flood intolerant, plant in protected sites with part shade, prefers acidic soil, no serious pests	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
fringetree, Chinese	*Chionanthus retusus*	Round, Vase	Non-native	Showy flowers, drought and flood intolerant, salt intolerant	Currently very few or none	Residential street tree, Parks, Yard tree
fringetree, white	*Chionanthus virginicus*	Oval, Rounded	Native to Ohio	Showy flowers, drought and flood intolerant, intolerant of salt spray, may have potential to become emerald ash borer host	Currently very few or none	Residential street tree, Parks, Yard tree
hawthorn species	*Crataegus* spp.	Round	Native	Showy fruit and flowers, drought tolerant, salt intolerant, many suitable species and varieties, choose rust resistant varieties or plant away from*Juniperus* spp.	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hornbeam, American	*Carpinus caroliniana*	Round	Native	Salt intolerant, flood tolerant, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
lilac, Japanese tree	*Syringa reticulata*	Oval, Rounded	Non-native	Showy flowers, moderately drought tolerant, salt tolerant, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
lilac, Pekin	*Syringa pekinesis*	Multi-stemmed, Oval, Round, Upright	Non-native	Attractive peeling bark, showy flowers, moderately salt tolerant	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
magnolia, saucer	*Magnolia* x *soulangeana*	Pyramidal, Round	Non-native	Showy flowers, drought and flood intolerant, salt intolerant, plant in protected sites with full sun or part shade, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
magnolia, star	*Magnolia stellata*	Multi-stemmed, Round	Non-native	Showy flowers, drought and flood intolerant, moderately salt tolerant, plant in protected sites with full sun or part shade, no serious pests	Currently very few or none	Residential street tree, Parks, Yard tree

Small Deciduous Trees: 15 to 30 Feet in Height at Maturity *(continued)*						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
maple, Japanese	*Acer palmatum*	Broad, Multi-stemmed, Round, Weeping, Shrub-like	Non-native	Drought intolerant, plant in protected sites with part shade, rarely ALB host	Use sparingly, genus currently overrepresented	Parks, Yard tree
maple, paperbark	*Acer griseum*	Oval, Round, Upright	Non-native	Flood tolerant, ALB host	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
maple, Shantung	*Acer truncatum*	Oval, Round, Upright	Non-native	Drought tolerant, prefers acidic soil, fall color, ALB host	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
maple, trident	*Acer buergerianum*	Oval, Rounded	Non-native	Drought tolerant, salt tolerant, ALB host	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
redbud, eastern	*Cercis canadensis*	Rounded, Irregular, Vase	Native	Showy flowers, sensitive species, drought and flood intolerant, salt intolerant, plant in protected sites with part shade, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
serviceberry, Allegheny	*Amelanchier laevis*	Irregular, Multi-stemmed, Narrow, Round	Native	Flood tolerant, salt intolerant, showy flowers, edible fruit, no serious pests, columnar cultivar 'Cumulus' for sites with restricted aboveground space	Currently very few	Residential street tree, Parks, Yard tree
serviceberry, downy	*Amelanchier arborea*	Upright	Native	Drought and flood tolerant, prefers acidic soil, edible fruit, showy flowers	Currently very few	Residential street tree, Parks, Yard tree
serviceberry, juneberry	*Amelanchier* x *grandiflora*	Multi-stemmed, Round, Upright	Native, hybrid of native *Amelanchier* spp.	Flood intolerant, edible fruit, showy flowers	Currently very few	Residential street tree, Parks, Yard tree
snowbell, Japanese	*Styrax japonicus*	Rounded	Non-native	Drought tolerant, prefers acidic soil, no serious pests	Currently very few or none	Residential street tree, Parks, Yard tree
witch-hazel, common	*Hamamelis virginiana*	Shrub, Irregular, Round, Upright	Native	Drought intolerant, salt tolerant, no serious pests	Currently very few	Parks, Yard tree

