

AGENDA
REGULAR MEETING OF THE BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD
THURSDAY NOVEMBER 3rd, 2022
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 6th, 2022
- E. Unfinished Business
 - 1. Multi-Modal Transportation Plan Sidewalk Priorities**
 - 2. Neighborhood Traffic Calming Program – Speed Humps**
 - 3. S. Eton, Villa to 14 Mile**
- F. New Business
 - 1. Brown & Southfield Intersection**
- G. Meeting Open to the Public for items not on the Agenda
- H. Miscellaneous Communications
 - 1. SMART Bus Millage**
 - 2. Letters from residents regarding sidewalk gap priorities**
- I. Next Meeting – December 1st, 2022
- J. Adjournment

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

Meeting ID: 824 7795 4435

DRAFT

City Of Birmingham Multi-Modal Transportation Board Thursday, October 4, 2022

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

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, October 4, 2022. Vice-Chair Tom Peard convened the meeting at 6:00 p.m.

A. Rollcall

Present: Board Members David Hocker, Anthony Long, Tom Peard, Joe Zane; Alternate Board Member Mark Doolittle

Absent: Chair Doug White; Board Member Victoria Policicchio; Alternate Board Member Amanda Fishburn; Student Representatives Isabela Betanzos, Ben Rosenfield

Staff: Senior Planner Cowan, Operations Commander Grewe, Lieutenant Kierney, Assistant City Engineer Zielinski

F&V: Julie Kroll

MKSK: Brad Strader

B. Approval of MMTB Minutes of September 1, 2022

Motion by Mr. Hocker

Seconded by Mr. Long to approve the MMTB Minutes of September 1, 2022 as submitted.

Motion carried, 5-0.

VOICE VOTE

Yeas: Long, Hocker, Peard, Doolittle, Zane

Nays: None

C. Introductions & Chair Comments

D. Review of the Agenda

E. New Business

F. Unfinished Business

1. E. Brown Street, S. Old Woodward to Woodward Ave

SP Cowan introduced the item.

Staff and consultants answered informational questions from the Board.

Mr. Hocker said that, given the complications of the intersection, he was not in favor of adding parking to E. Brown.

Mr. Long noted that once the few proposed spaces for E. Brown are filled up, vehicles would likely either conduct illegal maneuvers to try and access them and/or would continue to park illegally on Peabody.

Mr. Zane said that if the proposed spots on E. Brown were limited to five minutes, the quick turnover would likely prevent double-parking or vehicles stopped in the road.

Mr. Doolittle concurred with Messrs. Hocker and Long.

Mr. Long spoke in favor of the right-in only access from Alternate A, saying that the other option results in slowed traffic entering Jax's off of Woodward, which could be more dangerous.

Motion by Mr. Doolittle

Seconded by Mr. Long to Alternative A of the proposed Brown Street design to the City Commission for the purpose of enhancing the safety and flow of pedestrian and vehicular traffic along Brown Street and Woodward Avenue.

Motion carried, 3-2.

ROLL CALL VOTE

Yeas: Long, Hocker, Doolittle

Nays: Peard, Zane

2. Pierce Street Considerations

SP Cowan introduced the item. Mr. Strader and ACE Zielinski presented the item.

Staff and consultants answered informational questions from the Board.

Mr. Zane said that if these options were to be explored further, he would first like to hear from the neighborhood and school community whether a bike lane would be used. He noted that sharrows were not required for cyclists to be able to share the road with vehicles.

Mr. Long concurred, and added that it would be worth knowing whether much conflict between pedestrians in the area and children riding their bikes on the sidewalk. He said that without that sort of conflict, there would be no reason to add a bike lane that would result in children being closer to traffic.

Mr. Doolittle said he lived in the area and rarely sees cyclists of any ages on Pierce.

Mr. Strader explained the options considered for the area and stated that the consensus among the consultants and Staff was that the options would be disruptive with little value added.

ACE Zielinski concurred.

Mr. Long said that in light of Staff's recommendation, he would be comfortable leaving the area as-is.

The Board concurred.

3. Neighborhood Traffic Calming Program

SP Cowan introduced the item. Mr. Strader, Ms. Kroll, and SP Cowan presented the item.

Staff and consultants answered informational questions from the Board.

Mr. Long said 100% written concurrence by owners within 200 feet of a speed hump would likely be too limiting a criterion, given the other criteria that need to be considered.

Mr. Strader and Ms. Kroll suggested that a better criterion could be that a majority of the street is in support of a speed hump, and that the City determines where it needs to be placed.

Mr. Zane observed that a different municipality that requires 100% written concurrence by owners within 200 feet of a speed hump likely would have an easier time obtaining approval because the homes are spaced further apart, so fewer homeowners would need to approve. In Birmingham, a higher number of homeowners would need to approve if the same criterion were applied.

OC Grewe noted that the City's residential parking petitions currently require 75% agreement among residents of a street.

The Board concurred that 75% was a reasonable standard for the second baseline criterion, instead of 50%.

Mr. Strader recommended that '100% written concurrence by owners within 200 feet of hump' be replaced with a criterion that 75% of residents agree that a speed hump would be selected based on whatever would be most effective for the street.

Mr. Doolittle noted that homeowners with a bump in front of their home would be disproportionately affected. He said that needed to be considered. He noted that would be one reason to require that more than a simple majority of the residents on the street agree.

In reply to Mr. Long, ACE Zielinski said it was difficult to install speed humps on unimproved roads since they lack a sufficient base. He said speed humps would be much more likely to be ripped out and to become a hazard on unimproved roads.

Messrs. Long and Peard noted that speeds on unimproved roads were also likely limited by poorer road conditions relative to improved roads.

Mr. Strader asked the Board and Staff to consider other candidate corridors for speed humps for next meeting's discussion.

The Board noted that Farmington Hills begins to consider speed humps when the 85th percentile speeds are over 35 mph.

SP Cowan asked the Board to consider whether they wanted the threshold for considering speed humps to be 85th percentile speeds over 35 mph, over 30 mph, or another figure.

In reply to Mr. Peard, Ms. Kroll said success would be indicated if the the 85th percentile speeds were at or below the speed limit.

In reply to Mr. Doolittle, Ms. Kroll and Mr. Strader explained that they would recommend lower-volume streets with higher speeds first because 1. Speed humps create noise, so too much volume could create more noise; 2. Lower volumes are more reasonable for speed humps; 3. Adding speed humps to higher-volume streets can divert traffic and increase the volume on other roads; and, 4. If success is seen on the lower-volume streets, then speed humps could be considered on streets with more moderate volume.

In reply to Mr. Hocker, Mr. Strader and Ms. Kroll clarified that the baseline criteria would indicate a need for traffic calming, but would not necessarily indicate that speed humps would be the appropriate mechanism.

Ms. Kroll noted that the speed hump criteria would determine whether they were the appropriate mechanism in a given case.

4. Scooter Policy

SP Cowan introduced the item. OC Grewe presented the item.

Staff and consultants answered informational questions from the Board.

OC Grewe noted that most of the riders on sidewalks in the downtown area tend to be younger residents.

In reply, Mr. Zane suggested that the City could better publicize the current scooter policy by going to the Birmingham schools. He said that enforcement would be less of an issue if working with a fleet of rental scooters since they offer more precise enforcement mechanisms.

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

Wendy Dewindt, Randy Davis, Laura Stevenson, and two additional Fairway residents spoke in favor of sidewalks on Fairway.

Darin McBride, resident of Fairway, spoke against sidewalks on Fairway.

Renee Suchara said that while she was not in favor of sidewalks on Fairway, she would accept Fairway being designated as a third-tier priority for sidewalk installation instead of a first-tier priority.

Janelle Whipple-Boyce recommended that the City hold a study session regarding the City's sidewalk implementation policy along a question and answer period. She noted that the City could likely reduce resident confusion by addressing residents' questions and supporting those answers

with data. She spoke in favor of the City's sidewalk implementation policy in general.

Mark Nickita said the speed study did not indicate a need for speed humps in the neighborhoods. He said he was not in favor of Birmingham joining a scooter rental program, that bicycles and scooters on sidewalks pose a significant safety issue, and recommended some ideas for enforcement. He spoke in favor of the City's sidewalk implementation policy in general.

Tony Merolla spoke in support of installing sidewalks in the City in general, and called for the process of installing sidewalks to be expedited.

Mr. Zane noted that the Board recommended that stretches of road without sidewalks be prioritized for sidewalk installation. He explained that was how Fairway became one of the streets with the highest priority for sidewalk installation.

Mr. Long noted that Fairway was only designated a high priority for sidewalk installation because the majority of the road currently lacks sidewalks. He noted that there are a number of other streets in Birmingham ranked at the same priority level in terms of sidewalk installation for the same reason.

H. Miscellaneous Communications

1. Letters from residents regarding sidewalk gap priorities

Mr. Long and Zane recommended adding a study session to a future agenda to review the criteria used to rank streets in terms of sidewalk implementation priority and to explain how those recommendations interact with the City's capital improvement plan.

In reply to Mr. Peard, SP Cowan said the study session could be publicized via the City's social media and online newsletter.

Mr. Hocker recommended the sidewalk priority map be updated to include a brief description of the priorities, noting that priority one is for roads with no sidewalks, and so on.

I. Adjournment

No further business being evident, the Board adjourned at 8:33 p.m.

Brooks Cowan, Senior Planner



Laura Eichenhorn, City Transcriptionist



MEMORANDUM

Planning Division

DATE: October 28th, 2022

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, Senior Planner
Ryan Kearney, Police Lieutenant
Scott Zielinski, Engineering Department
Melissa Coatta, Engineering Department

SUBJECT: Multi-Modal Transportation Plan Updates – Sidewalk Network

INTRODUCTION:

The Multi-Modal Transportation Board (MMTB) has discussed making updates to the Multi-Modal Transportation Plan (MMTP) which is approaching 10 years of age. The Multi-Modal Transportation Board has also discussed updating the City of Birmingham's sidewalk network priorities. This item was discussed during multiple meetings in 2021 and 2022. On October 4th, 2022, the MMTB requested the item be brought back for review.

BACKGROUND:

The [Multi-Modal Transportation Plan \(MMTP\)](#) was finalized in 2013 with a Section "How to Use the Master Plan" in the Executive Summary stating (pg. 4):

The Multi-Modal Transportation Plan is very specific in its recommendations by design, perhaps more so than most other master plans. The plan's specificity is a response to the demands of the transportation planning within an existing, constricted environment...But it should be recognized that it is still a master plan level document and that every nuance of each street and all the intersections cannot be effectively addressed at a city-wide scale.

Thus, this Master Plan should be used as a guide. It provides a pragmatic vision of what can be accomplished in the City of Birmingham in the near future. As each corridor is scheduled for improvements, the recommendations should be revisited to see that they work with the current context, still meet the expectations of the community and reflect current best practices.

Section 3.2 of the MMTP includes “Physical Environment Recommendations” for sidewalks and states that 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. The Plan ranks three priorities for sidewalks and provides a map with general areas for recommendations. An issue with the map and recommendations from 2013 is that it does not provide specific locations of where the sidewalk gaps exist, and does not reflect sidewalk installation projects that have occurred since 2013.

In the fall of 2021, the MMTB requested to re-examine sidewalk gaps in the City and the recommendations of the Multi-Modal Transportation Plan. Staff provided a map that indicated locations of all sidewalks and where the gaps existed. The MMTB also wanted to compare the sidewalk gaps to a map of unimproved streets.

Upon review of actual sidewalk gaps and unimproved streets when compared to MMTP’s priorities of 2013, The MMTB recommended that the priorities in the MMTP be rearranged. One of the major changes was to include “improved streets” in neighborhoods without sidewalks within the top priority. The likelihood of improved streets having to be torn up and completely reconstructed is low, therefore a new sidewalk would not run the risk of having to be torn out if new utilities needed to be installed underground.

Areas without sidewalks were also changed to be prioritized above neighborhoods with sidewalk gaps. The justification of this re-prioritization was that having a sidewalk on one side of the street is safer than nothing at all, and that the City should focus on enhancing safety in areas where streets do not have sidewalks on either side. This reversed the priorities in the MMTP (2013) that prioritized completing sidewalk gaps over areas without any sidewalks.

It is of note that “Sidewalks” and “Local Streets” are separate categories in the City’s budget for the Capital Improvements Plan (CIP), along with “Major Streets”, “Alleys”, “Sewer Fund”, and “Water Fund”. The City has to project upcoming projects over the next 5 years and allocate money out of the projected budget for such projects. Unimproved streets are under the category of “Local Streets”, therefore if an unimproved street does not have a sidewalk, finances allocated to the improvement of such street would typically include adding a sidewalk along with the curb, sewer, and new infrastructure associated with changing an unimproved street to an improved street.

Meanwhile, “sidewalk gap closure” is a line item within the “Sidewalks” category. Money allocated for sidewalk gap closure often goes to streets that are improved given the separate budgeting category of “Local Streets” for unimproved streets.

Unimproved streets have a long political history in Birmingham as a contentious matter. The inherent political difficulties of unimproved streets in the City of Birmingham was a discussion point and a reason for the MMTB to recommend that the priorities be rearranged. Prioritizing sidewalk gap closures on improved streets while leaving unimproved streets as a separate larger issue was one of the intents for rearranging the sidewalk gap closure priorities.

In November of 2021, staff discussed how the recommendations for sidewalk priorities would be considered in the Capital Improvements Plan (CIP) budgeting process. Incorporating such

recommendations into the MMTP would enable greater implementation during CIP review and construction project planning.

On July 7, 2022, the MMTB revisited the Sidewalk Network Memo from November of 2021. The Board did not feel the need to make any more updates and directed staff to update the new map in the Multi-Modal Transportation Plan.

Such updates to the Multi-Modal Transportation Plan have been made. A copy of the original Plan pages are provided below with removed text highlighted in red. The proposed new pages have also been provided with updated text highlighted in blue.

On September 1st, 2022 and October 4th, 2022, questions regarding the sidewalk priority map were raised by residents. This led the MMTB to request that the item be brought back as an agenda item for discussion and review.

For clarification, the sidewalk priority map is meant to be advisory and as page 4 of the Multi-Modal Transportation Plan states “used as a guide”. Birmingham considers itself a “A Walkable Community” and strives to provide sidewalks for a safe pedestrian environment for all ages and abilities on all streets.

The Multi-Modal Transportation Board is advisory on items related to sidewalks, as well as the Multi-Modal Transportation Plan. City staff and City Commissioners consider input from the advisory boards and advisory plans to help guide decision making when budgeting for future projects. The Engineering Department may refer to advisory maps while identifying projects to consider for the 5 year Capital Improvements Plan (CIP) budget, however there are a number of other factors to be considered in planning infrastructure projects. Sidewalks lower in priority may be implemented sooner than items with a higher priority based on amount of financing available, proximity to other major projects, crashes and safety issues, changes in traffic patterns, pavement conditions, etc.

A typical process for project implementation is that it is scheduled in the CIP and budgeted for. The designs are then reviewed by the MMTB and sent to City Commission for final approval. The City will sometimes host open house design reviews for larger projects prior to City Commission consideration. If Special Assessments are involved, first there is a hearing of necessity, followed by a special assessment hearing. Public notification is required for the hearing of necessity as well as the special assessment hearing. There are multiple opportunities for public input during the process of planning to implementation.

Thus, the updated sidewalk priority map is meant to guide decision making for staff and political leaders, however it is not a definitive document requiring the City to install sidewalks in the order it recommends.

SUGGESTED ACTION:

The Board may wish to provide further commentary on the recommended changes for Section 3.2 “Sidewalks” of the Multi-Modal Transportation Plan. Once the items from the 2013 Multi-Modal Transportation Plan that require updating have been reviewed and amended by the MMTB, they will be sent to City Commission for formal approval.

MULTI-MODAL TRANSPORTATION PLAN

November 25, 2013



for consideration by:



submitted by:



THE GREENWAY
COLLABORATIVE, INC.



Last Paragraph of Multi-Modal Transportation Plan Executive Summary

Also, by taking a comprehensive look at the City, recommendations for particular corridors are made based on a system perspective rather than in a piecemeal approach. This allows for project phasing that focuses on establishing foundation system that crisscrosses the City that will be completed in the early stages.

HOW TO USE THE MASTER PLAN (Multi-Modal)

The Multi-modal Transportation Plan is very specific in its recommendations by design, perhaps more so than most other master plans. The plan's specificity is a response to the demands of transportation planning within an existing, constricted environment. It presents a realistic picture of what is currently feasible within the confines of the existing roadway and public rights-of-way.

But it should be recognized that it is still a master plan level document and that every nuance of each street and all of the intersections cannot be effectively addressed at a city-wide scale. It should also be recognized that multi-modal transportation planning and design is a rapidly changing field. New design ideas and research is becoming available almost on a monthly basis. Across the country, there has been a marked increase in demand for high quality (and high cost) multi-modal transportation options accompanied by greater willingness to pay for the improvements.

Thus, this Master Plan should be used as a guide. It provides a pragmatic vision of what can be accomplished in the City of Birmingham in the near future. As each corridor is scheduled for improvements, the recommendations should be revisited to see that they work with the current context, still meet the expectations of the community and reflect current best practices. What will hold over time is the concept of complementary networks. As each corridor is evaluated, it should be done so through the lens of the network of which it is a part and the overall intent of the master plan.

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN PHYSICAL ENVIRONMENT RECOMMENDATIONS

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.

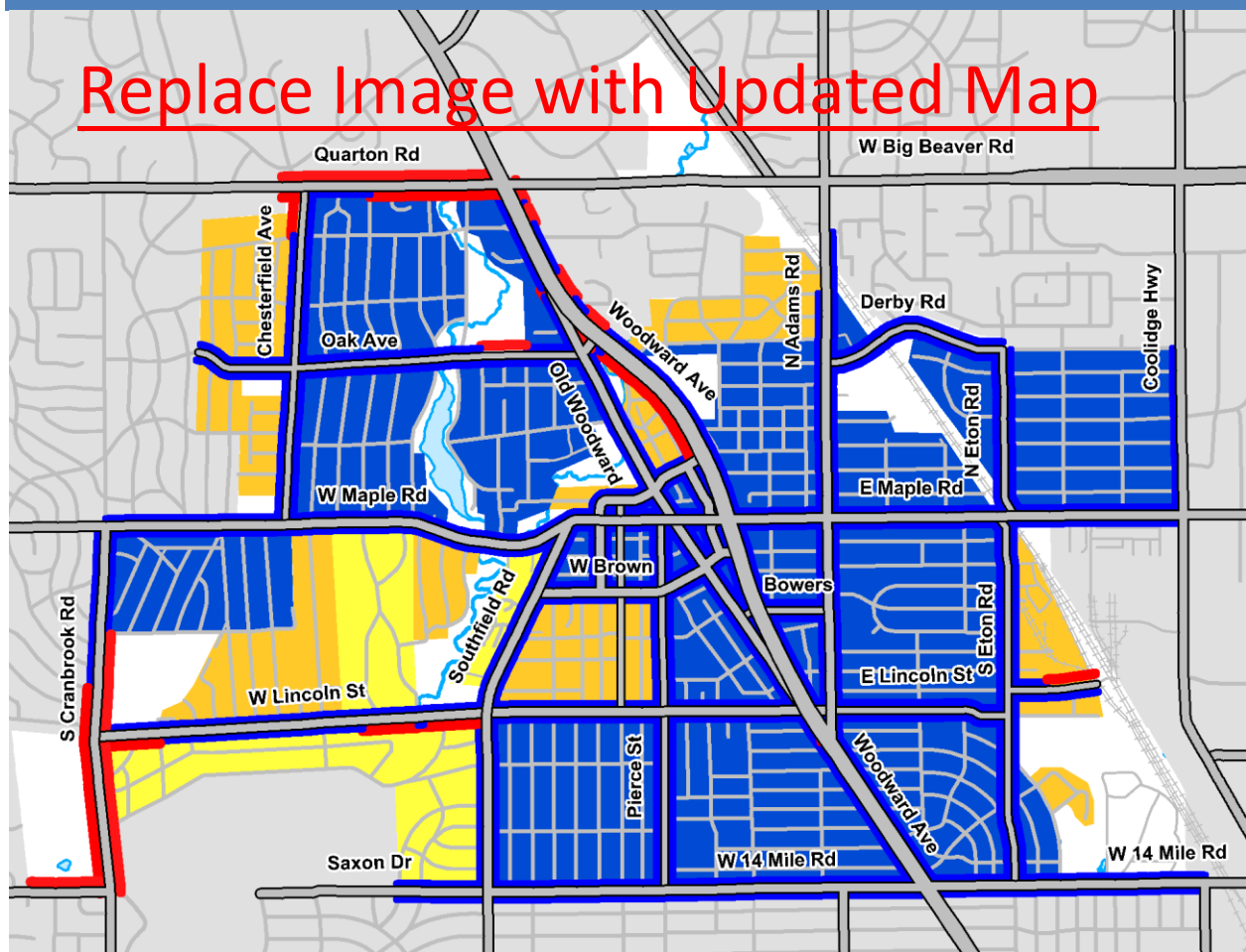
The second priority should be to complete the sidewalk gaps in neighborhoods that already have an existing sidewalk system partially in place.

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
- Priority 1: Complete Sidewalks along Major Roads
- Priority 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

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN PHYSICAL ENVIRONMENT RECOMMENDATIONS

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

Priority 1 is completing sidewalks along major roads, the neighborhood connector route, and improved streets in neighborhoods without sidewalks.

Priority 2 is completing sidewalks in neighborhoods without sidewalks, predominantly along unimproved streets – highlighted in orange.

Priority 3 is completing sidewalks in neighborhoods with sidewalk gaps – highlighted in pink.

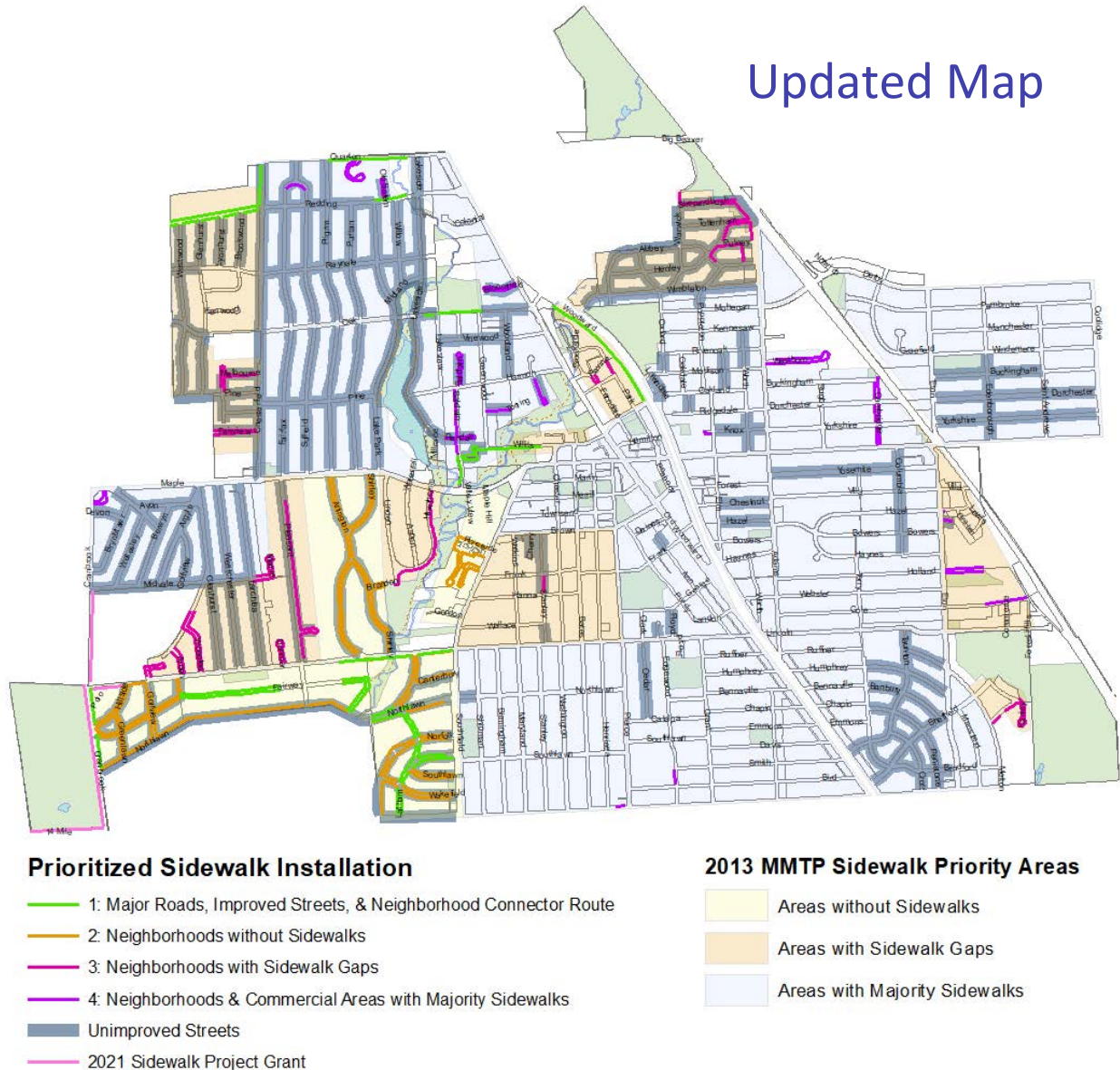
Priority 4 is complete sidewalks in neighborhoods and commercial areas with majority sidewalks – highlighted in purple.

