

**MEETING OF THE MULTI-MODAL TRANSPORTATION BOARD**  
**Thursday, November 4<sup>th</sup>, 2021**  
**151 Martin Street, City Commission Room 205, Birmingham, MI**

1. Roll Call
2. Introductions
3. Review of the Agenda
4. Approval of Minutes, Meeting of **August 5<sup>th</sup>, 2021 & October 7<sup>th</sup>, 2021**
5. **Multi-Modal Transportation Plan Roadway Improvements (2021-2022)**
  - a. **Pierce Street, Lincoln to 14 Mile, Bike Lane Options**
6. **Bird Street Parking Permit Request**
7. **Sidewalk Prioritization and CIP Recommendations**
8. **S. Eton Striping and Multi-Modal Enhancements**
9. Meeting Open to the Public for items not on the Agenda
10. Miscellaneous Communications
11. Next Meeting – **December 2<sup>nd</sup>, 2021**
12. Adjournment

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

**NOTICE DATE:** October 29<sup>th</sup>, 2021  
**MEETING DATE/TIME:** November 4<sup>th</sup>, 2021 at 6:00pm  
**MEETING PLACE:** City Hall, 151 Martin Street, Birmingham, MI Room 205

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

**Multi-Modal Transportation Board Meeting Invitation**

Topic: MMTB Meeting

Time: November 4<sup>th</sup>, 2021 06:00 PM Eastern Time (US and Canada)

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<https://us06web.zoom.us/j/89280939889>

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[https://cms4.revize.com/revize/birminghammi/government/boards/mmtb\\_agendas.php](https://cms4.revize.com/revize/birminghammi/government/boards/mmtb_agendas.php)

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

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# **DRAFT**

## **City Of Birmingham Multi-Modal Transportation Board**

**Thursday, August 5, 2021**

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

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, August 7, 2021.

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

### **1. Rollcall**

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

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

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

### **Fleis & Vandenbrink (F&V):**

Julie Kroll

**MKSK:** Haley Wolfe

### **2. Introductions**

### **3. Review Agenda**

### **4. Approval of MMTB Minutes of July 8, 2021**

**Motion by Mr. Lurie**

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

**Motion carried, 5-0.**

ROLL CALL VOTE

Yeas: Lurie, Haig, Peard, Hocker, Schafer

Nays: None

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

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



Ms. Wolfe stated:

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

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

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

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

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

## **6. S. Eton Corridor Study – Update**

ACM Ecker updated the Board on the item.

The Board had no questions regarding the update.

## **7. Ferndale / Ravine Intersection – Stop Sign Request**

PC Grewe presented the item.

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

### **Motion by Mr. Lurie**

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

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

**Motion carried, 5-0.**

ROLL CALL VOTE

Yeas: Lurie, Schafer, Haig, Peard, Hocker

Nays: None

## **8. Latham Street – Survey Results**

ACE Zielinski presented the item.

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

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

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

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

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

**Motion by Mr. Haig**

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

**Motion carried, 5-0.**

ROLL CALL VOTE

Yeas: Haig, Lurie, Schafer, Peard, Hocker

Nays: None

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

**Motion by Mr. Haig**

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

**Motion carried, 5-0.**

ROLL CALL VOTE

Yeas: Haig, Peard, Hocker, Lurie, Schafer

Nays: None

**9. Citywide Sidewalk Priorities**

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

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

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

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

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

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

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

None.

#### **11. Miscellaneous Communications**

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

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

#### **12. Next Meeting – August 5, 2021**

#### **13. Adjournment**

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

Jana Ecker, Assistant City Manager

# **DRAFT**

## **City Of Birmingham Multi-Modal Transportation Board**

**Thursday, October 7, 2021**

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

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, October 7, 2021.

Chair Schafer convened the meeting at 6:07 p.m.

### **1. Rollcall**

**Present:** Chair Katie Schafer; Board Members Andrew Haig, David Hocker, Doug White; Alternate Board Member Joe Zane

**Absent:** Board Members David Lurie, Tom Peard; Alternate Board Member Amanda Fishburn; Student Representatives Lauren Morris, Justin Schoener, Alex Walters

### **Administration:**

Brooks Cowan, Senior Planner (SP)  
Laura Eichenhorn, City Transcriptionist (CT)  
Scott Grewe, Operations Commander (OC)  
Jim Surhigh, Consulting City Engineer (CCE)  
Scott Zielinski, Assistant City Engineer (ACE)

### **Fleis & Vandenbrink (F&V):**

Julie Kroll

**MKSK:** Brad Strader

### **2. Introductions**

### **3. Review Agenda**

### **4. Approval of MMTB Minutes of August 5, 2021**

With Messrs. White and Zane abstaining due to their absences from the August 5, 2021 meeting and with Messrs. Lurie and Peard absent from the present meeting the MMTB did not have a quorum for a vote on the minutes.

The August 5, 2021 minutes will be returned for approval along with the October 7, 2021 minutes at the November 4, 2021 MMTB meeting.

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

ACE Zielinski introduced the item.

Mr. Strader presented the item.

Mr. Strader noted that Pierce is 28 feet wide so installing two bicycle lanes would not likely be possible.

SP Cowan noted that Pierce is used by cyclists looking to connect to Beverly Hills and Oak Park.

Given the proximity to a school, the MMTB recommended MKSK study other bicycle options along Pierce and return with possibilities.

CCE Surhigh said the Engineering Department could study sidewalk options for Redding and return to the Board with recommendations.

Chair Schafer said the general consensus of the Board has been that sidewalks should be pursued wherever possible. Consequently, she said studying the feasibility of sidewalks on Redding would be appropriate.

The Board concurred with the recommendations made by Staff in their August 25, 2021 memorandum regarding Edgewood.

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

SP Cowan and Ms. Kroll reviewed the item. Ms. Kroll observed that cycling increased in the area where cycling infrastructure was provided.

SP Cowan stated that among those who ride bicycles daily, weekly or monthly, 48% thought the bikeway should remain as-is, 27% said it should be revised, and 17% said it should be removed.

Mr. Zane said he did have some safety concerns about crossing Villa when going north on Eton.

CCE Surhigh noted that S. Eton is in line for complete road reconstruction either in FY '22-'23 or FY '23-'24. As a result, he said now is an appropriate time to be making recommendations for potential revisions to the road.

Mr. Zane and Chair Schafer agreed that if there would be a way to put in a bike lane on each side of the road that would be ideal.

Mr. Strader floated the possibility of either having a few Board members or Staff go down to Ferndale and Pleasant Ridge to discuss what working with MDOT regarding Woodward has been like and what lessons have been learned. He recommended that Birmingham also survey was Boston and other cities are doing in increasing their bikeability. He stated that a lot of new design and research has occurred since the MMTB initially proposed the S. Eton road striping in 2018.

Chair Schafer noted that since the cycling infrastructure in this area proved popular, there are new options to consider for cycling infrastructure design, and S. Eton will be redone in a few years, it might be most appropriate to redesign the cycling infrastructure options for this area.

Mr. Strader concurred.

It was discussed that designing a bicycle path that could be kept relatively debris-free would be an important consideration.

Chair Schafer said it would also be helpful to have new parking data for the east side of S. Eton.

CCE Surhigh said potential pedestrian improvements at Maple and S. Eton could also be brought back to the Board for discussion.

SP Cowan said the item would be returned to the Board for future discussion.

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

OC Grewe summarized the item.

The Board concurred that the recommendation to retain the southbound left-turn prohibition on Park Street was appropriate.

### **Motion by Mr. Haig**

**Seconded by Mr. White to maintain the existing southbound left-turn prohibition on southbound Park Street at Oakland Ave.**

**Motion carried, 5-0.**

VOICE VOTE

Yeas: Haig, White, Zane, Hocker, Schafer

Nays: None

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

OC Grewe presented the item.

The Board concurred that the establishment of a permit-exempt two hour time zone along this area of Greenwood was an appropriate way of addressing the residents' concerns.

Chair Schafer noted that the petition from residents was originally submitted almost two years prior, at the beginning of 2020. While the residents on Greenwood re-confirmed their interest in July 2021, she asked that the City double-check with residents if there are similar implementation gaps in the future to ensure that residents remain interested in the solution sought by the original petition.

### **Motion by Mr. Zane**

**Seconded by Mr. Haig to recommended to the City Commission the approval of the installation of a permit-exempt 2 hour time zone from 9 a.m. to 6 p.m. on Greenwood St. from Willits St to Harmon St.**

**Motion carried, 5-0.**

VOICE VOTE

Yeas: Zane, Hocker, Schafer, Haig, White  
Nays: None

### **9. Oak Street & Lakeview Update**

ACE Zielinski presented the item. He stated the City was determining whether the Sidewalk Ends sign on the north side of Oak was indeed in the right-of-way or in a resident's yard. He said the snow fence would remain until Spring 2022 to see whether pedestrians no longer try to walk along the north side of Oak or whether salt-resistant landscaping would need to be installed to continue to deter pedestrians.

Mr. Haig recommended that a bioswale be considered instead of landscaping.

CCE Surhigh said a bioswale could be a possibility.

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

### **11. Miscellaneous Communications**

- a. RTA Draft Master Plan & Relevant Phone Apps

SP Cowan noted that Board members could either contact the RTA directly with feedback or Staff could collect feedback from Board members and send it along.

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

### **13. Adjournment**

No further business being evident, the board members adjourned at 7:43 p.m.

Brooks Cowan, Senior Planner

**DATE:** October 29<sup>th</sup>, 2021

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** 2022 Road Improvement Plan Preview (Updates in Blue)

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**INTRODUCTION:**

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

**BACKGROUND:**

On October 7<sup>th</sup>, 2021, The MMTB reviewed the following project areas where the Engineering Department is starting the planning and design for previously budgeted street projects. The following project areas are being reviewed for opportunities to make improvements as outlined in the City's Multi-Modal Transportation Plan (MMTP).

Redding from Lake Park to Woodward

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

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

On October 7<sup>th</sup>, 2021, The MMTB commented that sidewalks should be pursued wherever possible upon review of Redding recommendations. There appears to be a large amount of trees and landscaping along the roadside of the subject area. The Engineering Department commented that they would study sidewalk options for the location and return to the Board with recommendations.

Edgewood from Lincoln to Southlawn

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



Pierce Street from Lincoln to 14 Mile:

The MMTP recommends pedestrian improvements and wayfinding signage along the Neighborhood Connector Route which crosses Pierce Street at Southlawn Blvd. The plan also recommends shared lane markings for Pierce Street connecting Maple & 14 Mile. At this time, there is street parking located on both sides of Pierce Street except for the area abutting Pierce Elementary.

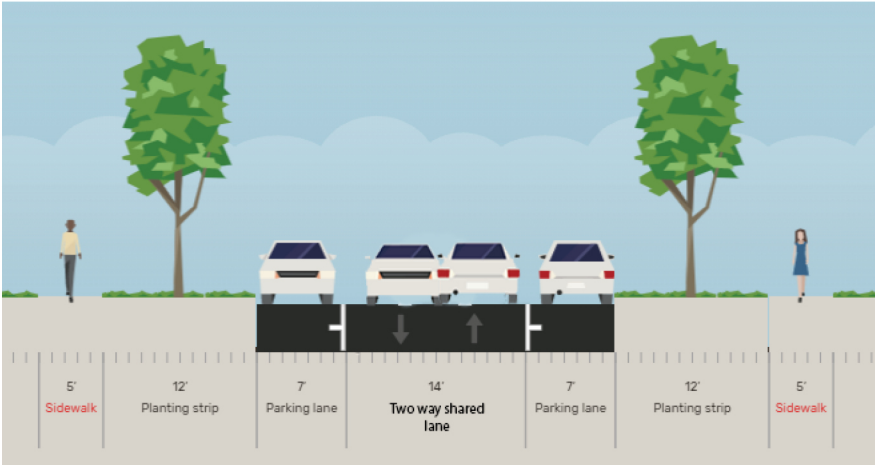
On October 7<sup>th</sup>, 2021, MKSK included designs for the consideration of removing street parking on one side of the road to accommodate more space for a shared car and bike lane as an item for discussion. Pierce Street currently has a 28' curb-to-curb width. The proposed design for discussion indicated parking on one side of the street with two wider drive lanes and sharrows. The two wider lanes could provide more space for cars and bikes to share the lane. It was noted by MKSK that two designated bike lanes could be difficult on Pierce Street given the road width and on-street parking. Given proximity to Pierce Elementary, the MMTB requested that MKSK present other bicycle options for review at the next meeting.

MKSK has provided the Board 3 options for Pierce St. between Lincoln to Southlawn, as well as from Southlawn to 14 Mile. The options include possible car and bike lane widths on Pierce Street with and without on-street parking.