Evergreen Trees

Large Evergreen Trees: Greater than 45 Feet in Height at Maturity

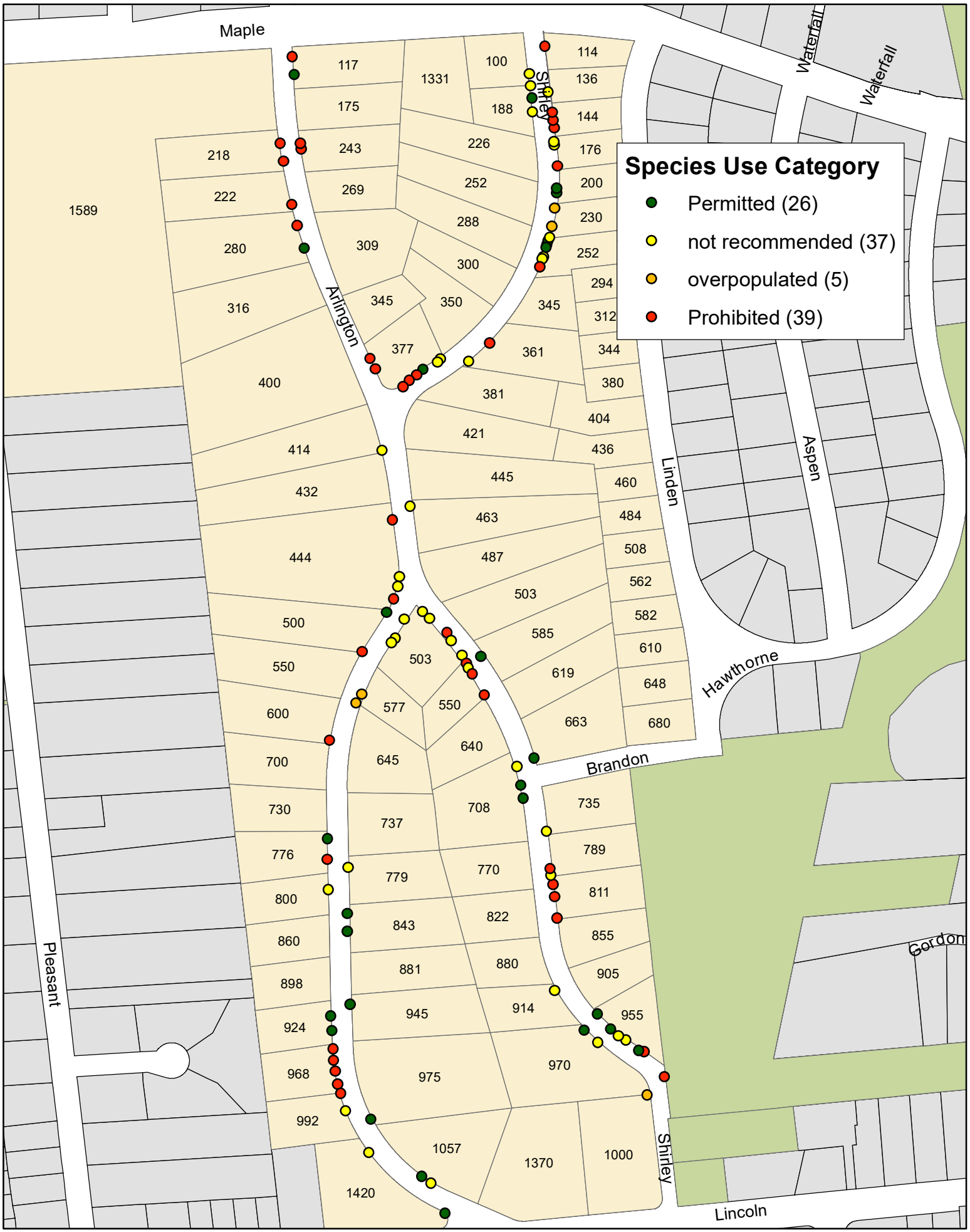
Common Name	Scientific Name	Growth shape	Native to Michigan	Additional Information	Species Abundance in Birmingham	Recommended Use
cedar, Atlantic white	*Chamaecyparis thyoides*	Columnar, Narrow	Native to eastern United States	Drought intolerant, prefers acidic soil, no serious pests	Currently very few or none	Residential street tree (use sparingly), Parks, Yard tree
falsecypress, Nootka	*Chamaecyparis nootkatensis*	Columnar, Pyramidal, Upright	Native to western United States	Cold hardy, no serious pests	Currently very few or none	Residential street tree (use sparingly), Parks, Yard tree
fir, balsam	*Abies balsamea*	Mounded, Pyramidal	Native	Cold hardy, salt intolerant	Currently very few	Parks, Yard tree
fir, Douglas	*Pseudotsuga menziesii*	Pyramidal	Native to western United States	Moderately salt tolerant, drought and flood intolerant	Currently very few	Parks, Yard tree
fir, fraser	*Abies fraseri*	Pyramidal	Native to southeastern United States	May be difficult to find in nurseries, prefers acidic soil, no serious pests	Currently very few	Parks, Yard tree
fir, white	*Abies concolor*	Pyramidal	Native to western United States	Cold hardy, drought tolerant, salt intolerant, no serious pests	Currently very few	Parks, Yard tree
hemlock, eastern	*Tsuga canadensis*	Pyramidal	Native	Cold tolerant, salt intolerant, drought and flood intolerant, heat intolerant	Currently very few	Parks, Yard tree
holly, American	*Ilex opaca*	Pyramidal	Native to Indiana and Ohia	Salt tolerant, prefers acidic soil, marginally hardy	Currently very few or none	Residential street tree (use sparingly), Parks (use sparingly), Yard tree (use sparingly)
pine, eastern white	*Pinus strobus*	Broad, Irregular, Pyramidal	Native	Cold tolerant, salt intolerant, drought intolerant	Currently very few	Parks, Yard tree
spruce, Norway	*Picea abies*	Pyramidal	Non-native	Drought and flood intolerant, moderately salt tolerant, susceptible to several diseases and pests	Currently very few	Parks, Yard tree
spruce, Oriental	*Picea orientalis*	Pyramidal	Non-native	Salt intolerant	Currently very few or none	Parks, Yard tree
spruce, Serbian	*Picea omorika*	Narrow, Pyramidal	Non-native	Flood intolerant, moderately drought tolerant, salt intolerant, shelter from strong winds	Currently very few or none	Parks, Yard tree
spruce, white	*Picea glauca*	Pyramidal	Native	Drought and flood intolerant, salt intolerant	Currently very few	Parks, Yard tree