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. [Plausibility of sidewalk installations should be reviewed in conjunction with the prioritized locations.](#) 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

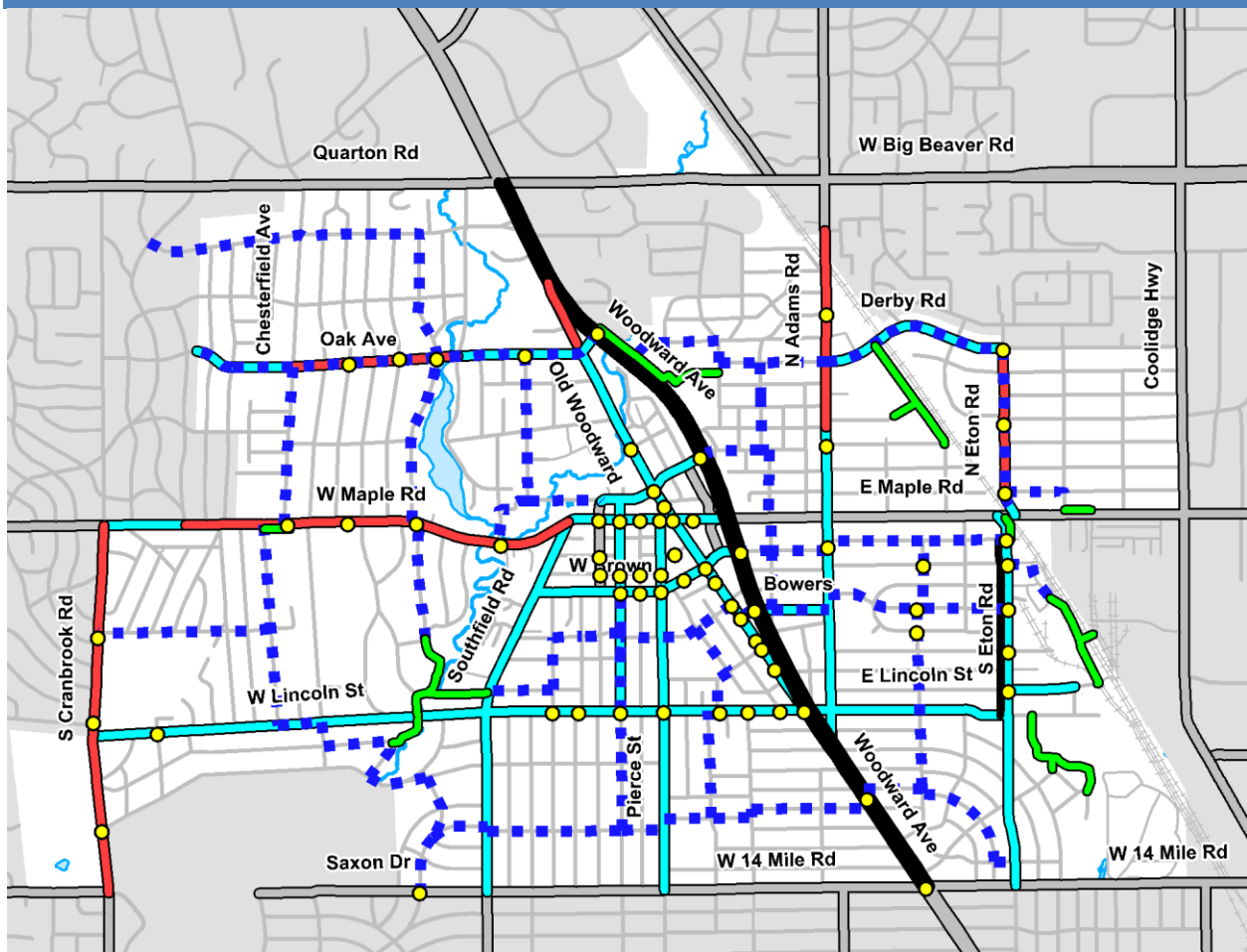
Future Sidewalk Construction Recommendations



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

FIGURE 3.1E OVERVIEW OF PROPOSED MULTI-MODAL NETWORK

**Legend**

- Proposed Crossing Improvement
- Proposed Off-road Trail
- - - Proposed Neighborhood Connector Route
- Proposed Bike Lane
- Proposed Buffered Bike Lane
- Proposed Shared-lane Marking

Due to the scale of this map some facilities were not included.
Please refer to the following maps for more details.

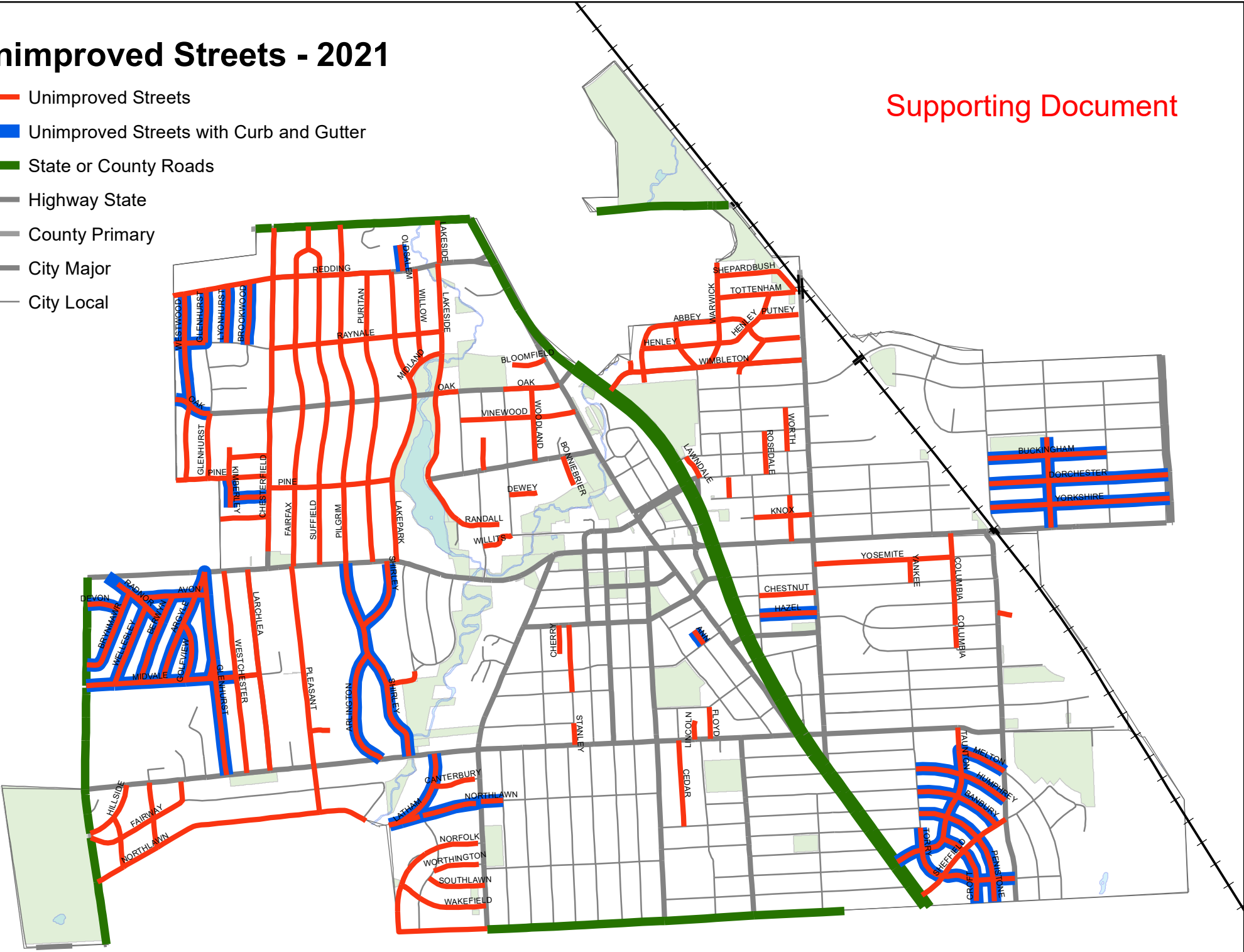
Web Survey Results:

- About 72% of respondents would walk to work and/or do errands if there was a system of sidewalks, pathways, crosswalks, bike lanes, etc.
- Around 84% of respondents feel that a complete network for bicycle facilities such as bike lanes, signed routes and trails are very important or somewhat important to making future bicycling trips actually happen

Unimproved Streets - 2021

- Unimproved Streets
- Unimproved Streets with Curb and Gutter
- State or County Roads
- Highway State
- County Primary
- City Major
- City Local

Supporting Document



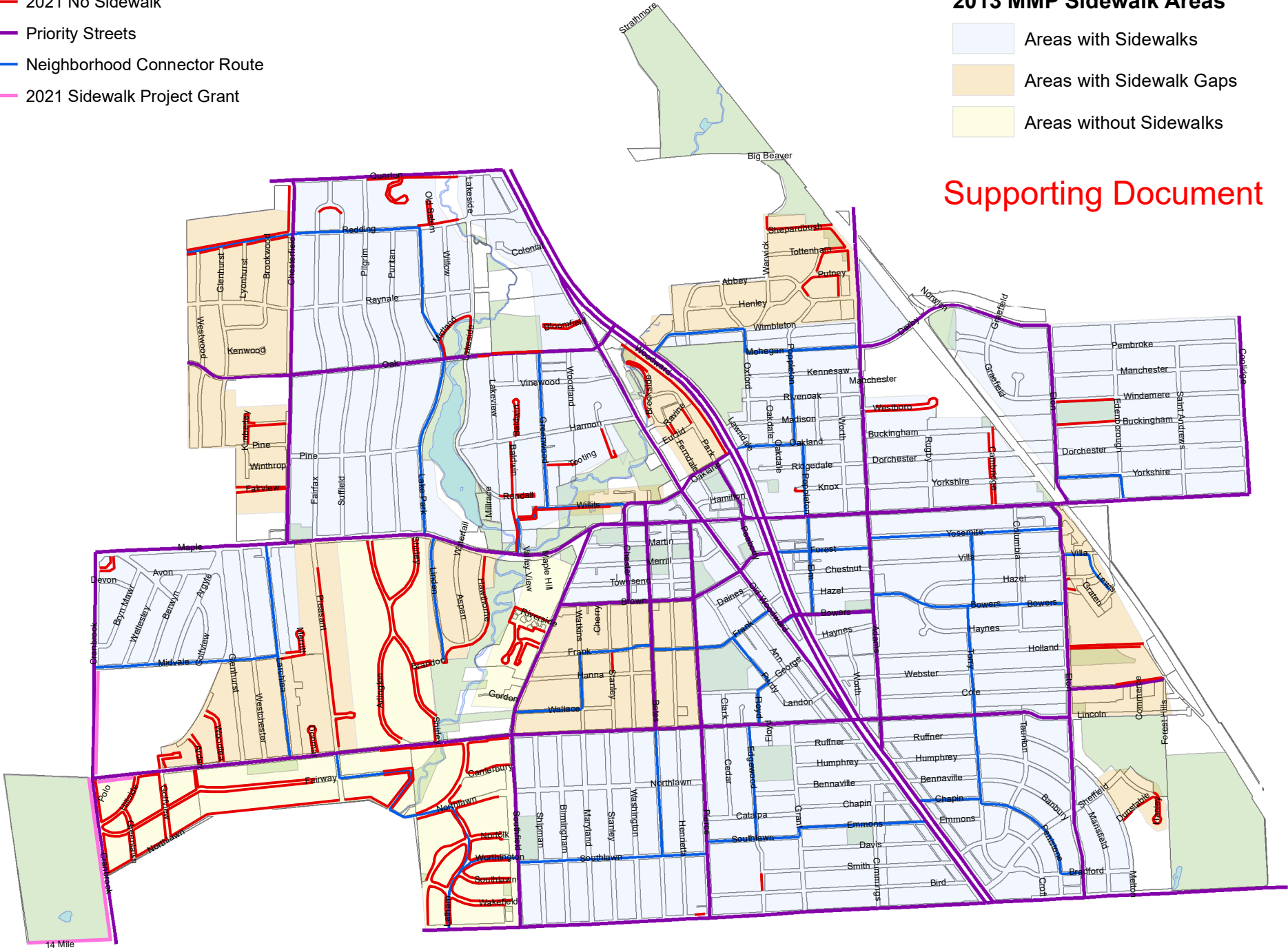
Future Sidewalk Construction Recommendation Priorities

- 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

Supporting Document



Future Sidewalk Construction Recommendations

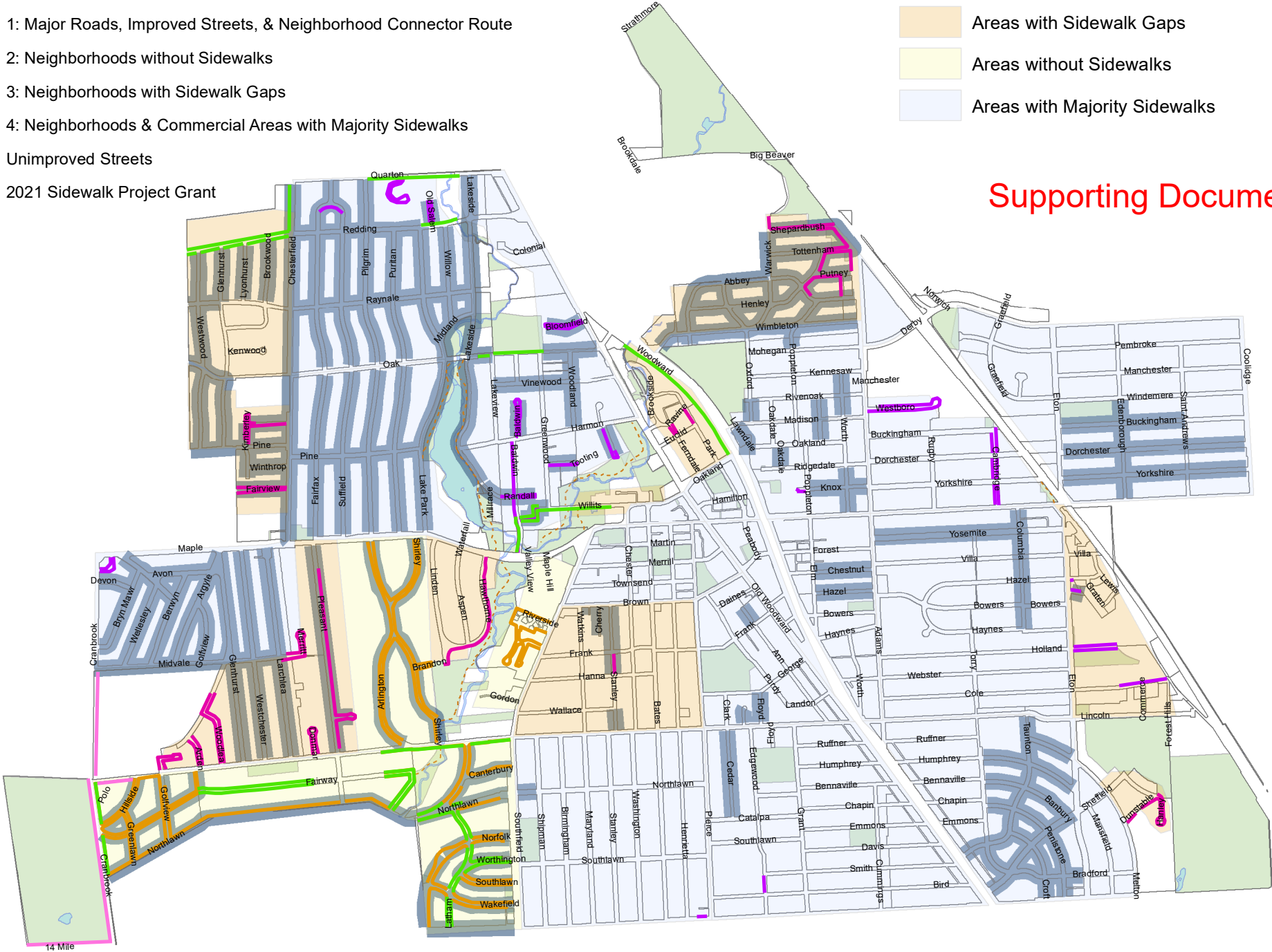
Prioritized Sidewalk Installation

- 1: Major Roads, Improved Streets, & Neighborhood Connector Route
- 2: Neighborhoods without Sidewalks
- 3: Neighborhoods with Sidewalk Gaps
- 4: Neighborhoods & Commercial Areas with Majority Sidewalks
- Unimproved Streets
- 2021 Sidewalk Project Grant

2013 MMTP Sidewalk Priority Areas

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

Supporting Document



CITY OF BIRMINGHAM
CAPITAL OUTLAY REQUESTS
GENERAL FUND

Supporting Document

Sidewalks	101-444.001-981.0100	Public Improvements					
Routine Maintenance							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	550,000	650,000	300,000	300,000	300,000	300,000	-
Annual Costs	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
	No Impact	No Impact	No Impact	No Impact			

Sidewalks	101-444.001-981.0100	Public Improvements					
Cranbrook							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	160,000	-	-	-	-	-	-
Annual Costs	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
	No Impact	No Impact	No Impact	No Impact			

Sidewalks	101-444.001-981.0100	Public Improvements					
S. Old Woodward Phase III - Streetscape							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	-	4,338,000	-	-	-	-	-
Annual Costs	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
	No Impact	No Impact	No Impact	No Impact			

Sidewalks	101-444.001-981.0100	Public Improvements					
Sidewalk Gap Closure							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	145,000	115,000	350,000	350,000	350,000	350,000	-
Annual Costs	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
	No Impact	No Impact	No Impact	No Impact			

Sidewalks	101-444.001-981.0100	Public Improvements					
Willits & Bates Intersection ADA							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	-	-	75,000	-	-	-	-
Annual Costs	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
	No Impact	No Impact	No Impact	No Impact			

Sidewalks	101-444.001-981.0100	Public Improvements					
2021 Asphalt Maintenance Program							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	138,000	-	-	-	-	-	-
Annual Costs	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
	No Impact	No Impact	No Impact	No Impact			

CITY OF BIRMINGHAM
CAPITAL OUTLAY REQUESTS
GENERAL FUND

Supporting Document

Sidewalks	101-444.001-981.0100	Public Improvements					
Redding							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	-	145,000	-	-	-	-	-
	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
Annual Costs	No Impact	No Impact	No Impact	No Impact			

Sidewalks	101-444.001-985.7900	Maple Road Streetscape					
Streetscape project along Maple Road Sidewalks							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	570,000	-	-	-	-	-	-
	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
Annual Costs	No Impact	No Impact	No Impact	No Impact			

Sidewalks	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated Total City Costs	1,563,000	5,248,000	725,000	650,000	650,000	650,000	-

Alleys	101-444.002-981.0100	Public Improvements					
Normal Maintenance Costs							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	15,000	25,000	25,000	25,000	25,000	25,000	25,000
	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
Annual Costs	No Impact	No Impact	No Impact	No Impact			

Alleys	101-444.002-981.0100	Public Improvements					
Maple Alley - Between Pierce & Henrietta							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	-	-	365,000	-	-	-	-
	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
Annual Costs	No Impact	No Impact	No Impact	No Impact			

Alleys	101-444.002-981.0100	Public Improvements					
Pierce Alley							
	<u>PROJECTED</u>	<u>BUDGET</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>	<u>PLANNED</u>
	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated City Cost	-	-	650,000	-	-	-	-
	<u>Personnel</u>	<u>Supplies</u>	<u>Contractual</u>	<u>Total</u>			
Annual Costs	No Impact	No Impact	No Impact	No Impact			

Alleys	<u>2021/2022</u>	<u>2022/2023</u>	<u>2023/2024</u>	<u>2024/2025</u>	<u>2025/2026</u>	<u>2026/2027</u>	<u>2027/2028</u>
Estimated Total City Costs	15,000	25,000	1,040,000	25,000	25,000	25,000	25,000



MEMORANDUM

Police Department

DATE: October 28th, 2022

TO: Multi-Modal Transportation Board

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

SUBJECT: Neighborhood Traffic Calming Program

INTRODUCTION:

On August 15th, 2022, several City Commissioners proposed the issue of installing speed humps in the City during Commissioner comments. Police Chief Clemence completed a staff report apprising the City Commission of what the Multi-Modal Traffic Board (MMTB) had previously done regarding the topic.

BACKGROUND:

On August 29, 2022, the City Commission reviewed a staff report by the Police Chief. The Commission requested that the topic of speed humps and speed tables be an agenda item for the MMTB in October of 2022. The City Commission would like the MMTB to identify streets that could be utilized for a pilot project to install a speed hump or table. Once identified, city staff, the city's contracted traffic engineers and the MMTB shall formulate a plan of study to set up a pilot program for installing a speed hump or table. This plan would include all associated costs of the project, the description of the project and how the success or failure of the pilot project would be determined. The Memo from Police Chief Clemence to the City Commission is attached for the MMTB to review.

On October 3rd, 2022, the MMTB reviewed draft language for traffic calming measures and speed humps that was put together by the City's traffic consultants in conjunction with City staff. The first round of "Draft Criteria" on October 3rd, 2022 from MKSK and F&V proposed requirements for traffic calming measures as such:

- **Baseline Criteria**
 - Classified as a residential street.
 - 50% of residents must petition for the installation AND agree to pay for the installation and maint. of devices
 - The street must be paved.
 - 15+ % of traffic is over the posted speed limit (speed study).
- **Speed Hump Criteria**
 - Traffic volumes greater than 200, less than 1,200 vehicles per day.
 - Not a fire or snow emergency route.
 - Not along a major school bus or transit route.
 - Room for speed humps 300 – 600 feet apart.
 - Room for speed humps to avoid driveways.
 - 100% written concurrence by owners within 200 feet of hump.

The Police Department and City staff identified 12 residential streets as sources of recent and frequent speeding complaints and provided data related to speed limits, traffic counts, and 85th percentile speeds recorded. The data provided concluded that the 85th percentile of speeds on streets receiving speed complaints ranged between 0.1 under to 7.9 mph over the speed limit of 25 mph. Only three streets, Saxon Drive, Northlawn Drive, and Pleasant Street were found to have an 85th percentile speed above 30 mph, 5 mph over the speed limit. The City of Birmingham only controls the northern portion of Saxon Drive, While the portions of Northlawn Drive and Pleasant Street recording higher speeds are considered unimproved.

F&V and MKSK discussed nearby City policies such as Farmington Hills, Rochester, and Ann Arbor who have traffic calming and speed hump policies. The traffic consultants indicated that it is more common to implement speed humps along streets where the 85th percentile of speeds is 10+ mph above the speed limit which is not the case for any recorded data in Birmingham.

It was clarified between the MMTB and staff that “paved” alluded to an improved street in the baseline criteria. The MMTB also discussed petitions and residential buy-in for speed humps. The Board felt that 50% was too low, and there was general consensus that 75% was a more ideal majority. In regards to speed hump criteria, it was discussed that the location should be up to the discretion of the Engineering Department vs. attempting to have 100% buy-in from adjacent neighbors on the exact location.

Updated DRAFT criteria for traffic calming measures addressing items discussed in October of 2022 is provided below. The criteria has been consolidated into one category vs. the prior baseline criteria followed by speed hump criteria.

Speed Hump Criteria:

- Classified as a residential street
- Street is defined by the City as “improved” so that it can support a speed hump/infrastructure
- 75% of residents on the subject block must petition for the installation (City Commission to decide on who pays, most cities expect the residents to pay)
- 15+% of traffic is over the posted speed limit (a speed study shows that the 85th percentile speed is 5+ mph over the speed limit)

- Not a fire or snow emergency route
- Not along a major school bus or transit route
- Speed humps need to be placed 300-600 feet apart, avoiding driveways and storm sewer drains
- Engineering Department to determine the placement

MKSK and F&V have provided a map of the candidate streets listed and indicated whether they are improved or unimproved streets. Of the table of candidate streets where the City receives speed complaints, Saxon Drive is the only road that is close to meeting professional engineering standards for speed hump installation as it is the only improved road with an 85th percentile speed that is 5 mph above the speed limit. The issue with Saxon Drive is that Beverley Hills owns the southern portion and the City of Birmingham would have to coordinate with them on the installation for both sides of the street.

SUGGESTED ACTION:

The Multi-Modal Transportation Board may wish to consider the proposed speed hump policy for the City of Birmingham and what to recommend to City Commission for both a pilot program and an installation policy. It is the observation of City staff that most streets in Birmingham do not meet professional engineering criteria for the temporary or permanent installation of speed humps. The Multi-Modal Transportation Board may wish to recommend to City Commission that the City consider alternative traffic calming mitigations to reduce speeds in areas where speed limits are commonly exceeded.

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

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

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

MKSK

Multi-Modal Transportation Board Neighborhood Traffic Calming Program

November 3, 2022

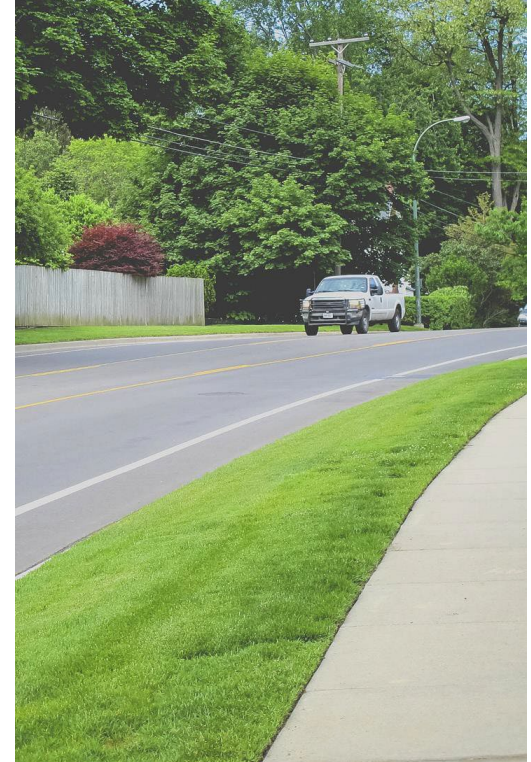
AGENDA TOPICS



- Request from City Commission
- Revised Traffic Calming Program Draft Criteria
- Candidate Streets
- Pilot Projects
- Recommendations to the City Commission

REQUEST FROM CITY COMMISSION

- Residents along certain streets have expressed concern with traffic speeds and/or volumes
- Traffic volumes have increased along several streets due to personal navigation (Northlawn, Oak, Ruffner, etc.)
- City Commission asked the Multi-Modal Transportation Board to evaluate and provide recommendations on speed humps and traffic calming



BACKGROUND ON SPEED HUMPS

Purpose

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

Implementation Factors to Consider

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

ITE Speed Hump Effectiveness Study

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



DATA ON TRAFFIC VOLUMES

The Police Department has data on traffic volumes (and increases) and speed studies

- Pace Speeds / Percentile Speeds
- Measures vehicle travel speeds to determine 85th percentile
- Example speed study below

04292022
Northlawn
Fairway/Cranbrook

Combined Lanes 9/6/2022 to 9/9/2022

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
24 - 33	2,183	70.34772%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	16.9	20.9	22.9	23.9	24.9	24.9	25.9	26.9	26.9	27.9	27.9	28.9	29.9	29.9	30.9	31.9	32.9	33.9	34.9	44.9

Vehicles Traveling Greater Than 50.0 MPH

Total Volume 3,107
Total Greater Than 50.0 0
Percent Greater Than 50.0 0.0%

Mean, Median, and Mode Averages

Mean:	27.4
Median (50th %):	27.9
Mode:	27.0

Northlawn
Fairway/Cranbrook

Birmingham Police Department

SPEED DATA ANALYSIS

Location

Shirley
(Brandon/W Lincoln)
Latitude: 0.000000
Longitude: 0.000000

Analysis Time Period

Start End
9/20/2022 9/26/2022
2:26 PM 9:34 AM

Vehicles Analyzed

6,178

Speed Limit

SPEED LIMIT 25

Total Enforceable Violations

52

Average Speed

21

85th Percentile Speed

25

% Enforceable Violations

1%

Fastest Speed

40

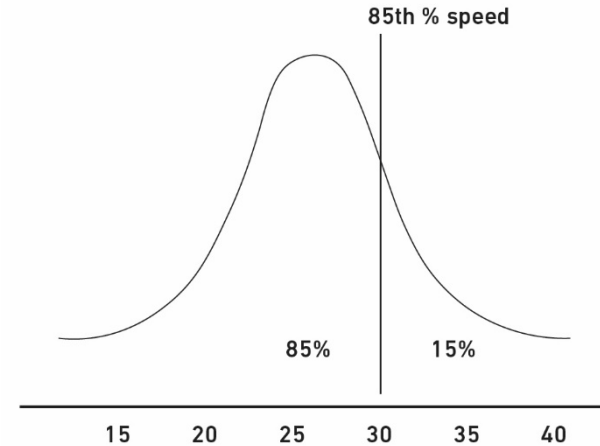
Enforcement Rating

LOW

SPEED FINDINGS

Findings per Research and the Board's Comments:

1. Most cities reviews with traffic calming and speed hump programs have streets with speeds 10 mph or more over the posted speed limit
2. Birmingham's speeds are generally less than the posted speed limit, a few are 5 mph or less over the posted speed limit. Only a few streets are more than 5 mph over
3. Traffic calming could be considered for a few streets as a Pilot project