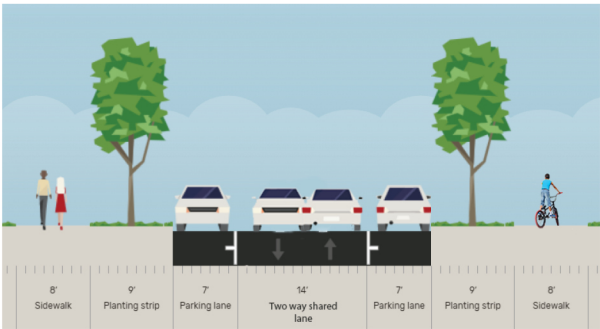
**SUGGESTED MULTI-MODAL BOARD ACTION:**

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

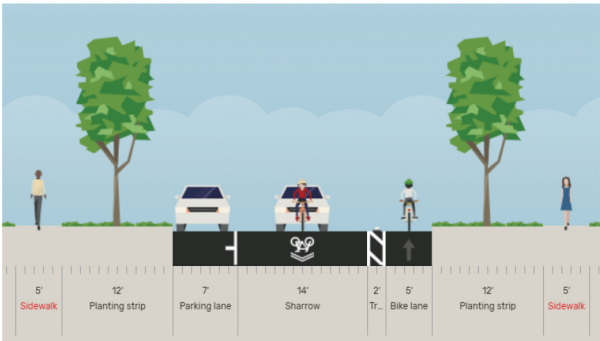
Pierce St - Lincoln to Southlawn  
Existing Conditions:



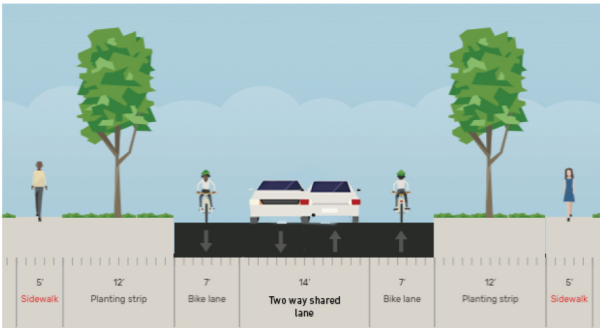
Option 1:  
Sidewalks increased to 8'  
Median decreased to 9'



Option 2:  
14' sharrow lane  
5' bikelane with 2' buffer



Option 3:  
14' two way shared lane  
7' bikelane on each side



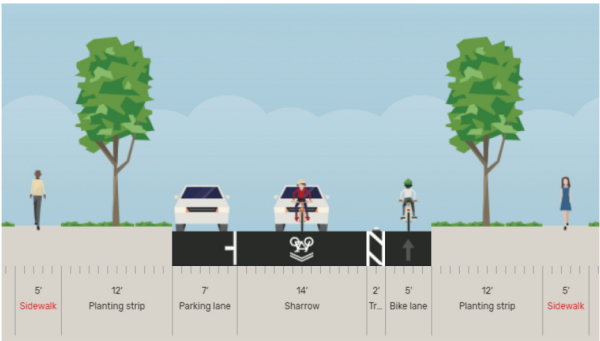
Pierce St - Southlawn to 14 Mile  
Existing Conditions:



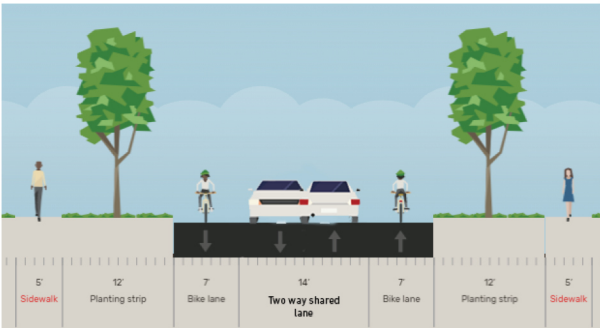
Option 1:  
Sidewalks increased to 8'  
Median decreased to 9'



Option 2:  
14' sharrow lane  
5' bikelane with 2' buffer



Option 3:  
14' two way shared lane  
7' bikelane on each side



**DATE:** October 19, 2021

**TO:** Multi-Modal Transportation Board

**FROM:** Scott Grewe, Operations Commander

**SUBJECT:** Bird Ave. Permit Parking Request

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**INTRODUCTION:**

A request was received from Richard Pourcho, a resident living at 262 Bird Ave., to install permit parking restrictions on Bird from Pierce to Edgewood. See attached letter dated September 20, 2021.

**BACKGROUND:**

Staff met with Mr. Pourcho to discuss the situation. He stated numerous staff members of Pierce School park on Bird during the school day making it difficult for residents and/or their guests to park on the street in front of their homes. Mr. Pourcho also stated the school has been contacted in the past to ask the staff to not park on the street and to use their own lot. He advised this typically results in a short-term solution and staff reverts back to parking on the street.

Mr. Pourcho provided a petition signed by 100% of the residences (11 out of 11) in the requested area in favor of permit parking. Additionally, he provided pictures of the parking, that he states is typical every day during school hours.

The residents of Bird Ave. from Pierce to Edgewood have requested the installation of parking by permit only on school days. Staff discussed options with Mr. Pourcho, as the requested signage would restrict resident's visitors. Staff suggested a 2-hour time zone from 7a-5p, permit exempt on school days. This removes the unwanted all day parkers while allowing short term visitors to the school and residents. Mr. Pourcho was in favor of this recommend change.

Additionally, the current draft of the City Wide Master Plan recommends the use of a 2-hour time zone, permit exempt, to address parking concerns in areas near schools.

**ATTACHMENTS:**

1. Letter from Mr. Pourcho requesting restricted parking.
2. Guidelines for Permit Parking Requests.
3. Signed petitions by residents.
4. Pictures provided by Mr. Pourcho of the current condition.

**SUGGESTED RECOMMENDATION:**

To recommend to the City Commission the approval of the installation of a permit exempt 2 hour time zone from 7 a.m. to 5 p.m. on Bird Ave. from Pierce St to Edgewood.

To:

Commander Mr. Scott Grewe

From:

Richard Pourcho

262 Bird Ave.

Birmingham, MI 48009

(586) 306-1852

Subject: Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood" as "Parking by Permit only on School Days"

The purpose of this note is to request that the City Proceed with 100 % approval of a petition of the home owners of this block.

➤ **What was done:**

- In the attachments you will find the blank petition that was sent out to all 11 home owners and to the 8 Condos that were on the block.
- When we talked about this you told me to get this approved it would take at least 75% of the Home owners. The Condo Owners at the end of the street did not count but...
- You also told me you would be interested in what the Condo owners at the end of the street thought as they park on the street also.
- So I gave the petition to all 8 of the condo owners that face Bird Ave.

➤ **Results:**

- Attached you will find the results of the petition, as well as the copies of the Actual petitions that were given back to me. There are a total of 11 Homes on this side of the block.
  - 11/11 – **100% of the home owners voted to have the Permit Parking installed.**
    1. I got all these back by September 15, 2021 (From 8/28/21 to 9/15/21, >2weeks).
    2. Many home owners told me that this was overdue and we as Home Owners have put up with the situation that we have been facing for a long time.
    3. Additionally with a **lot of home owners working from home now need the street parking and thus it has become a mess for us.**
  - 4/8 – Condo Owners supplied their vote to have permit parking installed. Got NO RESPONSE from 4 Condo Owners. I know Condo Owners do not count but if they did we have 15/19 for a **78.9 %** Approval Rating
- You asked me for pictures so I have attached pictures taken then of the street and the problem as you have asked me to do. These pictures were mostly taken September 1&2 of 2021 (This Year). The last 2 pictures taken on 9/7/21 (I took 1 picture from my driveway west towards Pierce Street, and just turned around and took the second from my driveway East towards Edgewood.



- **My Own experience:** (Which most home owners told me they agree).
  - I have lived here with my wife for the past 11 years.
    1. Limited street parking for us, but **you can only use street parking in the day time for only ~2.0 months out of a year (Mid-June to late August - when school is out for the summer). The reason is that the Pierce Elementary School Workers are parking on the street when they come to work.**
    2. I have not had my leaves picked up in 11 years as the sweeper cannot get the curb where they are at because of all the cars. I have had to bag all my leaves in the fall.
    3. We have not had the curb side of our street cleaned by the street sweeper because of all the Pierce Elementary workers cars.
    4. Residents that need to come and go during the day have to park elsewhere to use street parking, not in front of the Property they pay Property Taxes for (some times in the next block).
    5. **Now with a lot of people working from home, they need street parking, but with Pierce Elementary workers using the street it has become a mess for us.**
- **What has been done before this action:**
  - For the past 10+ years the principal has been called at least 5 times to ask his staff to just park into the school lot. This has helped a little and for a short time, then it goes back to where we were.
  - This spring (2021) Birmingham Police Commander Mr. S. Grewe was nice enough to call the school on our behalf. This got more action then we have had but it lasted less than a month.
  - We have put notes on cars asking them to PLEASE consider parking in the school lot. This did not work either. (See Attachments).

The petition I made up describes the action we expect from the city (as best as I can remember it when we talked about this how to do it).

Attachments:

- Final Results by house in spread sheet.
- The Blank Petition I sent to 11 home owners, and 8 condo owners.
- The Final ACTUAL petitions given back to me with the Signatures & Vote of the home owners.
- The Final ACTUAL petitions given back to me with the Signatures & Vote of the Condo owners.
- Pictures of the first week of school 2021 (This year), that you have asked me to get. The last 2 pictures were from 9/8/2021 (I wanted you to see this is not a fluke with another day of pictures).
- The tag that has been put on cars for almost 8+ Years asking a Bird Parking person that works at School to move to the school lot.

Please it is at this point I would expect the city to support the home owners and their wishes. Please let me know what the status is on this issue going forward. Thanks for all your help and guidance. This is the last place we can get help for this issue.

Sincerely,  Richard Pourcho - 262 Bird Ave. Birmingham, MI 48009. Phone: (586) 306-1852

## GUIDELINES FOR RESIDENTIAL PERMIT PARKING REQUESTS

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

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

Saturday, August 28, 2021

To: House owners of South Side of Bird, from Pierce St. to Edgewood  
From: R. D. Pourcho, 262 Bird Ave, Birmingham, MI 48009

Dear Neighbors,

**House Owners:** ([Condo Owners see below](#))

The purpose of this note is to have you vote on the Issue Below.

**Why:** We have limited street parking for us. But for the 11 years I have lived here, most of us can only use it for only ~2.5 months (Mid-June to early September) during the day. The reason is that the Pierce Elementary School Workers are parking on the street when they come to work. This has hampered: \*Fall Leaf Pick up, \*Street Cleaning Spring and Fall, \*Residents that need to come and go during the day have to park elsewhere to use street parking, not in front of the Property they pay Property Taxes for.

**What has been done before this action:** For the past 10+ years the principal has been called at least 5 times to ask his staff to just park into the school lot. This has helped a little and for a short time, then it goes back to where we were. This spring Birmingham Police Commander Mr. S. Greewe called the school Board and asked that the school workers park in there lot. This got more action then we have had but it lasted less than a month. Notes were put on cars asking them if they would PLEASE consider parking in the school lot. This did not work either. I have talked to 4 home owners around me and they are also tired of this. Note: In the Past Several School Workers have told residents to NOT PARK AT THE SCHOOL

**What will happen if 75% of us agree (11 houses)?** At no Cost to Home owners the City will put up the street signs. Home Owners or Occupants will get a sticker for their car from the police station (\$5-\$8 dollars, Commander Greewe as not sure), that will last forever for that car. They can park on the street any day any time.

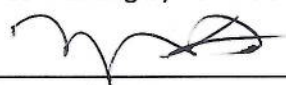
**What we are asking for:** Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood St. as "Parking by Permit Only on School Days"

**Condo Owners at the end of the Bird St. near Pierce street:** Your vote will not count as you have a Parking lot and should be parking in there. But Police would be interested in your Vote as you are can also get a Permit sticker if the home owners agree.

I Tony McGucken (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, 306, 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

☒ I am **IN** favor of the Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood" as "Parking by Permit only on School Days"

☐ I am **NOT** favor of the Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood" as "Parking by Permit only on School Days"

 8/21  
(Sign Here). & Date

Please Return by September 15, 2021 to R.D. Pourcho 262 Bird, Birmingham, MI 48009 (Just Drop in my mail box is good enough). I will send to City when I have all. Thanks Note: Yes I do have a life, but I am doing this for all of us to make life a little easier for everyone... ☺. School has plenty of parking for them, they use it for there convince, not ours.



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I Joel & Tanya Doner (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, 306, 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

☒ I am **IN** favor of the Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood" as "Parking by Permit only on School Days"

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Joel Doner 8/29/21  
(Sign Here). & Date

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I DAVID BURNETT (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, 306, 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

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David Burnett  
(Sign Here). & Date 8/31/21

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I Richard D Pourcho (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, 306, 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

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 8/28/21  
(Sign Here). & Date

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I SARMED FARAJ (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, (286) 298, 306, 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

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 8/28/2021  
(Sign Here). & Date

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I CHRIS MEE (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, 306, 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

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Chris Mee  
(Sign Here). & Date

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I Allison Caducio (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, (306) 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

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Allison Caducio 9/1/21  
(Sign Here). & Date

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I Renee L. Cuchetti (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, 306, 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

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Renee L. Cuchetti 8/28/2021  
(Sign Here). & Date

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*Thank you RD!*



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I Kenneth Konop (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, 306, 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

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KS Aug 31, 2021  
(Sign Here). & Date

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The purpose of this note is to have you **vote on the Issue Below.**

**Why:** We have limited street parking for us. But for the 11 years I have lived here, most of us can only use it for **only ~2.5 months (Mid-June to early September) during the day.** **The reason is that the Pierce Elementary School Workers are parking on the street when they come to work.** This has hampered: \*Fall Leaf Pick up, \*Street Cleaning Spring and Fall, \*Residents that need to come and go during the day have to park elsewhere to use street parking, not in front of the Property they pay Property Taxes for.

**What has been done before this action:** For the past 10+ years the principal has been called at least 5 times to ask his staff to just park into the school lot. This has helped a little and for a short time, then it goes back to where we were. This spring Birmingham Police Commander Mr. S. Greewe called the school Board and asked that the school workers park in there lot. This got more action then we have had but it lasted less than a month. Notes were put on cars asking them if they would PLEASE consider parking in the school lot. This did not work either. I have talked to 4 home owners around me and they are also tired of this. Note: In the Past Several School Workers have told residents to NOT PARK AT THE SCHOOL

**What will happen if 75% of us agree (11 houses)?** At no Cost to Home owners the City will put up the street signs. Home Owners or Occupants will get a sticker for their car from the police station (\$5-\$8 dollars, Commander Greewe as not sure), that will last forever for that car. They can park on the street any day any time.