Medium Evergreen Trees: 31 to 45 Feet in Height at Maturity						
Scientific Name	**Common Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
cedar, eastern red	*Juniperus virginiana*	Narrow, Pyramidal, Upright	Native	Salt tolerant, drought tolerant	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
pine, lacebark	*Pinus bungeana*	Broad, Pyramidal	Non-native	Flood intolerant, salt intolerant	Currently very few or none	Parks, Yard tree
pine, limber	*Pinus flexilis*	Upright, Pyramidal	Native to western United States	Drought tolerant, no serious pests	Currently very few	Parks, Yard tree
pine, Swiss stone	*Pinus cembra*	Columnar, Narrow, Pyramidal, Upright	Non-native	Tolerant of salt spray, drought tolerant, cold tolerant	Currently very few or none	Parks, Yard tree
arborvitae	*Thuja occidentalis*	Narrow, Pyramidal, Round	Native	Moderately salt tolerant, medium to large tree	Currently very few	Parks, Yard tree
Small Evergreen Trees: 15 to 30 Feet in Height at Maturity						
Scientific Name	**Common Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
pine, mugo	*Pinus mugo*	Mounded, Shrub-like	Non-native	Tolerant of alkaline soil, flood intolerant	Currently very few or none	Parks, Yard tree
yew, Japanese	*Taxus cuspidata*	Broad, Irregular, Pyramidal, Upright	Non-native	Flood intolerant	Currently very few	Parks, Yard tree
juniper, Chinese	*Juniperus chinensis*	Creeping, Narrow, Oval, Pyramidal, Round, Upright	Non-native	Rust host, plant in full sun, moderately salt tolerant, drought tolerant, sizes vary by cultivar	Currently very few or none	Parks, Yard tree

This recommended species list was compiled through the use of the references Dirr's Hardy Trees and Shrubs (Dirr, 2003), Manual of Woody Landscape Plants (5th Edtion) (Dirr, 1998), The Morton Arboretum's Tree Selector (mortonarb.org), Missouri Botanical Garden Plant Finder (missouribotanicalgarden.org), and the USDA Forest Service species fact sheets and website.

Existing Tree Conditions & R.O.W. Landscaping Conflicts

Tree Species Use Category



Tree Species Use Category for Trees in Good Condition and > 10 Inch DBH


EXHIBIT A - EAST
5' WIDE SIDEWALK, BOTH SIDES OF ARLINGTON &
SHIRLEY, TYPICAL BACK/WALK ALIGNMENT 1' OFF R.O.W.


NF ENGINEERS
civil Engineers
Land Surveyors
Land Planners
NOWAK & FRAUS ENGINEERS
46777 Woodward Ave.
Pontiac, MI 48342-5032
Tel. (248) 332-7931
Fax. (248) 332-8257
WWW.nfe-ENGR.COM
N
E
S
W
1" = 20'
20
10
0
10
20
30
EXHIBIT A - WEST
5' WIDE SIDEWALK, BOTH SIDES OF ARLINGTON &
SHIRLEY, TYPICAL BACK/WALK ALIGNMENT 1' OFF R.O.W.
ARLINGTON ROAD
MATCH-LINE EAST
MATCH-LINE WEST