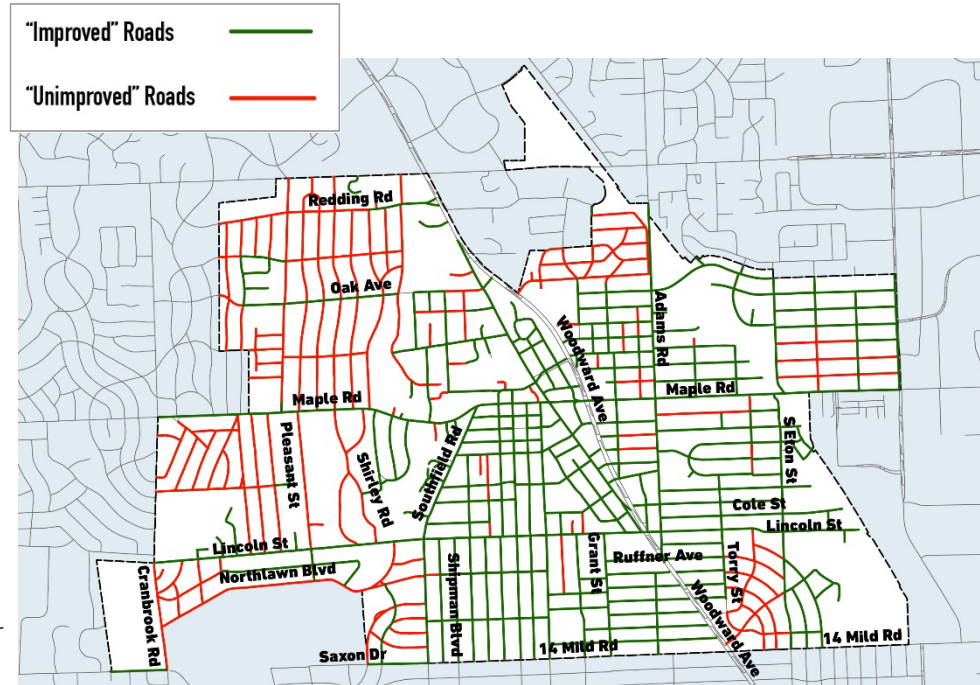
DRAFT CRITERIA

Traffic Calming Measure Baseline Criteria:

- Classified as a residential street
- Street is defined by the City as “improved” so that it can support a speed hump/infrastructure
- 70% of residents must petition for the installation (City Commission to decide on who pays, most cities expect the residents to pay)
- 15+% of traffic is over the posted speed limit (a speed study shows that the 85th percentile speed is 5+ mph over the speed limit)

Improved vs Unimproved:

- Improved includes a concrete or asphalt surface with underlying base material and curbs
- Unimproved may be “paved” with just a surface coating and no base to support a speed hump or islands



DRAFT CRITERIA

Speed Hump Criteria:

- Engineering Department to determine the placement
- Not a fire or snow emergency route
- Not along a major school bus or transit route
- Speed humps need to be placed 300-600 feet apart, avoiding driveways and storm sewer drains
- Where speed hump criteria is not met, other traffic calming measures may be applied



TRAFFIC CALMING CANDIDATE STREETS

Selected Pilot Projects:

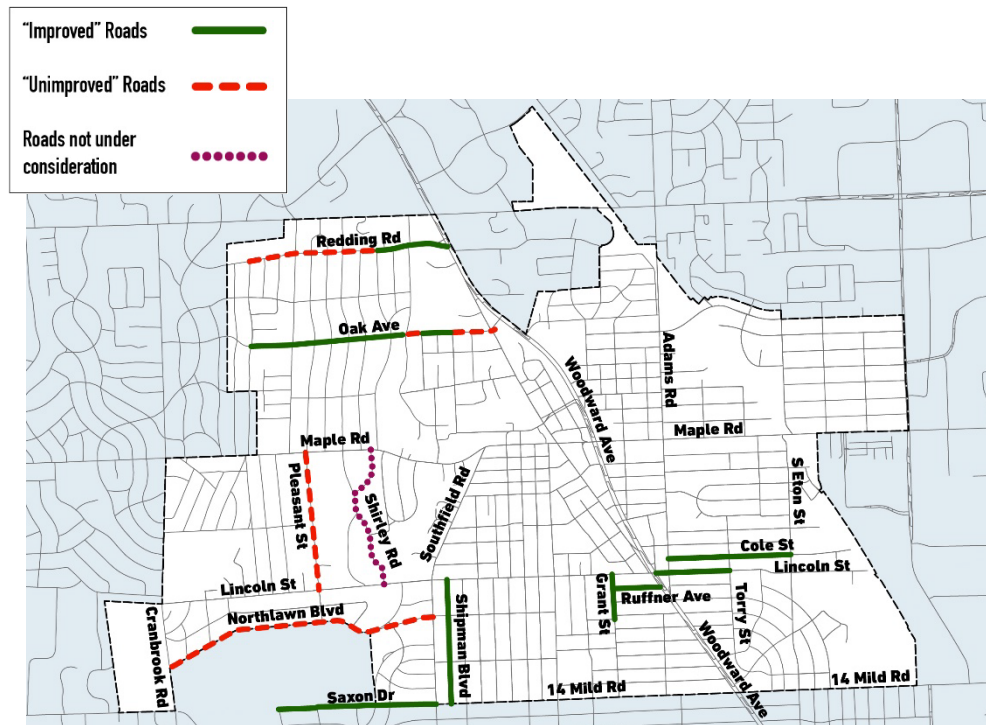
1. **Northlawn Blvd (Unimproved Road)**, Cranbrook to Southfield
2. **Grant St (Improved Road)**, along the park

Other Streets for Future Consideration:

1. **Shipman Blvd (Improved Road)**, 14 Mile to Lincoln
2. **Saxon St**, west of Southfield
3. **Cole St**, Adams to S Eton
4. **Ruffner**, Woodward to Grant
5. **Lincoln**, Woodward to Torry
6. **Oak St**, Glenhurst to Old Woodward
7. **Redding Rd**, Glenhurst to Old Woodward
8. **Pleasant St**, Lincoln to Maple

Locations Not Under Consideration:

1. **Shirley**, Lincoln to Maple



OTHER TRAFFIC CALMING MEASURES

- Speeds are usually influenced by the width of the street, its design, on-street parking, and the context (street trees, setbacks, sight distance)
- Stop signs - don't usually work
- Reduced street width - may or may not impact speeds
- Add bike lanes, parking, etc. to reduce the width for driving
- Islands and Medians
- Pedestrian crossings - midblock crossing and raised crossings
- Raised intersections
- Traffic calming islands
- Speed warning and other signs



NEXT STEPS

Multi-Modal Transportation Board to Provide Recommendations to the City Commission:

- Comments about use of speed humps
- Traffic Calming Criteria
- Identify the Pilot Projects and Process





MEMORANDUM

Police Department

DATE: October 28th, 2022

TO: Multi-Modal Transportation Board

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

SUBJECT: S. Eton Roadway Design Study Session

INTRODUCTION:

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

BACKGROUND:

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

On October 7th, 2021, the Multi-Modal Board reviewed the before and after analysis from F&V regarding the striping on S. Eton Road, as well as the survey responses from Engage Birmingham (analysis attached). The board discussed the pros and cons of the current design, and how an opportunity for a more permanent design should be considered when the City repaves S. Eton in either FY '22-'23 or FY '23-'24.

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

City staff will begin a formal review of S. Eton design with the Multi-Modal Transportation Board in December of 2022. Staff and the traffic consultants wanted to have a preliminary discussion regarding four alternatives this month prior to conducting a more in depth analysis for December. The goal of the preliminary review is to gain general consensus from the MMTB that the four alternatives being proposed are the top priorities the MMTB would like to consider, which include the following:

Option A

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

Option B

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

Option C-1

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

Option C-2

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

In summary, options A & B would be above the curb line which would provide a natural buffer. Option C-1 and C-2 would be within the curb lines and would require buffering paint and street buffering materials.

RECOMMENDATION:

To review the conceptual alternatives and provide direction on design preferences for S. Eton Road for detailed review at the next MMTB meeting.

SOUTH ETON STREET ALTERNATIVES

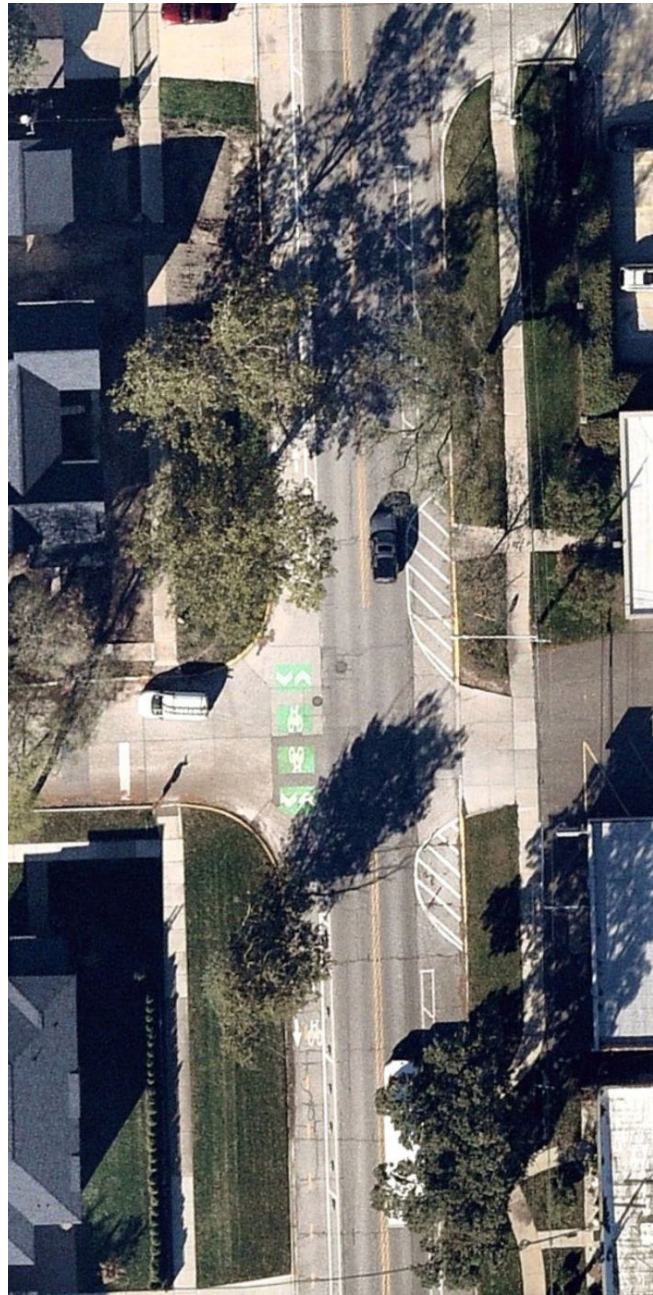
Project Goals:

- Current cycle track and results
- Public comments
- S Eton will be constructed in 2024
- Need to agree on a design by early 2023

Tonight is a review of the background to begin discussing the options



SOUTH ETON STREET EXISTING CONDITIONS



Existing Condition:
Protected Cycle Track

SOUTH ETON TEMPORARY CYCLE TRACK TEST GOALS AND

Project Goals:

1. Increase use of bicycles
2. Safety for all users
3. Provide on-street parking along the east side
4. Convenient pedestrian crossings
5. Room for trucks (12 foot lanes, or 11 feet if next to bike lanes)
6. Input from the neighborhood, businesses and bicyclists



Results of the Temporary Cycle Track

1. Bicycle use is way up
2. Traffic speeds along S Eton are down
3. Traffic volumes went down slightly
4. Crashes are down, partly due to removal of parking, better sight distance
5. Survey results (using a QR code) showed strong public support

Complaints from the City Maintenance Department:

- Some cyclists do not use the cycle track
- Incomplete transitions at the ends of the cycle track (leads into turn lanes / intersection)

SOUTH ETON PLAN AND CHANGES

What changes should come next?

1. Review short term changes - Staff and the Board agreed the short term changes are not worth the effort
2. Longer term - S Eton will be reconstructed in 2024 (design in Spring 2023)

The Board and its transportation team should develop a plan which could include moving the curbs. This plan could include:

- Keeping conditions as is
- Improving the cycle track
- Have bike lanes instead of the cycle track
- Adding some type of buffer feature
- Other alternatives



TWO WAY CYCLE TRACK ON WEST SIDE



ONE WAY BIKE LANES w/ ON STREET PARKING ON EAST SIDE



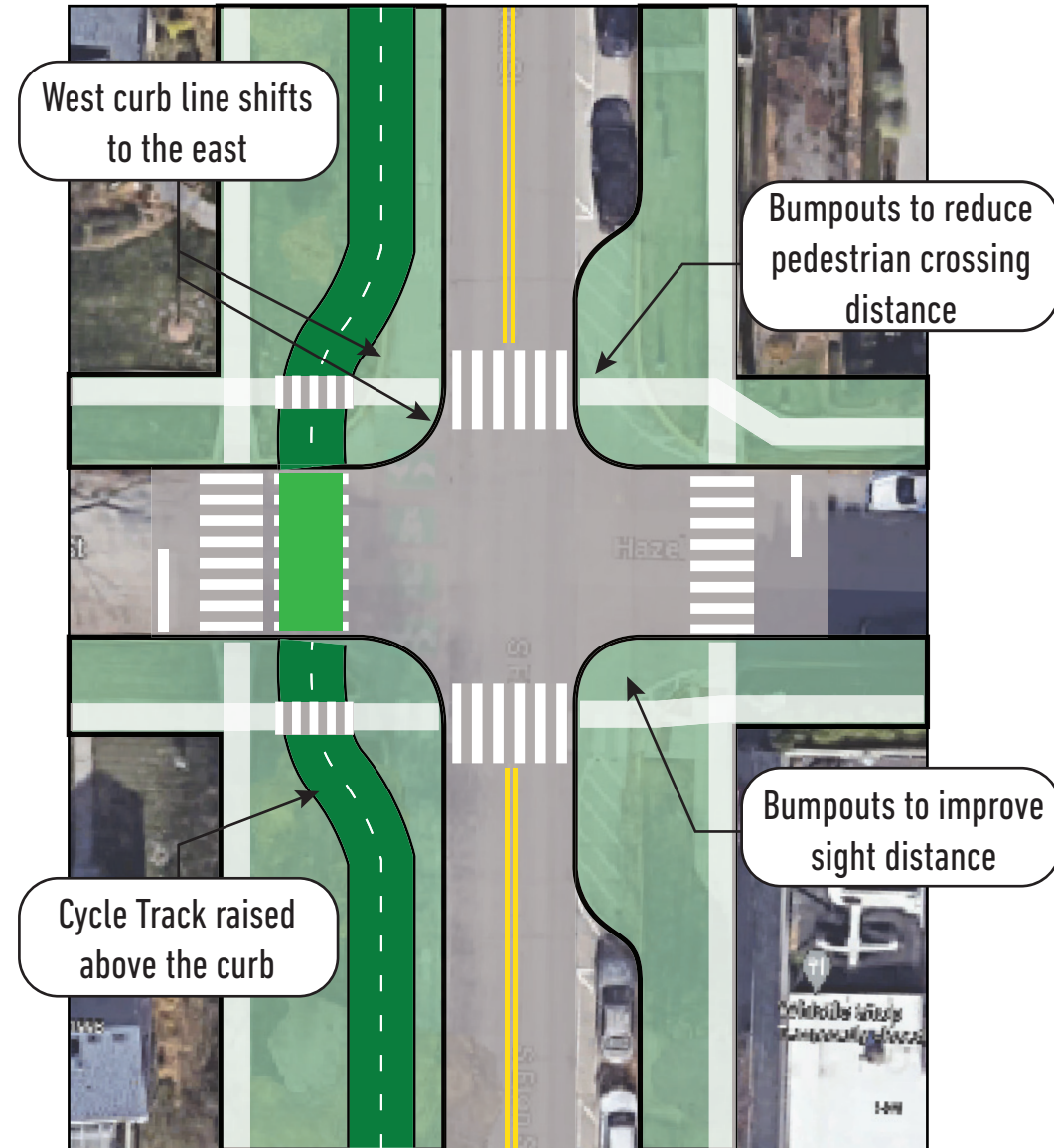
BUFFER FEATURES

SOUTH ETON ALTERNATIVE OPTION A

Existing Intersection Design
S Eton St at Hazel St



Option A - Revised Cycle Track
Maintain Two-Way Bikeway, Implement Protected Intersections



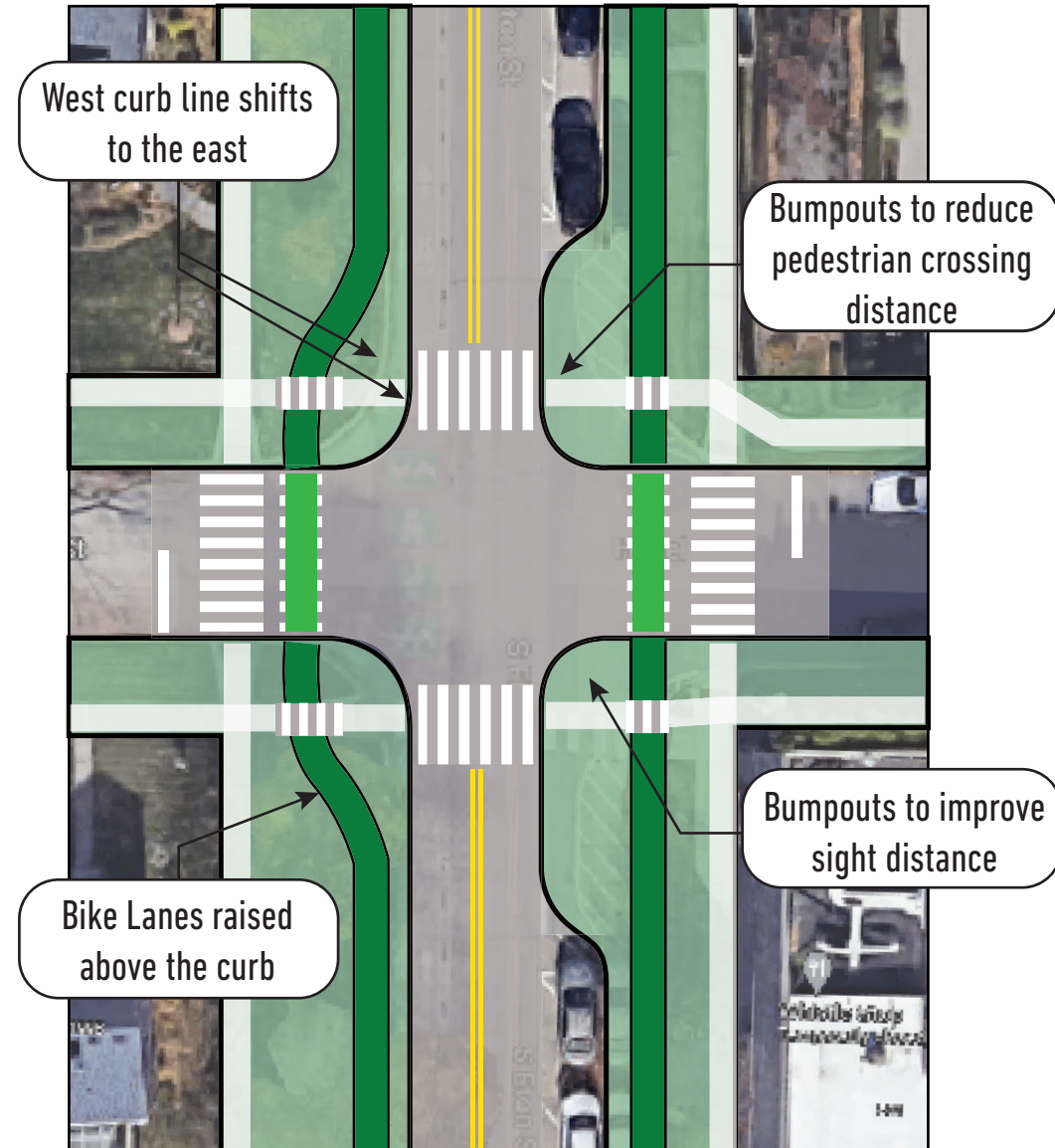
SOUTH ETON ALTERNATIVE OPTION B

Existing Intersection Design
S Eton St at Hazel St



Option B - Raised Bike Lane

Opposite Side Bike Lanes, Implement Protected Intersections



MKSK

SOUTH ETON ALTERNATIVES

Examples of Raised Cycle Tracks / Bike Lanes

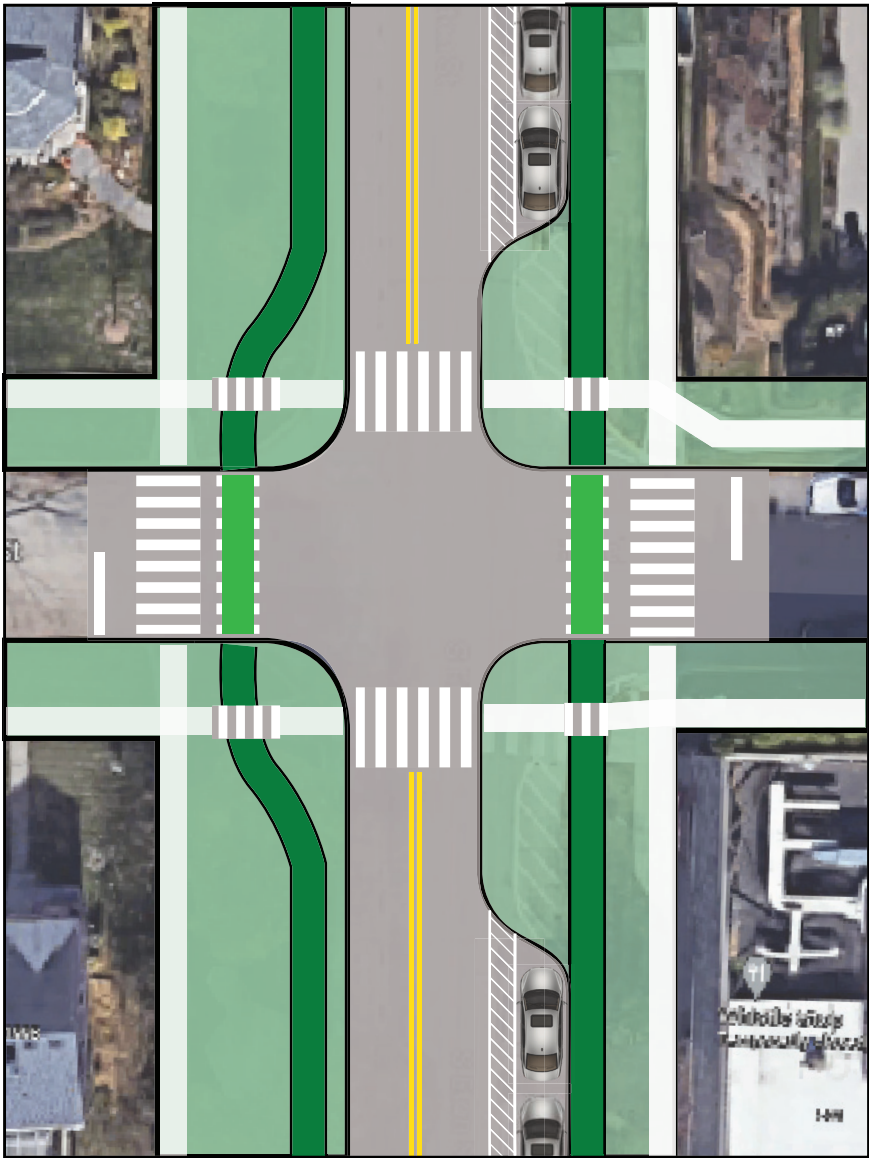


MKSK

SOUTH ETON ALTERNATIVE OPTION C

Option C-1

On-Street Parking as buffer between Travel Lane and Bike Lane



MKSK

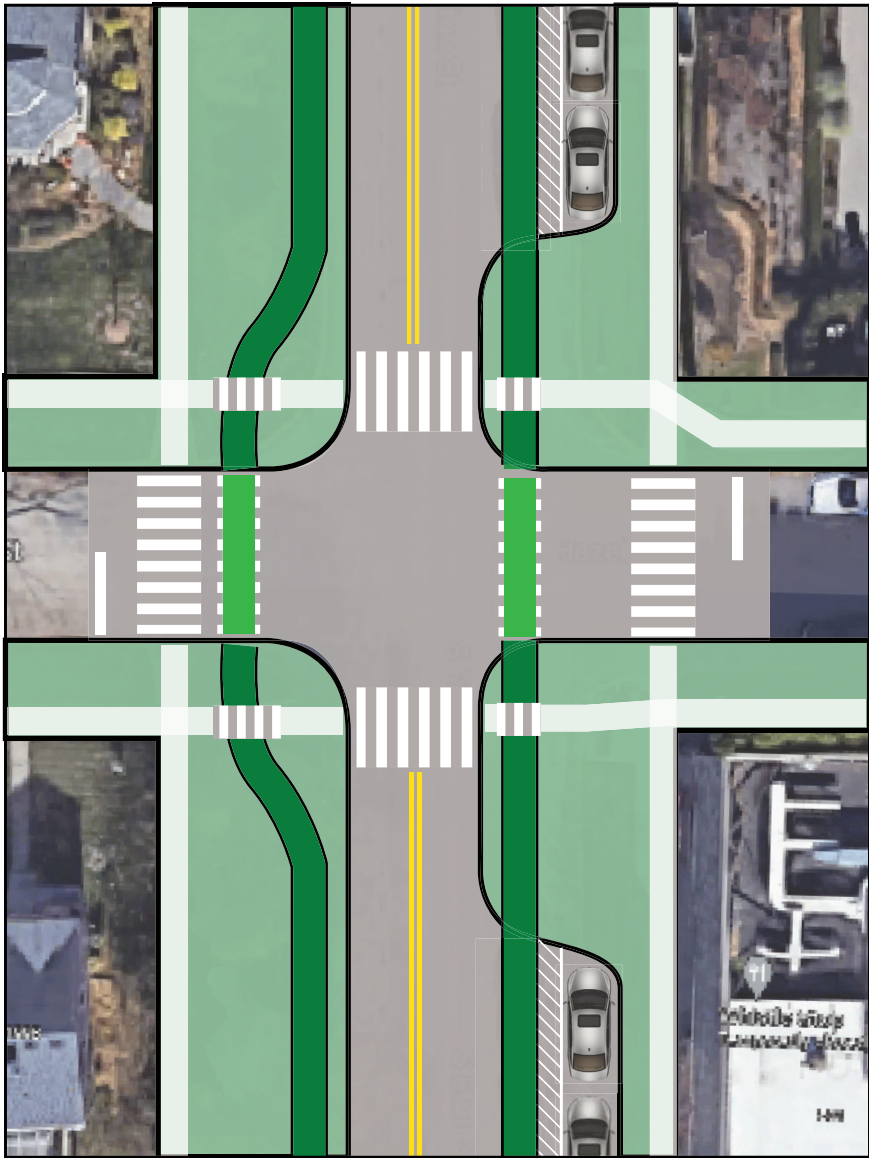
Travel
Lane

Parking

Bike
Lane

Option C-2

Bike Lanes between Travel Lane and On-Street Parking



Travel
Lane

Bike
Lane

Parking

SOUTH ETON STREET BUFFERING OPTIONS



PLANTER BOX BUFFER



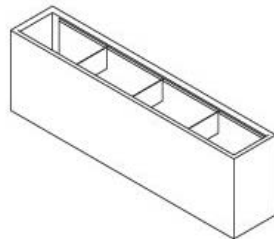
BOLLARD BUFFER



PARKING LANE BUFFER

PLANTER BOXES BEST PRACTICE MANAGEMENT PLANTER OPTIONS:

- 2,529 LF OF BIKE LANE
- 145 UNITS
- COST +/- \$1,000 PER PLANTER
- DOES NOT INCLUDE SOIL & PLANTS
- 3'-4' LONG PLANTERS SPACED WITH 12' OPENINGS



ePlanters Jay Scotts Fiberglass



Tournesol Planter Boxes Wilshire Collection

MKSK

MEMO

VIA EMAIL

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

Date: September 30, 2021

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

INTRODUCTION

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

DATA COLLECTION

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

- Crash Data
- Traffic Volumes
- Speed Data

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

Crash Analysis

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

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

Table 1: Crash Analysis Summary Table

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

Table 2: Crash Injury Severity Table

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

Traffic Volumes

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

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

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

Table 3: Traffic Volume Summary-Total Entering Volumes

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

Speed Data Summary

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

Table 4: Speed Data Summary Table

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

CONCLUSIONS

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

Crashes

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

Traffic Volumes

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

Speed Data

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

RECOMMENDATIONS

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

END

South Eton Bikeway Survey

SURVEY RESPONSE REPORT

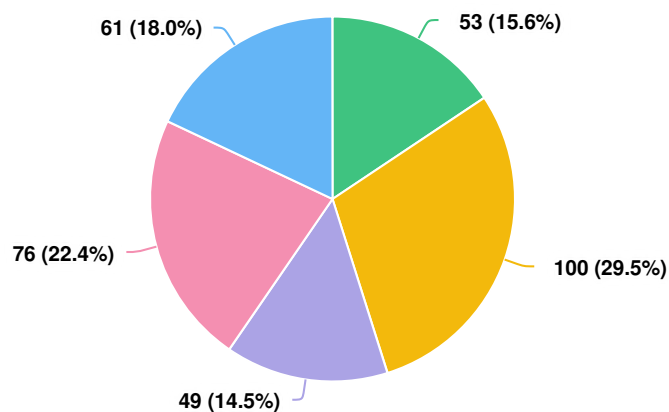
29 April 2021 - 25 October 2022

PROJECT NAME:

South Eton Bikeway

SURVEY QUESTIONS

Q1 How frequently do you bike?