**What we are asking for:** Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood St. as "Parking by Permit Only on School Days"

**Condo Owners at the end of the Bird St. near Pierce street:** Your vote will not count as you have a Parking lot and should be parking in there. But Police would be interested in your Vote as you are can also get a Permit sticker if the home owners agree.

I CHRISTINA HINKLE (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, 306, 328, 366, 370, 390, Condo # (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

☒ I am **IN** favor of the Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood" as "Parking by Permit only on School Days"

☐ I am **NOT** favor of the Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood" as "Parking by Permit only on School Days"

Christina Hinkle 9/1/21  
(Sign Here). & Date

Please Return by September 15, 2021 to R.D. Pourcho 262 Bird, Birmingham, MI 48009 (Just Drop in my mail box is good enough). I will send to City when I have all. Thanks Note: Yes I do have a life, but I am doing this for all of us to make life a little easier for everyone... ☺. School has plenty of parking for them, they use it for there convince, not ours.



Saturday, August 28, 2021

To: House owners of South Side of Bird, from Pierce St. to Edgewood  
From: R. D. Pourcho, 262 Bird Ave, Birmingham, MI 48009

Dear Neighbors,

**House Owners:** (**Condo Owners see below**)

The purpose of this note is to have you **vote on the Issue Below.**

**Why:** We have limited street parking for us. But for the 11 years I have lived here, most of us can only use it for **only ~2.5 months (Mid-June to early September) during the day.** **The reason is that the Pierce Elementary School Workers are parking on the street when they come to work.** This has hampered: \*Fall Leaf Pick up, \*Street Cleaning Spring and Fall, \*Residents that need to come and go during the day have to park elsewhere to use street parking, not in front of the Property they pay Property Taxes for.

**What has been done before this action:** For the past 10+ years the principal has been called at least 5 times to ask his staff to just park into the school lot. This has helped a little and for a short time, then it goes back to where we were. This spring Birmingham Police Commander Mr. S. Greewe called the school Board and asked that the school workers park in there lot. This got more action then we have had but it lasted less than a month. Notes were put on cars asking them if they would PLEASE consider parking in the school lot. This did not work either. I have talked to 4 home owners around me and they are also tired of this. Note: In the Past Several School Workers have told residents to NOT PARK AT THE SCHOOL

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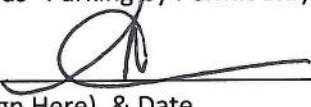
**What we are asking for:** Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood St. as "Parking by Permit Only on School Days"

**Condo Owners at the end of the Bird St. near Pierce street:** Your vote will not count as you have a Parking lot and should be parking in there. But Police would be interested in your Vote as you are can also get a Permit sticker if the home owners agree.

I Armen Darakjian (<Print Name Here), vote as shown below, as the present occupant for 212, 222, 250, 262, 286, 298, 306, 328, 366, 370, 390 Condo # \_\_\_\_\_ (Circle One), Bird St. Birmingham, MI 48009. **Check one below:**

☒ I am **IN** favor of the Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood" as "Parking by Permit only on School Days"

☐ I am **NOT** favor of the Request the City of Birmingham to designate "South Side of Bird, from Pierce St. to Edgewood" as "Parking by Permit only on School Days"

 9/13/21  
(Sign Here). & Date

Please Return by September 15, 2021 to R.D. Pourcho 262 Bird, Birmingham, MI 48009 (Just Drop in my mail box is good enough). I will send to City when I have all. Thanks Note: Yes I do have a life, but I am doing this for all of us to make life a little easier for everyone... ☺. School has plenty of parking for them, they use it for there convince, not ours.

























**DATE:** October 29<sup>th</sup>, 2021

**TO:** Multi-Modal Transportation Board

**FROM:** Brooks Cowan, Senior Planner  
Scott Zielinski, City Engineer  
Scott Grewe, Police Commander

**SUBJECT:** Sidewalk Network Capital Improvement Plan (CIP)  
Recommendations (Updates in Blue)

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The Multi-Modal Transportation Board (MMTB) has indicated an interest in reviewing a map of areas without sidewalks and prioritizing where future sidewalk projects should be. There are approximately 19 miles of roadsides without a sidewalk throughout Birmingham. The 2013 Multi-Modal Transportation Plan (MMTP) recommends completing the City's sidewalk network for safe pedestrian travel and connectivity.

In regards to addressing roadsides without sidewalks, the MMTP "Proposed Sidewalks" map, Figure 3.2A, indicated 3 areas of priority for sidewalk installation (pg. 49):

- First Priority is along major roadways.
- Second Priority should be to complete sidewalk gaps in neighborhoods that already have an existing sidewalk system partially in place.
- Third Priority should be to complete sidewalks in all neighborhoods.
- Fourth Priority is areas with sidewalks (majority)

The MMTP report also prioritizes a "Neighborhood Connector Route" that encourages multi-modal connectivity along quieter roads throughout Birmingham. Staff recommends that this route also be prioritized for sidewalk installation and has placed it in the "High Priority" category for sidewalks. The Board may wish to discuss how to prioritize roads without sidewalks along the neighborhood connector route, and whether or not they agree with staff's current prioritized recommendation.

On May 28<sup>th</sup>, 2021, the MMTB reviewed four prioritized categories for sidewalk installation recommendations. The categories were based on recommendations from the 2013 Multi-Modal Transportation Plan (MMTP) and staff. **Upon review, the Board wanted to prioritize residential neighborhoods over commercial areas, therefore it was recommended that roadsides in the Rail District be moved to priority four.**

The Board then discussed the recommendations of the 2013 MMTP that prioritizes "neighborhoods with sidewalk gaps" over "neighborhoods without sidewalks". The current sidewalk inventory map illustrated that most streets in the "neighborhoods with sidewalk gaps" were either dead-ends or had a sidewalk on one side of the street. **The Board felt that "neighborhoods without sidewalks" should be prioritized over "neighborhoods with sidewalk gaps" so that neighborhoods would have a more fair distribution of sidewalk**



**access.** City staff indicated they would update the priority map to reflect this recommendation for the next meeting discussion.

The Engineering Department pointed out that the majority of streets in the “neighborhoods without sidewalks” category in southwest Birmingham are considered unimproved streets. Staff noted that the 2013 MMTP may not have prioritized unimproved streets as high as areas with improved streets due to the potential for future construction where the road and/or sidewalk (if any) would have to be torn up for new sewer installation. The Board requested that a layer indicating where unimproved streets are located be added to the map for review during the next discussion. **There was also general consensus that improved streets without sidewalks should be moved to priority one in order to improve pedestrian safety in neighborhoods with less sidewalk access than others.**

On August 5<sup>th</sup>, 2021, the MMTB reviewed an updated sidewalk map with prioritization for future sidewalk projects based upon priorities from the 2013 MMTP, the neighborhood connector route, and recommendations from the MMTB. There was general consensus from the Board that the following priorities should be accepted:

- 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.

\*Sidewalk recommendations were removed from Pembroke Park, N. Quarton Lake Park, and Brookside Drive given their location along a park and/or natural landscaping.

Staff is requesting the MMTB review the prioritized locations for sidewalks, and rank the high priority areas for the budgeting process for Capital Improvement Planning. Given the issues with Oak Street between Lakeside and Lakeview, staff recommends the north side of Oak along Greenwood Cemetery be given a high ranking in order to help direct pedestrian traffic to the north side of Oak Street. Fairway, Latham, and Redding could also be ranked highly as they meet the following of an improved street, do not have sidewalks on either side, are along the neighborhood connector route, and are along an upcoming construction project. Suggested rankings will be considered by the City in conjunction with other City projects. A top 5 sidewalk ranking example could be as follows:

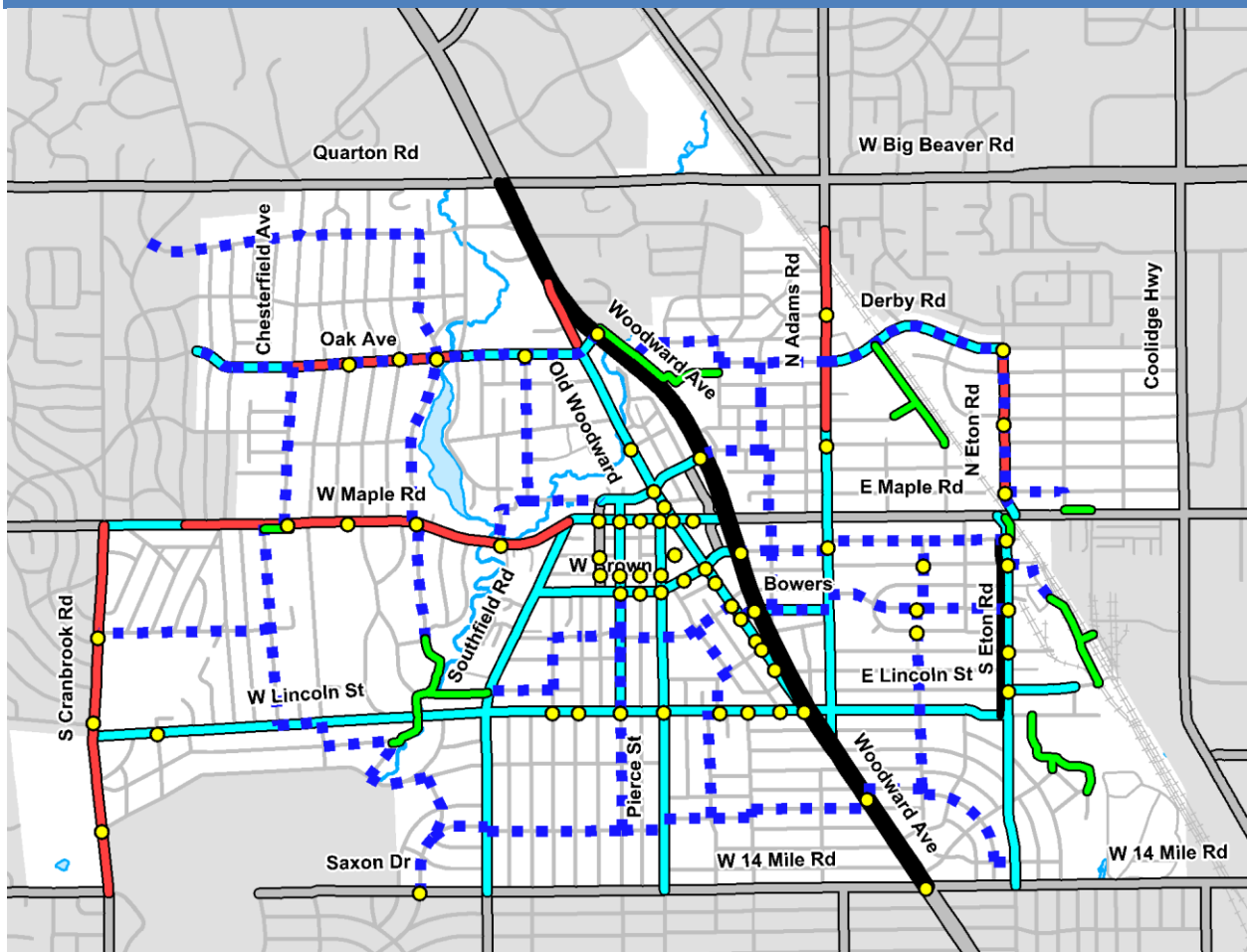
1. Oak Street
2. Redding
3. Fairway
4. Latham
5. Willits

High priority locations needing further evaluation given the activity and ownership of the road could be as follows:

1. Lincoln
2. Woodward Avenue

3. Cranbrook
4. Quarton

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

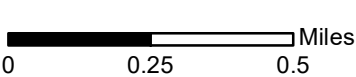
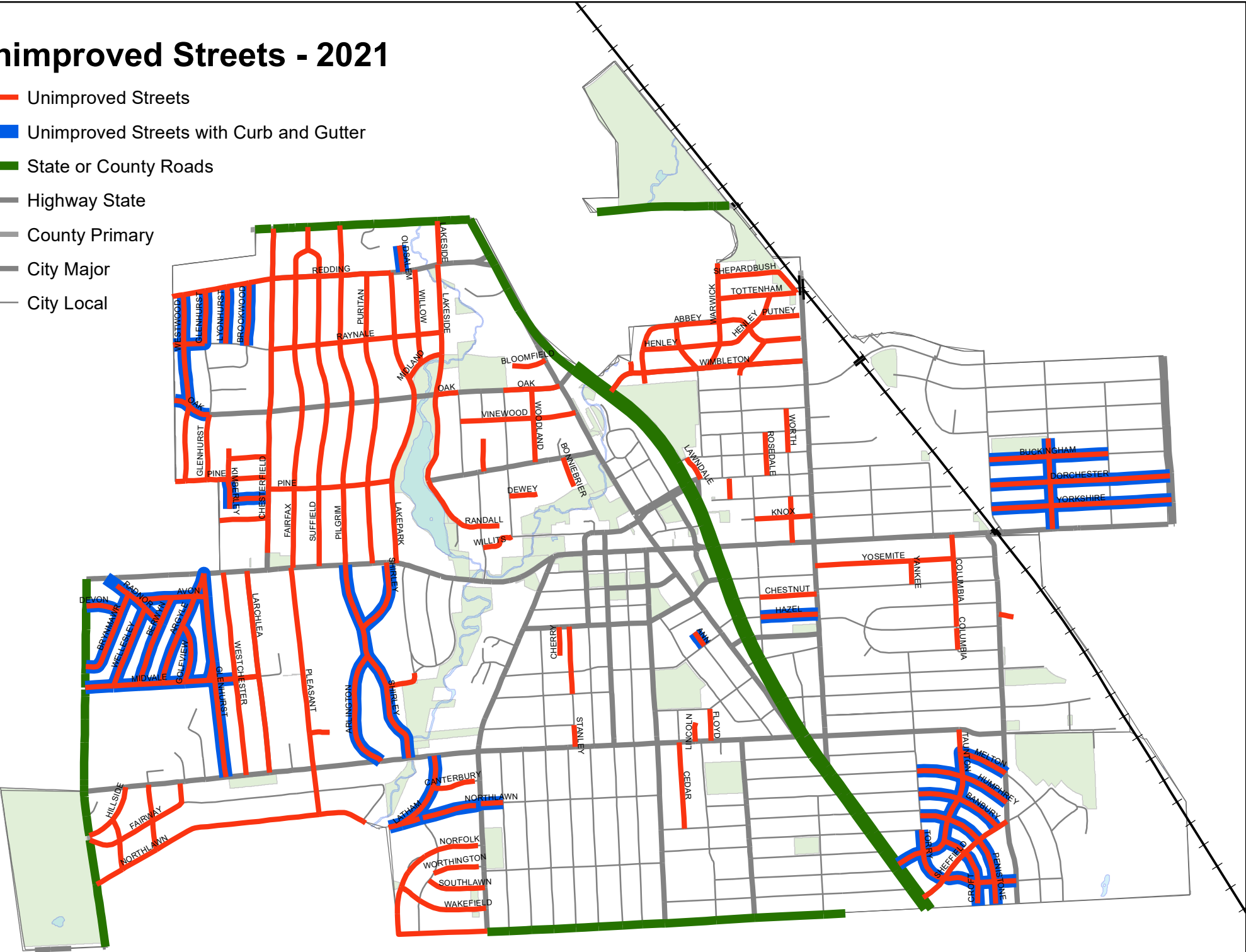
Due to the scale of this map some facilities were not included.  
Please refer to the following maps for more details.