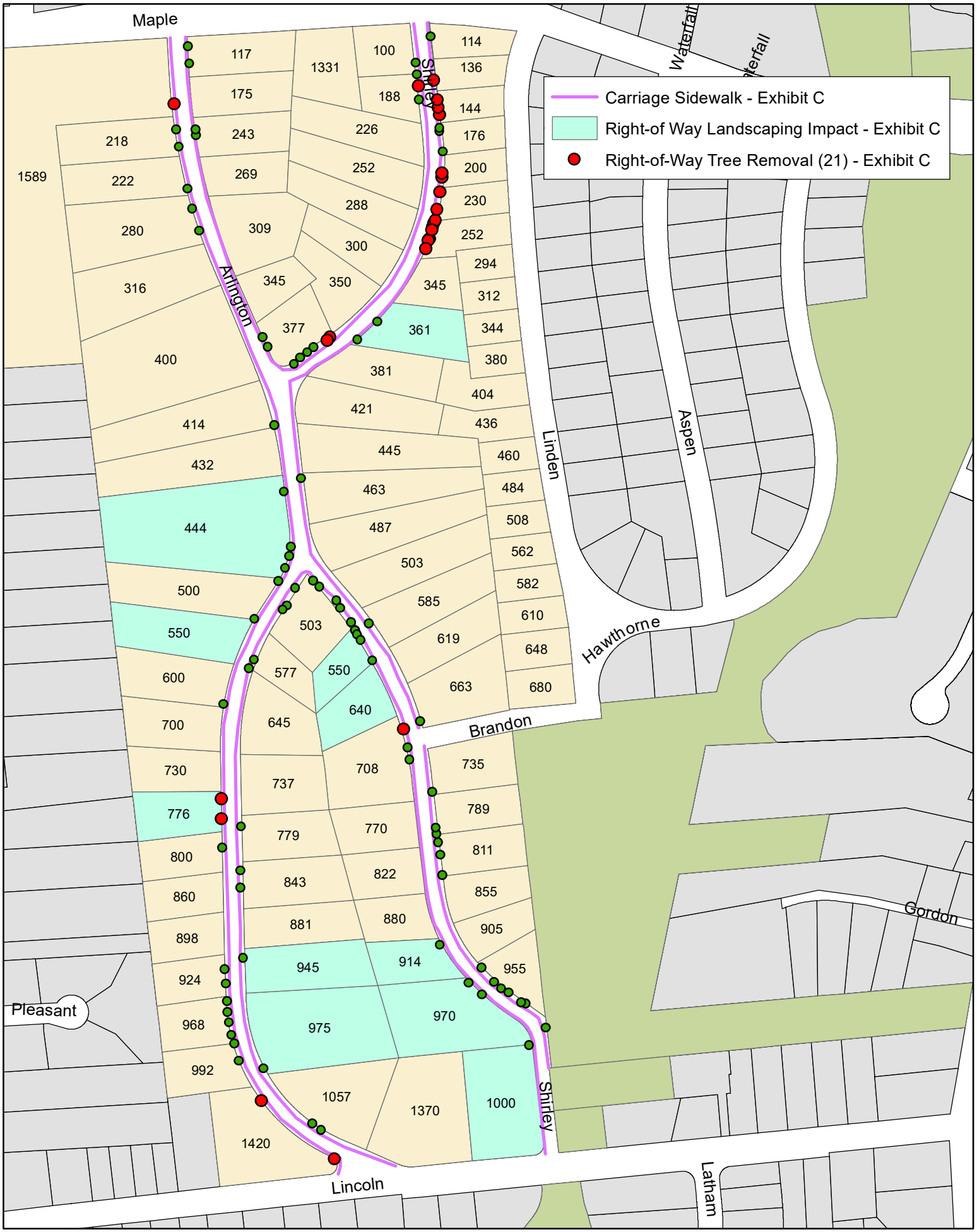

EXHIBIT B - EAST
6.5' WIDE INTEGRAL WALK/CURB ("CARRIAGE WALK") ON EAST SIDES OF ARLINGTON & SHIRLEY (EXCEPT ON WEST SIDE OF SHIRLEY NORTH OF ARLINGTON). HOLD EXISTING OPPOSITE CURB LINES TO ALLOW FOR POSSIBLE RE-SURFACING AND TO MINIMIZE R.O.W. DISRUPTION OUTSIDE EX. ROAD LIMITS (TOTAL PROPOSED ROAD & WALK WIDTH ~ EX. 33' B-B TYPICAL ROAD WIDTH). NARROW BOTH TRAVEL LANES TO 13' (+/-) TO ACCOMMODATE CARRIAGE WALK.
1" = 20'
NF ENGINEERS
civil Engineers
Land Surveyors
Land Planners
NOWAK & FRAUS ENGINEERS
46777 Woodward Ave.
Pontiac, MI 48342-5032
Tel. (248) 332-7931
Fax. (248) 332-8257
WWW.nfe-ENGR.COM
19-35-227-010
463 ARLINGTON ROAD
19-35-227-009
445 ARLINGTON ROAD
19-35-227-008
421 ARLINGTON ROAD
MATCH-LINE WEST

EXHIBIT B - WEST
6.5' WIDE INTEGRAL WALK/CURB ("CARRIAGE WALK") ON EAST SIDES OF ARLINGTON & SHIRLEY (EXCEPT ON WEST SIDE OF SHIRLEY NORTH OF ARLINGTON). HOLD EXISTING OPPOSITE CURB LINES TO ALLOW FOR POSSIBLE RE-SURFACING AND TO MINIMIZE R.O.W. DISRUPTION OUTSIDE EX. ROAD LIMITS (TOTAL PROPOSED ROAD & WALK WIDTH ~ EX. 33' B-B TYPICAL ROAD WIDTH). NARROW BOTH TRAVEL LANES TO 13' (+/-) TO ACCOMMODATE CARRIAGE WALK.
REVISED CROWN ALIGNMENT (TYP.) (REFINE W/ FINAL DESIGN TO CENTER BETWEEN LANES)
REVISED ROAD C/L & CROWN ALIGNMENT (TYP.)
ARLINGTON ROAD
19-35-202-068 400 ARLINGTON ROAD
19-35-202-041 444 ARLINGTON ROAD
19-35-202-039 414 ARLINGTON ROAD
19-35-226-019 309 ARLINGTON ROAD
19-35-226-006 345 ARLINGTON ROAD
NF ENGINEERS
MATCH-LINE EAST


MATCH-LINE WEST
MATCH-LINE WEST
MATCH-LINE WEST
EXHIBIT C - EAST
NF ENGINEERS
Land Engineers
Land Surveyors
Land Planners


NF ENGINEERS
EXHIBIT C - WEST
MATCH-LINE EAST
MATCH-LINE EAST
MATCH-LINE EAST

Exhibit C Tree and Landscaping Conflicts



EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: EDWARD L. BALLGHMAN JOANN & Phone Number: 248-642-8720

Address: 117 ARLINGTON Bhm 48009 Email: JOLOBMAN@SBCGLOBAL.NET

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO!
2. Are you supportive of the project to improve the sewer system along your street? NO!
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO!
4. Are you supportive of constructing sidewalk along the street? NO! Too expensive; damaging to environment; destructive of plants & trees; spoiling natural beauty of street; snow shoveling

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Elaine Hazel Phone Number: 248 647-4588

Address: 188 Shirley Rd Email: echazel2@yahoo.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
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Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO

Seem fine. Why waste taxpayer $

3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO - too $$$
4. Are you supportive of constructing sidewalk along the street? NO - too destructive of existing landscaping

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Gary Saltzgiver
Elaine C. Hanzel

Phone Number: (248) 647-4588

Address: 188 Shirley

Email: gsaltzgiver@yahoo.com
echazel2@yahoo.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a residential drive approach (20-ft wide), and need to replace the sewer and water leads (located 20-ft and 30-ft from the property line, respectively.)