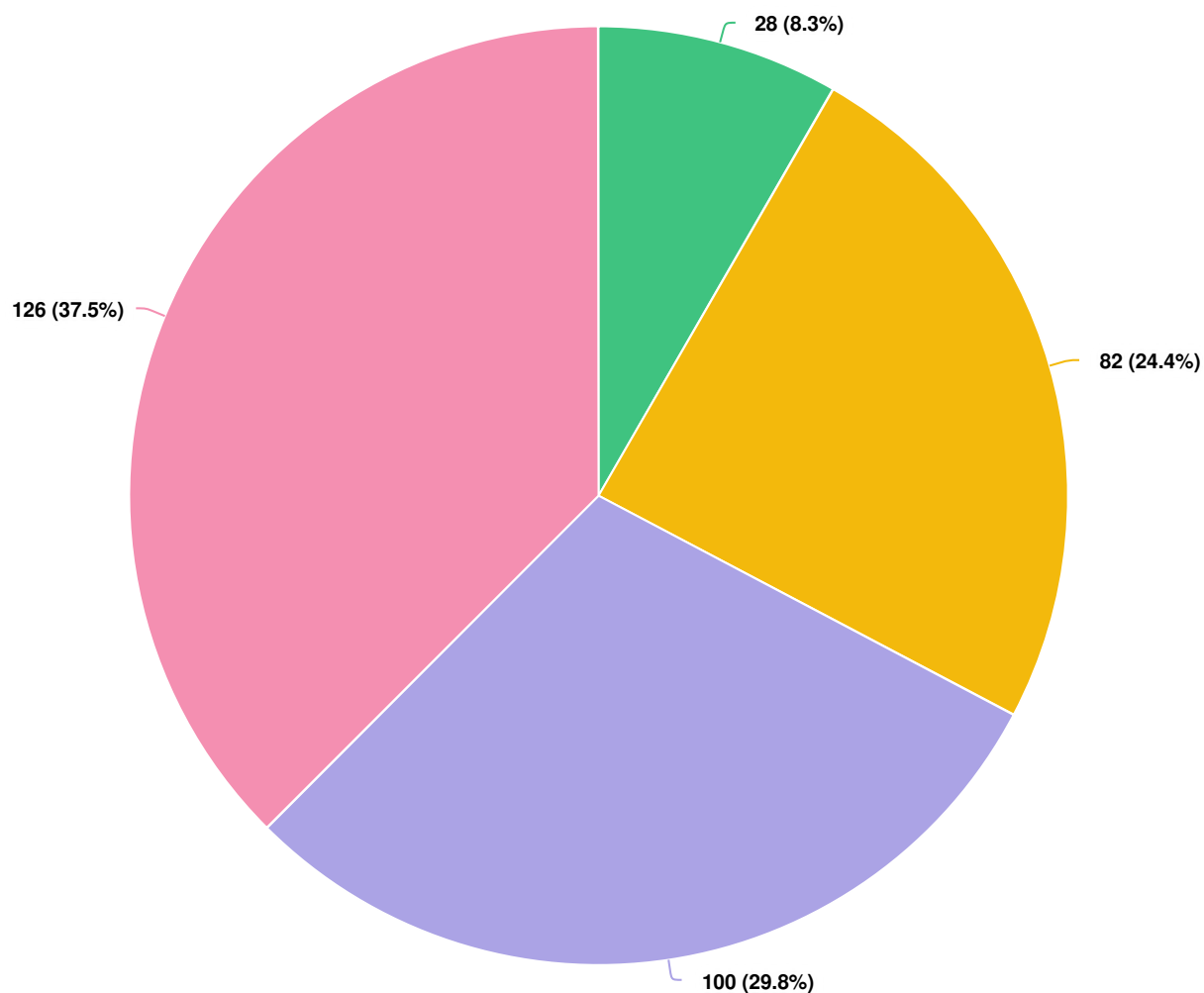


Question options

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

Optional question (339 response(s), 1 skipped)
Question type: Radio Button Question

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

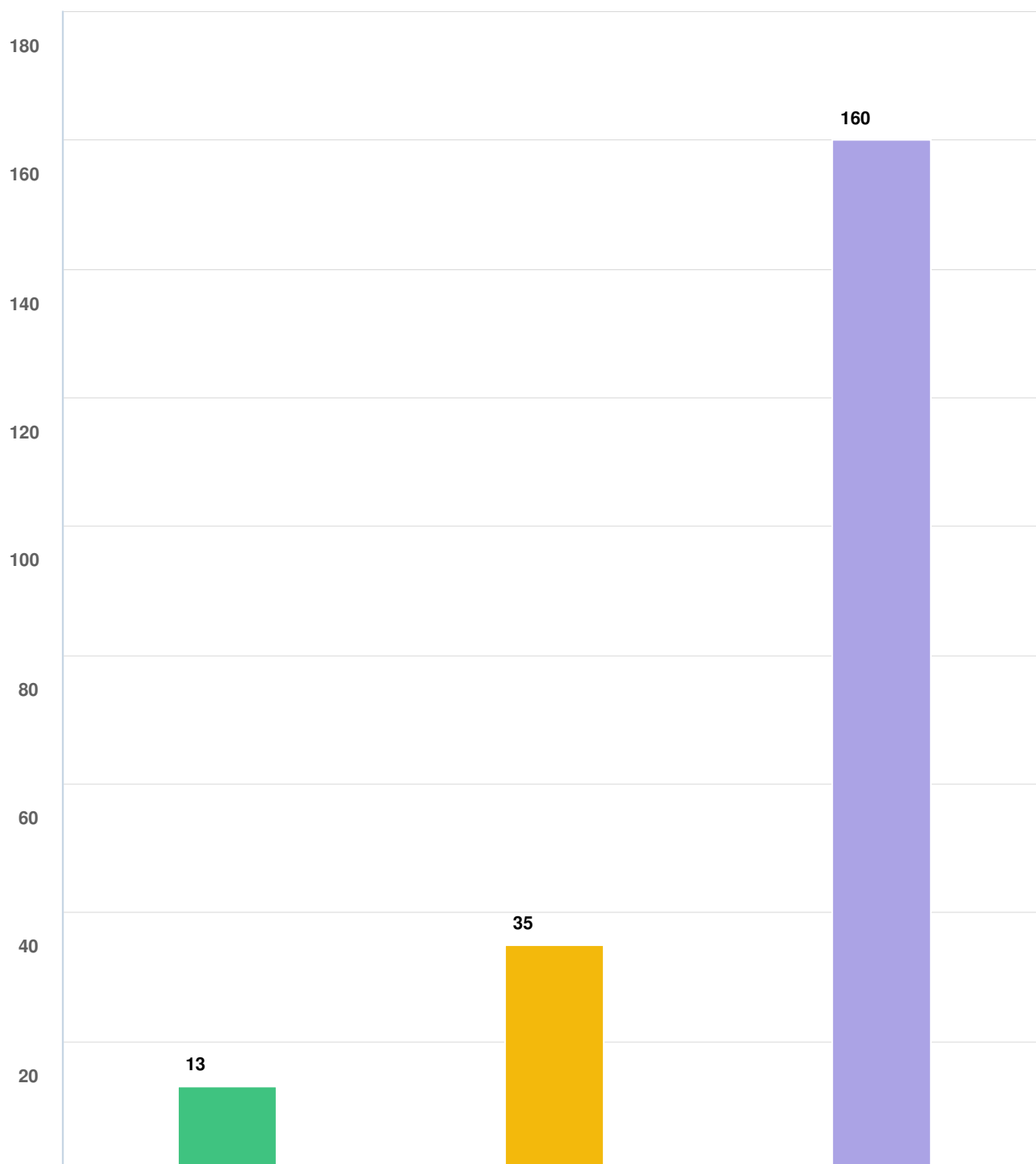


Question options

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

Optional question (336 response(s), 4 skipped)
Question type: Radio Button Question

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



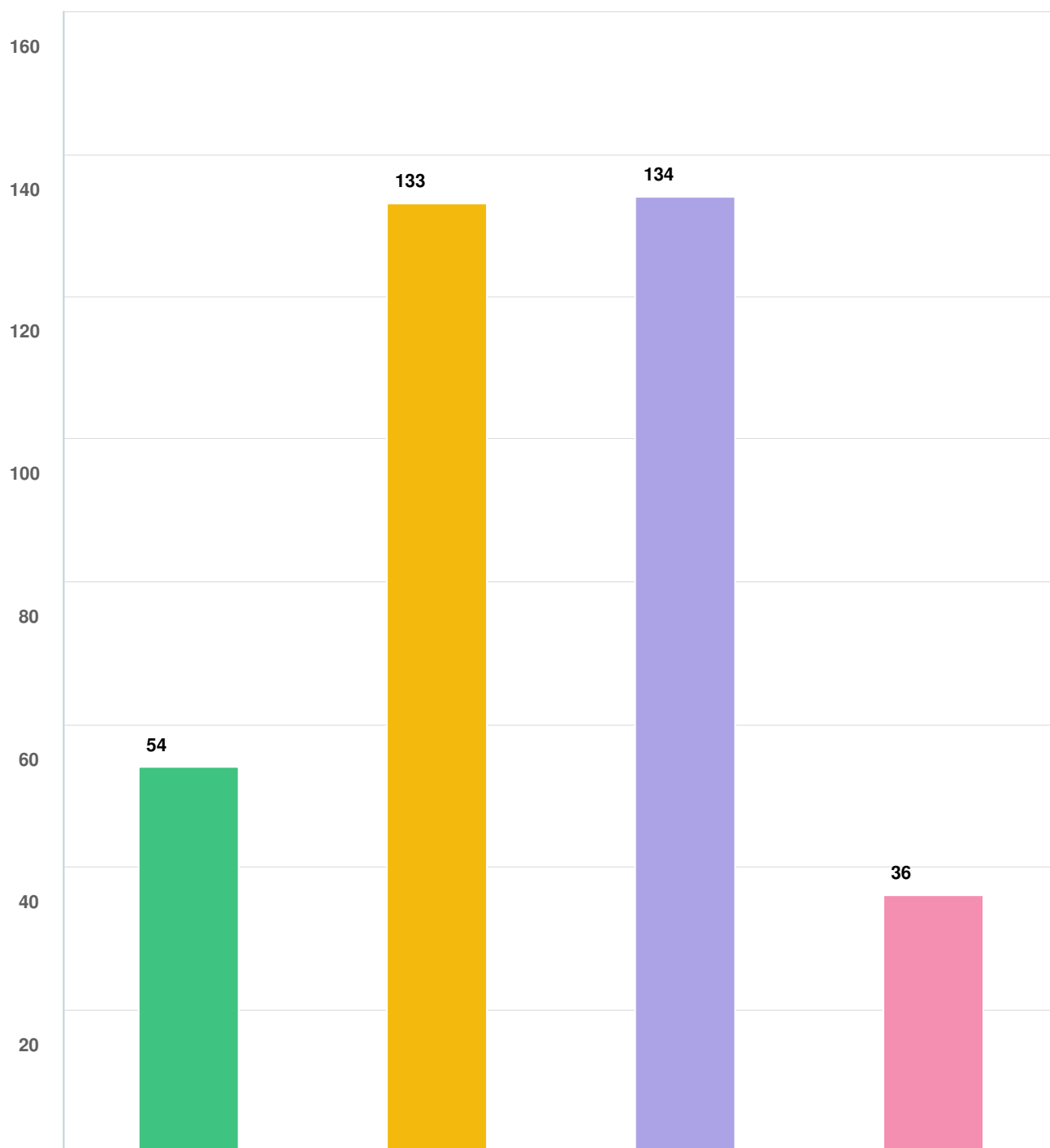
Question options

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

Optional question (203 response(s), 137 skipped)

Question type: Checkbox Question

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

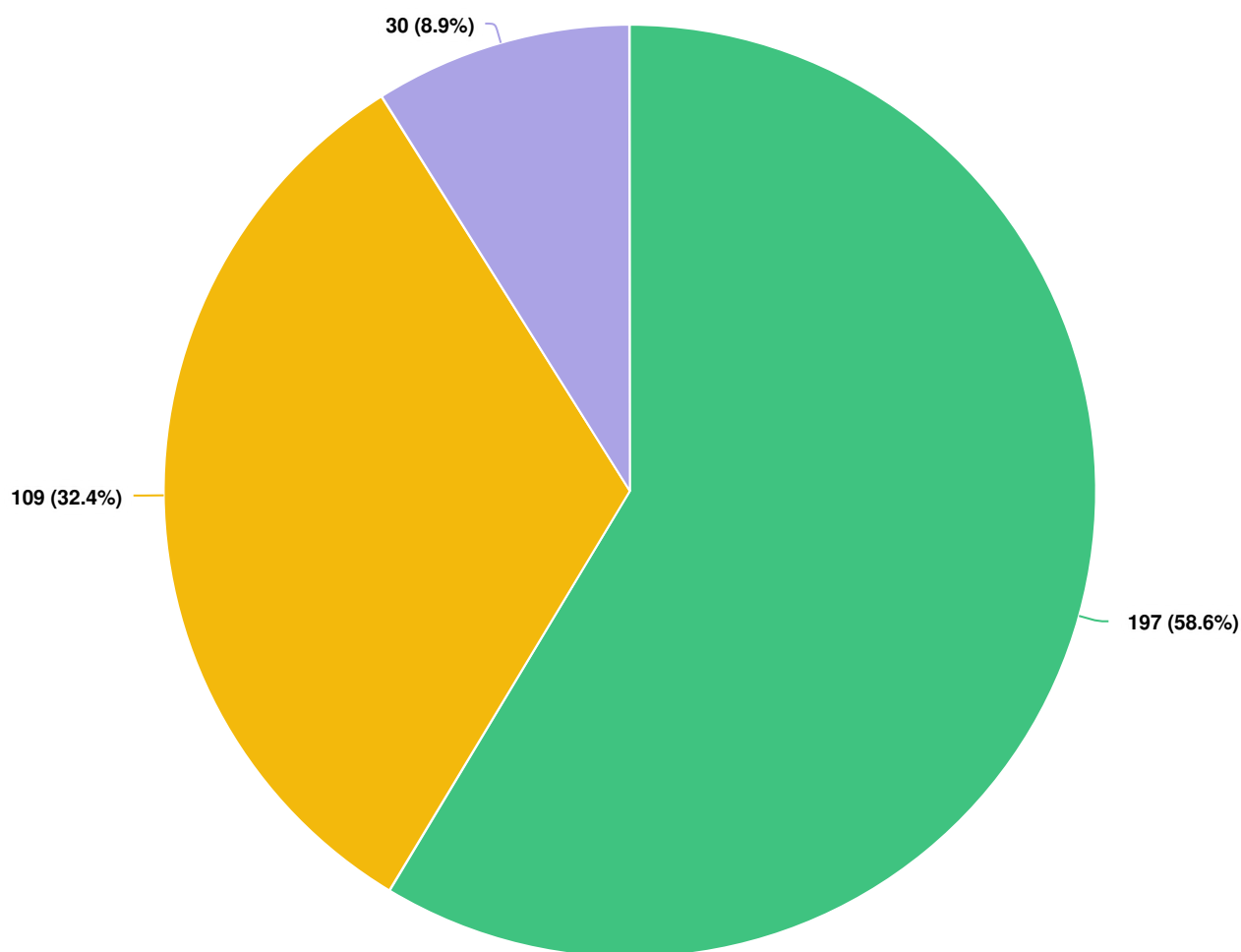


Question options

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

Optional question (335 response(s), 5 skipped)
Question type: Checkbox Question

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



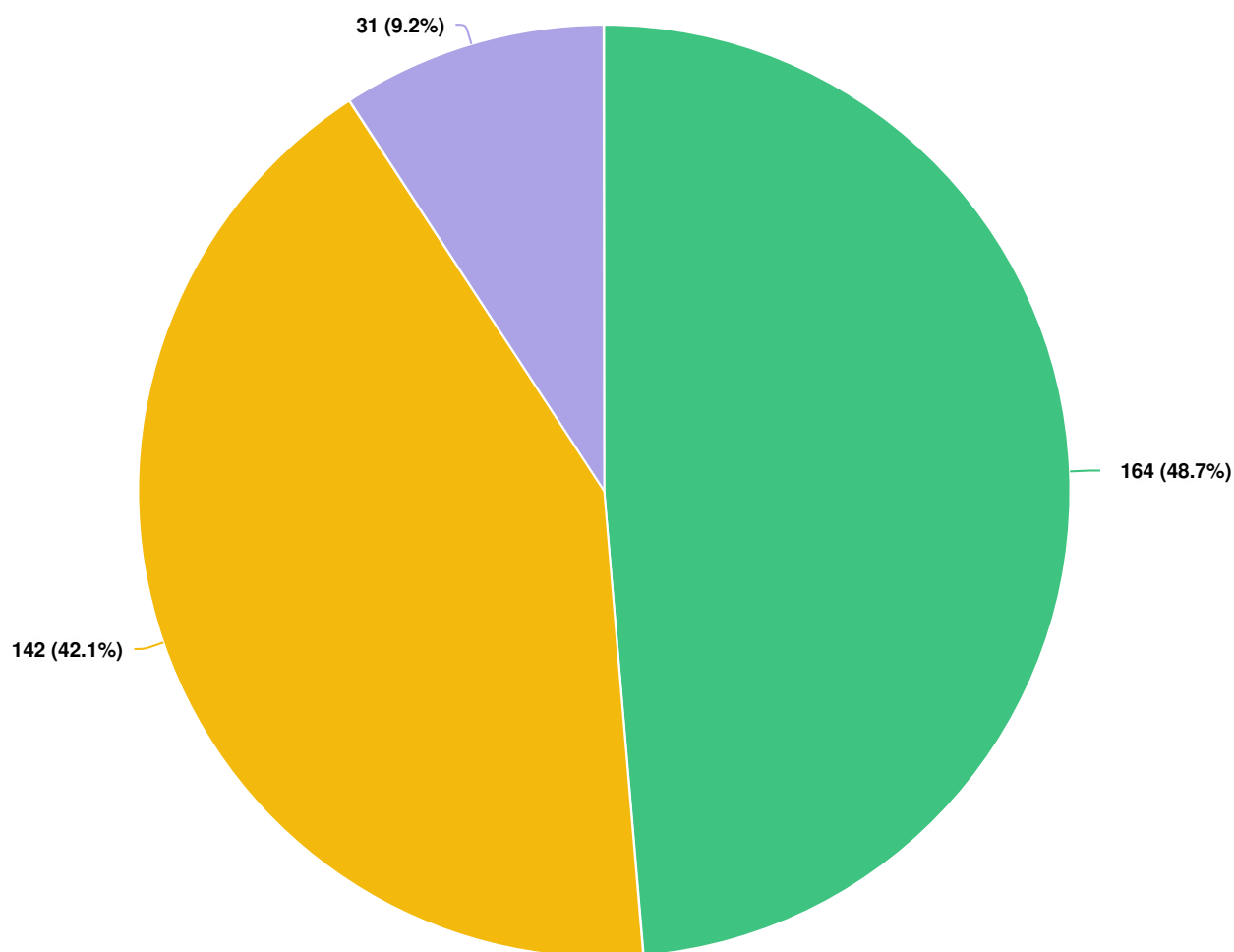
Question options

● Yes ● No ● Neutral

Optional question (336 response(s), 4 skipped)

Question type: Radio Button Question

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



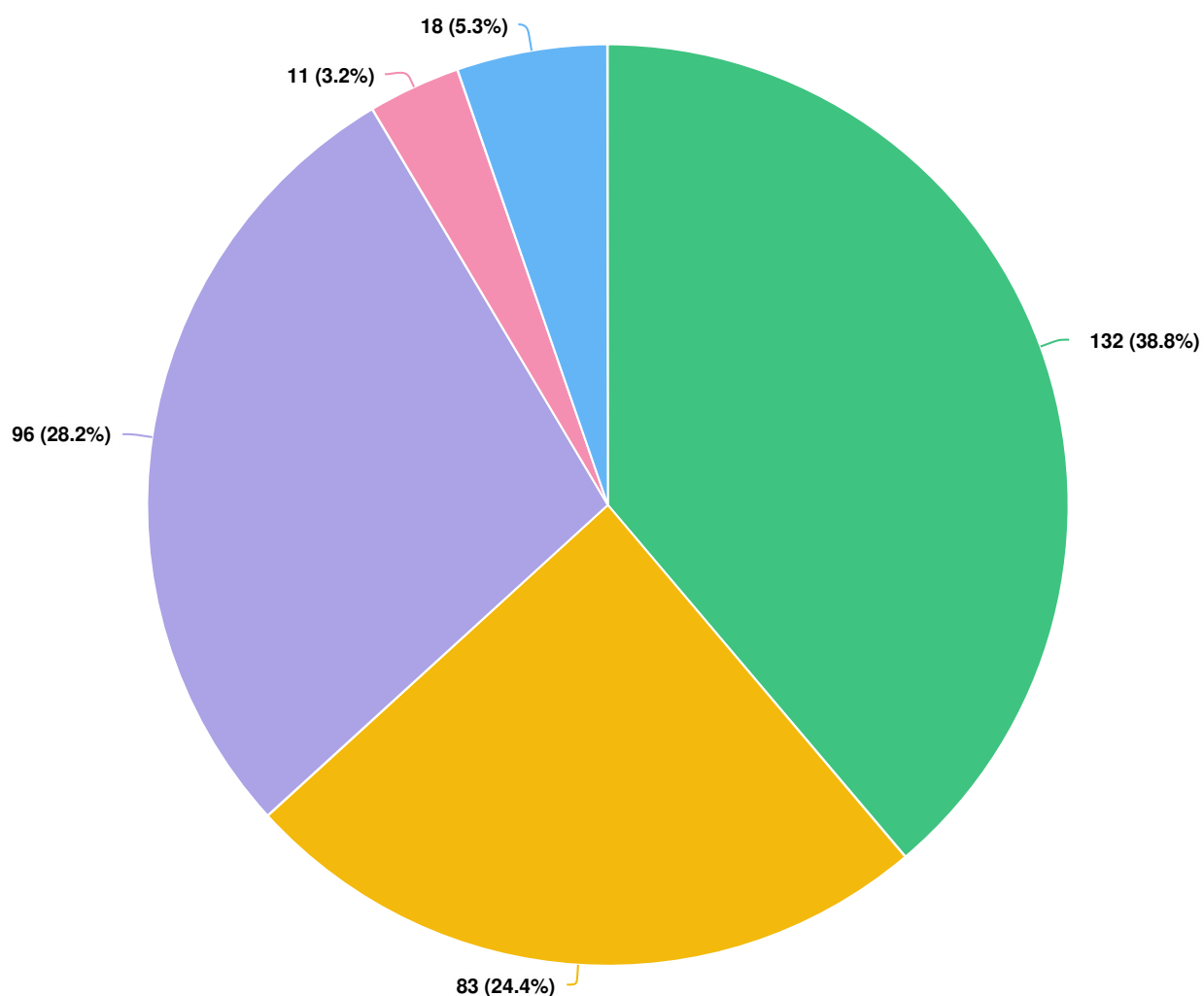
Question options

☒ Yes ☐ No ☐ Neutral

Optional question (337 response(s), 3 skipped)

Question type: Radio Button Question

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



Question options

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

Optional question (340 response(s), 0 skipped)

Question type: Radio Button Question

Q8 What changes should be made to the bike lane?

Screen Name Redacted

8/27/2021 03:08 PM

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

Screen Name Redacted

8/28/2021 09:42 AM

Get rid of those ugly white sticks.

Screen Name Redacted

8/28/2021 10:35 AM

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

Screen Name Redacted

8/28/2021 04:32 PM

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

Screen Name Redacted

8/29/2021 04:01 PM

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

Screen Name Redacted

8/30/2021 07:07 AM

This is not a safe design for a bikeway. It goes against most recommendations for the design of a bike line. Bikes should not be traveling opposite the direction of traffic... particularly where there are so many side streets intersecting the bike line. Cars are not looking in the direction of bike travel when they attempt to pull out of a side street into Eton. This is particularly problematic for cars turning right since they are not used to looking both ways for fast moving bikes. http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=15 Avoid termination of contraflow bike lanes where bicyclists are left in a vulnerable situation. Avoid situations where there are many driveways, alleys, or streets that would intersect with the contraflow lane. Both of these are violated in the north bound direction of the current bike lane. Not only are there numerous driveways and side streets intersecting the counterflow lane, but it

ends abruptly leaving cyclists with not choice but to try to cycle to the other side of the road to continue on.

Screen Name Redacted

8/30/2021 08:11 AM

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

Screen Name Redacted

8/30/2021 09:08 AM

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

Screen Name Redacted

8/30/2021 11:56 AM

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

Screen Name Redacted

8/30/2021 12:37 PM

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

Screen Name Redacted

8/30/2021 01:39 PM

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

Screen Name Redacted

8/30/2021 02:08 PM

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

Screen Name Redacted

8/30/2021 02:48 PM

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

Screen Name Redacted

8/30/2021 03:01 PM

Looks terrible and has from start. Looks like Armadillos dead in the road.