Web Survey Results:

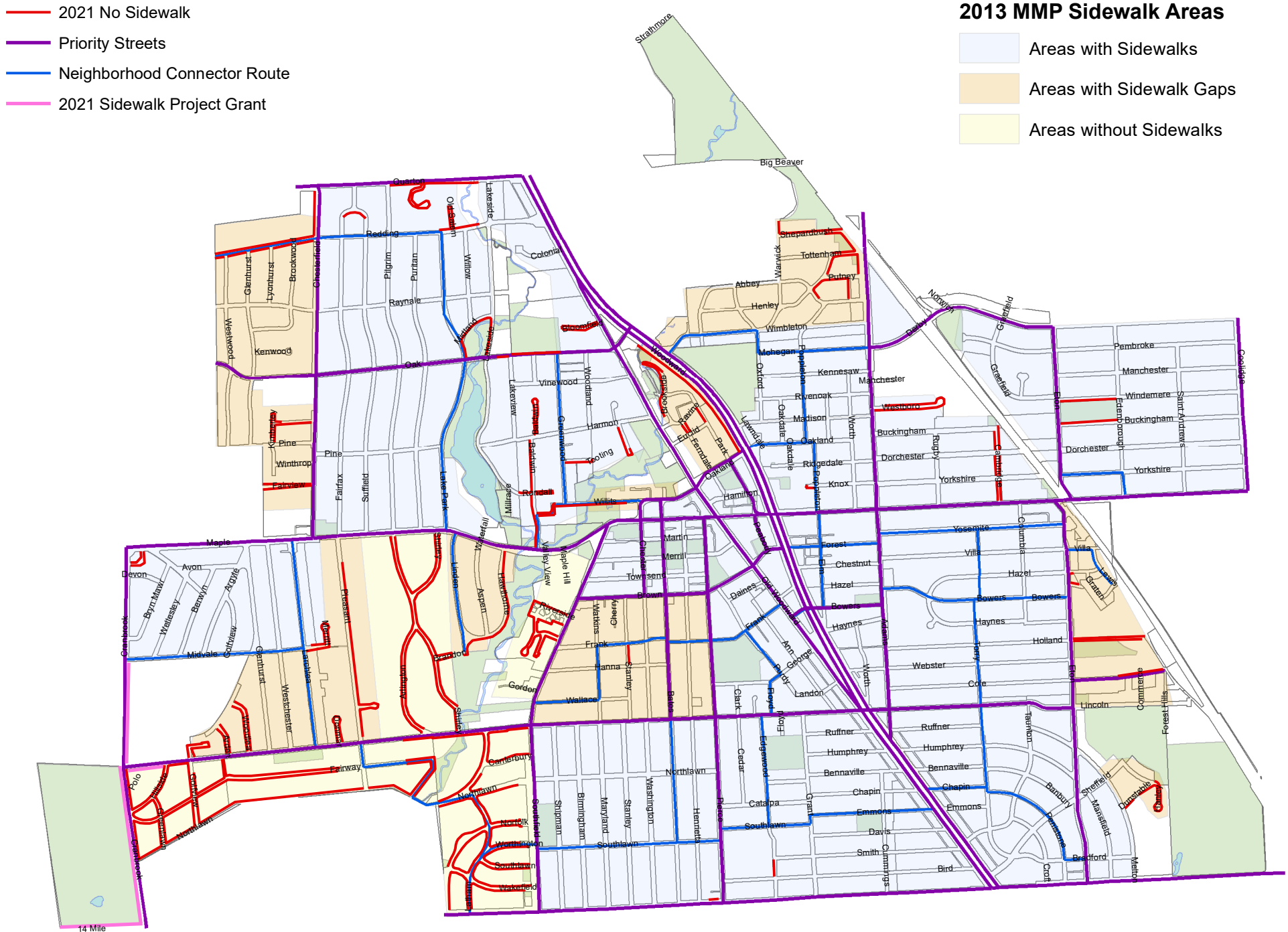
- About 72% of respondents would walk to work and/or do errands if there was a system of sidewalks, pathways, crosswalks, bike lanes, etc.
- Around 84% of respondents feel that a complete network for bicycle facilities such as bike lanes, signed routes and trails are very important or somewhat important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



## Future Sidewalk Construction Recommendation Priorities



# 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







## MEMORANDUM

Planning Division  
Engineering Division

**DATE:** October 28<sup>th</sup>, 2021

**TO:** Multi-Modal Transportation Board

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

**SUBJECT:** S. Eton Roadway Design Review ([Updates in Blue](#))

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### INTRODUCTION:

The Multi-Modal Transportation Board (MMTB) has reviewed ways to enhance safety for pedestrians, cyclists, and automobile traffic on S. Eton Road for a number of years. Temporary road striping was approved in 2018 in an effort to reduce crosswalk distance, provide a protected bike lane, and narrow the street to reduce car speed. After the trial period, the board would evaluate the impact of the road pattern on pedestrian, bicycle, and automobile safety. The road pattern striping has been in place for over 2 years now. The City's traffic engineering consultants Fleis & 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. The results from Engage Birmingham's online questionnaire regarding current striping have also been attached for review.

### BACKGROUND:

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

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

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

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

On October 7<sup>th</sup>, 2021, the MMTB reviewed a before and after traffic analysis by Fleis & Vandebrink. In regards to crash analysis, the data shows an overall crash reduction of 44% after the temporary changes were installed. The analysis also found a significant change in the number of cyclists along S. Eton for the before/after values with an increase from 62 to 129 on weekdays (108% increase), and an increase from 174 to 318 on the weekend (83% increase).

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

The MMTB also reviewed community feedback from Engage Birmingham regarding the S. Eton striping on October 7<sup>th</sup>, 2021. There were over 300 respondents which consisted of a fairly even distribution of people who say they bike daily, weekly, monthly, a few times a year, and never, with values ranging between 14% for monthly and 28% for weekly. 15% said they bike daily while 19% said they never bike.

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

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

There was general consensus from the MMTB that the City should keep bike lane infrastructure on S. Eton and evaluate ways to enhance it. Concerns regarding the zebra separators and reflective delineators have been raised in community feedback and board members. Given the bi-



directional character of the protected bike lane, if the City removes the zebras, the bi-directional bike lane would also have to be removed and repainted as the northbound bike lane is not recommended to travel on the left side of the road without protected buffers. Concerns regarding debris in the bike lane have also been raised. According to the Department of Public Services (DPS), they cannot take a sidewalk snow plow along the bike lane, as it is a spinning brush and they do not want to blast sand and sticks and debris in miscellaneous directions. DPS cleans the bike lane by walking it with a backpack blower and directing debris towards the street for the street sweeper to then collect.

On October 7<sup>th</sup>, 2021, it was also discussed that S. Eton Road is scheduled for repaving in either 2023 or 2024. Funding for the subject road has been allocated in the City's Capital Improvements Plan. At this time, staff recommends the MMTB consider recommendations for both short term and long term enhancements. Short term recommendations are meant to be interim measures until permanent installations are done during repaving. Short term recommendations can also be trial opportunities for materials and aesthetics.

In regards to long term, permanent installation recommendations, staff recommends the MMTB revisit recommendations from the Multi-Modal Transportation Plan and the Ad-Hoc Rail District Committee. Staff will coordinate with consultants to present current best practices, examples of other cities, and attempt to schedule site visits with local communities.

#### RECOMMENDATION:

City staff recommends that the MMTB discuss recommendations to consider for short term and long term items including but not limited to the following below. The intent is to provide direction for content to be reviewed at future meetings.

#### Short Term:

- Pedestrian crossing enhancements & gateway treatment
- Safety enhancements at north and south end of bike lane (Lincoln & Villa)
  - o Paint and signage
- Materials to prevent automobiles from parking in the painted bump-outs
- Test different types of buffers between car and bike lane for aesthetics and effectiveness
  - o Bumper strips, reflectors, delineators, etc
- Conduct site visits to local communities and review pros and cons of multi-modal infrastructure
- Others?

#### Long Term

- Review MMTP and Ad Hoc Rail District Committee recommendations
- Consider best practices for roads with similar traffic, commercial, and residential activity
- Consider permanent bump-out installations at painted locations
- Consider crosswalk enhancements
- Review parking locations and setbacks from curbs and intersections
- Consider additional traffic control
- Conduct site visits & riding tours of neighboring communities
- Others?

# 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%
<b>Total</b>	<b>41</b>	<b>23</b>	<b>-18</b>	<b>-44%</b>

**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%
<b>Total</b>	<b>6</b>	<b>2</b>	<b>-4.00</b>	<b>-67%</b>

### 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 85<sup>th</sup> 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
<b>Average</b>	30.0 mph	25.0 mph	30.2 mph	26.5 mph	<b>0.2 mph</b>	<b>1.5 mph</b>

## 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 85<sup>th</sup> 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

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## SURVEY RESPONSE REPORT

27 August 2021 - 28 September 2021

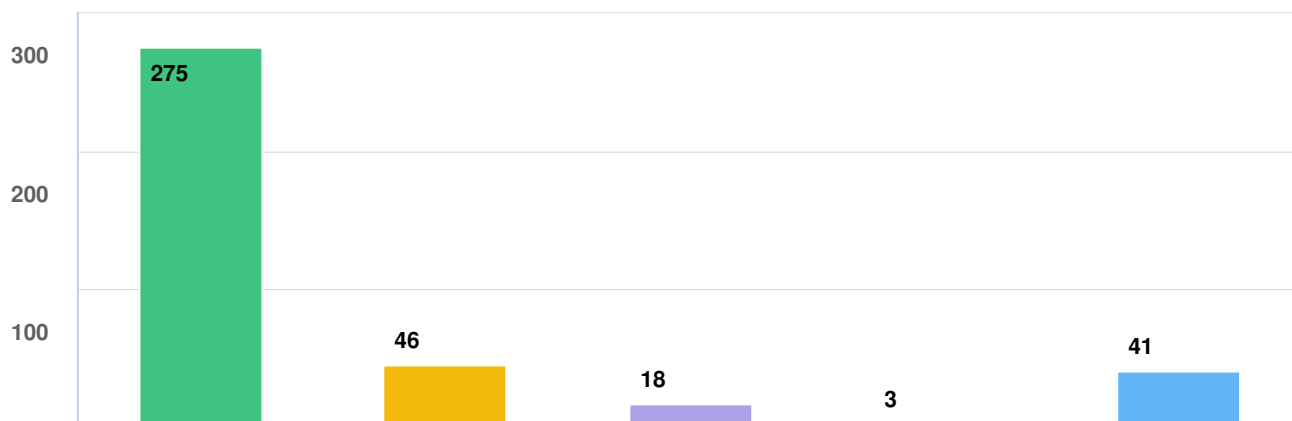
### PROJECT NAME:

South Eton Bikeway

# REGISTRATION QUESTIONS



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



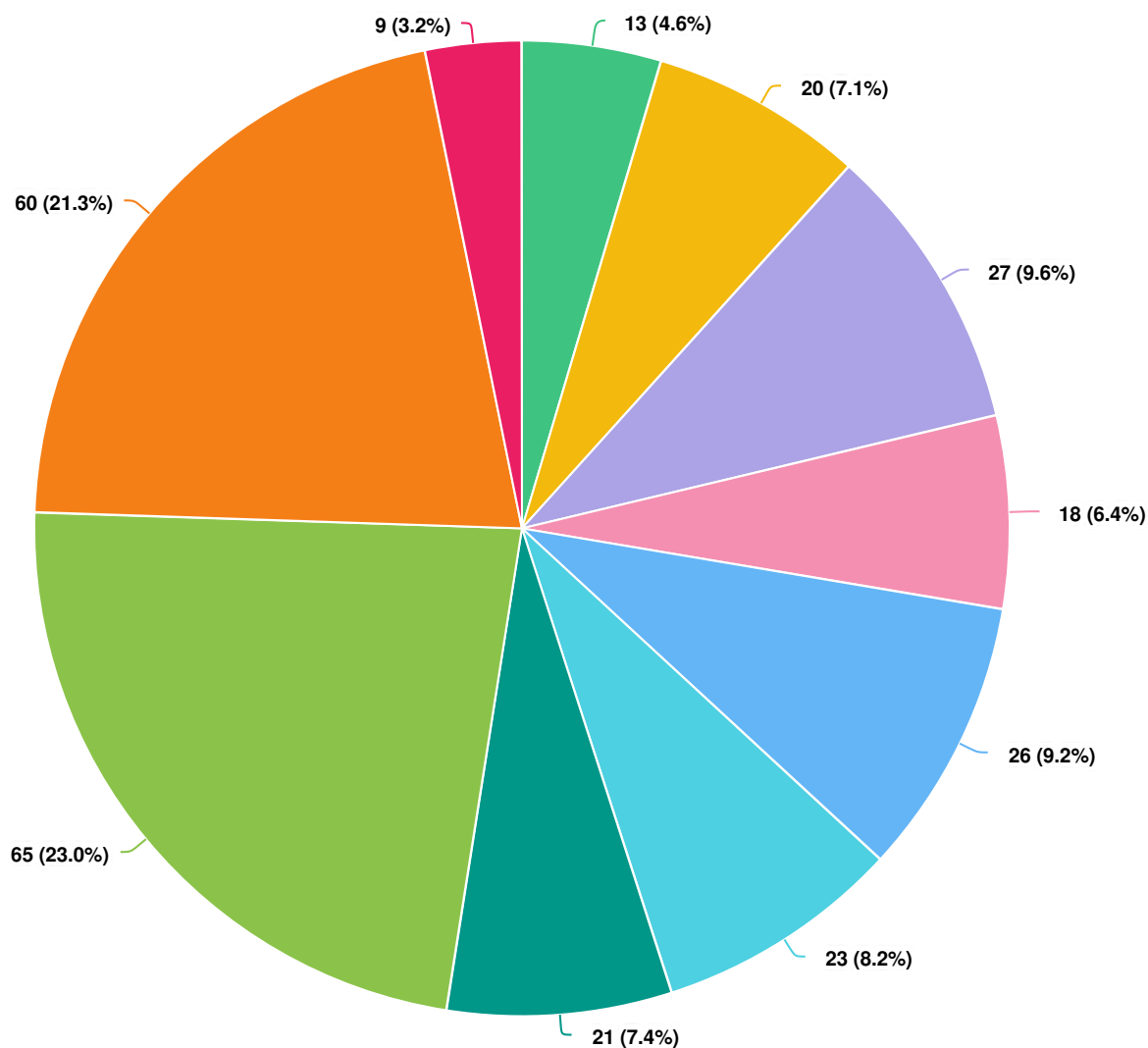
**Question options**

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

Mandatory Question (300 response(s))

Question type: Checkbox Question

**Q2** Which section of Birmingham do you live in?



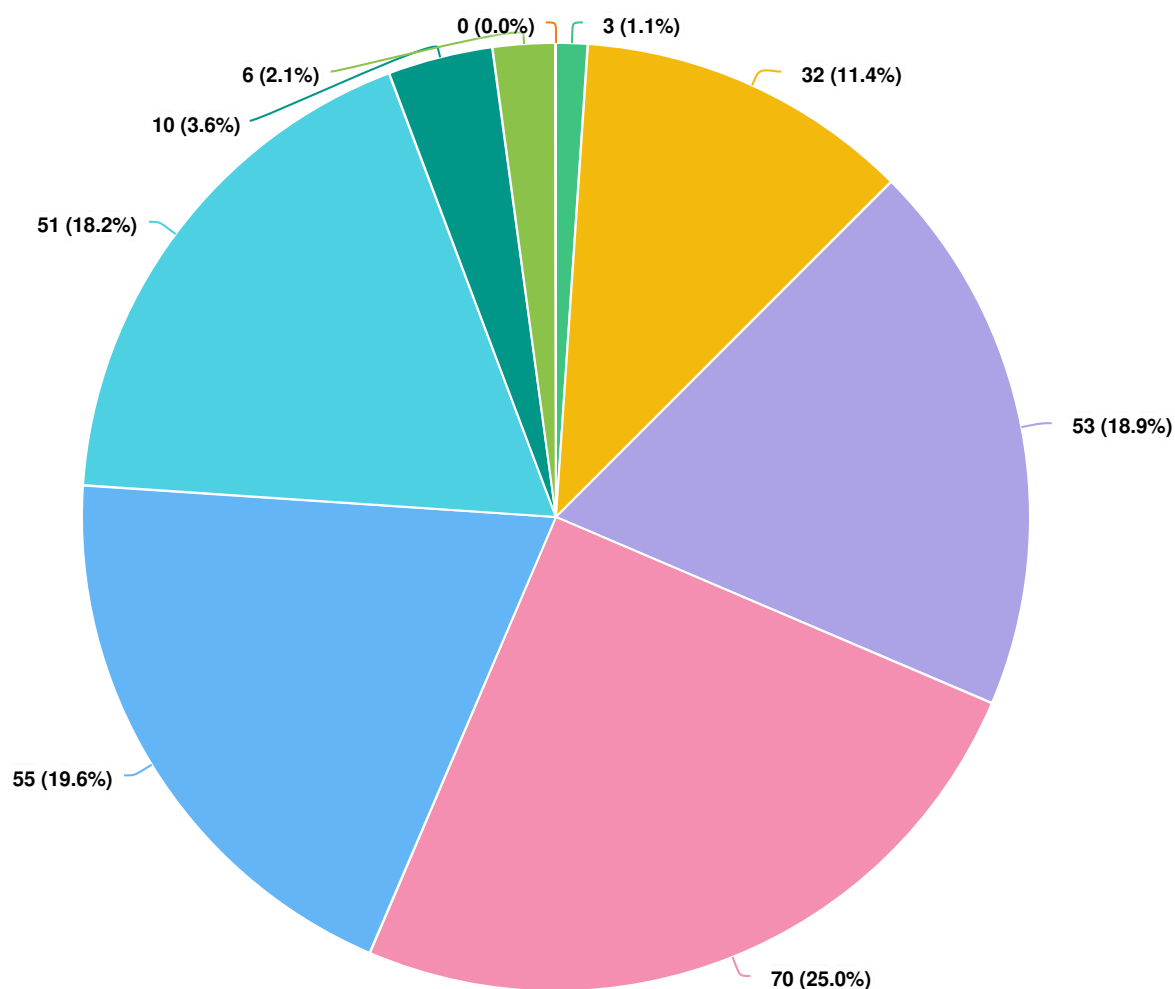
**Question options**

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

Optional question (282 response(s), 18 skipped)

Question type: Dropdown Question

**Q3** In which decade were you born?



**Question options**

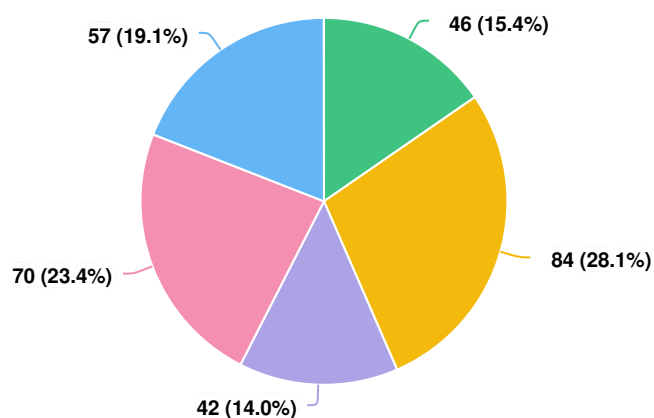
● 1931-1940 
 ● 1941-1950 
 ● 1951-1960 
 ● 1961-1970 
 ● 1971-1980 
 ● 1981-1990 
 ● 1991-2000 
 ● After 2000 
 ● Before 1931