Paving Assessment	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 15-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO [illegible] BY WEDNESDAY, OCTOBER [illegible], 2023.

Contact Information:

Name: [illegible] Phone Number: [illegible]

Address: [illegible] Email: [illegible]@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Nick Shebib Phone Number: 248703-6929

Address: 226 Shirley Email: NShebib@yahoo.com.

151 Martin Street • P.O. Box 3001 • Birmingham, MI 48012-3001
(248) 530-1800 • Fax (248) 530-1080 • www.bhamgov.org

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No - it appears to be fine
2. Are you supportive of the project to improve the sewer system along your street? No - it appears to be fine
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes - the street surface is an embarrassment in it's current condition; friends and family routinely comment how terrible the surface has become
4. Are you supportive of constructing sidewalk along the street? no

We picked this street for it's charm and privacy with no sidewalks.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Lisa Drake & Mike Walsh Phone Number: 248.761.1167

Address: 243 Arlington Email: LDRAKE@foud.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No.
2. Are you supportive of the project to improve the sewer system along your street? No.
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No.
4. Are you supportive of constructing sidewalk along the street? No.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Robert Drew Billmeyer Phone Number: 248-854-0926

Address: 262 Shirley, Birmingham MI Email: rbillmey@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? yes
2. Are you supportive of the project to improve the sewer system along your street? yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? ~~NO~~ yes
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Midge Moran — Phone Number: 248-514-4084

Address: 269 Arlington — Email: midgemoran@me.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

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2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: K. Sherrill Phone Number: 248 752-1305

Address: 252 Linden Road Email: kitsherrill252@gmail.com

This is the most annoyant thing I have ever received.

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

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4. Are you supportive of constructing sidewalk along the street? NO

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Contact Information:

Name: K. Sherrill Phone Number: 248 752-1305

Address: 252 Lindon Road Email: kittsherrill252@gmail.com

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EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? ~~NO~~ yes
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Midge Moran — Phone Number: 248-514-4084

Address: 269 Arlington — Email: midgemoran@me.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? I assume there will be a rule as current. No
4. Are you supportive of constructing sidewalk along the street? No.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: NIHARIKA RAMDEV Phone Number: (347) 429-4438

Address: 280 ARLINGTON ST Email: n.ramdev@yahoo.com

Birmingham, MI

Updated based on most recent information. Please disregard prior survey.

City should be responsible to maintain water & sewer systems - we should not have to pay for it.

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: ALFRED FISHER

Phone Number: 248-515-5705

Address: 288 SHIRLEY
BIRMINGHAM, MI 48009

Email: AJFISHER4@FISHERCO.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: David Mendelson Phone Number: 248-453-1248

Address: 300 Shirley, Bham Email: dm@mendelsonlaw.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

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2. Are you supportive of the project to improve the sewer system along your street? NO
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4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Alice & Richard Silbergleit Phone Number: 313-671-5133

Address: 345 Shirley Road Email: asilbergleit@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO!
2. Are you supportive of the project to improve the sewer system along your street? NO!
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO!
4. Are you supportive of constructing sidewalk along the street? ABSOLUTELY NOT!!
   WE HAVE BEEN HERE 40 YEARS, raised 4 young children without sidewalks!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: DR CREAGH MILFORD Phone Number: 248 330-4817 / 248 318 618

Address: 361 SHIRLEY RD Email: Kmilford47@ad.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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1. Are you supportive of the project to improve the water system along your street? NO!
2. Are you supportive of the project to improve the sewer system along your street? NO!
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO!
4. Are you supportive of constructing sidewalk along the street? NO! NO! NO!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Minelli Family

Address: 377 Arlington St
Birmingham, MI 48009

Phone Number: 248 593 9868

Email: mike@minellifamily.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT
SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO - NOT AT OUR EXPENSE !!!
4. Are you supportive of constructing sidewalk along the street? NO
   Absolutely NOT! We have been here 27 years - sidewalks not needed!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: ERIC HEAD Phone Number: 248-229-0692

Address: 381 SHIRLEY RD. Email: KALEY328@AOL.COM

Karyn Davis - co owner

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

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2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES
4. Are you supportive of constructing sidewalk along the street? YES - WE REALLY WANT/NEED SIDEWALKS - FOR SAFETY - LOTS OF LITTLE KIDS -

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Vanessa & JOE DURHAM Phone Number: 248-977-9500

Address: 421 ARLINGTON ST. Email: Vanessar626@yahoo.com
BIRMINGHAM, MI 48009 Joemdurham@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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4. Are you supportive of constructing sidewalk along the street? YES

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Calvin + Sarah Ford

Phone Number: 313-961-0500

Address: 463 Arlington Street

Email: HF17CRFD@AOL.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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4. Are you supportive of constructing sidewalk along the street? yes

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Douglas DelGrosso

Phone Number: 248 719 1038

Address: 487 Arlington

Email: dgdelgrosso@comcast.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: JOHN GRAHAM

Phone Number: 248 613 2286

Address: 550 SHIRLEY RD

Email: JOHNYG411@GMAIL.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES - 100%!!!
4. Are you supportive of constructing sidewalk along the street? YES

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Douglas & Dorothy Friedel

Phone Number: 313.701.3321

Address: 577 Arlington Birmingham MI 48009

Email: DougJR@DDPDM.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Andrea Brown

Phone Number: 248-417-9701

Address: 585 Shirley Rd.