Screen Name Redacted 8/30/2021 03:05 PM	Keep as is hit just add color to the lane.
Screen Name Redacted 8/30/2021 03:34 PM	I like the separation of bikes from cars for safety. I'm not fond of the high poles. Frequently at corners they obscure my vision and find the corners tighter for turns, especially when other drivers aren't gracious with turning.
Screen Name Redacted 8/30/2021 04:41 PM	I like the bike lane, but for years our neighborhood has been asking for safer crossing to cross Eton. My kids and I have almost been run over numerous times. Please incorporate a safe crossing. With Griffin Claw, Goldfish and so many other popular businesses we need to be able to cross safely.
Screen Name Redacted 8/30/2021 05:53 PM	Space them out more
Screen Name Redacted 8/30/2021 08:46 PM	Continue the entire length of Eton
Screen Name Redacted 8/31/2021 03:08 AM	Replace bollards that are frequently damaged with another barrier that is more durable. Also define bike lanes and intersections with visible paint similar to cities of Royal Oak and Ferndale has done on Hilton and Pinecrest respectively.
Screen Name Redacted 8/31/2021 05:10 AM	There is a bike lane on Eton before and after Maple, but not clear/safe way to get across Maple. That intersection is so stressful that it keeps me from continuing on the Eton bike path.
Screen Name Redacted 8/31/2021 06:34 AM	Have lane on both sides of the street, with traffic flow
Screen Name Redacted 8/31/2021 06:38 AM	I find as a driver, it is hard to make right turns with those tall projections. I feel I am going to hit one and have to make a wide turn onto incoming traffic, and notice other people doing the same.
Screen Name Redacted 8/31/2021 06:42 AM	Bike lanes on both sides of the street. Remove the poles. The ends of the bike lane are not safe!
Screen Name Redacted	Narrow the bike lane Seems underutilized

8/31/2021 06:47 AM

Screen Name Redacted

8/31/2021 06:50 AM

just paint a bike lane on each side of eton. 80% of north bound bikers don't use the bike lane and instead ride in the north bound traffic lane. I drive this section of eton 4-8 times per day and frankly i see more dangerous situations due to the "protected bike lanes" than would exist if we just did heavily marked bike lanes on both sides. (similar to Eton north of maple). Most drivers turning right out of the neighborhood west of Eton don't look for bikers in the protected lanes northbound so it just makes things very dangerous to ride through there. Additionally, you've put the bike lanes on the opposite side of Eton from where everyone is going (Cole st business, Griffin Claw, Whistle stop, etc) so many bikers choose to cross Eton mid block, which creates new and exciting dangerous situations.

Screen Name Redacted

8/31/2021 07:02 AM

The start and end of the protected bike lane should be reviewed and revised ,I don't like the way it ends as you travel north toward Maple road.

Screen Name Redacted

8/31/2021 07:16 AM

The protected barrier is degrading and not to the level of our community.

Screen Name Redacted

8/31/2021 07:21 AM

Add another protected bike lane on the other side of the road (of course), prioritize one-way traffic within protected lanes, typically.

Screen Name Redacted

8/31/2021 07:31 AM

Remove vertical posts. They look horrible. Also, corners are difficult for drivers.

Screen Name Redacted

8/31/2021 07:42 AM

Make it a traditional design on both sides of street. Even if it's not protected it's a safer design. Most bikers are not using the new one

Screen Name Redacted

8/31/2021 07:57 AM

The plastic posts that define the intersections are placed in many cases in a way that makes a turn with your vehicle nearly impossible. Examples: East-bound Lincoln at Eton. The post forces me into the north-bound lane when I'm turning to go south. Other comments regarding the plastic posts that are not part of the protected bike route are noted at bottom of survey

Screen Name Redacted

8/31/2021 08:11 AM

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

Screen Name Redacted 8/31/2021 09:02 AM	Either keep it clean of debris for bikers on skinny road tires or remove the lane as it poses a danger and leads to flats.
Screen Name Redacted 8/31/2021 10:17 AM	It is an eyesore and makes the road feel way too narrow. It's hideous.
Screen Name Redacted 8/31/2021 11:53 AM	Get rid of the northbound bike lane on the southbound side of the road
Screen Name Redacted 8/31/2021 01:58 PM	Increase protection for bikers.
Screen Name Redacted 8/31/2021 02:17 PM	I 'm a driver not a biker. I think there is too much going on on Eaton with cars, bikes, restaurants and traffic. That 4way intersection is a nightmare at Eaton and Lincoln. There should be a light there. I fear for everyones lilfe at that corner and the bike lane come to an end there also. The jut out is way too big at Eaton an Lincoln also, when making a right turn off of Lincoln on to Eaton it's a close call to hitting the on coming traffic because of the jut out being too wide.
Screen Name Redacted 8/31/2021 04:35 PM	Provide bike lanes for downtown access!!!!!!!!!!!!!! This loop idea is absolutely idiotic! Stop listening to spandex-clad assholes that ride once a week and take over the road.
Screen Name Redacted 8/31/2021 05:27 PM	Pylons are too close to corners making right turns difficult.
Screen Name Redacted 8/31/2021 07:14 PM	Consider having a smaller bike lane on one side of the street between a car parking lane and the curb. That way the cars can protect the bikers without additional street blockage. Or perhaps allow use of the sidewalks, perhaps enhancing them.
Screen Name Redacted 9/01/2021 06:59 AM	This two-way bike lane is rarely used properly. There should be a lane on both sides of the road so that bikers can use it for the entire length of Eton. Maybe this would encourage all bikers to use it rather than the sidewalk or the street.
Screen Name Redacted 9/01/2021 07:03 AM	Remove delineator, paint bike lanes with paint extending thru intersections, get rid of the "stick" delineators all along Eton.

Screen Name Redacted 9/01/2021 07:53 AM	Painted Blue would help others to realize the significance of the bike lane
Screen Name Redacted 9/01/2021 08:22 AM	Remove "sticks" but keep "footballs"
Screen Name Redacted 9/01/2021 09:49 AM	Take down all barriers, poles and bumpers and use painted bike lane
Screen Name Redacted 9/01/2021 10:02 AM	Change the two way lane to one way, and add another one going north bound. People leave their trash cans in the bike lane, as well as pile of leaves in the fall. That lane closest to the curb is dangerous, much less visible to drivers coming out of neighborhoods not looking, as well as risk of drivers turning right in front of you as you are heading south, and causing a right hook crash. I cannot tell you how many times I've had to yell at people to look after they just turned in front of me. A less experienced cyclist or child would have been hit not paying attention.
Screen Name Redacted 9/01/2021 11:09 AM	The low barriers are a danger to sloppy cyclists....continuous curbing or bollards are a far better design
Screen Name Redacted 9/01/2021 03:28 PM	Just use painted lines and signage.
Screen Name Redacted 9/01/2021 06:49 PM	There should be separate bike lanes: a northbound lane on the northbound side and a southbound lane on the southbound side. The way it is now, if you really do use the bike lane to ride north, it's very dangerous to cross over to that tiny little northbound side by Big Rock. I don't use the bike lane northbound because of this. Also, with both lanes together, even riding southbound is a bit unnerving since people riding in the opposite direction often just ride in the middle of the two lanes which almost creates a head-on collision. Additionally, the white markers are not a great color and if you are unfamiliar with them, they are easy to run into. Yellow is a much more visible color. The bike lanes should also be extended to 14 mile road.
Screen Name Redacted 9/02/2021 08:14 AM	One bike lane on each side of the road. 2 way on one side forces too many crossovers through traffic, which is not safe.

<p>Screen Name Redacted</p> <p>9/02/2021 09:21 AM</p>	<p>Bike lanes on the proper sides of the road. The current one is largely unrideable because the protected lanes collect a lot of debris and it's never maintained. I usually just ride in the traffic lanes because the debris in the bike lanes is a hazard.</p>
<p>Screen Name Redacted</p> <p>9/02/2021 03:02 PM</p>	<p>The tall cones (?) should be revised, they make it difficult for cars to turn onto some streets, almost causing accidents.</p>
<p>Screen Name Redacted</p> <p>9/05/2021 07:44 AM</p>	<p>Switching from a bi directional lane to a single direction at villa is inconvenient when traveling north</p>
<p>Screen Name Redacted</p> <p>9/07/2021 01:42 PM</p>	<p>Keep them where there is a bike lane but remove them where it is no longer a bike lane like down Eaton, also on the north side where there is no bike lane those wire things make turning awful.</p>
<p>Screen Name Redacted</p> <p>9/08/2021 03:37 AM</p>	<p>I was initially skeptical of both directions of biking on the same side of the road, but it does work and I don't feel unsafe. However, the bike lane ends in the middle of Eton, and then you have to switch in/out of the lane in the middle of the road. If you are going to offer a bike lane that is both directions in one lane it needs to run the entire length of the road.</p>
<p>Screen Name Redacted</p> <p>9/08/2021 06:32 AM</p>	<p>They should be one way and go with the flow of traffic. Drivers are ignorant of the flow of the two way bike lane. I've seen several near misses due to drivers not paying attention. The two way bike lane is too complex for the utterly incompetent driving that is endemic to Eton.</p>
<p>Screen Name Redacted</p> <p>9/08/2021 04:02 PM</p>	<p>One lane on each side</p>
<p>Screen Name Redacted</p> <p>9/11/2021 08:16 AM</p>	<p>As a driver, I feel the poles are distracting, cumbersome, and look terrible because they are always bent or dented etc. As a rider, I choose to avoid this bike lane for 3 reasons: 1. It's too narrow to share both directions with other bikers. 2. It is not kept clean of debris. 3. I don't like the way it just abruptly ends before Maple when heading north on it, and you have to cross over to the right side. This is not safe.</p>
<p>Screen Name Redacted</p> <p>9/11/2021 06:58 PM</p>	<p>There should be 2 protected bike lanes, one on each side of the street (not like it is now with both lanes on the same side of the</p>

street).

Screen Name Redacted

9/19/2021 03:01 PM

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

Screen Name Redacted

9/22/2021 08:58 AM

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

Screen Name Redacted

9/22/2021 11:09 AM

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

Screen Name Redacted

9/22/2021 05:46 PM

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

Screen Name Redacted

9/24/2021 02:44 PM

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

Screen Name Redacted

9/24/2021 03:52 PM

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

<p>Screen Name Redacted</p> <p>10/01/2021 10:06 AM</p>	<p>Shrink the width. Remove all the "armadillos." Remove 75% of the white poles.</p>
<p>Screen Name Redacted</p> <p>10/08/2021 09:21 AM</p>	<p>The bike lane needs to provide easy entry and exit. As it is now there is much danger in exiting the bike lane when heading north. Due to the limited stretch of road this is applied would recommend either adding protected lane to the north bound side or improving the design for safer exit, in particular on the north end.</p>
<p>Screen Name Redacted</p> <p>10/12/2021 08:20 AM</p>	<p>The turtles are tough if you hit them with a bike. I've seen children hit them</p>
<p>Screen Name Redacted</p> <p>10/12/2021 08:42 AM</p>	<p>the transition from the north-bound protected bike lane (on the west side of Eton) to the north-bound unprotected bike lane (on the East side of Eton) needs to be improved, possibly with a crossing with a signal, or some traffic calming measures</p>
<p>Screen Name Redacted</p> <p>10/23/2021 09:20 PM</p>	<p>Riding North in the bike lane makes me very nervous about being right hooked or left hooked. I feel like drivers aren't looking for bicycles where I am. I am not used to looking over my right shoulder for cars. Also the bike lane doesn't have a safe transition from the west side of the road to the east side once the protected bike lane ends. Looking at the south bound lane there is debris (doesn't take much for the entire southbound lane to be covered in leaves. The city should put the North bound lane on the east side of the street with the car parking between the bike lane and the northbound travel lane, then the cars act like protective barrier for the bike lane and there is less chance of cyclists being doored. I actually prefer to bike in the normal north bound travel since I feel like cars can see me better and I don't have to cross the road to get to the bike lane at Villa rd.</p>
<p>Screen Name Redacted</p> <p>11/17/2021 06:30 AM</p>	<p>I'd recommend enhancing the barrier between the bike lines (e.g., use a curb) and separately establish better crosswalks for those needing to cross Eton.</p>
<p>Screen Name Redacted</p> <p>6/24/2022 04:32 PM</p>	<p>It's not the bike lanes it's what has happened to the parking on Eton that has made getting through the neighborhood difficult. Reducing the width has not slowed down traffic and has made the roadway more dangerous and very disruptive to the neighborhood.</p>
<p>Screen Name Redacted</p>	<p>Make it so the street cleaning machine can go down it! . I've been</p>

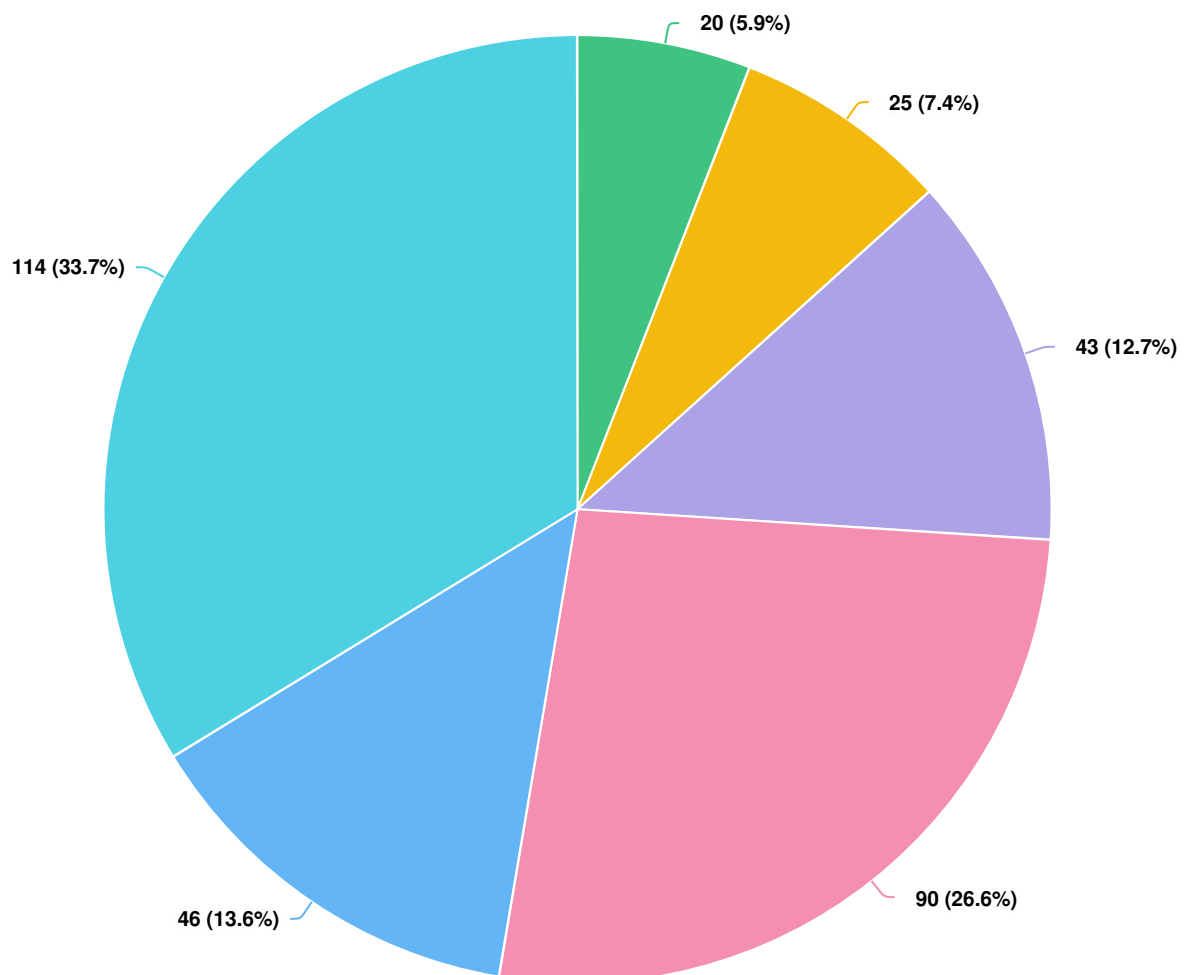
10/10/2022 06:15 PM

avoiding the cycle lanes last few weeks as there's all sorts of debris
(mainly twigs) on it.

Optional question (74 response(s), 266 skipped)

Question type: Essay Question

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



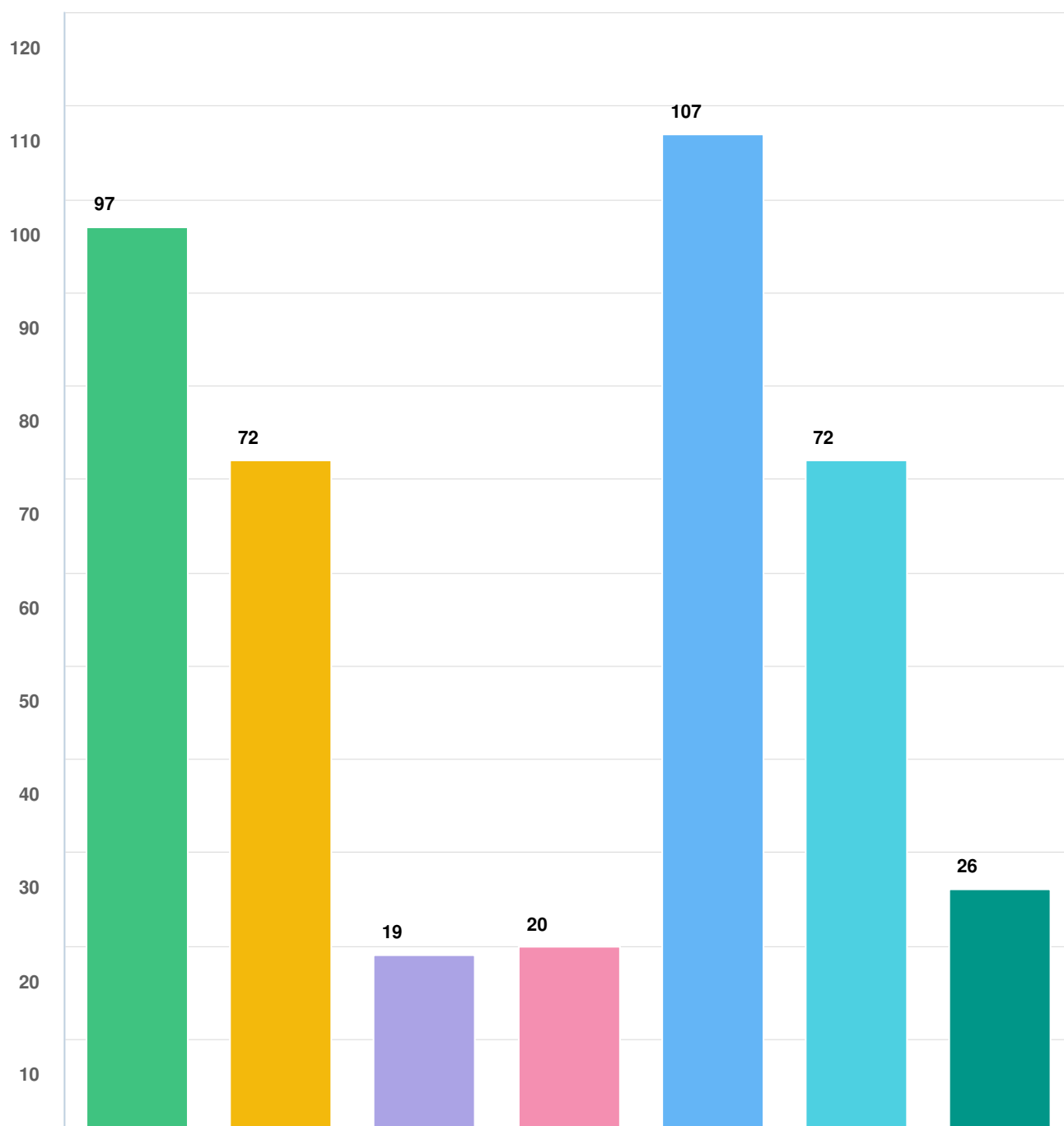
Question options

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

Optional question (338 response(s), 2 skipped)

Question type: Radio Button Question

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



Question options

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

Optional question (321 response(s), 19 skipped)

Question type: Checkbox Question

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

Screen Name Redacted

8/27/2021 12:03 PM

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

Screen Name Redacted

8/27/2021 03:08 PM

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

Screen Name Redacted

8/28/2021 07:43 AM

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

Screen Name Redacted

8/28/2021 10:35 AM

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

Screen Name Redacted

8/28/2021 03:37 PM

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

<p>Screen Name Redacted</p> <p>8/28/2021 04:32 PM</p>	<p>The addition of the bike lane made a visible difference to traffic. It is obviously slower, there are no more cars acting as if each direction is a 2 lane highway which was lethal for any road user. It has made the road feel a lot safer and any improvement upon this is exactly that - an improvement in safety. It has been nothing but a positive addition that can be even better with some additional measures.</p>
<p>Screen Name Redacted</p> <p>8/28/2021 05:34 PM</p>	<p>It is a waste of road space and unnecessary. I find it very distracting while driving.</p>
<p>Screen Name Redacted</p> <p>8/28/2021 06:06 PM</p>	<p>I love this bike lane. I wish the city had a lot more protected lanes like this. Sharrows are not very safe, and the more lanes like this in the city, the more bike traffic we'll get.</p>
<p>Screen Name Redacted</p> <p>8/28/2021 06:07 PM</p>	<p>The two way bike lane on the west side of the road is dangerous.. Drivers don't expect it. The protected lane markers are a major eye sore.</p>
<p>Screen Name Redacted</p> <p>8/29/2021 05:22 AM</p>	<p>The protected bike lane is much safer for school age kids going to and from the swim club, tennis club, and public schools north of Maple.</p>
<p>Screen Name Redacted</p> <p>8/29/2021 05:37 AM</p>	<p>It should go longer like all the way to 14 or have better direction to turn on Lincoln. I live on Eton and most riding in the protected lane continue straight at Lincoln through the the stop sign and into traffic. I also live in the portion of Eton without the lane and think it should go all the way to 14 for the protection of bikers and us- opening car doors, pulling out of drive ways, etc. as we have bikers riding all the way through to 14 daily.</p>
<p>Screen Name Redacted</p> <p>8/29/2021 06:53 AM</p>	<p>We need more bike and walking trails.</p>
<p>Screen Name Redacted</p> <p>8/29/2021 09:01 AM</p>	<p>Birmingham needs more bike lanes. This should be a community where all forms of transportation can travel safely along with pedestrians.</p>
<p>Screen Name Redacted</p> <p>8/29/2021 09:20 AM</p>	<p>Some hopefully constructive feedback: I ride the bikeway frequently. But riding the segment between Yosemite and Maple is dangerous. Cars naturally drive on the inside of the curve around that corner, traveling south from the turn off of Maple. And it is a blind spot for</p>

them to see any bikers coming in the opposite direction (biking north). That segment should be better protected for bikers. There is only a painted "bike lane" symbol in the middle of the road. I'm not sure anyone knows what that is supposed to mean. The bikeway is great, but that segment needs some redesign.

Screen Name Redacted

8/29/2021 10:03 AM

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

Screen Name Redacted

8/29/2021 02:07 PM

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

Screen Name Redacted

8/29/2021 04:01 PM

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

Screen Name Redacted

8/30/2021 03:25 AM

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

Screen Name Redacted

8/30/2021 05:42 AM

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

Screen Name Redacted

8/30/2021 07:04 AM

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

Screen Name Redacted

8/30/2021 07:07 AM

I'm really curious how such an obviously unsafe design was approved. Anyone with google and 5 minutes can find numerous guidelines against a contraflow bike lane in that setting. Were actual cyclists consulted during the development? What about bicycle safety advocates such as LMB or bikesafe? All you need to do is ride it one time and you will understand why I won't use this lane anymore.

<p>Screen Name Redacted</p> <p>8/30/2021 07:16 AM</p>	<p>Love this bike lane and wish it was longer and in other parts of the city as well!</p>
<p>Screen Name Redacted</p> <p>8/30/2021 07:40 AM</p>	<p>This was the best thing the city has done on S Eton. The road was not safe to ride on before Bruce's or how busy S Eton is. Cars fly up and down to cut through and it was not safe. Having a protected bike lane is the only option that works.</p>
<p>Screen Name Redacted</p> <p>8/30/2021 07:49 AM</p>	<p>Questions for drivers in this survey would be helpful. It can be scary and dangerous trying to avoid bikes through there. Personally, I think it's too narrow.</p>
<p>Screen Name Redacted</p> <p>8/30/2021 08:11 AM</p>	<p>The city should consider placing the northbound lane along the east shoulder with parallel parking as a buffer, and shift the vehicle lanes west a few feet.</p>
<p>Screen Name Redacted</p> <p>8/30/2021 08:32 AM</p>	<p>i wish it connected to more east-west protected lanes</p>
<p>Screen Name Redacted</p> <p>8/30/2021 08:39 AM</p>	<p>Birmingham is not a bike friendly City. This Path allows Bike traffic to negotiate their travels to other areas in a safe manner. I moved to this area so I could bike to my children's houses, bike to the post office, Walgreens, into town etc and so on. It is very nerve wracking most days to try to negotiate the streets and the sidewalks to go for a ride. I want to use my car less and if the trip is 5 miles or less I want to ride my bike. Please keep the Bike path on Eton and Please add other safe lanes for Bike and pedestrian traffic.</p>
<p>Screen Name Redacted</p> <p>8/30/2021 08:59 AM</p>	<p>As a driver, I think it takes up so much space. I rarely see anyone on it. Mainly families using the paths and not the bike way. When driving in that area, it seems very narrow and almost dangerous. I see multiple cars making quick rights onto Eton and they almost hit the bike path. I would remove it.</p>
<p>Screen Name Redacted</p> <p>8/30/2021 09:29 AM</p>	<p>South Eton is a very busy street, especially at Lincoln, Cole, and the Griffin Claw. Although I do not bike this route, it find it dangerous at times for driving, and so I imagine it is also dangerous for cyclists. I would take seriously all the recommendations of those responding to this survey who actually use the South Eton bike lane.</p>
<p>Screen Name Redacted</p>	<p>Avid bikers do not use the bike lanes as intended which is incredibly</p>

8/30/2021 10:10 AM

frustrating as a driver in this area. As a resident and daily walker of the neighborhood, it seems a better use of the bike lane would be to repurpose it for walkers/runners to use. We often already use it to pass one another, so to have it specifically designated for a direction or both of walking traffic would be great.

Screen Name Redacted

8/30/2021 10:46 AM

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

Screen Name Redacted

8/30/2021 11:41 AM

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

Screen Name Redacted

8/30/2021 01:29 PM

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

Screen Name Redacted

8/30/2021 01:29 PM

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

Screen Name Redacted

8/30/2021 01:33 PM

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

Screen Name Redacted

8/30/2021 01:35 PM

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

Screen Name Redacted

8/30/2021 01:39 PM

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

Screen Name Redacted

8/30/2021 01:39 PM

I do not ride my bike now, however in a couple years I might use this path and will be glad that it is separated from the cars. It's strange

how the route just ends at Lincoln and Maple though. My big issue with the Eton corridor is how there is no signage that says to stop for pedestrians at the crosswalks. I cross this street a lot with my kids and it's awful how long we have to wait sometimes to cross Eton at the cross walks. Some cars just don't stop. I see a lot more people walking this corridor than riding their bikes.

Screen Name Redacted

8/30/2021 01:43 PM

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

Screen Name Redacted

8/30/2021 01:43 PM

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

Screen Name Redacted

8/30/2021 01:45 PM

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

Screen Name Redacted

8/30/2021 01:51 PM

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

Screen Name Redacted

8/30/2021 01:55 PM

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

ride an indoor cycle to train for fall sports and seldom cycle outside in summer for health reasons.)