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

# SURVEY QUESTIONS



**Q1** How frequently do you bike?



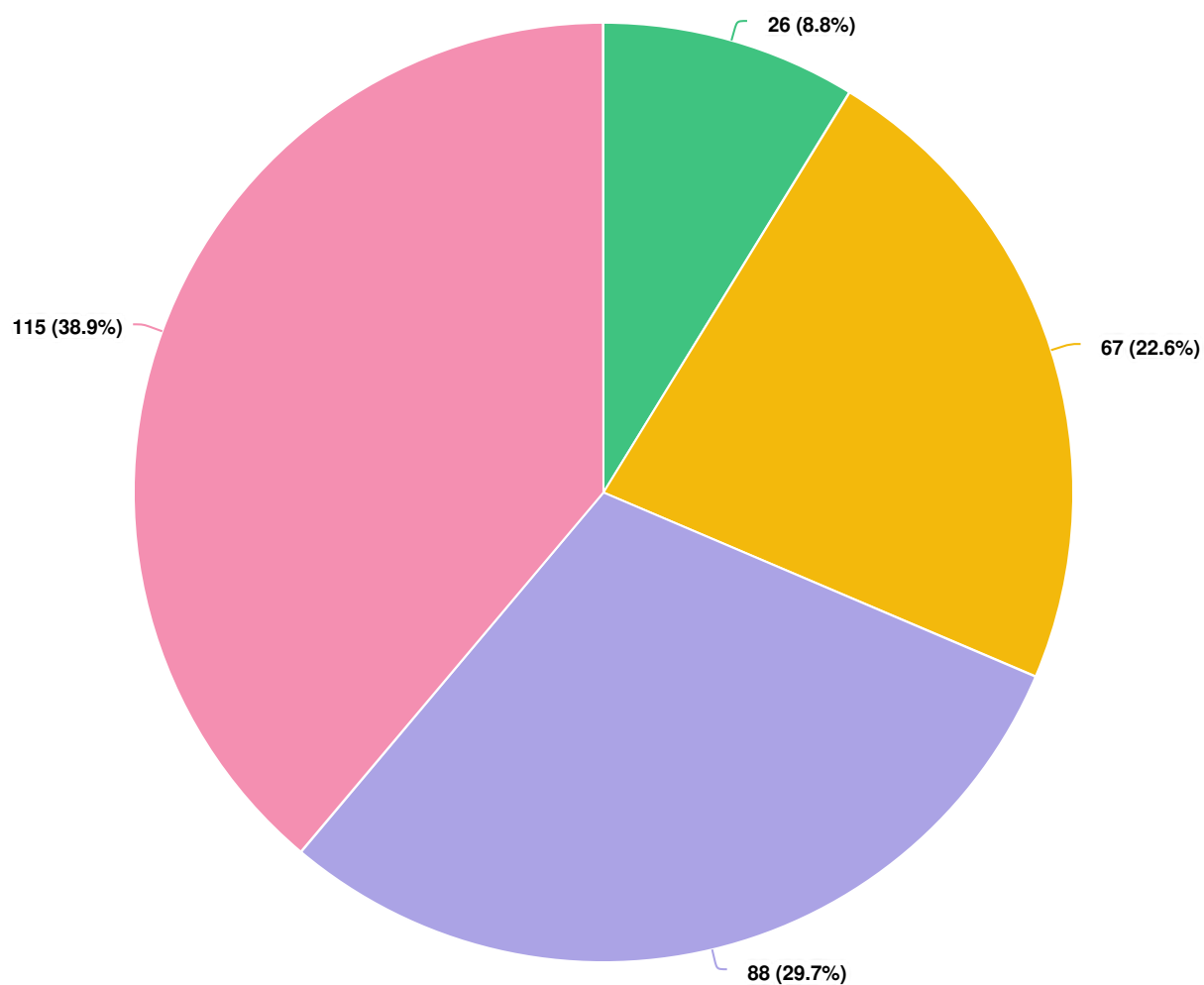
**Question options**

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

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

*Question type: Radio Button Question*

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

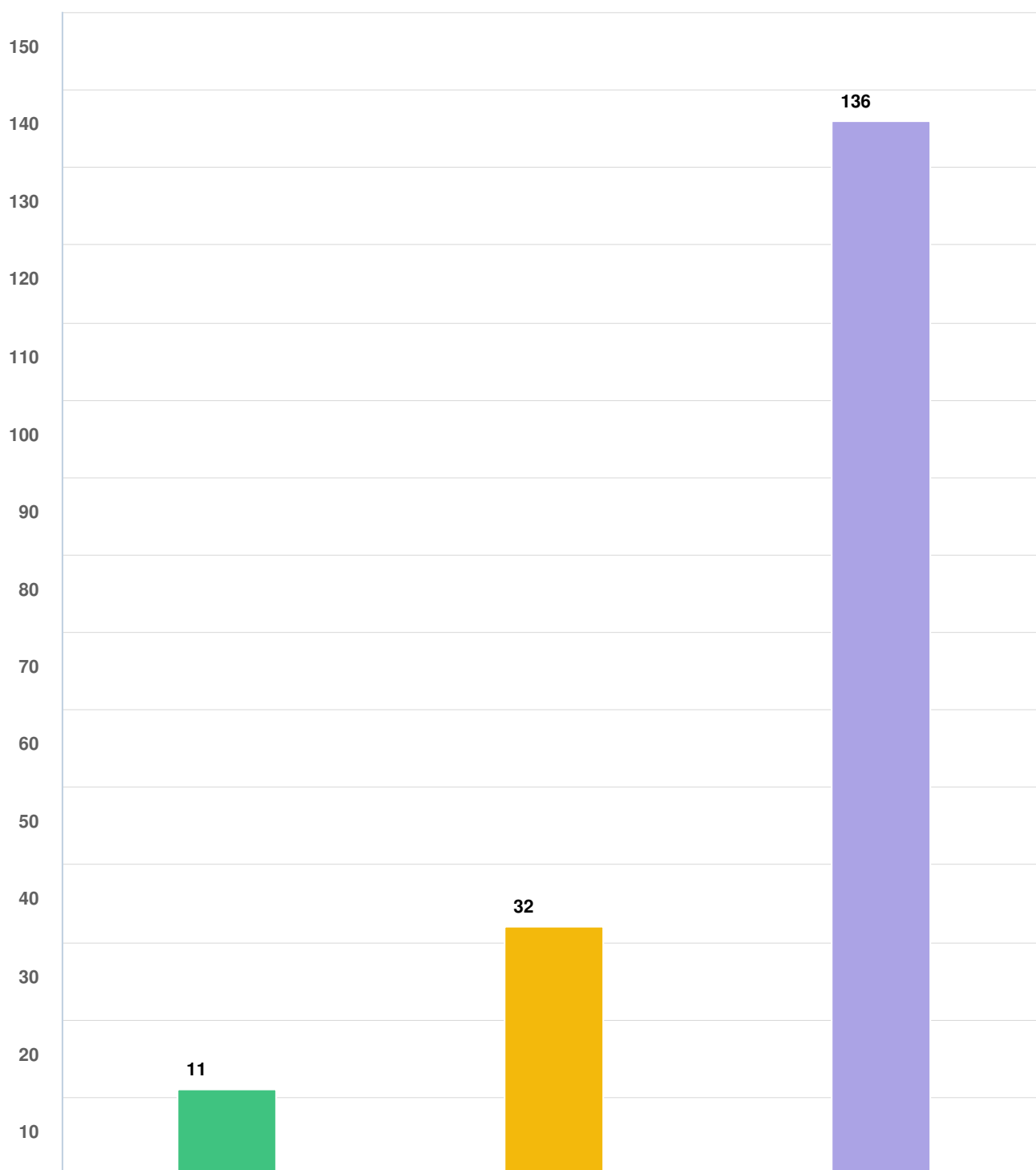


**Question options**

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

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

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



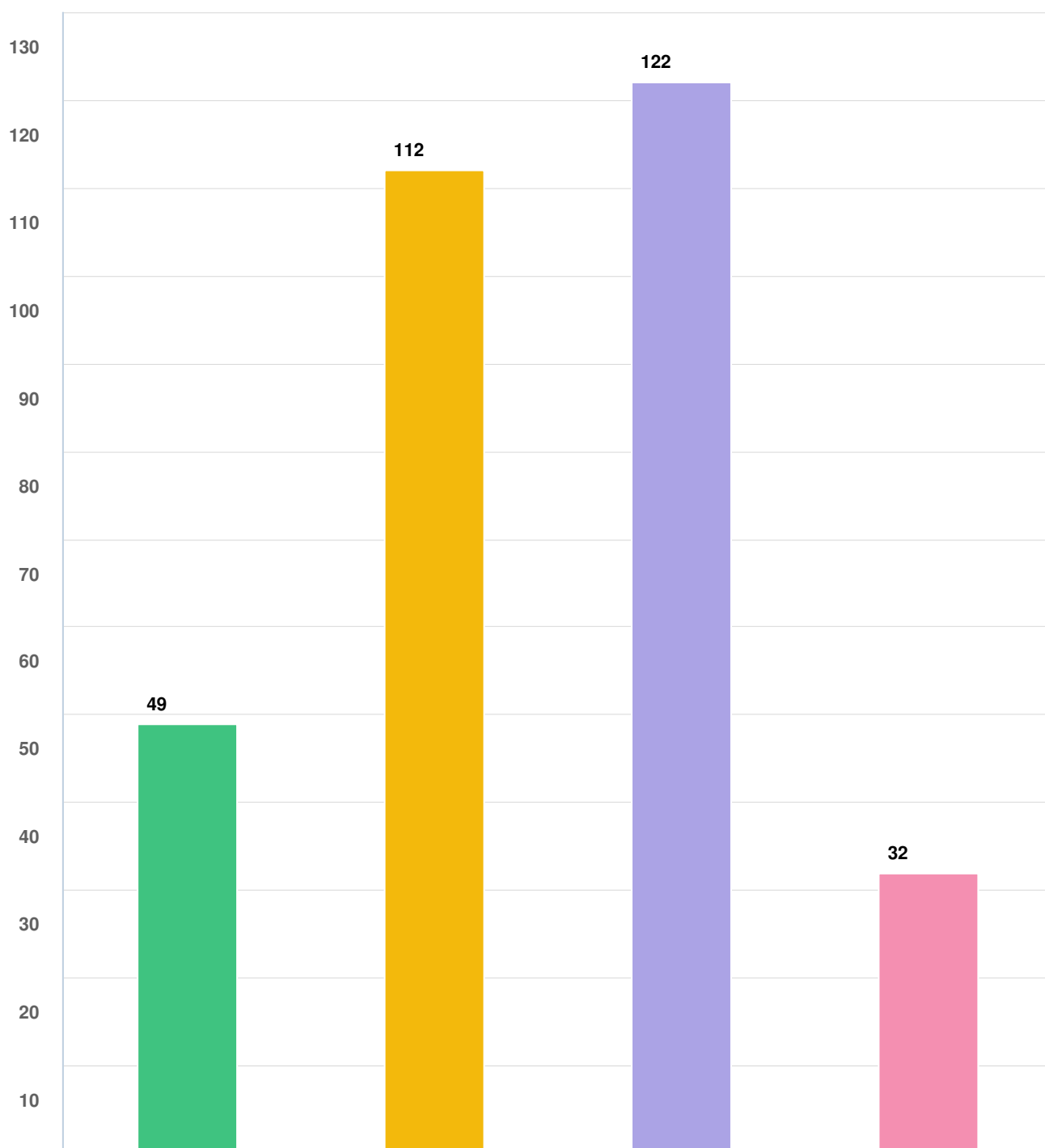
**Question options**

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

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

Question type: Checkbox Question

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



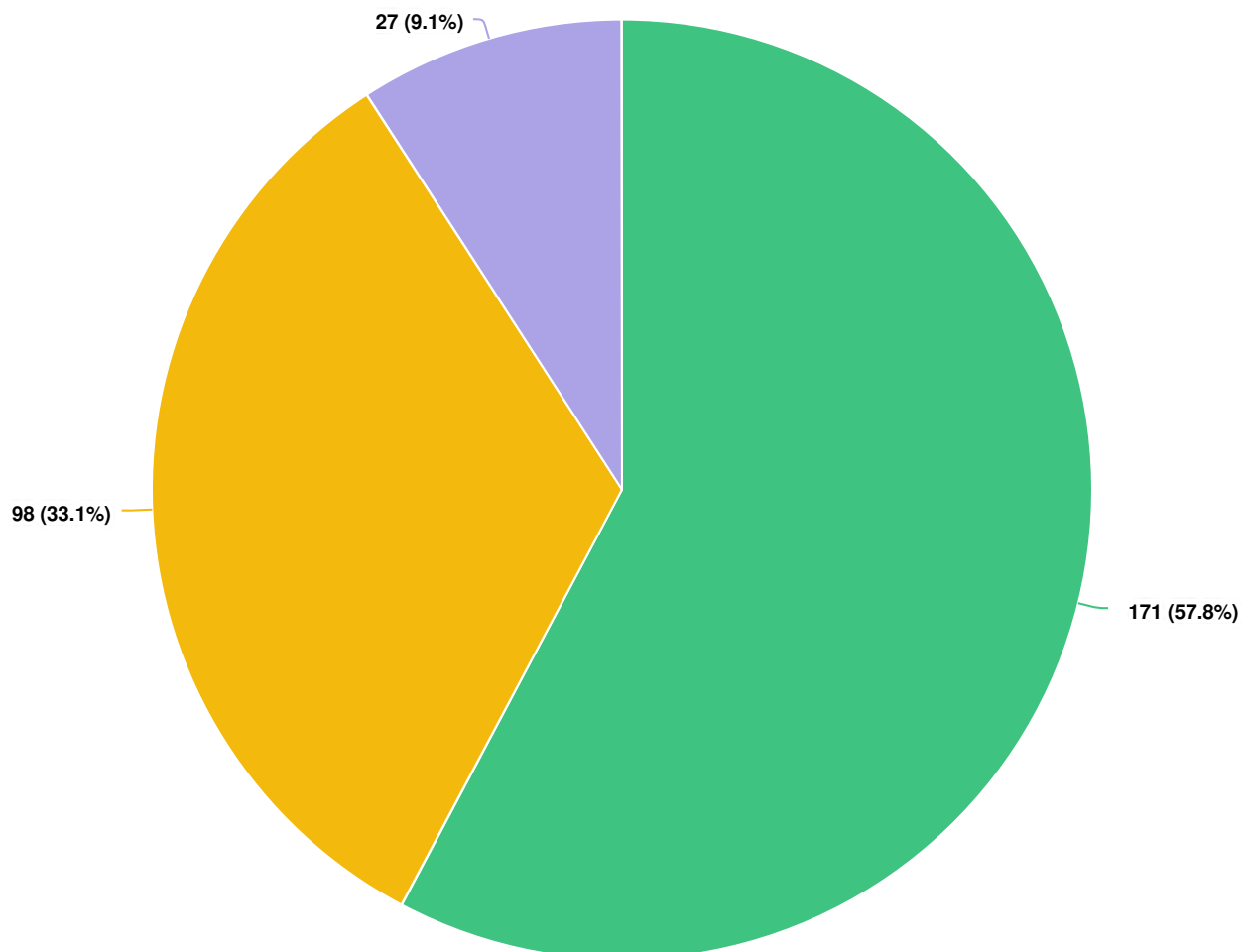
**Question options**

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

Optional question (296 response(s), 4 skipped)