Email: Andrea@AndreaBrown interiors.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes.
2. Are you supportive of the project to improve the sewer system along your street? Yes.
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Undecided, interested in hearing more details on the project and the opinions of our neighbors.
4. Are you supportive of constructing sidewalk along the street? Definite no, we love the wider street and would not want to see trees and plants removed and replaced with sidewalks.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Ryan Chayka Phone Number: (248) 330-3375

Address: 600 Arlington St., Birmingham, MI 48009 Email: ryanchayka@mac.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO - Our neighborhood is constantly under construction the trucks will ruin a new road
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Joseph Carter

Address: 640 Shirley

Phone Number: 586-876-9166

Email: joseph-carter@live.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER 3, 2023.

Contact Information:

Name: I Mira

Phone Number: 248-420-8665

Address: 645 Arlington

Email: Imira@intromarketing.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes
2. Are you supportive of the project to improve the sewer system along your street? Yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes
4. Are you supportive of constructing sidewalk along the street? Yes

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: SAFI HAMID

Address: 708 Shirley Rd

Phone Number: 248 760 1218

Email: sbh_999@yahoo.com
safi.hamid248@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

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2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER 3, 2023.

Contact Information:

Name: Bob & Heidi Meyers Phone Number: 201-562-0323

Address: 730 Arlington Email: gtbmidr@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: DUNCAN ALDRED

Address: 735 SHIRLEY ROAD
BIRMINGHAM, MI
48009

Phone Number: 313 910 0283

Email: duncan.aldred@gmail.com

Melissa

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name:____________ Phone Number:____________

Address:____________ Email:____________

Will these "No" answers just affect lateral sewer & water lines? Pls call me tues AM. Jim M[illegible] 248·420·5113

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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		TOTAL =	$ 36,700

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER 3, 2023.

Contact Information:

Name: JAMES MIRRO

Address: 737 ARLINGTON

Phone Number: 248-420-5113

Email: jmirro@intromarketing.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. *Are you supportive of the project to improve the water system along your street?* YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES
4. Are you supportive of constructing sidewalk along the street? DEFINITELY NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: MARK ROGERS

Phone Number: 248 229 7977

Address: 770 Shirley

Email: TeamR5@comcast.net

BIRMINGHAM
A WALKABLE CITY

Melissa Coatta <mcoatta@bhamgov.org>

Arlington/Shirley plans

1 message

Fremont Scott <sawbone@comcast.net> Thu, Oct 5, 2023 at 9:00 AM
To: "mcoatta@bhamgov.org" <mcoatta@bhamgov.org>

Disagree with all proposal re Water/Sewers/Resurfacing and Sidewalks

Scott

776 Arlington

Sent from Mail for Windows

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? WE ARE SUPPORTIVE
2. Are you supportive of the project to improve the sewer system along your street? WE ARE SUPPORTIVE
3. Are you supportive of constructing an improved street upon completion of the underground utility work? WE ARE SUPPORTIVE
4. Are you supportive of constructing sidewalk along the street? WE ARE SUPPORTIVE

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: CHRISTOPHER & KAREN GAUDETTE Phone Number: 248-705-0492

Address: 880 SHIRLEY RD Email: cgaudette@aegai.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? no
2. Are you supportive of the project to improve the sewer system along your street? no
3. Are you supportive of constructing an improved street upon completion of the underground utility work? no
4. Are you supportive of constructing sidewalk along the street? no

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: STUART BORMAN Phone Number: 248-420-2600

Address: 811 Shirley Email: SB@Borman.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? DEPENDS ON DESIGN. BUT YES, GENERALLY
4. Are you supportive of constructing sidewalk along the street? YES, ON ONE SIDE, DEPENDING ON DESIGN. NO CURB ADJACENT = SIDEWALK

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: BALLER

Address: 822 SHIRLEY

Phone Number: 248-703-8365

Email: cmballer@avidpays.com
judy.baller@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET I

SPECIAL ASSESSMENT COST EXAMPLE

is example is provided to illustrate how the special assessment costs are calculated for a typical residential operty. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to place the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

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uestionnaire:

Are you supportive of the project to improve the water system along your street? Yes

Are you supportive of the project to improve the sewer system along your street? Yes

Are you supportive of constructing an improved street upon completion of the underground utility work? No

Are you supportive of constructing sidewalk along the street? Strongly opposed

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Brian Connolly Phone Number: 2486468919