Screen Name Redacted

8/30/2021 02:17 PM

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

Screen Name Redacted

8/30/2021 02:31 PM

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

Screen Name Redacted

8/30/2021 02:48 PM

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

Screen Name Redacted

8/30/2021 02:54 PM

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

Screen Name Redacted

8/30/2021 03:00 PM

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

Screen Name Redacted

8/30/2021 03:23 PM

Please add more infrastructure that allows for biking and for walking across the City! I would love a safe way to bike from the Rail District to Downtown Birmingham.

Screen Name Redacted

8/30/2021 03:34 PM

Took a while to get use to, outside of the protection poles, it's become easy to navigate and know where the bikers will be. Possibly just lower lower or adjust the poles.

Screen Name Redacted

8/30/2021 04:29 PM

Parking is in short supply on South Eton. A Bikeway just makes it worse.

Screen Name Redacted

8/30/2021 04:41 PM

I think there needs to be a safe crossing like Lincoln has to get to businesses on the other side.

Screen Name Redacted 8/30/2021 04:49 PM	Too much effort/cost/overhead to provide a bike lane for a relative few number of users when a perfectly maintained side walk is available.
Screen Name Redacted 8/30/2021 05:00 PM	Bike route upgrade in theory is “nice” where it applies — it’s small enough so cars aren’t confused and use path (hamtramck bike routes have this issue) but when driving in car along this Eaton St route it is ridiculed among passengers in our car including engineers because the route — while advertised as a route — simply ends. No warning. No alternatives. Thank you :)
Screen Name Redacted 8/30/2021 05:01 PM	I like the idea of protected bike routes, but don't use this one as it doesn't lead to where I travel on a bike. The city needs some type of bike route on Lincoln and in the downtown area
Screen Name Redacted 8/30/2021 05:06 PM	I wish the city would sweep the bike lane more frequently, especially near new construction sites. Bloomingdale Construction leaves a rocky/gravel mess in the bike lane.
Screen Name Redacted 8/30/2021 05:12 PM	I love the idea of a protected bike lane. We could use more.
Screen Name Redacted 8/30/2021 06:25 PM	This entire idea of the bike lane is the stupidest decision ever to come out of Birmingham..think about it...when the snow plows work on Eton they will dig up the markers plus you have taken away a ton of parking for a very few bikers....a stupid decision. I don't need to bike on Eton to determine this Remove it and restore parking
Screen Name Redacted 8/30/2021 07:38 PM	There is a sidewalk right along this route that would be much safer for bikes. Let them use the sidewalk. Plus the path is not attractive.
Screen Name Redacted 8/31/2021 03:08 AM	North bound transition to east side of road at villa not safe for bicycle and vehicle traffic.
Screen Name Redacted 8/31/2021 05:10 AM	It's a great start! It just needs to connect with other safe bikeways so that it's not an isolated stretch.
Screen Name Redacted 8/31/2021 05:11 AM	I wish protected bikeways were set up around and towards the different schools in Birmingham. Now with the newly redone S Cranbrook, maybe it was decided it is a too high speed street for that,

However, along Lincoln towards Seaholm HS, there could be a good bikeway addition for the community, which could connect with the S Eton lane. Thank you for listening.

Screen Name Redacted

8/31/2021 05:21 AM

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

Screen Name Redacted

8/31/2021 05:34 AM

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

Screen Name Redacted

8/31/2021 06:30 AM

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

Screen Name Redacted

8/31/2021 06:31 AM

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

Screen Name Redacted

8/31/2021 06:34 AM

It's an embarrassment that Birmingham has so few to bike lanes, compared to other cities with far less money

Screen Name Redacted

8/31/2021 06:38 AM

I feel that not everybody uses them. Too many bikers not on the path. I myself when turning right South bound I forget to look for bikers heading north bound. It's against everything I was taught you ride with the flow of traffic.

Screen Name Redacted

8/31/2021 06:39 AM

The lane is unsightly, seems seldom used and is a general nuisance on Eton

Screen Name Redacted

8/31/2021 06:39 AM

I drive on that section of etoh at least 3-5 times per week on both weekdays and weekends and have NEVER seen a bicyclist. I think it is more distracting than helpful

Screen Name Redacted

8/31/2021 06:44 AM

I don't have reason to bike this route often, but I appreciate that it exists, and want to encourage additional bikeways.

Screen Name Redacted 8/31/2021 06:45 AM	Even as a motorist, I think it is great that the MANY riders on this route can have their own safe space. Without the protection, drivers would regularly encroach on this area in order to (impatiently, IMO) pass drivers turning left.
Screen Name Redacted 8/31/2021 06:46 AM	Bikers should either remain in bike lane or not. In either case, most do not abide by traffic laws. There should be enforcement.
Screen Name Redacted 8/31/2021 06:49 AM	The bike path sounded like a good idea but what I have seen it has not been a success. Hard core bikers use the street and rarely do I see it being used. It also tends to accumulate debris which if riding makes hard to navigate
Screen Name Redacted 8/31/2021 06:50 AM	Bike lanes (heavily painted with green at intersections) in both lanes (north and south).
Screen Name Redacted 8/31/2021 06:50 AM	I love the Eaton bike lanes, but they are always filled with debris. The city should clean them at least once a week. If the street cleaner is to wide for the bike lanes, then an alternate solution must be identified. All of the pictures in this survey show debris, but typically the debris is much more significant in size and quantity. It is generally unsafe.
Screen Name Redacted 8/31/2021 06:51 AM	This is great I love it, I wish Birmingham would extend those bike lane all over town.
Screen Name Redacted 8/31/2021 06:51 AM	Very rarely see bikers on bike way. They use the street. In the winter or whenever it snows (6 months out of year) never used and it's dangerous for cars.
Screen Name Redacted 8/31/2021 06:54 AM	I drive this area a lot, hardly ever see anyone, using it correctly, waste of money.
Screen Name Redacted 8/31/2021 06:56 AM	The South Eton Bikeway was a good experiment, but it is failing. If it were connected to a much longer bikeway, it might be useful. As it stands, it is just a one-mile section of protected pavement that is of little practical use, other than the novelty of using it. The barriers utilized to protect the bikeway are also obstacles which present a danger to bicyclists and motorists. The plastic vertical rods are broken and ragged from being struck so many times by cars, motorcycle, and bikes. In addition, the city has allowed a tremendous increase in the

number of people who live and work on or near South Eton, which has dramatically increased traffic. Narrowing the roadway at the same time is creating significant problems with traffic and parking congestion. South Eton needs to be widened rather than narrowed. What's needed is safe passage for cars around frequent left turning vehicles, and more on-street parking for the businesses which exist there. Thanks for the opportunity to share my thoughts.

Screen Name Redacted

8/31/2021 06:58 AM

Wish we have more bikeways around town to promote biking

Screen Name Redacted

8/31/2021 07:04 AM

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

Screen Name Redacted

8/31/2021 07:04 AM

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

Screen Name Redacted

8/31/2021 07:10 AM

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

Screen Name Redacted

8/31/2021 07:11 AM

It was poorly designed, does not work for cars! Most riders do not use the protected lanes and from the drivers prospective, you don't know what they are going to do! Many riders do not stop at Eaton and

Lincoln. I suggest you take a count of the number of riders who actually use the protected lane and see if it is worth the effort to redesign it. I am not against riders, but I think they should follow the rules of the road!

Screen Name Redacted

8/31/2021 07:16 AM

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

Screen Name Redacted

8/31/2021 07:20 AM

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

Screen Name Redacted

8/31/2021 07:21 AM

- Would like to see the protected lanes continue South on Eton to 14 mi. - Lanes would be helpful on nearby intersecting Lincoln. - Any strategies promoting greater driver awareness for bikes would also be helpful in these areas. Have experienced a wide range of driver behaviors in the Eton/Lincoln area relative to other areas. Good area to focus some attention. Great to see these projects added as part of the overall transportation plan for the city. Thanks!

Screen Name Redacted

8/31/2021 07:22 AM

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

Screen Name Redacted

8/31/2021 07:26 AM

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

Screen Name Redacted

8/31/2021 07:28 AM

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

Screen Name Redacted

8/31/2021 07:30 AM

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

Screen Name Redacted

The one issue with the bike lane is bikers do not use it when traveling

8/31/2021 07:31 AM

north they use the road. Although the idea is great to have a lane like we have it is no good if bikers don't use it

Screen Name Redacted

8/31/2021 07:42 AM

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

Screen Name Redacted

8/31/2021 07:49 AM

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

Screen Name Redacted

8/31/2021 07:52 AM

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

Screen Name Redacted

8/31/2021 07:57 AM

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

Screen Name Redacted

8/31/2021 08:01 AM

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

Screen Name Redacted

8/31/2021 08:06 AM

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

Screen Name Redacted

8/31/2021 08:11 AM

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

Screen Name Redacted

8/31/2021 08:21 AM

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

Screen Name Redacted

8/31/2021 08:21 AM

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

Screen Name Redacted

8/31/2021 08:40 AM

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

Screen Name Redacted

8/31/2021 08:49 AM

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

Screen Name Redacted

8/31/2021 08:50 AM

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

Screen Name Redacted

8/31/2021 08:52 AM

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

Screen Name Redacted

8/31/2021 09:02 AM

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

Screen Name Redacted

8/31/2021 09:02 AM

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

Screen Name Redacted

8/31/2021 09:09 AM

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

traffic on all roads in Birmingham and never had a problem or a need for a designated area.

Screen Name Redacted

8/31/2021 09:09 AM

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

Screen Name Redacted

8/31/2021 09:23 AM

More bike lanes in Bham would be wonderful. Thank you

Screen Name Redacted

8/31/2021 09:35 AM

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

Screen Name Redacted

8/31/2021 09:39 AM

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

Screen Name Redacted

8/31/2021 09:46 AM

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

Screen Name Redacted

8/31/2021 12:13 PM

bike lanes are great. Please keep them coming

Screen Name Redacted

8/31/2021 12:19 PM

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

Screen Name Redacted

8/31/2021 12:22 PM

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

Screen Name Redacted

8/31/2021 01:12 PM

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

Screen Name Redacted

8/31/2021 01:24 PM

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

Screen Name Redacted

8/31/2021 01:29 PM

I'm not comfortable on the area by Big Rock. Way too hilly are hard to see when going south. On the flip side, I live on corner of Eaton and

Haynes and the bike lane makes me nervous when I'm backing out of my driveway on Eton. Some bikers go way too fast and they come out of nowhere. I ride my bike on the sidewalk I actually like that better with my special needs son. Again these pro bikers are intimidating and hard to bike along with my son

Screen Name Redacted

8/31/2021 01:35 PM

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

Screen Name Redacted

8/31/2021 02:17 PM

Too congested, dangerous all around. I won't drive there. If my husband is driving, I am watching every which way for bikers, trucks, people running across the street to the restaurants, etc.

Screen Name Redacted

8/31/2021 02:29 PM

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

Screen Name Redacted

8/31/2021 02:31 PM

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

Screen Name Redacted

8/31/2021 04:35 PM

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

Screen Name Redacted

8/31/2021 05:27 PM

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

Screen Name Redacted

8/31/2021 06:33 PM

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

Screen Name Redacted 8/31/2021 07:14 PM	It is very awkward for cars and parking - reduces efficient use of the road. I don't think it works well for bikers since visibility of bikers during car turns is limited.
Screen Name Redacted 8/31/2021 07:23 PM	We live at Eton/Hazel - the positioning of the "bumps" is a bit tight on either side of our driveway when backing out.
Screen Name Redacted 9/01/2021 07:03 AM	The tall delineators are of a type more compatible with airports and areas that need protection. Eton, especially at Sheffield, doesn't fall into this category and the "sticks" distract from the Birmingham neighborhood's beauty. PLEASE remove them.
Screen Name Redacted 9/01/2021 07:38 AM	The cars are just as fast, they do not stop for bikes when they cross the roads. The city should focus on traffic slowing, which would be safer for bikers and pedestrians
Screen Name Redacted 9/01/2021 08:13 AM	You don't need to divide the bike lane into north and southbound Lanes just have the bike symbols painted in both directions be less busy looking that way and less maintenance
Screen Name Redacted 9/01/2021 08:22 AM	I drive Eton frequently and find the "sticks" annoying and unnecessary.
Screen Name Redacted 9/01/2021 09:04 AM	I enjoy this route, keep it protected
Screen Name Redacted 9/01/2021 10:02 AM	Another concern is the turn out from Griffin Claw. That first parking spot on the street should be closed off. It is a completely blind turn to get out of Griffin Claw. Super dangerous.
Screen Name Redacted 9/01/2021 11:09 AM	Bikes and bike infrastructure are a great use of public space. Allowing residents and visitors to make trips of distances for which they are comfortable is a great way to reduce congestions, parking as a land use and overall reduce environmental impact for trips for which personal motor vehicleus should be discouraged.
Screen Name Redacted 9/01/2021 03:28 PM	I find the rubber barriers scary and annoying.

Screen Name Redacted

9/01/2021 03:39 PM

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

Screen Name Redacted

9/01/2021 04:10 PM

I drive along Eton Street almost daily, sometimes more than that. It is very rare that I see anyone using the bikeways. If I see someone biking along the route, they are using the sidewalk. I think that if the sidewalks are kept up, there is no need for the bikeway. The money could be spent on more critical items in the city.

Screen Name Redacted

9/01/2021 06:49 PM

The city should give people tickets for putting their refuse bins in the bike lane. There is one house in particular that does this every single week.

Screen Name Redacted

9/01/2021 08:08 PM

As mentioned, split bike lanes to flow with traffic. Extend bike lanes to 14 mile.

Screen Name Redacted

9/02/2021 06:18 AM

This bike lane is just a fragment. It really doesn't connect to any destinations I am interested in bicycling to/from. If there were more similar lanes I think it might be used more. The lane should be able to be utilized by multiple users, such as joggers in addition to bicyclists. Some bicyclists are openly hostile to joggers using this protected lane. Joggers may wish to use it to allow pedestrians on sidewalks with dogs and strollers to have adequate space. Diverting from the paved walkway to grass is dangerous, with risks for sprained ankles and falls because of uneven surfaces.

Screen Name Redacted

9/02/2021 07:38 AM

As someone who drives down south eton almost daily I think the bike lane is a giant waste of money and space. I almost never see anyone using it and the debris just gets in that lane and no way for street sweepers to get in there with all the poles and barriers. Have you see how many times cars hit those poles? Take them out... have bike lanes painted on the road if needed and be done. Nowhere else in the city do we have such and extravagant bike lane setup. It's pointless and again a waste of money in my opinion.

Screen Name Redacted

9/02/2021 08:14 AM

The protected lane is too short and does not connect to other safe paths which makes it less useful.

Screen Name Redacted

9/02/2021 09:21 AM

If you are going to actually have bike lanes they should be bike lanes. The ones on Oak Ave, for example, once the leaves start falling, residents just pile their leaves in the bike lane. None of the bike lanes in the city are maintained and there is a lot of debris in them at all times. Better off having wide, clean streets than narrow lanes with dirty bike lanes. It forces bike riders in the now narrower traffic lanes anyway.

Screen Name Redacted

9/02/2021 10:28 AM

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

Screen Name Redacted

9/02/2021 11:20 AM

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

Screen Name Redacted

9/02/2021 11:22 AM

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

Screen Name Redacted

9/02/2021 12:38 PM

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

Screen Name Redacted

9/02/2021 01:38 PM

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

Screen Name Redacted

9/02/2021 01:38 PM

Maybe it would be better to have lanes on each side of the street, but I like these lanes better than none at all, when you have to cross to

the east side of Eton near Maple seems unsafe.

Screen Name Redacted

9/05/2021 07:44 AM

Would love to see more designated bike lanes around Birmingham.
Especially when crossing over Woodward

Screen Name Redacted

9/05/2021 02:14 PM

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

Screen Name Redacted

9/06/2021 02:07 PM

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

Screen Name Redacted

9/06/2021 02:13 PM

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

Screen Name Redacted

9/06/2021 02:20 PM

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

Screen Name Redacted

9/06/2021 06:13 PM

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

Screen Name Redacted

9/07/2021 07:37 AM

S. Eton should be for vehicles ONLY! It is a great danger to all bikers and vehicles.. This is an important route for vehicles from 14 Mile Rd to Maple and vice versa, and/or getting in and out of side streets along this route! Many bikers don't even pay road taxes in B'ham. I

took a count of the posts that are on the edges of the bike route (I counted 35 on the west side and 36 on the east side of the street), and 98% of them have been damaged by vehicles! I can only imagine all the damages that have been caused to vehicles because of them! Vehicles hit them all the time which is evident when looking at them. Many of those posts have been greatly damaged, there are some completely missing) and nearly all of them have scrape marks which means a vehicle has hit them! Then there are the parked vehicles inside the bike route in front of residential homes and I have had to brake for or stop completely several times because bikers have gone around them and into oncoming traffic! This is a nuisance having a bike route on South Eton Road! Then there is the problem of businesses not having ample parking for their customers because this bike route has prohibited street parking where the businesses are! The City of B'ham has curtailed the majority of on-street parking for these businesses. With the property having been recently sold on the east side of S. Eton, and plans for even more condos being built in that area, that means even more traffic problems for the potential residents in those condos for drivers trying to maneuver that road! This was a horrible idea to put a bike route there in the first place! I want the bike route gone, period! I haven't heard one single, positive comment about this unsafe, dangerous bike route! South Eton is too narrow to accommodate such a plan! Get completely rid of the bike route! There are other places to construct a bike route within the City of B'ham that doesn't inconvenience tax paying vehicles and present the great potential injury to all!

Screen Name Redacted

9/07/2021 01:42 PM

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

Screen Name Redacted

9/08/2021 03:37 AM

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

Screen Name Redacted

9/08/2021 06:31 AM

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

Screen Name Redacted

9/08/2021 06:32 AM

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

a lot more dangerous than it should be. Let's fix it

Screen Name Redacted

9/08/2021 06:52 AM

I appreciate your hard word and attention to this.

Screen Name Redacted

9/08/2021 08:49 AM

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

Screen Name Redacted

9/08/2021 08:54 AM

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

Screen Name Redacted

9/08/2021 09:51 AM

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

Screen Name Redacted

9/08/2021 11:53 AM

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

Screen Name Redacted

9/08/2021 02:19 PM

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

Screen Name Redacted

9/08/2021 04:02 PM

Cutting across the road at Villa is unsafe

Screen Name Redacted

9/08/2021 06:55 PM

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

Screen Name Redacted

9/08/2021 08:12 PM

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

Screen Name Redacted

9/09/2021 07:24 AM

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

Screen Name Redacted

9/09/2021 01:36 PM

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

Screen Name Redacted

9/10/2021 11:02 AM

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

Screen Name Redacted

9/11/2021 07:06 AM

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

Screen Name Redacted

9/11/2021 08:16 AM

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

Screen Name Redacted

9/12/2021 04:55 AM

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

Screen Name Redacted

9/12/2021 03:04 PM

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

Screen Name Redacted

9/12/2021 04:18 PM

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

Screen Name Redacted

9/12/2021 05:39 PM

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

Screen Name Redacted

9/13/2021 12:11 PM

The idea of the bike is favorable, but make me nervous at the corner of Lincoln as it ends. Also, never see anyone using it. Bicycles traveling North just ride as usual on the East side of the street, so if

you're in a car you have to follow them until you can safely pass. I also find it uncomfortable at both ends where it crosses to the East, sort of. This is my normal route to and from the office, rarely any bikes.

Screen Name Redacted

9/13/2021 01:22 PM

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

Screen Name Redacted

9/15/2021 05:59 AM

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

Screen Name Redacted

9/16/2021 07:39 AM

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

Screen Name Redacted

9/16/2021 11:46 AM

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

Screen Name Redacted

9/16/2021 12:10 PM

You need to expand it to N Eton.

Screen Name Redacted

9/16/2021 07:03 PM

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

Screen Name Redacted

9/17/2021 06:31 AM

The more serious bikers don't use these lanes, rather biking on the road side of the barricades, and thus blocking traffic on the now-more-narrow driving area of the road. Not a civil engineer here, but

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

Screen Name Redacted

9/19/2021 09:52 AM

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

Screen Name Redacted

9/19/2021 03:01 PM

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

Screen Name Redacted

9/19/2021 06:42 PM

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

Screen Name Redacted

9/22/2021 08:10 AM

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

Screen Name Redacted

9/22/2021 11:09 AM

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

Screen Name Redacted

9/22/2021 05:46 PM

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

been more citizen participation in the design of this path there would have been a better outcome.

Screen Name Redacted

9/25/2021 04:28 AM

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

Screen Name Redacted

9/25/2021 09:39 AM

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

Screen Name Redacted

9/27/2021 08:39 AM

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

Screen Name Redacted

9/27/2021 08:53 AM

Connect to additional protected bike routes

Screen Name Redacted

9/27/2021 08:57 AM

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

Screen Name Redacted

9/27/2021 01:27 PM

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

Screen Name Redacted

9/27/2021 07:18 PM

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

Screen Name Redacted

9/28/2021 02:48 PM

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

Screen Name Redacted

9/28/2021 03:24 PM

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

Screen Name Redacted

9/29/2021 07:29 PM

The only issue I have with the bike lane is that some bikers do not use it and congest the limited space available for vehicles.

Screen Name Redacted 10/01/2021 10:06 AM	Ridiculous "over-the-top" initial execution.
Screen Name Redacted 10/02/2021 08:00 AM	FIX THE DAMN BIKE LANE ROADS....I still have to use the side walk in some areas because the road is so bad.
Screen Name Redacted 10/08/2021 09:21 AM	There is a lot of pedestrian and bike activity in this area (it's my neighborhood so I see it regularly). It would be great if there was more and better infrastructure to support those activities.
Screen Name Redacted 10/11/2021 05:20 PM	Having a protected bike lane to cross Woodward would be the most ideal. For example Lincoln ave to go all the way across would give great connectivity or Oakland Ave on both sides of Woodward.
Screen Name Redacted 10/17/2021 03:31 PM	I like the bike lane if bikers would actually use it. Living on Lincoln I drive Eton every day and consistently see bikes not using the lane so it is frustrating to lose the room to pass bikes on the road that should be in the lane but are not. I definitely DO NOT want the lane extended all the way to Maple as the turn is already tight enough to make.
Screen Name Redacted 10/18/2021 06:43 AM	The South Eton bikeway is a massive improvement from the previous layout. I feel safe enough on the majority of the route that I hope to ride with my son to visit Griffin Claw and other destinations next summer. I also think the change in street layout has helped slow down traffic and made crosswalks feel safer as well!
Screen Name Redacted 10/18/2021 09:09 AM	I'd love to see Birmingham expand Bicycle routes throughout the area. As routes/lanes expand and the network grows that will undoubtedly increase usage. Please keep up the good work. IMO, these bike lanes were as much a solution to the parking problem Griffin Claw caused for the neighborhood to the west as it was to really offer a bike lane. Again, inventive way to solve a problem. I would keep it and expand opportunities.
Screen Name Redacted 10/19/2021 05:55 AM	The problem isn't the setup, it's the crazy drivers.
Screen Name Redacted 10/19/2021 07:44 PM	This is such an ugly use of a very much needed parking area for the area.! when the Whistle stop reopens, where are people going to

park?

Screen Name Redacted

10/21/2021 09:56 PM

I think it was a great idea, poorly implemented, and poorly maintained.

Screen Name Redacted

10/23/2021 09:20 PM

I do not feel safe biking northbound in the protected bike lane. I feel safer biking in the normal northbound vehicle lane.

Screen Name Redacted

11/10/2021 03:26 PM

This bike lane is a road to no where. Need to continue to 14 mile and also have bike lane on Lincoln. The crosswalks are nice. Cars turning right are a risk for bikes and clear crosswalks and signs help. We need more bike paths and should keep Addams as is but expand and maybe try another design next .

Screen Name Redacted

11/11/2021 08:06 AM

Bike lane to nowhere. Get rid of it.

Screen Name Redacted

11/16/2021 07:47 AM

It's nice. I think painted paths are just fine. The raised portions are only a deterrent. It's like a cross walk, still a 4K car will take you out. Seems to me lights or planters would be more effective...similar to that which is on Maple leading from the Woodchip trail to Quarton Lake

Screen Name Redacted

11/16/2021 01:31 PM

More protection would be even better. There's so much vehicle traffic, even a solid barrier / wall would be great.

Screen Name Redacted

11/17/2021 06:30 AM

Enhanced cross walks (similar to the one near Griffin Claw and those on Lincoln between Woodward and Southfield Rd.) would be beneficial to this area.

Screen Name Redacted

11/28/2021 01:58 PM

Two problems. 1) You failed to ask any questions of drivers. As a driver, I find the narrowness of the lane, particularly at intersections, to be challenging and distracting. I almost hit a pedestrian crossing at night because I had to focus so heavily on the oncoming vehicle and the posts. It was too narrow of a passageway. With such limited margins for error, I lacked the time to scan the broader surroundings. Making a driver have to focus so narrowly to avoid hitting the posts means they are not looking more broadly for pedestrians or others entering into their path. BTW, I was going very slow. I am concerned that the preparers of this survey are purposely avoiding other questions that should be asked. 2: As a bicyclist, and driver, I

appreciate the effort, but this falls far short of a solution. I would prefer it go back to the way it was. Until you come up with a far more robust solution, this is not the answer. Yes, of course I would like to see dedicated protected lanes for bicyclists. Who wouldn't? But this survey did not address what was lost with this specific approach. I bicycle a lot and if I have a protected lane for only a half mile, it's worthless. And if the solution is to make cars lanes narrower, then we are creating other risks that are unsatisfactory. The fact that there were no questions in the survey about how drivers felt about the narrowed road says something about who is preparing the survey and a bias to avoid looking at the problems this causes. Maybe the solution involves making the streets wider to allow normal car traffic and a dedicated path for bicyclists. I understand that's costly, but I would rather we go back to the way it was rather than keep what you did on Eton. You ask all of these questions about how safe a biker feels. Of course they are going to feel more safe. And the more protected the safer someone is going to feel. You don't need a survey to tell you that. You are missing the "cost" part of a cost / benefit analysis. And right now, with the leaves on the ground, in the bike lane, I am forced to ride in the car lane. And with those bumps I have to stick to one side. As a biker, short stretches elsewhere in Birmingham for bike lanes are also of little value. I used to try to move as far right as possible when extra right turn lanes would appear but it was then that much more difficult to reinsert myself into the flow of traffic. This is just made worse by narrowing traffic lanes. I had three cars backed up behind me because there were leaves in the bike lane on S. Eton. And you can't just jump in and out of protected lanes. If you are serious about providing a more multimodal city, you will have it invest in wider road structures to allow long distances on uninterrupted bike paths. Or just go back to the way it was.

Screen Name Redacted

12/02/2021 10:41 AM

I feel this bike route is an eyesore. I hardly ever see actual cyclists on the bikeway

Screen Name Redacted

12/12/2021 04:14 PM

(1) It would be beneficial if a painted (protected or not) bike lane continued between Lincoln and 14 mile. (2) Additional signage at the Maple/Eton crossing would be beneficial (south-bound) to understand if it is safest to use the roadway lane or sidewalk and crosswalk to cross Maple. At high traffic times, crossing using the roadway lane with current light timing (if not hitting the green turn arrow south onto Eton) can leave a cyclist in a low-visibility situation under the bridge from approaching motorists.

Screen Name Redacted

This bike lane is wasted space and poor use of city funds. Not to

12/22/2021 12:18 PM

mention the amount of traffic on Eton. The bike lane is used more by car traffic than actual bikers. The bike groups use the street not the bike lane. Families use the side walk for safety. Also this neighborhood is very busy with local business so now all the parking is gone and business parking is now on the side streets In front of homes.