Question type: Checkbox Question

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



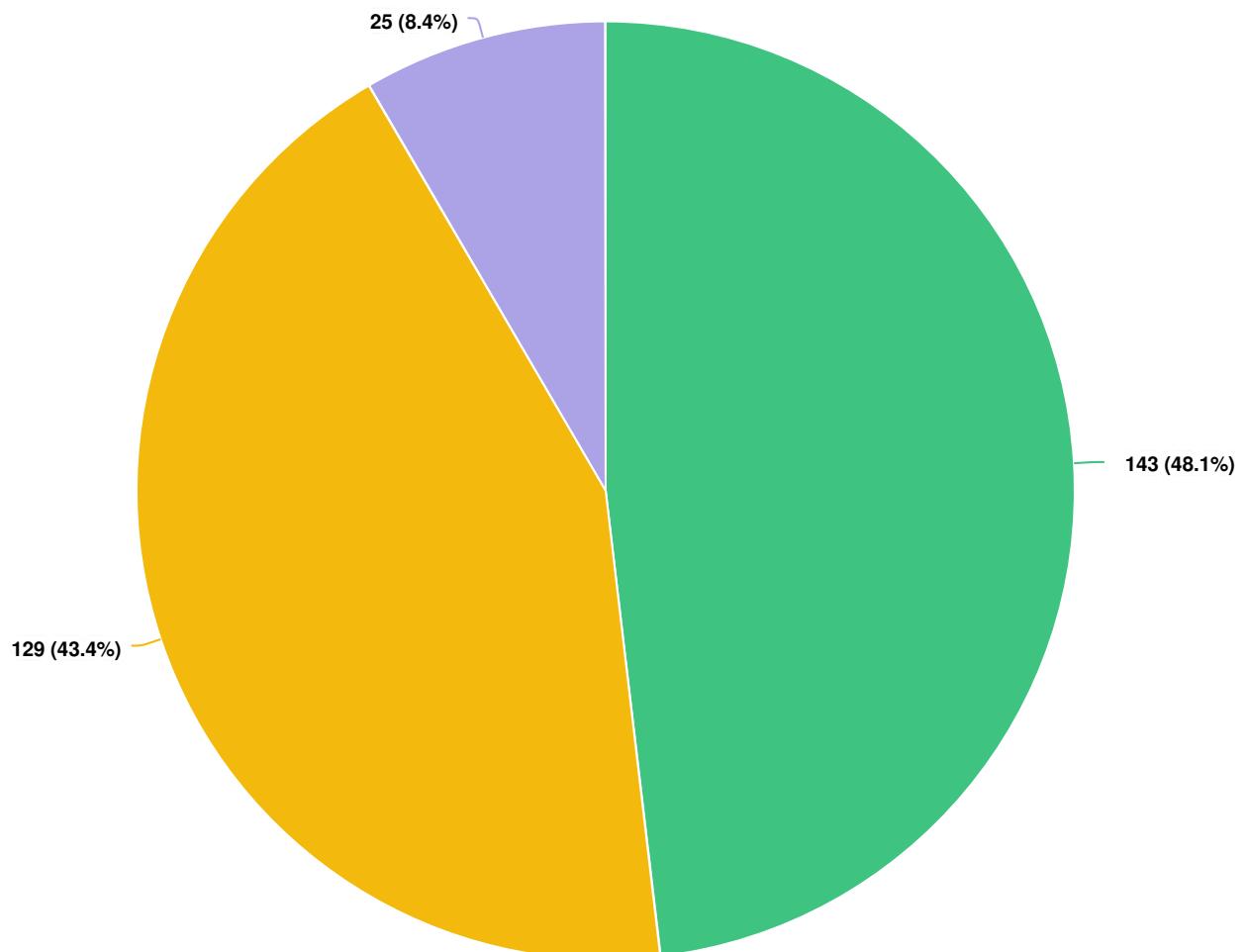
**Question options**

● Yes ● No ● Neutral

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



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

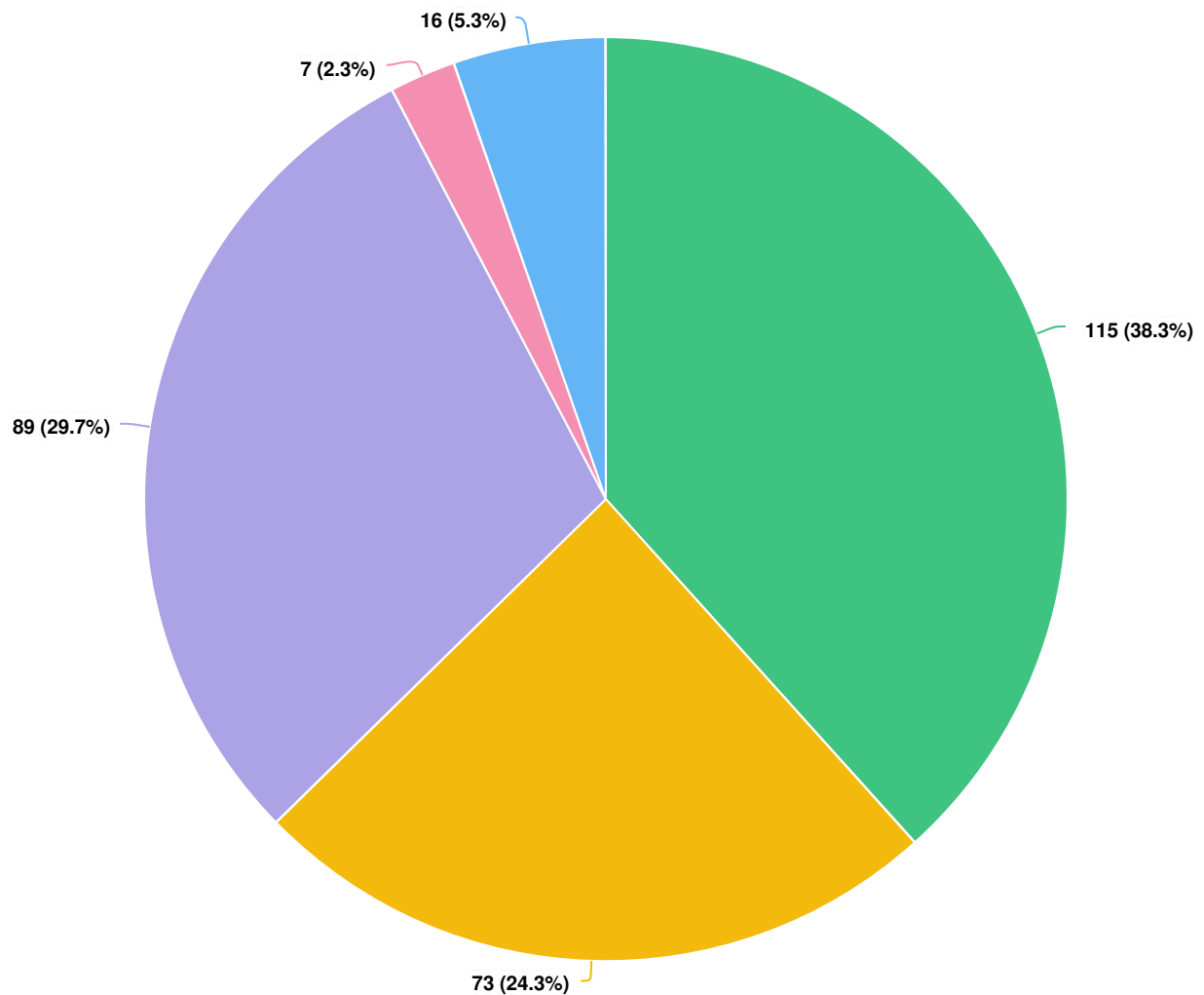


**Question options**

● Yes ● No ● Neutral

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

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



#### Question options

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

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

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

Screen Name Redacted

8/27/2021 03:08 PM

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

Screen Name Redacted

8/28/2021 09:42 AM

Get rid of those ugly white sticks.

Screen Name Redacted

8/28/2021 10:35 AM

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

Screen Name Redacted

8/28/2021 04:32 PM

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

Screen Name Redacted

8/29/2021 04:01 PM

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

Screen Name Redacted

8/30/2021 07:07 AM

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

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

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

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

Screen Name Redacted

8/30/2021 08:11 AM

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

Screen Name Redacted

8/30/2021 09:08 AM

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

Screen Name Redacted

8/30/2021 11:56 AM

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

Screen Name Redacted

8/30/2021 12:37 PM

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

Screen Name Redacted

8/30/2021 01:39 PM

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

Screen Name Redacted

8/30/2021 02:08 PM

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

Screen Name Redacted

8/30/2021 02:48 PM

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

Screen Name Redacted 8/30/2021 03:01 PM	Looks terrible and has from start. Looks like Armadillos dead in the road.
Screen Name Redacted 8/30/2021 03:05 PM	Keep as is hit just add color to the lane.
Screen Name Redacted 8/30/2021 03:34 PM	I like the separation of bikes from cars for safety. I'm not fond of the high poles. Frequently at corners they obscure my vision and find the corners tighter for turns, especially when other drivers aren't gracious with turning.
Screen Name Redacted 8/30/2021 04:41 PM	I like the bike lane, but for years our neighborhood has been asking for safer crossing to cross Eton. My kids and I have almost been run over numerous times. Please incorporate a safe crossing. With Griffin Claw, Goldfish and so many other popular businesses we need to be able to cross safely.
Screen Name Redacted 8/30/2021 05:53 PM	Space them out more
Screen Name Redacted 8/30/2021 08:46 PM	Continue the entire length of Eton
Screen Name Redacted 8/31/2021 03:08 AM	Replace bollards that are frequently damaged with another barrier that is more durable. Also define bike lanes and intersections with visible paint similar to cities of Royal Oak and Ferndale has done on Hilton and Pinecrest respectively.
Screen Name Redacted 8/31/2021 05:10 AM	There is a bike lane on Eton before and after Maple, but not clear/safe way to get across Maple. That intersection is so stressful that it keeps me from continuing on the Eton bike path.
Screen Name Redacted 8/31/2021 06:34 AM	Have lane on both sides of the street, with traffic flow
Screen Name Redacted 8/31/2021 06:38 AM	I find as a driver, it is hard to make right turns with those tall projections. I feel I am going to hit one and have to make a wide turn onto incoming traffic, and notice other people doing the same.



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 8/31/2021 06:47 AM	Narrow the bike lane Seems underutilized
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.

Screen Name Redacted

9/02/2021 09:21 AM

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

Screen Name Redacted

9/02/2021 03:02 PM

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

Screen Name Redacted

9/05/2021 07:44 AM

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

Screen Name Redacted

9/07/2021 01:42 PM

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

Screen Name Redacted

9/08/2021 03:37 AM

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

Screen Name Redacted

9/08/2021 06:32 AM

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

Screen Name Redacted

9/08/2021 04:02 PM

One lane on each side

Screen Name Redacted

9/11/2021 08:16 AM

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

Screen Name Redacted

9/11/2021 06:58 PM

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

Screen Name Redacted

9/19/2021 03:01 PM

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

Screen Name Redacted

9/22/2021 08:58 AM

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

Screen Name Redacted

9/22/2021 11:09 AM

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

Screen Name Redacted

9/22/2021 05:46 PM

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

Screen Name Redacted

9/24/2021 02:44 PM

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

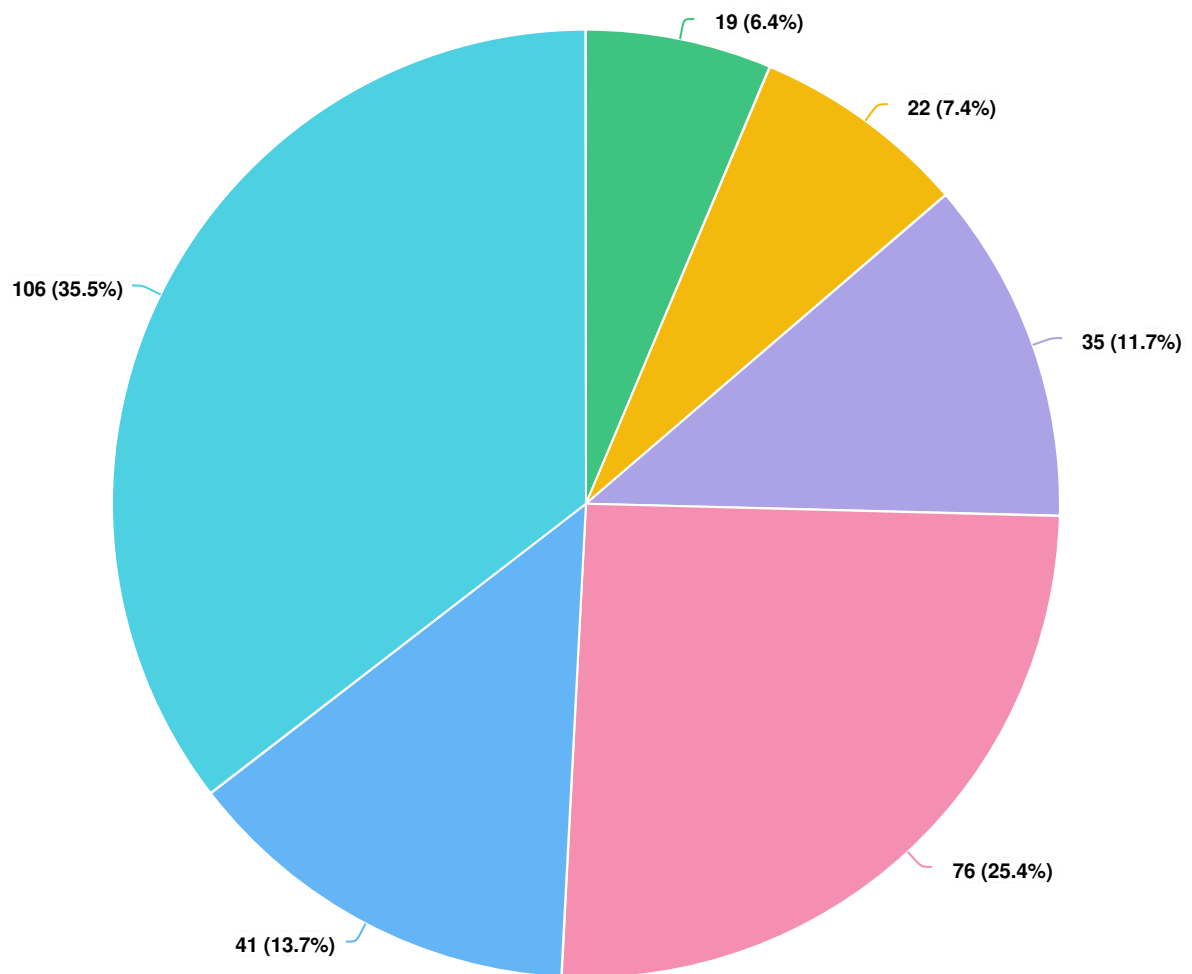
Screen Name Redacted

9/24/2021 03:52 PM

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

**Optional question** (66 response(s), 234 skipped)**Question type:** Essay Question

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



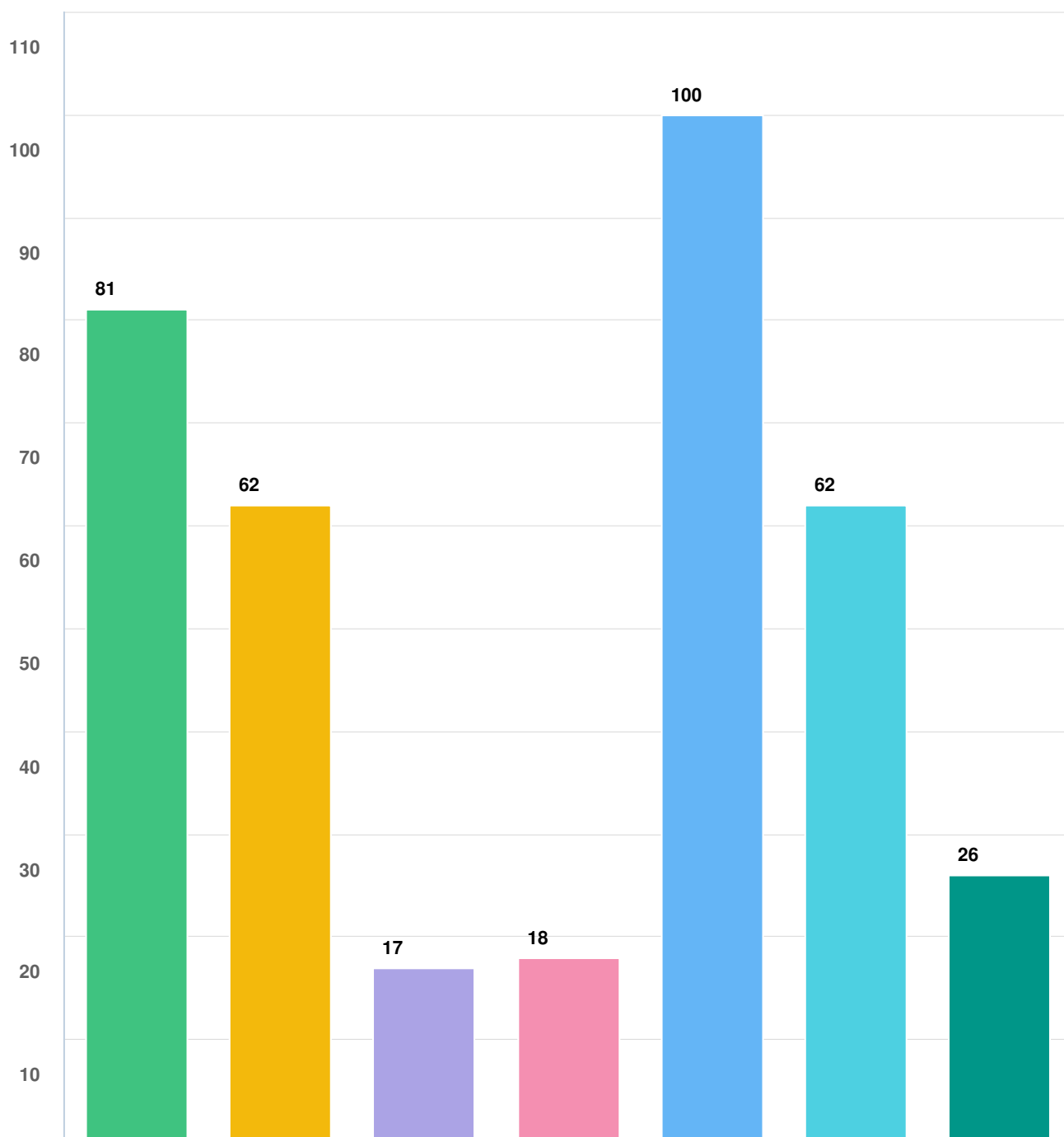
#### Question options

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

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



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



**Question options**

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

Optional question (286 response(s), 14 skipped)

Question type: Checkbox Question

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

Screen Name Redacted

8/27/2021 12:03 PM

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

Screen Name Redacted

8/27/2021 03:08 PM

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

Screen Name Redacted

8/28/2021 07:43 AM

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

Screen Name Redacted

8/28/2021 10:35 AM

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

Screen Name Redacted

8/28/2021 03:37 PM

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

medians/islands on Cole and near Whistle Stop.