Address: 843 Arlington Email: bconnolly1@aol.com

bconnolly1@aol.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? We haven't experienced issues with our water supply, but assume its time to replace.
2. Are you supportive of the project to improve the sewer system along your street? Yes, we have common issues with flooding and improper drainage that would presumably get fixed?
3. Are you supportive of constructing an improved street upon completion of the underground utility work? I'm not supportive of the improvement and do not want to create a street for easier Maple to Lincoln cutthroughs. We already have this issue and the only way to keep the speed down is with a bumpy unimproved street
4. Are you supportive of constructing sidewalk along the street? I STRONGLY OPPOSE adding a sidewalk. I walk my dogs everyday and have no issue having no sidewalks. It is unfair to change the layout as it was when we bought the property and sidewalks will only further narrow our street that is over taken nearly EVERY weekday with work trucks, contractors, and other vehicles lining both sides of the street. It is hard to drive down the street already with those vehicles and sidewalks make it worse!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Kevin Marsh Phone Number: 248-808-8011

Address: 860 Arlington Email: kmarsh@angleadvisors.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No

2. Are you supportive of the project to improve the sewer system along your street? NO

3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO

4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Mike & Lindsay VanSyckle

Phone Number: 415-602-9343

Address: 881 Arlington St

Email: lindsay.lee.vansyckle@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes
2. Are you supportive of the project to improve the sewer system along your street? Yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes but interested to know more about it. have questions
4. Are you supportive of constructing sidewalk along the street? Yes

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Tony + Lynn Trense
Phone Number: 248.731.7740
Address: 905 Shirley
Email: lynn.trense@comcast.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: G. TRIVAX

Phone Number: 248.417.7093

Address: 924 ARLINGTON BHAM

Email: GATREE@AOL.COM.

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES
4. Are you supportive of constructing sidewalk along the street? ABSOLUTELY NOT

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: SAWYER

Phone Number: 704-904-9250

Address: 968 ARLINGTON

Email: RSAWYER824@AOL.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? ???
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Ed Levy, Jr. (for Linda Diener) Phone Number: 313-849-9225

Address: 970 Shirley Rd. Email: elevy@edwlevy.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

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2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Janet/Jean Lannen Phone Number: 650-580-7271

Address: 992 ARLINGTON Email: jeanlannen@mac.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No

2. Are you supportive of the project to improve the sewer system along your street? No

3. Are you supportive of constructing an improved street upon completion of the underground utility work? No

4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Simon Leopold and Sarah Winkler Phone Number: 917-687-1165

Address: 1000 Shirley Rd Email: SarahWinkler@detroitpublictheatre.org
Birmingham, MI 48009

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO – OUR PROPERTY RECEIVES [redacted] WATER FROM WEST LINCOLN, NOT ARLINGTON. WE SHOULD NOT HAVE TO PAY FOR WATER SYSTEM IMPROVEMENTS ALONG ARLINGTON.
2. Are you supportive of the project to improve the sewer system along your street? NO - THE SEWER AND DRAINAGE SYSTEMS ON ARLINGTON APPEAR TO BE PERFORMING ADEQUATELY WITH NO SIGNIFICANT BACK-UPS OR FLOODING. ALSO WE PREVIOUSLY REPLACED OUR SEWER LINE TO THE STREET (ARLINGTON) AT OUR OWN EXPENSE.
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO – VEHICLES ARE CURRENTLY DRIVEN AT EXCESSIVE SPEEDS ON ARLINGTON (OFTEN MORE THAN 35 MPH). IF THE STREET IS IMPROVED, CARS WILL BE DRIVEN EVEN FASTER, AND PUBLIC SAFETY WILL BE ENDANGERED.
4. Are you supportive of constructing sidewalk along the street? NO – THIS WOULD RESULT IN THE DESTRUCTION OF MANY TREES AND NEGATIVELY AFFECT THE AESTHETICS OF THE BEAUTIFUL LOTS ON ARLINGTON AND SHIRLEY.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: WILLIAM AND NANCY EDMUNDS

Address: 1420 WEST LINCOLN
BIRMINGHAM, MI 48009

Phone Number: 248-763-9741 (WILLIAM – CELL #)

Email: Williamcedmunds@gmail.com

BIRMINGHAM
A WALKABLE CITY

Brooks Cowan <bcowan@bhamgov.org>

Fwd: Expression of Interest Survey for Street Improvement - 955 Shirley

1 message

Melissa Coatta <mcoatta@bhamgov.org> Fri, Oct 27, 2023 at 10:33 AM
To: Brooks Cowan <bcowan@bhamgov.org>

---------- Forwarded message ---------
From: <aliciablumenfeldchandler@gmail.com>
Date: Fri, Oct 27, 2023 at 10:29 AM
Subject: Expression of Interest Survey for Street Improvement - 955 Shirley
To: <mcoatta@bhamgov.org>

Dear Ms. Coatta,

Please accept this e-mail in lieu of the expression of interest form as I find it easier to type my responses to the questions.

1. Are you supportive of the project to improve the water system along your street?

As my current understanding is that there will be no cost to the homeowners apart from potential lateral replacements, I am in support of this part of the project.

2. Are you supportive of the project to improve the sewer system along your street?

As my current understanding is that there will be no cost to the homeowners apart from potential lateral replacements, I am in support of this part of the project.