Screen Name Redacted

1/03/2022 06:04 PM

Most road bikers do not use bike lane but instead use the road. They have no regard for motorists or pedestrians. Tax dollars being used for such a small % of the population is troubling. A bike tax similar to those applied on all other recreational vehicles should apply to bicycles With all costs allocated to be covered by the tax. It is also an eyesore and a distraction to all. I am sure that since I am not utilizing the bike path you will disregard my response.

Screen Name Redacted

1/21/2022 12:51 PM

As a frequent car driver on this stretch of road, I have never seen a bike on it. Also, because it is so short, why bother? I think a better use of the road width would be a center turn lane.

Screen Name Redacted

6/03/2022 08:19 AM

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Screen Name Redacted

7/07/2022 02:12 PM

The cross-over when heading north from the protected bike lane to Maple scares me!

Screen Name Redacted

10/01/2022 10:02 AM

Short bikeways are not very useful. I'd like to use my bike more to get around. My main concern is not if there is a protected bike way on S Eaton or not, but how to get across, and when necessary, ride along main roads like Woodward or Southfield safely.

Screen Name Redacted

10/10/2022 06:15 PM

It ends in no man's land near maple - I then fly across Eton when going northbound. Probably on average more risky than using parallel streets due to the ending Disclaimer; I fully support cycle lanes all over the town, it's the way to go as slows traffic and encourages cycling.

Optional question (230 response(s), 110 skipped)

Question type: Essay Question



MEMORANDUM

Police Department

DATE: October 28, 2022

TO: Multi-Modal Transportation Board

FROM: Ryan Kearney, Lieutenant
Scott Zielinski, Engineering Department
Brooks Cowan, Planning Department
Julie Kroll, Fleis & VandenBrink

SUBJECT: Southfield and Brown Intersection Signage

Introduction:

In September 2022, the Police Department received a request to enhance the visibility of the large two-directional arrow sign at the dead-end of westbound Brown at Southfield with the addition of LED lights.

Background:

In July 2020, the resident at 510 Southfield contacted staff regarding the intersection of Brown and Southfield requesting the intersection be reviewed due to several vehicles striking his home located at the end of Brown street on the west side of the intersection.

There were four crash reports involving this location:

1. 2013 – A drunk driver fleeing another police agency crashed into a garage.
2. 2017 – A driver suffering a medical condition rolled through the intersection and struck the garage.
3. 2017 – A driver struck a tree in front of 510 Southfield and fled the scene.
4. 2020 – A drunk driver drove through the intersection and struck the garage.

2020 - Fleis and VandenBrink reviewed the intersection and recommended installing advance intersection lane control signage (R3-8) and a two-directional large arrow sign (W1-7). These signs were installed and have been in place since.

Recommendation:

Fleis and VandenBrink conducted another review in October 2022 with the following results:

1. The traffic control provided meets all traffic and safety standards.
2. Additional enhancements were reviewed, including an LED lighted sign, flashing beacon and/or a larger sign (48"x24"). However, it was determined that the installation of these mitigation measures would not have a measurable impact on the reduction of crashes at this intersection, therefore, no changes to the existing signing are recommended at this intersection.

MEMO

VIA EMAIL rkearney@bhamgov.org

To: Lt. Ryan Kearney
Birmingham Police

From: Julie M. Kroll, PE, PTOE
Fleis & VandenBrink Engineering

Date: October 28, 2022

Re: **Brown Street Approach at Southfield Road Intersection**

BACKGROUND

Fleis & VandenBrink (F&V) performed an evaluation of the westbound Brown Street approach at Southfield Road in September 2020. The analysis was performed to address concerns received by the City from the homeowner at 510 Southfield Road that has their driveway located opposite the Brown Street approach, as shown in the exhibit below. The homeowner has experienced several times where drivers continue straight through the intersection and crash into the driveway and garage. Relocation of the driveway is not feasible, therefore additional mitigation measures were evaluated as part of this review. The previous study performed for this site is attached for reference.

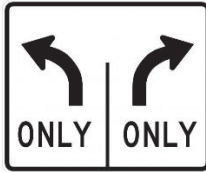
FIGURE 1: SITE LOCATION MAP



27725 Stansbury Boulevard, Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

The recommendations from the previous study included the following signs and were installed in 2021 as show in **Figure 2** below.

- Advance Intersection Lane Control (R3-8)



- Two-Direction Large Arrow Sign (W1-7)

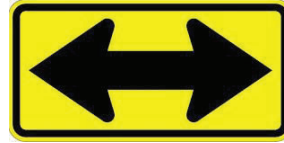


FIGURE 2: SITE LOCATION MAP



ANALYSIS

The homeowner's association recently reached out to the Birmingham Police Department to determine if anything additional could be done to reduce the crash potential at this intersection.

CRASH HISTORY

- There were no crashes reported at this intersection in either 2020 or 2021.

EXISTING TRAFFIC CONTROL

- The intersection is signalized and operates 24-7 due to the sight distance limitations on Brown Street at Southfield Road.
- A W1-7 sign is provided opposite the Brown Street approach.
- The W1-7 sign is a standard size (24x12) and is appropriate for the location.
- The W1-7 provides reflective sheeting and meets MMUTCD requirements for size, design and location.

RECOMMENDATIONS

Review of the existing signage and operations at this intersection show that the traffic control provided meets all traffic and safety standards. Additional enhancements were reviewed, including an LED lighted sign, flashing beacon and/or a larger sign (48"x24"). However, it was determined that the installation of these mitigation measures would not have a measurable impact on the reduction of crashes at this intersection.

- Therefore, no changes to the existing signing is recommended at this intersection.

Any questions related to this memorandum, study, analysis, and recommendations should be addressed to Fleis & VandenBrink.



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

A handwritten signature in blue ink that reads "Julie M. Kroll".

Digitally signed by
Julie M. Kroll
Date: 2022.10.28
11:49:38 -04'00'

Attached:

Brown and Southfield Intersection Analysis Study, September 2020

MEMO

VIA EMAIL

To: Cmdr. Scott Grewe, Operations Commander
Birmingham Police

From: Julie M. Kroll, PE, PTOE
Fleis & VandenBrink Engineering

Date: September 15, 2020

Re: **Brown Street Approach at Southfield Road Intersection**

Fleis & VandenBrink (F&V) performed an evaluation of the existing signing, striping and traffic control on the westbound Brown Street approach at Southfield Road. This analysis was performed to address concerns received by the City from the homeowner at 510 Southfield Road that has their driveway located opposite the Brown Street approach, as shown in the exhibit below. The homeowner has experienced several times where drivers continue straight through the intersection, and crash into the driveway and garage. Relocation of the driveway is not feasible, therefore additional mitigation measures were evaluated as part of this review. Review of the existing traffic signal shows that it operates pre-timed 24/7, and *does not* operate in flash mode during the overnight hours.



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The following signage was determined to be applicable in accordance with the *Michigan Manual on Uniform Traffic Control Devices* (MMUTCD) for this approach and is summarized below.

Option 1: Advance Intersection Lane Control (R3-8)

Provide advance intersection lane control signage on Brown Street to show lane designations as left or right only. Only pavement markings are currently provided on the Brown Street approach. The MMUTCD guidance for this sign states that it may be provided on *signalized approaches where through lanes that become mandatory turn lanes, multiple-lane turns that include shared lanes for through and turning movements, or other lane-use regulations are present that would be unexpected by unfamiliar road users.*



Option 2: Two-Direction Large Arrow Sign (W1-7)

Provide a two-direction arrow sign on the opposite side of the Brown Street approach to show that the roadway is a T-intersection and through traffic is not permitted. The MMUTCD guidance for this sign states that *if used, it shall be installed on the far side of a T-intersection in line with, and at approximately a right angle to, traffic approaching from the stem of the T-intersection.*





Option 3: Intersection Warning Sign (W2-4)

An advance intersection warning sign may be considered on approach to the signalized intersection. The MMUTCD states that a *T-Symbol (W2-4) sign may be used in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic.* A flashing beacon and supplementary road name signage (Southfield Road) can also added to the sign.



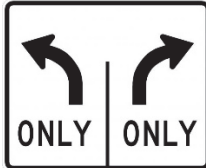
RECOMMENDATIONS

All of the options were considered individually and in combination. It was determined through discussions with the City that the addition of Option 1 and Option 2 would provide the most effective treatment at this intersection.

The addition of Option 3 was considered, however it was determined that there is adequate sight distance and drivers are able to see that there is a cross-street intersection at the Southfield Road approach. Furthermore, a warning beacon on this sign would flash 24/7 and may be disruptive to the adjacent residences.

Recommended Signing:

- Advance Intersection Lane Control (R3-8)



- Two-Direction Large Arrow Sign (W1-7)



Any questions related to this memorandum, study, analysis, and recommendations should be addressed to Fleis & VandenBrink.

CRAIN'S DETROIT BUSINESS

October 18, 2022 05:45 AM

Transit millage would end contentious SMART bus opt-outs in Oakland County

MINNAH ARSHAD



Nic Antaya, Crain's Detroit Business

A SMART bus is parked at the State Fair Transit Center in Detroit on Sept. 14, 2021.

As the November election looms, one issue is on the ballot in Oakland, Macomb and Wayne counties: public transportation.

Since 1995, Wayne, Oakland and Macomb have passed transit millages in four-year terms to sustain the Suburban Mobility Authority for Regional Transportation, or SMART.

One county commission is now seeking to extend its public transit system to address what advocates call a "patchwork" of transit service.

The contentious opt-out clause in some counties' transit millages allows communities not interested in funding SMART to stay out of the tax.

For the first time since instating transit millages, [Oakland County eliminated its opt-out option](#) this year, meaning public transit will extend throughout the county if voters pass the millage next month.

Megan Owens, executive director of Detroit-based nonprofit transit advocacy organization, Transportation Riders United, told Crain's that the opt-out option means some communities are out of bounds for people relying on public transit to get there, including essential workers.

"Even if someone doesn't personally depend on transit, our economy and our communities do depend on having this service," Owens said.

Oakland County's historic initiative

The Oakland County Board of Commissioners approved a .95-mill levy to be placed on the November ballot by a 13-7 vote in August after heated public debate and attempts from some commissioners to bring back the opt-out clause.

That millage rate would cost the owner of a home with a market value of \$300,000 about \$140 a year.

Melanie Piana, Ferndale mayor in Oakland County, told Crain's she was in favor of the millage.

"I support the longer duration of the millage that is more consistent over time of how we pay for transit," Piana said.

The ballot issue would approve the transit millage for 10 years rather than the previous four-year terms.

It is expected to generate \$66.1 million in its first year if adopted. SMART would receive \$33.3 million to maintain service and expand routes in high-demand areas. Three other public transportation agencies in the county would also receive funding: Older Persons' Commission, which provides shared ride services to people 60 and older, would get \$1 million, and the North and West Oakland Transportation Authorities, which provide transportation for senior residents and people with disabilities, would receive \$2 million each, according to commission documents.

It would also allocate \$20.4 million for new services, including \$3.2 million for paratransit, \$3.5 million for microtransit, \$12 million for more routes and \$1.7 million for improvements on existing routes.

Owens advocated for a variety of public transit options that fit the community's needs rather than a one-size-fits-all approach.

"We really need to have a whole menu of mobility options available throughout our region for people to really be able to succeed."

Jared Denton, a 22-year-old Milford resident, uses the public transportation service People's Express to get to Colasanti's Market in Highland Township, where he's been working for the past year. Because he has an intellectual disability, public transit has been essential in having access to equal opportunities, his mother, Mindy Denton, said.

"It's another opportunity for him to be more independent and more involved in the community," Mindy Denton said.

Jared Denton also attends a vocational program twice a week and a Saturday social program at the Living and Learning Enrichment Center, a disability services and support organization in Northville, which is currently out of Milford's public transit bounds, Mindy said. Driving Jared around is difficult for two working parents and stunts his independence, Mindy said.

However, some of the more rural communities have been resistant to funding countywide public transit. Milford residents have voiced strong opposition to the upcoming millage proposal, stating that its current system, People's Express, does the job and further expansion is not cost-efficient, worrying that most of the funds will go to more populous areas. Others argue that a system that only routes through the community blocks access to other parts of the county and region.

"The lack of transportation opportunities is a real barrier in the disability community," Mindy told Crain's.

Macomb County

Macomb County is the only one of the three metro counties that has never included an opt-out option since it began its transit millage in 1995.

This year, the county's Board of Commissioners narrowly passed the ballot initiative onto the November ballot in July for the .95 mill rate to support public transportation, including SMART, in a 7-6 vote. In 2018, voters passed the county's transit millage by only 39 votes, [the Detroit Free Press reported](#).

The major change to Macomb's millage this November is a term extension of the millage from four years to five years. There was also a slight reduction from a .9615- to .95-mill rate.

The millage is expected to raise \$31.1 million in its first year, according to commission documents.

Wayne County and Detroit

Wayne County is looking at another four-year approval of a .99-mill levy for SMART service in opt-in communities.

Owens said her organization isn't spending a lot of time on advocacy in Wayne County, since communities that opt in have historically been very supportive of the SMART service. Whether she thinks a four-year millage is the best way to get the funds is a different story.

"It doesn't make a ton of sense, but it's the system we've had," Owens said.

Since public transit is a long-term service that requires a wide geographical reach to be truly useful, other major metro areas have applied a sales tax to pay for the service, Owens said. In that system, out-of-town visitors also pitch in.

Some metro areas have varying rates, so the communities using public transit the most are putting in more money. However, current Michigan laws don't allow counties to add to the 6 percent sales tax. Unless that changes, Owens said the millages are the region's only option to fund public transit.

"Right now, if any of these don't pass, a year from now, SMART service could very possibly cease to exist in those counties," Owens said.

The city of Detroit also operates on an unusual funding basis compared to other large metro areas in the nation. The Detroit Department of Transportation, the public bus operator in the city, relies on the general fund. Detroit City Council decides every year when drawing up the budget how much funding it will receive.

Earlier this year, DDOT also [received \\$6.9 million in federal grants](#) to get electric buses and upgrade infrastructure.

Through the COVID-19 pandemic, the agency has struggled with scarce labor and [rolled out a bonus program](#) earlier this summer for drivers to incentivize staff to show up to shifts on time.

Owens said the funding requests this election are to sustain the most basic level of transit on a local level, which she said is especially necessary during a labor shortage.

"We need to have every possible worker connected to the jobs in our region, and transit really is that basic lifeline for employers to have that connection to a greater workforce."

Inline Play

Source URL: <https://www.crainsdetroit.com/transportation/2022-smart-bus-millages-ballots-oakland-wayne-macomb>

8 September 2022

To Birmingham Board members:

It has come to the attention of the residents on Fairway Drive between Pleasant and Arden Lane that our street has been elevated to Priority One status for sidewalk installation.

This is not the first time this issue has been addressed and **REJECTED** by the majority of residents on Fairway, most recently in 2017, when a very small group of parents attempted to garner enough signatures on a petition to start the process. When that failed they then attempted to obtain a grant to pay for them.

NOW this sidewalk issue is at the forefront again, though disguised as a change in street designation.

As a large group of opposed residents, we have several questions and concerns that we would like to have addressed at the outset:

1. How did Fairway become a Priority One street? We would like copies of the meeting minutes when this was discussed and decided without discussion with the residents involved.
2. Why is Fairway **NOT** considered a Gap Street, as it has partial sidewalks? We believe our street should remain its current designation.
3. In 2017, a strong petition was circulated among the residents and presented to the Board opposing the construction of sidewalks on Fairway. Is the petition process the same as it was in 2017 when this issue was brought up? In other words, is a petition still required?

Residents are opposed to sidewalks on Fairway for a variety of reasons, in no particular order:

Cost of sidewalk

Loss of green space

Loss of driveway use

Cost to repairs

Aesthetics

Maintenance

Liability

Privacy


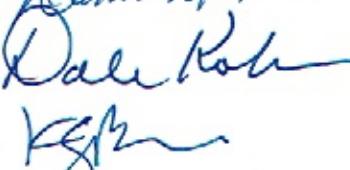





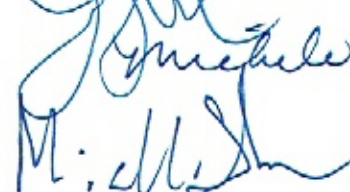



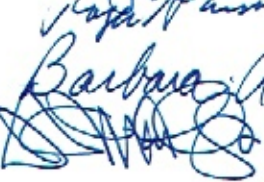

Disruption of landscaping, shrubs, trees, planting beds, berms, irrigation, driveways, brick pavers, electric fences etc.

We would like to represent our street at the September 14th, 2022 board meeting and are asking that we not only have our questions above answered, but be put on the agenda to voice our opposition.

The few signatures below represent a very small portion of the **LARGE MAJORITY** of Fairway residents who oppose the master plan proposal to change the designation of Fairway Drive to Priority One.

A hard copy of this letter will be delivered to each Multi-modal board member, Planning Board member, and the City Commissioner.

Sincerely,

 Devin McPherson 2155 FAIRWAY DR.
 Dale Kohler 2171 ARDEN LANE
 Karen Braun 1171 ARDEN LANE
 Renee Suchara 2160 FAIRWAY DR.
 Frank Aiello 2147 FAIRWAY.
 Lawrence M. McClean 1823 FAIRWAY DR.
 John Morad 1800 FAIRWAY
 Michele Morad 1800 FAIRWAY
 Mitchell 1815 FAIRWAY
 Marc + Catherine Behar 1731 FAIRWAY
 Elizabeth G. Cummings 2060 FAIRWAY
 Barbara A. Mathews 2069 FAIRWAY
 John F. Mathews Jr 2069 FAIRWAY

SE CORNER
FAIRWAY -
ARDEN

**Brooks Cowan** <bcowan@bhamgov.org>

Fairway Sidewalks

2 messages

D McBride <dsm2159@yahoo.com>
To: bcowan@bhamgov.org


Tue, Sep 20, 2022 at 12:38 PM

Hello Brooks,

Would like to have this communication submitted to the Multimodal Committee and recognized for the October 2022 meeting. The attachment is the agenda and supporting documents which were included in August 2017 City Commission meeting. Fairway and proposed sidewalks made the commission meeting as agenda item VII. From what I understand the multimodal committee has only heard one view on sidewalks. Sidewalks were opposed in 2017 and I think that it is vast majority of fairway residents share the same position. Traffic is minimal on street, yards are small and sidewalks would impact our privacy and the proposed sidewalks don't link up and end just creating another gap.

Thank you your help.

Darin McBride

 **Scan.pdf**
22961K

Brooks Cowan <bcowan@bhamgov.org>
To: D McBride <dsm2159@yahoo.com>

Tue, Sep 20, 2022 at 1:49 PM

Received - will include in the agenda packet communications

[Quoted text hidden]

--

Brooks Cowan
Senior Planner
(248) 530-1846

BIRMINGHAM CITY COMMISSION AGENDA
FEBRUARY 27, 2017
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mark Nickita, Mayor

II. ROLL CALL

Cheryl Arft, Acting City Clerk

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

Appointments:

- A. Recognition of 2016 Student Board Representatives
- B. Resolution appointing the following students as non-voting members for the calendar year 2017:
 - Planning Board: Ariana Afrakhtek – IA
Sarah Evans - Seaholm
Bella Niskar - Seaholm
 - Parks Board: Ben Gould - Groves
Joey Kummer – Seaholm
 - Public Arts Board: Celeste Demps-Simons - IA
Cecilia Trella - Seaholm
 - Museum Board: Carson Claar – Seaholm
Hanna Sandler – Seaholm
 - HDC-DRB: Josh Chapnick - Seaholm
Griffin Pfaff – Seaholm
- C. Interviews for Public Arts Board
 - 1. Monica Neville, 1516 E. Melton
 - 2. Rabbi Boruch Cohen, 1578 Lakeside
- D. To appoint _____ to the Public Arts Board to serve the remainder of a three-year term to expire January 28, 2018.
- E. To appoint _____ to the Public Arts Board to serve the remainder of a three-year term to expire January 28, 2019.
- F. Administration of oath to the appointed board members.

IV. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

- A. Approval of City Commission minutes of February 13, 2017.
- B. Approval of warrant list, including Automated Clearing House payments, of January 25, 2017 in the amount of \$677,345.41. (REVISED)

- C. Approval of warrant list, including Automated Clearing House payments, of February 15, 2017 in the amount of \$ 2,518,082.76.
- D. Approval of warrant list, including Automated Clearing House payments, of February 22, 2017 in the amount of \$ 293,939.43.
- E. Resolution approving the 2017 annual flower purchase from Croswell Greenhouse in the amount not to exceed \$17,149.45. Funds are available from the General Fund – Property Maintenance – Operating Supplies account #101-441.003-729.0000.
- F. Resolution awarding the Park Street Painting Project, Contract #4-17(PK), to DRV Contractors, LLC of Shelby Township, MI in the amount of \$930,560.00 to be charged to account 585-538.003-977.0000.
- G. Resolution confirming the City Manager's authorization for the emergency expenditure regarding the repair to the Birmingham Ice Arena by Delta Temp Inc. in the amount of \$13,028.00 to be paid from the General Fund – Ice Sports Arena account #101-752.000-930.0300, pursuant to Sec. 2-286 of the City Code.
- H. Resolution approving a service agreement with Grunwell Cashero Co. to provide siding repair and replacement services for the Allen House in the amount of \$ 96,000 to be charged to account 401-804.002-977.0000, and directing the Mayor and City Clerk to sign the agreement on behalf of the City; further, approving the appropriation and amendment to the 2016-2017 General Fund and Capital Project Fund budgets as follows:
- | | | |
|-------------------------------------|----------------------|-----------|
| General Fund | | |
| Expenditures: | | |
| Allen House Contractual Services | 101-804.002-811.0000 | (\$4,645) |
| Transfers Out-Capital Projects Fund | 101-999.000-999.4010 | 4,645 |
| Total | | -0- |
| Capital Projects Fund | | |
| Revenues: | | |
| Draw from Fund Balance | 401-000.000-401.0000 | \$91,355 |
| Transfers In - General Fund | 401-804.002-699.0101 | 4,645 |
| Total | | \$96,000 |
| Expenditures: | | |
| Buildings - Allen House | 401-804.002-977.0000 | \$96,000 |
- I. Resolution approving the purchase of a new Caterpillar Model TL642D Telehandler from MacAllister Rentals through the National Joint Powers Alliance (NJPA) extendable purchasing contract #032515-CAT in the amount of \$120,690.96 from account #641-441.006.971.0100.
- J. Resolution approving the purchase of a new 2017 Ford Transit Connect cargo van from Gorno Ford through the State of Michigan extendable purchasing contract #071B1300005 in the amount of \$22,591.00 from account #641-441.006.971.0100.
- K. Resolution approving the purchase of two (2) new 2017 Ford Explorers from Gorno Ford through the State of Michigan extendable purchasing contract #071B1300005 in the amount of \$57,886.00 from account #663-338.000-971.0100.
- L. Resolution approving a content sourcing agreement with N A Publishing, a wholly owned subsidiary of Data Conversion, LLC to provide a loan of specified CREEM Magazine monthly and special issues in exchange for permanent access by the museum to the final complete digitized CREEM collection at no charge. Further, directing the Mayor and Interim City Clerk to sign the agreement on behalf of the City.
- M. Resolution approving a request submitted by the Public Arts Board to hold Birmingham in Stitches from September 16th – October 7th, 2017 contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to

any minor modifications that may be deemed necessary by administrative staff at the time of the event.

- N. Resolution approving a request submitted by the City of Birmingham to hold Celebrate Birmingham Parade on Sunday, May 21, 2017, contingent upon compliance with all permit and insurance requirements and payment of all fees and, further pursuant to any minor modifications that may be deemed necessary by administrative staff at the time of the event.

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

- A. Resolution accepting the Annual Golf Report – 2016 Review – 2017 Prospectus.
B. Resolution approving the proposed 2017-2020 Birmingham Museum Strategic Plan.
C. Resolution approving the renewal, for the 2017 licensing period, of all Class B, Class C, and microbrewery liquor licenses for which a current year application was received.

- OR -

(Each of the following resolutions to be considered with separate motions.)

Resolution setting Monday, March 13, 2017 at 7:30 PM for a public hearing to consider whether to file an objection with the Michigan Liquor Control Commission to the renewal of the license for consumption of intoxicating liquor on the premises currently held by the owners/operators of _____, for the following reasons:

Further, directing the City Manager to notify the owners/operators of _____, in writing, that they may submit any written material for consideration by the City Commission prior to the date of the public hearing or at the hearing, that the licensee may appear in person at the hearing or be represented by counsel and that the licensee may present witnesses or written evidence at the hearing.

- AND -

Resolution approving the renewal for the 2017 licensing period, of all Class B, Class C, and microbrewery liquor licenses for which a current year application was received, except for the license(s) held by _____, for which a public hearing has been set.

- D. Resolution adopting the following standard policy for the design of all future crosswalk pavement markings in the City of Birmingham, as recommended by the Multi-Modal Transportation Board:

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3, with the exception that all painted bars shall be 24 inches wide spaced as close to 24 inches apart as possible. Crosswalk widths shall be installed as follows:

On Major Streets within the Central Business District, Triangle District, Rail District, or Adjacent to Schools:

Total width of the crosswalk shall be 12 to 14 feet wide. Crosswalks at the upper width limit may be installed when traffic signals are present.

On Local Streets within the Central Business District, Triangle District, Rail District, or Adjacent to Schools:

Total width of the crosswalk shall be 8 feet wide, unless the adjacent sidewalk main walking path is wider, at which point it shall be widened to match the main walking path width.

At All Other Locations:

Total width of the crosswalk shall be 6 feet wide.
The following shall be considered Major Streets (within the specific districts noted) for the purposes of this standard:

Woodward Ave.
Old Woodward Ave.
Maple Rd.
Southfield Rd.
Adams Rd.
Willits St.
Oakland Blvd.
Chester St.
Brown St.
S. Eton Rd.
E. Lincoln Ave.

- E. Resolution adopting a policy that when the City is undertaking a project wherein the existing street pavement is being completely removed and replaced, the Engineering Dept. shall prepare plans that include the replacement of all water laterals that are less than 1 inch, no matter what material was used, to be replaced with a 1 inch copper or plastic water lateral pipe. Further, requiring the replacement of any size lead or iron water service, to be replaced with the same size pipe using either copper or plastic lateral pipe. All such improvements shall be charged to the adjacent benefitting property owner, and included in the special assessment district already being created for said project covering the cost of sewer lateral replacements. Assessments shall be based on the unit price per foot charged by the contractor in the applicable contract. The City shall cover all inspection and surface restoration costs.
- F. Resolution amending the Schedule of Fees, Engineering Dept., to reflect new fees and credits pertaining to the Storm Water Utility Fee.

VII. REMOVED FROM CONSENT AGENDA

VIII. COMMUNICATIONS

- A. Communications regarding Fairway sidewalks

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

X. REPORTS

- A. Commissioner Reports
B. Commissioner Comments
C. Advisory Boards, Committees, Commissions' Reports and Agendas
D. Legislation
E. City Staff
1. 2nd Quarter Financial Reports, submitted by Finance Director Gerber
2. December 2016 Investment Report, submitted by Finance Director Gerber
3. Great Lakes Water Authority Sewer Rate Update, submitted by City Engineer O'Meara

XI. ADJOURN

INFORMATION ONLY

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

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

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include, but are not limited to:

- Loss of greenspace
- Loss of driveway use
- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) Frank Aiello

Name (signed) 

Address 2147 Fairway Drive, Birmingham, AL 35209

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) Mary Hagen Fred Hagen

Name (signed) Mary Hagen Fred Hagen 2/9/2017

Address 1850 Fairway Dr
"50 Year" Residents @ 1850 Fairway Dr.