3. Are you supportive of constructing an improved street upon completion of the underground utility work?

While I am supportive of this in concept, due to the exorbitantly high cost that would be assessed on our property, I cannot support it at this time.

4. Are you supportive of constructing sidewalks along the street?

While I am supportive of this in concept, due to the exorbitantly high cost that would be assessed on our property, I cannot support it at this time.

I would like to address my three major concerns in more detail.

1. Cost

As this applies to our property (and to a lesser extent all the home along the eastside of Shirley between Lincoln and Brandon), we back up to Linden Park. Our property specifically borders the park on two sides, the back and south portions of our property. We are essentially the gateway to the park. Because of this, our property is triangular and the vast majority of the property is not buildable as it is not deep enough for the substantial required setback of our neighborhood. So while we have approximately 216 feet of frontage, in some places our property is only a few feet deep. Even at the deepest point, it is still relatively shallow as compared with many other lots in the neighborhood.

Based on my current understanding of the potential costs, it is possible that we would be assessed in excess of $100,000 for this project. The city – the owner of the park – and the reason for such high foot traffic and car traffic in our neighborhood would simply not be paying its fair share and instead burdening the home owners with this.

Sidewalk - $45/foot x 216 = $9,720

Paving Approach - $300/foot x 216 = $64,800

Drive Approach - $10/foot x 200 - $2,000

Sewer Lateral Replacement - $100/foot x 20 = $2,000

Water Service Replacement - $90/foot x 30= $2,700

Total = $81,220 - $101,525 (allowing for potentially 25% overage)

To place this in context, our home was assessed by the city at a value of 836,720 (this was for 2021 but I cannot find a more recent form and I assume the number has only gone up). This means the potential assessment would be between 9.7% and 12.1% of our total assessed value.

My recommendation is that the assessment amount should be capped at a reasonable percentage of assessed value. If the assessment were capped at 4% of current assessed value, it would seem more fair and equitable.

2. Landscaping

We recently planted a large amount of trees to beautify our side lot. In the event that these trees are impacted by the final plan, we believe the city should pay to move these trees.

3. Parking

As you are aware, the north section of Arlington and the south section of Shirley have been burden with a great amount of cut through traffic. We have also had a great deal of construction in the 13 years we have lived in this neighborhood. We support making the streets narrower, which would theoretically both reduce traffic in the neighborhood as well as slow it down. However, if this were to occur I believe it would also be necessary to limit parking (including parking of trucks) to one side of the road so that the street remains reasonable for cars to drive on without obstructed views.

Thank you for your consideration.

Alicia Chandler

955 Shirley Road

Alicia Chandler

Mobile 248-763-3694

Wayne State University
Ph.D Student - Sociology
chandler@wayne.edu

Nu?Detroit
Cofounder and Columnist
www.nu-detroit.com
alicia@nu-detroit.com

Multifaith Life, LLC
Founder
www.multifaithlife.com
alicia@multifaithlife.com

To: Multi-Modal Transportation Board
From: A concerned resident who prefers to remain anonymous
Re: Arlington/Shirley road improvements
Date: October 5, 2023

This project is special because it is a large improvement project, in both scope and expense, and one of the first unimproved streets to be improved since the commission adopted the Ad Hoc Unimproved Streets Committee recommendations.

It presents many opportunities:

- To show that the city can successfully execute on projects that require buy-in and significant investment by property owners.
- To innovate on design and recognize that one size can't fit all while also imposing some important standards such as street width and sidewalk installation.
- To develop a communications and engagement template that gains as much consensus as possible among property owners and decision makers.

It's very important that you get it right, and I urge everyone involved to take their time. No one is interested in a rush job, and it's better to do it right than do it on time.

So what will doing it right look like? What will achieve the greatest consensus?

Any design MUST:

- Retain the stately character of the neighborhood. Large lots. Big lawns. Deep setbacks. Sweeping curves.
- Calm traffic and reduce the appeal to cut-through traffic.
- Provide a safe pedestrian experience, measured not by accidents or number and speed of cars, but by pedestrian perception.
- Strictly limit the use of curb-adjacent sidewalks, which should be used only as last resort.
- Respect existing trees and other significant landscaping in the right-of-way.
- Dignify entrance(s) to park.

Please consider the following:

- Including Brandon in the project scope. This street is in terrible shape. At least cape seal it and improve the park entrance.
- A sidewalk on one side, possibly crossing from side to side as appropriate; wider than normal; designed as a "path" or "trail" that meanders, not necessarily following property lines.
- Speed humps or speed tables.
- Seeking easements where necessary to preserve existing landscaping. Though this may take time, it is worth it if necessary.
- Reducing the size of the two Shirley/Arlington intersections with bump-outs or small, landscaped roundabouts.
- A treatment of the east side of Shirley just south of Maple, a unique condition where the right-of-way is adjacent to rear lots and treatment varies according to property owner whim.
- Bio-swales and biodiverse plantings where appropriate.

thank you for this and moving all to bcc in my reply - clearly the city has no idea what is going on our two streets - given the number of construction trucks etc... anything the city would build would be destroyed in less than a year - when our kids were younger we would have loved to have have something like this considered but in our current living environment we are more of a construction zone than a neighborhood - my 2 cents

[Quoted text hidden]

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Mike Minelli
Mobile (313) 303-4331