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) DAN WOODRUFF

Name (signed) 

Address 2112 FAIRWAY DR. BIRMINGHAM, AL 35209

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) MARK C. Schoepp

Name (signed) Mark C. Schoepp

Address 2038 Fairway

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other See letter dated 2/8/2017 from Peggy (Margaret) Dufault

Respectfully,

Name (printed) Margaret A. Dufault (Peggy)

Name (signed) Margaret A. Dufault

Address 1700 Fairway - Bham, MI 48009

Thank you for reviewing ^{this} letter (I also dropped
off a separate one to you on 2/9/2017)

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) SARINE John-Rosman 02/08/17

Name (signed) Sarine Rosman

Address 2093 Fairway Birmingham, MI 48009

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.



As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Loss of driveway use
- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other

We like our lot AND the street AND the neighborhood the way it is.

Respectfully,

Name (printed) MARC AND CATHERINE BAKER

Name (signed)  

Address 1731 FAIRWAY DR,

We have lived here for 13 years. Our children played on this street with no problems. Now they are in college and drive to school. We are not interested in the added expense or even if sidewalks were free we would be against it. We do not want our lot sectioned off or divided up by a sidewalk. A Federal Grant is meant for unsafe inner schools it is outrageous that Birmingham would get such a grant.

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) _____

Name (signed) _____

Address _____

1900 Fairway Dr Bham

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) Dolores Jane Kornblum

Name (signed) Dolores Jane Kornblum

Address 2175 Fairway Dr.

Resident for 46 years

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

- Loss of greenspace
- Loss of driveway use
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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) MARJORIE D'CAPITE

Name (signed) *Marjorie D'Capite*

Address 1754 Fairway B'ham 48009

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

- Loss of greenspace
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- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) PATRICIA LARAMIE

Name (signed) Patricia S. Laramie

Address 1711 FAIRWAY DRIVE BIRMINGHAM, MI 48009

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) Carla and James Cleary

Name (signed) Carla Cleary James J Cleary

Address 2001 Fairway. Birmingham 48009

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) _____

Name (signed) _____

Address _____

Robert Bargy
Robert Bargy
1788 FAIRWAY DR. BIRMINGHAM
MI 48009

Dear Joe Valentine,

February 8, 2017

Please forward this letter to the Birmingham City Commissioners.

As concerned homeowners on Fairway Drive (between Pleasant and Arden Lane), we are opposed to a sidewalk in front of our house, regardless of the cost of installation. The reasons include:

- Loss of greenspace
- Loss of driveway use
- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other PLEASE SEE BELOW

Respectfully, Name (printed) Roger H. & Elizabeth Cummings
Name (signed) Roger H. Cummings, Elizabeth Cummings
Address 2060 FAIRWAY DRIVE

1. A grant does not provide a basis for overriding long-standing City policy for neighborhood approval of sidewalk installation.
2. If the City files for a grant, expect that this neighborhood will oppose it.
3. The proposed grant would only have a minimal impact on the actual cost to homeowners, given the above list of property disruption, and the number of properties the grant would be divided among.
4. Fairway is a very long walk from Pierce School. The distance from the midpoint of this Fairway block to Pierce School is approximately 1.5 miles, a 33 minute walk for an adult (crossing Southfield Road at Southlawn), according to Google Maps. The distance is even longer if the crossing is at Lincoln. If the proposal is routing walkers to cross Southfield Road at either Southlawn or Northlawn, is traffic on Southfield Road really going to be stopped, by a crossing guard? And will there be safety patrols at the many other street crossings, both east and west of Southfield?
5. Fairway is wide, flat, straight and safe. It is not a thru-street. We have lived on Fairway since 1981 and raised 4 children here. Fairway has been used for street hockey and ball games, by our children and by those of many others signing the petition opposing the proposal for Fairway.
6. The issue of sidewalk installation has been raised before (10-15 years ago) and was not supported.
7. Schools do not have safety patrols any more (and when they did, these patrols were usually within a sightline of the school). It seems extremely unlikely any parent (or many) would allow their elementary school-aged children to actually walk to Pierce School from Fairway, other than on a sporadic, supervised basis.

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

- Loss of greenspace
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- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other See Below

Respectfully,

Name (printed) Eric & Candice Girdler

Name (signed) Eric & Candice Girdler

Address 2146 Fairway, Birmingham

this campaign has completely glossed over the amount and extent of damage to individual properties. The "installation costs" are distinct and separate from the "property restoration costs." In the case of our property, we would have to re-route our in ground sprinkler system, do very extensive re-landscaping as our brick paver driveway and landscaping berms would be damaged and/or removed. I conservatively estimate these costs as \$4,000 - \$5,000. Will this very small group of individuals pursuing the sidewalks reimburse me for these out of pocket costs? Eric,

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

- Loss of greenspace
- Loss of driveway use
- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy

- Other Retrofitting sidewalks over sloping driveways will be very expensive to replace driveway between sidewalk and street, by homeowner.

Respectfully,

Name (printed) William J. Klindt

Name (signed) William J. Klindt

Address 2025 Fairway Dr., Birmingham

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

- Loss of greenspace
- Loss of driveway use
- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) PAUL SNEIDERAITIS LINDA SNEIDERAITIS

Name (signed) Paul Snideraitis Linda Snideraitis

Address 1690 FAIRWAY DR.

BIRMINGHAM

FEB 22 2017

CITY MANAGER'S OFFICE

February 5, 2017

Dear Joe Valentine,

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As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

- Loss of greenspace
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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other

Safety, Security, Physical character of neighborhood, aesthetics and market value. We moved here because there were no sidewalks (high-class, non-urban image).

Respectfully,

Name (printed) John Schrot

NEERATH SCHROT

Name (signed) John Schrot

Neerath Schrot

Address 1878 Fairway Drive

1878 Fairway Dr

BIRMINGHAM

FEB 01 2017

CITY CLERK'S OFFICE

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

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- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) JOE A. WALGREN

Name (signed) Joe A. Walgren

Address 1762 FAIRWAY

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

- Loss of greenspace
- Loss of driveway use
- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy - sidewalk on So. side would bring people right by all windows and remove lamp post
- Other - not necessary to remove trees planted - RT tax-payers spent after Emerald ash disease killed 50+ trees several yrs. ago

Respectfully,

Name (printed) Christine Bookmyer

Name (signed) Christine R Bookmyer

Address 2047 Fairway Dr.

Thank you for
your attention —

February 5, 2017

Dear Joe Valentine,

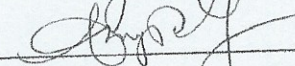
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- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) Amy B. MacLean

Name (signed) 

Address 1873 Fairway Dr Birmingham AL 35209

February 5, 2017

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- Loss of greenspace
- Loss of driveway use
- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) Denise L. Cooper

Name (signed) Denise L. Cooper

Address 1791 Fairway Dr.

February 5, 2017

Dear Joe Valentine,

Please forward this letter to the Birmingham City Commissioners.

As a concerned homeowner on Fairway Drive between Pleasant and Arden Lane, I am opposed to a sidewalk in front of my house regardless of the cost of installation. The reasons include:

- Loss of greenspace
- Loss of driveway use
- Cost to repair disruption of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc.
- Aesthetics
- Maintenance
- Liability
- Privacy
- Other _____

Respectfully,

Name (printed) John Morad

Name (signed) 

Address 1800 Fairway Dr

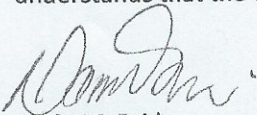
February 14, 2017

Joe Valentine
City of Birmingham – City Manager
151 Martin Street
Birmingham, MI 48009

Dear Joe,

Please find the enclosed petition which was initiated in response to the group favoring installing sidewalks on Fairway Drive. I believe there are approximately 40 properties that this would impact. The petition contains signatures of 34 properties that are against the initiative.

Please present our petition to the City Commission so that it is recognized and that the commission understands that the vast majority of the residents do not favor sidewalks.


Darin McBride

BIRMINGHAM

FEB 21 2017

CITY MANAGER'S OFFICE

Legal Signature/Print Residence or Mailing Address Date of Signing Petition Address of Property

30. KAREN BRAUN 1171 ARDEN LANE 21 OCT 16 1171 ARDEN LANE
Print Name

Signature

31. KAREN BRAUN 1171 ARDEN LANE 31 OCT 16 1171 ARDEN LANE
Print Name

Signature

32. MARJORIE DECAPITE 1754 FAIRWAY
Print Name

Signature

33. MARJORIE DECAPITE 1754 FAIRWAY 17 OCT 16 1754 FAIRWAY
Print Name

Signature

34. ROBER BARGE 1788 FAIRWAY DR. NOVEMBER 17 SAME
Print Name

Signature

35. _____
Print Name

Signature

36. _____
Print Name

Signature

37. _____
Print Name

Signature

38. _____
Print Name

Signature

39. _____
Print Name

Signature

February 12, 2017

Mr. Joseph A. Valentine
Manager, City of Birmingham
151 Martin St.
Birmingham, MI 48009

PLEASE FORWARD THIS LETTER TO THE CITY COMMISSIONERS!

Dear Joe:

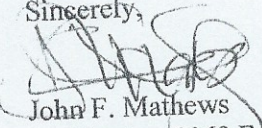
As concerned homeowners for almost thirty years on Fairway Drive between Pleasant and Arden Lane, we are definitively opposed to a sidewalk in front of our house! The issue has nothing to do with cost! We already have one of the widest residential thoroughfares in all of Birmingham and a sidewalk would have people walking within just a few feet of our home, representing a real security risk to us as well as the neighborhood.

Other valid reasons for opposition to the sidewalk include:

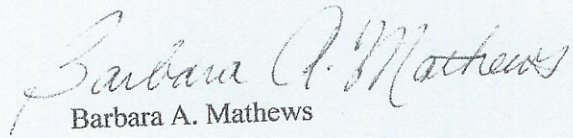
- Loss of Greenspace
- Loss/Restricted Use of Driveway
- Financial Burden incurred (with neighborhood disruption/loss of landscaping, trees, shrubs, berms, sprinkler systems, brick paver and aggregate driveways, electric dog fences, etc)
- Aesthetics (too much concrete with wide street now)
- Increased Maintenance
- Increased Liability
- Loss of Privacy

Please forward this letter to any and all parties involved in this most serious issue. Thank you for your prompt attention and consideration in this matter.

Sincerely,


John F. Mathews
Residents - 2069 Fairway

JFM/bam


Barbara A. Mathews

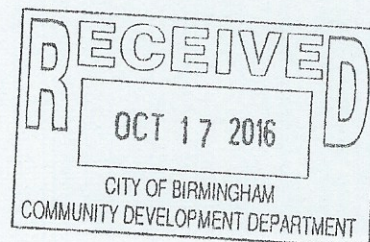
INFORMAL RESIDENTIAL SIDEWALK PETITION

**TO: THE GOVERNING BODY OF THE
CITY OF BIRMINGHAM, MICHIGAN:**

We, the undersigned, being owners of record of property abutting Fairway Drive, in Birmingham, MI do hereby petition the Governing Body of the City of Birmingham to deny the installation sidewalks within the right-of-way or on sidewalk easements along the above- described street(s).

We understand that fifty one (51%) percent of the abutting property owners along both sides of the street are opposed to the construction of a new sidewalk, regardless of cost.

It is further understood that only one property owner per property, including non-resident owners who are Fairway Drive residents, must sign the petition and only one vote per household will be counted.



IN WITNESS WHEREOF, we, the undersigned petitioners, have executed the above and foregoing Petition this 9th day of Oct, 20 16

NOTE: Only one property owner per property, including non-resident owners who are Fairway Drive residents, needs to sign.

	Legal Signature/Print	Residence or Mailing Address	Date of Signing Petition	Address of Property
S	1. <u>MAIRIN MCBRIDE</u> Print Name <u>Mairin McBride</u>	<u>2155 FAIRWAY DR</u>	<u>10/9/16</u>	<u>2155 FAIRWAY-1/1/16</u>
N	2. <u>RENEE SUCHARA</u> Print Name <u>Renee Suchara</u>	<u>2160 FAIRWAY</u>	<u>10/9/16</u>	<u>2160 FAIRWAY</u>
N	3. <u>Roger H. Cummings</u> Print Name <u>Roger H. Cummings</u>	<u>2060 FAIRWAY DR</u>	<u>10/9/16</u>	<u>2060 FAIRWAY DR</u>
S	4. <u>William Klindt</u> Print Name <u>William Klindt</u>	<u>2025 FAIRWAY</u>	<u>10/9/16</u>	<u>2025 FAIRWAY</u>
N	5. <u>DAVID WOODRUFF</u> Print Name <u>DAVID WOODRUFF</u>	<u>2112 FAIRWAY</u>	<u>10/9/16</u>	<u>2112 FAIRWAY</u>
N	6. <u>Eric Girdler</u> Print Name <u>Eric Girdler</u>	<u>2146 FAIRWAY</u>	<u>10/9/16</u>	<u>2146 FAIRWAY</u>
N	7. <u>STEVE BADGER</u> Print Name <u>STEVE BADGER</u>	<u>2134 FAIRWAY DR</u>	<u>10/09/14</u>	<u>2134 FAIRWAY</u>
S	8. <u>Frank Aiello</u> Print Name <u>Frank Aiello</u>	<u>2147 FAIRWAY</u>	<u>10/9/16</u>	<u>2147 FAIRWAY</u>
N	9. <u>Julia Cooney</u> Print Name <u>Julia Cooney</u>	<u>1986 FAIRWAY DR</u>	<u>10/9/16</u>	<u>1986 FAIRWAY DR</u>

	Legal Signature/Print	Residence or Mailing Address	Date of Signing Petition	Address of Property
✓	10. <u>MARK C Scheyke</u> Print Name <u>Mark C Scheyke</u> Signature		<u>10/9/16</u>	<u>2038 Fairway Dr</u>
S	11. <u>James Kornblum 2/15 Fairway</u> Print Name <u>James Kornblum</u> Signature		<u>10/9/16</u>	<u>2175 Fairway</u>
S	12. <u>Mark Roth 80' 01"</u> Print Name <u>Mark Roth</u> Signature		<u>10/1/16</u>	<u>2175 Fairway</u>
N	13. <u>FRED HAGEN</u> Print Name <u>Frederick A Hagen</u> Signature		<u>10/10/16</u>	<u>1850 Fairway</u>
N	14. <u>PAUL SNEIDERAITIS</u> Print Name <u>Paul Sneideraitis</u> Signature		<u>10/10/16</u>	<u>1090 Fairway</u>
S	15. <u>Barbara Mathews</u> Print Name <u>Barbara Mathews</u> Signature		<u>10/10/16</u>	<u>2069 Fairway</u>
S	16. <u>Frederic LYNCH POA MARGARET ANN LYNCH</u> Print Name <u>Frederic Lynch</u> Signature		<u>10/11/16</u>	<u>1825 FAIRWAY</u>
N	17. <u>Kathleen Walgren</u> Print Name <u>Kathleen Walgren</u> Signature		<u>10/11/16</u>	<u>1762 Fairway Dr</u>
N	18. <u>MARJORIE DECAPITE</u> Print Name <u>Marjorie DeCapite</u> Signature		<u>10/11/16</u>	<u>1754 Fairway</u>
S	19. <u>HOWARD ROSMAN</u> Print Name <u>Howard S Rosman</u> Signature		<u>10/11/16</u>	<u>2093 Fairway</u>

Legal Signature/Print Residence or Mailing Address Date of Signing Petition Address of Property

S 20. Christine Backmyer 2047 Fairway 10-10-16 2047 FAIRWAY
Print Name

Signature
Christine A. Backmyer

S 21. Amy Higginson 1873 Fairway Dr. 10-11-16 1873 Fairway Dr.
Print Name

Signature
Amy Higginson

N 22. John Schrot 10-15-16 1878 FAIRWAY
Print Name

Signature
John Schrot

S 23. MARL BAKER 10-15-16 1731 FAIRWAY
Print Name

Signature
Marl Baker

S 24. PATRICIA LARAMEE 10/15/16 1711 FAIRWAY
Print Name

Signature
Patricia S. Laramee

N 25. MARGARET A. DUFALT (Peggy) 10/15/2016 1700 Fairway
Print Name Margaret A. Dufault (Peggy) Birmingham, MI 48009

S 26. Denise L. Cooper 10-15-16 Birmingham MI 48009
Print Name Denise L. Cooper

N 27. MICHELE MORAO 10/16/16 1800 FAIRWAY
Print Name Michele Morao BIRMINGHAM MI 48009

S 28. Carla Cleary 10-16-2016 2001 Fairway
Print Name

Signature
Carla Cleary

Signature
Beverly Gough 10-29-16 1900 Fairway

Print Name
Beverly Gough

Signature

MICHAEL J. SUCHARA

Name (Printed): RENEE SUCHARA

Address: 2160 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 17 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

Dear Board Members,

- We are writing to voice our opposition to the categorization of Fairway (Pleasant to Arden) as Priority One in sidewalk installation. We believe it should be Priority Three.
- We would also like this subject to be included in the agenda for the next meeting of the MMTB on October 6, 2022.

July 2021 Multi-Modal Transportation Board Proposal for sidewalk installation:

- Priority 1: major roads, neighborhood connector routes,
& improved streets in neighborhoods without sidewalks
- Priority 2: unimproved streets without sidewalks
- Priority 3: neighborhoods with sidewalk gaps
- Priority 4: commercial areas

Not a Neighborhood Connector Route

Fairway (Pleasant to Arden) is not a major road, nor is it a neighborhood connector route. The only part of Fairway that is part of the connector route is east of Pleasant (Pleasant to Northlawn). Our concern is the designation of Fairway west of Pleasant (to Arden).

Sidewalk gaps


The Fairway block (Pleasant to Arden) is not without sidewalks. The first eight homes west of Pleasant have sidewalks. Between them and Arden Lane, there are none. This is a gap. So Fairway (Pleasant to Arden) should be Priority 3.

A fair distribution

According to the memo from Brooks Cowan (City Planner) to the MMTB on 7/29/21, the stated reason for "prioritizing neighborhoods without sidewalks" over "neighborhoods with sidewalk gaps" is: "*so that neighborhoods would have a more fair distribution of sidewalk access.*" Affording homeowners "fair distribution" implies the city wants to accommodate the homeowners. To accommodate someone is to offer them something they want. If it becomes clear that the majority do not want this sidewalk distribution, it is logical to offer it instead elsewhere, where it is wanted. The neighbors should have a say.

Thank you for your consideration.

Sincerely,


Renee Suchara
Fairway Resident (Signature)

Name (Printed): Peggy (Margaret) Dufault

Address: 1700 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 17 2022

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Thank you for your consideration.

Sincerely,

Peggy Dufault (Margaret)
Fairway Resident (Signature)

Name (Printed): MARC Catherine Baker

Address: 1231 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 16, 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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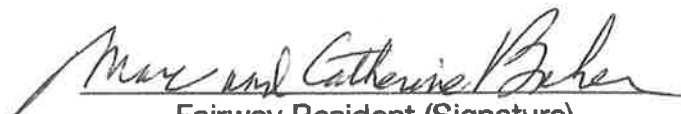
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Thank you for your consideration.

Sincerely,


Fairway Resident (Signature)
MARC AND Catherine Baker

Name (Printed): Frank Aiello

Address: 2147 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 17, 2022

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Thank you for your consideration.

Sincerely,



Fairway Resident (Signature)

Name (Printed) : SARIN HERNANDEZ

Address: 2159 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 19 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

Dear Board Members,

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Thank you for your consideration.

Sincerely,



Fairway Resident (Signature)

Name (Printed) : Mark Schoeppe

Address: 2038 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 16 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Thank you for your consideration.

Sincerely,


Fairway Resident (Signature)

Elizabeth Cummings ✓
Name (Printed): Roger Cummings

Address: 2060 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 18 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

Dear Board Members,

- We are writing to voice our opposition to the categorization of Fairway (Pleasant to Arden) as Priority One in sidewalk installation. We believe it should be Priority Three.
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Thank you for your consideration.

Sincerely,


Fairway Resident (Signature)



Name (Printed) : SCHROT, John and Deborah

Address: 1878 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 18 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

Dear Board Members,

- We are writing to voice our opposition to the categorization of Fairway (Pleasant to Arden) as Priority One in sidewalk installation. We believe it should be Priority Three.
- We would also like this subject to be included in the agenda for the next meeting of the MMTB on October 6, 2022.

July 2021 Multi-Modal Transportation Board Proposal for sidewalk installation:

- Priority 1: major roads, neighborhood connector routes,
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- Priority 2: unimproved streets without sidewalks
- Priority 3: neighborhoods with sidewalk gaps
- Priority 4: commercial areas

Not a Neighborhood Connector Route

Fairway (Pleasant to Arden) is not a major road, nor is it a neighborhood connector route. The only part of Fairway that is part of the connector route is east of Pleasant (Pleasant to Northlawn). Our concern is the designation of Fairway west of Pleasant (to Arden).

Sidewalk gaps



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A fair distribution

According to the memo from Brooks Cowan (City Planner) to the MMTB on 7/29/21, the stated reason for "prioritizing neighborhoods without sidewalks" over "neighborhoods with sidewalk gaps" is: "*so that neighborhoods would have a more fair distribution of sidewalk access.*" Affording homeowners "fair distribution" implies the city wants to accommodate the homeowners. To accommodate someone is to offer them something they want. If it becomes clear that the majority do not want this sidewalk distribution, it is logical to offer it instead elsewhere, where it is wanted. The neighbors should have a say.

Thank you for your consideration.

Sincerely,



Fairway Resident (Signature)

Name (Printed) : JULIA COONEY

Address: 1986 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 17 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Thank you for your consideration.

Sincerely,

** See attached*

Fairway Resident (Signature)

Hello Renee,

Please accept this email as notification to the Birmingham Multi - Model Transportation Board that I am opposed to the installation of sidewalks on fairway drive.

I am a resident of 1986 Fairway drive and do not want to see sidewalks installed on my property or any other properties on fairway drive.

Please submit this email as documentation of my position on this matter.

Thank you

Julia

Julia Cooney
248 227-2138
Jecmcc12@gmail.com

Name (Printed) : DAVID WOODRUFF

Address: 2112 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 18 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Sincerely,


Fairway Resident (Signature)

Name (Printed) : LeeAnn Woodruff

Address: 2112 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 18 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Thank you for your consideration.

Sincerely,


Fairway Resident (Signature)

Name (Printed) : James P. Cleary

Address: 2001 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 18, 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Sincerely,


Fairway Resident (Signature)

Name (Printed) : Carla J Cleary

Address: 2001 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 18 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Thank you for your consideration.

Sincerely,

Carla J Cleary
Fairway Resident (Signature)

Name (Printed) : KAREN BRAUN

Address: 1171 ARDEN LN (CORNER OF Fairway Drive • ARDEN)
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 19, 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

Dear Board Members,

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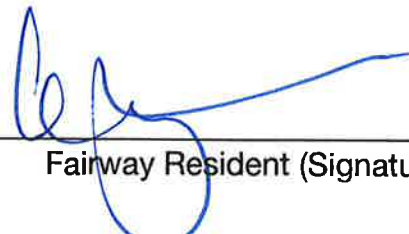
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Thank you for your consideration.

Sincerely,



Fairway Resident (Signature)

Name (Printed) : DALE KOHLED

Address: 1171 ARDEN LN (CORNER OF FAIRWAY) Fairway Drive
Birmingham MI 48009 NE ARDEN

Multi-Modal Transportation Board
Birmingham MI 48012

September 19, 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Fairway Resident (Signature)

Name (Printed) : Denise L. Cooper

Address: 1791 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 19, 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Sincerely,


Fairway Resident (Signature)

Name (Printed) : Beverly Gough

Address: 1900 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 19 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Address: 1900 Fairway Drive
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Sincerely,


Fairway Resident (Signature)

Name (Printed): Amy MacLean
Address: 1873 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 19 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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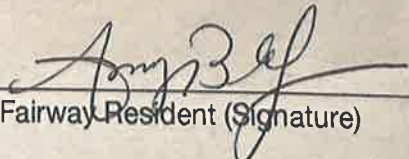
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Thank you for your consideration.

Sincerely,


Fairway Resident (Signature)

Name (Printed): Sheri Hunter

Address: 1815 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 21 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Thank you for your consideration.

Sincerely,


Fairway Resident (Signature)

Name (Printed): Marcy Hahn

Address: 2134 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 20 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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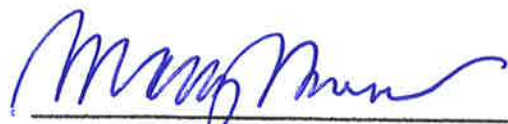
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Thank you for your consideration.

Sincerely,



Fairway Resident (Signature)

Name (Printed): James & Stephanie Craig

Address: 2146 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 20 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

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Fairway Resident (Signature)

Name (Printed): SARINE and Hank Rosman

Address: 2093 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 20 2022

REFERENCE: Fairway Drive segment: Pleasant to Arden Lane

Dear Board Members,

- We are writing to voice our opposition to the categorization of Fairway (Pleasant to Arden) as Priority One in sidewalk installation. We believe it should be Priority Three.
- We would also like this subject to be included in the agendum for the next meeting of the MMTB on October 6, 2022.

July 2021 Multi-Modal Transportation Board Proposal for sidewalk installation:

- Priority 1: major roads, neighborhood connector routes,
& improved streets in neighborhoods without sidewalks
- Priority 2: unimproved streets without sidewalks
- Priority 3: neighborhoods with sidewalk gaps
- Priority 4: commercial areas

Not a Neighborhood Connector Route

Fairway (Pleasant to Arden) is not a major road, nor is it a neighborhood connector route. The only part of Fairway that is part of the connector route is east of Pleasant (Pleasant to Northlawn). Our concern is the designation of Fairway west of Pleasant (to Arden).

Sidewalk gaps

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According to the memo from Brooks Cowan (City Planner) to the MMTB on 7/29/21, the stated reason for "prioritizing neighborhoods without sidewalks" over "neighborhoods with sidewalk gaps" is: "*so that neighborhoods would have a more fair distribution of sidewalk access.*" Affording homeowners "fair distribution" implies the city wants to accommodate the homeowners. To accommodate someone is to offer them something they want. If it becomes clear that the majority do not want this sidewalk distribution, it is logical to offer it instead elsewhere, where it is wanted. The neighbors should have a say.

Thank you for your consideration.

Sincerely,

Sarine Rosman Howard (Hank) Rosman

Fairway Resident (Signature)

Name (Printed): Ryan Green

Address: 2181 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 20 2022

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Thank you for your consideration.

Sincerely,



Fairway Resident (Signature)

Name (Printed): Bryan Bolanos

Address: 1762 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 20th 2022

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Sincerely,


Bryan Bolanos
Fairway Resident (Signature)

Name (Printed) : MARJORIE DECAPITE

Address: 1754 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 20 2022

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Name (Printed) : MARJORIE DECAPITE

Address: VACANT LOT Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September _____ 2022

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Sincerely,


Fairway Resident (Signature)

Name (Printed) : MICHELE MORAD

Address: 1800 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
Birmingham MI 48012

September 19 2022

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Fairway Resident (Signature)

Name (Printed): John F. Matthews Jr

Address: 2069 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
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Name (Printed): Barbara A. Mathews

Address: 2069 Fairway Drive
Birmingham MI 48009

Multi-Modal Transportation Board
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Fairway Resident (Signature)

Name (Printed) : Richard Hanzl

Address: 1711 Fairway Drive
Birmingham MI 48009

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