Screen Name Redacted

8/28/2021 04:32 PM

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

Screen Name Redacted

8/28/2021 05:34 PM

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

Screen Name Redacted

8/28/2021 06:06 PM

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

Screen Name Redacted

8/28/2021 06:07 PM

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

Screen Name Redacted

8/29/2021 05:22 AM

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

Screen Name Redacted

8/29/2021 05:37 AM

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

Screen Name Redacted

8/29/2021 06:53 AM

We need more bike and walking trails.

Screen Name Redacted

8/29/2021 09:01 AM

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

Screen Name Redacted

8/29/2021 09:20 AM

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

Screen Name Redacted

8/29/2021 10:03 AM

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

Screen Name Redacted

8/29/2021 02:07 PM

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

Screen Name Redacted

8/29/2021 04:01 PM

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

Screen Name Redacted

8/30/2021 03:25 AM

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

Screen Name Redacted

8/30/2021 05:42 AM

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

Screen Name Redacted

8/30/2021 07:04 AM

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



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.

Screen Name Redacted

8/30/2021 07:16 AM

Love this bike lane and wish it was longer and in other parts of the city as well!

Screen Name Redacted

8/30/2021 07:40 AM

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.

Screen Name Redacted

8/30/2021 07:49 AM

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.

Screen Name Redacted

8/30/2021 08:11 AM

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.

Screen Name Redacted

8/30/2021 08:32 AM

i wish it connected to more east-west protected lanes

Screen Name Redacted

8/30/2021 08:39 AM

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.

Screen Name Redacted

8/30/2021 08:59 AM

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.

Screen Name Redacted

8/30/2021 09:29 AM

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

Screen Name Redacted

8/30/2021 10:10 AM

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

Screen Name Redacted

8/30/2021 10:46 AM

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

Screen Name Redacted

8/30/2021 11:41 AM

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

Screen Name Redacted

8/30/2021 01:29 PM

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

Screen Name Redacted

8/30/2021 01:29 PM

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

Screen Name Redacted

8/30/2021 01:33 PM

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

Screen Name Redacted

8/30/2021 01:35 PM

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

Screen Name Redacted

8/30/2021 01:39 PM

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

Screen Name Redacted

8/30/2021 01:39 PM

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

Screen Name Redacted

8/30/2021 01:43 PM

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

Screen Name Redacted

8/30/2021 01:43 PM

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

Screen Name Redacted

8/30/2021 01:45 PM

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

Screen Name Redacted

8/30/2021 01:51 PM

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

Screen Name Redacted

8/30/2021 01:55 PM

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

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

Screen Name Redacted

8/30/2021 02:17 PM

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

Screen Name Redacted

8/30/2021 02:31 PM

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

Screen Name Redacted

8/30/2021 02:48 PM

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

Screen Name Redacted

8/30/2021 02:54 PM

I do think that this bike path is unsafe. Cars 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.



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

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

Screen Name Redacted

8/30/2021 07:38 PM

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

Screen Name Redacted

8/31/2021 03:08 AM

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

Screen Name Redacted

8/31/2021 05:10 AM

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

Screen Name Redacted

8/31/2021 05:11 AM

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

Screen Name Redacted

8/31/2021 05:21 AM

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

Screen Name Redacted

8/31/2021 05:34 AM

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

Screen Name Redacted

8/31/2021 06:30 AM

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

Screen Name Redacted

8/31/2021 06:31 AM

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

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

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

Screen Name Redacted

8/31/2021 06:51 AM

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

Screen Name Redacted

8/31/2021 06:51 AM

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

Screen Name Redacted

8/31/2021 06:54 AM

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

Screen Name Redacted

8/31/2021 06:56 AM

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

Screen Name Redacted

8/31/2021 06:58 AM

Wish we have more bikeways around town to promote biking

Screen Name Redacted

8/31/2021 07:04 AM

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

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

Screen Name Redacted

8/31/2021 07:04 AM

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

Screen Name Redacted

8/31/2021 07:10 AM

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

Screen Name Redacted

8/31/2021 07:11 AM

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

Screen Name Redacted

8/31/2021 07:16 AM

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

Screen Name Redacted

8/31/2021 07:20 AM

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

Screen Name Redacted

8/31/2021 07:21 AM

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



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

Screen Name Redacted

8/31/2021 07:22 AM

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

Screen Name Redacted

8/31/2021 07:26 AM

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

Screen Name Redacted

8/31/2021 07:28 AM

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

Screen Name Redacted

8/31/2021 07:30 AM

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

Screen Name Redacted

8/31/2021 07:31 AM

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

Screen Name Redacted

8/31/2021 07:42 AM

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

Screen Name Redacted

8/31/2021 07:49 AM

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

Screen Name Redacted

8/31/2021 07:52 AM

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

Screen Name Redacted

8/31/2021 07:57 AM

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

Screen Name Redacted

8/31/2021 08:01 AM

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

Screen Name Redacted

8/31/2021 08:06 AM

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

Screen Name Redacted

8/31/2021 08:11 AM

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

Screen Name Redacted

8/31/2021 08:21 AM

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

Screen Name Redacted

8/31/2021 08:21 AM

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

Screen Name Redacted

8/31/2021 08:40 AM

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

Screen Name Redacted

8/31/2021 08:49 AM

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

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

Screen Name Redacted

8/31/2021 08:50 AM

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

Screen Name Redacted

8/31/2021 08:52 AM

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

Screen Name Redacted

8/31/2021 09:02 AM

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

Screen Name Redacted

8/31/2021 09:02 AM

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

Screen Name Redacted

8/31/2021 09:09 AM

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

Screen Name Redacted

8/31/2021 09:09 AM

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

Screen Name Redacted

8/31/2021 09:23 AM

More bike lanes in Bham would be wonderful. Thank you

Screen Name Redacted

8/31/2021 09:35 AM

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

Screen Name Redacted 8/31/2021 09:39 AM	I feel the cars don't see the bikers when turning and this has become more dangerous than before.
Screen Name Redacted 8/31/2021 09:46 AM	It's good to have a bike lane, but the current one needs to be more protective.
Screen Name Redacted 8/31/2021 12:13 PM	bike lanes are great. Please keep them coming
Screen Name Redacted 8/31/2021 12:19 PM	I frequently drive on South Eton and RARELY see a biker. Villa towards 15 narrows into a bottleneck. The battered plastic tubes are not attractive.
Screen Name Redacted 8/31/2021 12:22 PM	It's not clear from the images in this survey, but it seems that the proposal would eliminate parking options. If so, the proposal should be revised to insure that the parking options remain.
Screen Name Redacted 8/31/2021 01:12 PM	The bike lane is hardly ever used and the protective equipment is an eye sore. Please remove the broken poles and remove the humps. The bike lane is painted, people understand its a bike lane.
Screen Name Redacted 8/31/2021 01:24 PM	Either kill it or cure it - it looks shabby now with so many pieces missing.
Screen Name Redacted 8/31/2021 01:29 PM	I'm not comfortable on the area by Big Rock. Way too hilly are hard to see when going south. On the flip side, I live on corner of Eaton and Haynes and the bike lane makes me nervous when I'm backing out of my driveway on Eton. Some bikers go way too fast and they come out of nowhere. I ride my bike on the sidewalk I actually like that better with my special needs son. Again these pro bikers are intimidating and hard to bike along with my son
Screen Name Redacted 8/31/2021 01:35 PM	The protected design is flawed. It is difficult for the city to maintain. It adds congestion for drivers. It is unsightly.
Screen Name Redacted 8/31/2021 02:17 PM	Too congested, dangerous all around. I won't drive there. If my husband is driving, I am watching every which way for bikers,

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

Screen Name Redacted

8/31/2021 02:29 PM

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

Screen Name Redacted

8/31/2021 02:31 PM

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

Screen Name Redacted

8/31/2021 04:35 PM

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

Screen Name Redacted

8/31/2021 05:27 PM

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

Screen Name Redacted

8/31/2021 06:33 PM

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

Screen Name Redacted

8/31/2021 07:14 PM

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

Screen Name Redacted

8/31/2021 07:23 PM

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

Screen Name Redacted

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



9/01/2021 07:03 AM

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

Screen Name Redacted

9/01/2021 07:38 AM

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

Screen Name Redacted

9/01/2021 08:13 AM

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

Screen Name Redacted

9/01/2021 08:22 AM

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

Screen Name Redacted

9/01/2021 09:04 AM

I enjoy this route, keep it protected

Screen Name Redacted

9/01/2021 10:02 AM

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

Screen Name Redacted

9/01/2021 11:09 AM

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

Screen Name Redacted

9/01/2021 03:28 PM

I find the rubber barriers scary and annoying.

Screen Name Redacted

9/01/2021 03:39 PM

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

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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

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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 times both while running and biking by cars at intersections ... even when I HAVE the "Walk" signal at intersections so equipped. Additionally, with all the businesses and condos in the area, removing a lane from parking seems an unwise choice.

Screen Name Redacted

9/02/2021 01:38 PM

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

Screen Name Redacted

9/02/2021 01:38 PM

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

Screen Name Redacted

Would love to see more designated bike lanes around Birmingham.

9/05/2021 07:44 AM

Especially when crossing over Woodward

Screen Name Redacted

9/05/2021 02:14 PM

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

Screen Name Redacted

9/06/2021 02:07 PM

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

Screen Name Redacted

9/06/2021 02:13 PM

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

Screen Name Redacted

9/06/2021 02:20 PM

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

Screen Name Redacted

9/06/2021 06:13 PM

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

Screen Name Redacted

9/07/2021 07:37 AM

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

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

Screen Name Redacted

9/07/2021 01:42 PM

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

Screen Name Redacted

9/08/2021 03:37 AM

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

Screen Name Redacted

9/08/2021 06:31 AM

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

Screen Name Redacted

9/08/2021 06:32 AM

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



Screen Name Redacted

9/08/2021 06:52 AM

I appreciate your hard word and attention to this.

Screen Name Redacted

9/08/2021 08:49 AM

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

Screen Name Redacted

9/08/2021 08:54 AM

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

Screen Name Redacted

9/08/2021 09:51 AM

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

Screen Name Redacted

9/08/2021 11:53 AM

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

Screen Name Redacted

9/08/2021 02:19 PM

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

Screen Name Redacted

9/08/2021 04:02 PM

Cutting across the road at Villa is unsafe

Screen Name Redacted

9/08/2021 06:55 PM

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

Screen Name Redacted

9/08/2021 08:12 PM

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

Screen Name Redacted

9/09/2021 07:24 AM

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

Screen Name Redacted

9/09/2021 01:36 PM

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

Screen Name Redacted

9/10/2021 11:02 AM

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

Screen Name Redacted

9/11/2021 07:06 AM

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

Screen Name Redacted

9/11/2021 08:16 AM

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

right of way while walking across Eton.

Screen Name Redacted

9/12/2021 04:55 AM

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

Screen Name Redacted

9/12/2021 03:04 PM

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

Screen Name Redacted

9/12/2021 04:18 PM

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

Screen Name Redacted

9/12/2021 05:39 PM

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

Screen Name Redacted

9/13/2021 12:11 PM

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

Screen Name Redacted

9/13/2021 01:22 PM

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

Screen Name Redacted

9/15/2021 05:59 AM

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

Screen Name Redacted

9/16/2021 07:39 AM

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

Screen Name Redacted

9/16/2021 11:46 AM

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

Screen Name Redacted

9/16/2021 12:10 PM

You need to expand it to N Eton.

Screen Name Redacted

9/16/2021 07:03 PM

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

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

Screen Name Redacted

9/17/2021 06:31 AM

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

Screen Name Redacted

9/19/2021 09:52 AM

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

Screen Name Redacted

9/19/2021 03:01 PM

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

Screen Name Redacted

9/19/2021 06:42 PM

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

Screen Name Redacted

9/22/2021 08:10 AM

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



Screen Name Redacted

9/22/2021 11:09 AM

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

Screen Name Redacted

9/22/2021 05:46 PM

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

Screen Name Redacted

9/25/2021 04:28 AM

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

Screen Name Redacted

9/25/2021 09:39 AM

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

Screen Name Redacted

9/27/2021 08:39 AM

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

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

Screen Name Redacted

9/27/2021 08:53 AM

Connect to additional protected bike routes

Screen Name Redacted

9/27/2021 08:57 AM

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

Screen Name Redacted

9/27/2021 01:27 PM

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

Screen Name Redacted

9/27/2021 07:18 PM

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

Screen Name Redacted

9/28/2021 02:48 PM

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

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

Screen Name Redacted

9/28/2021 03:24 PM

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

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

**Question type:** Essay Question



Brooks Cowan &lt;bcowan@bhamgov.org&gt;

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## South Eton Bike Lane

1 message

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**John Larson** <larsonj08@gmail.com>  
To: "bcowan@bhamgov.org" <bcowan@bhamgov.org>

Mon, Aug 30, 2021 at 7:11 PM

Dear Brooks Cowan,

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

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

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

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

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

Thanks  
Dr. John Larson, Ph.D.

FHWA:  
[https://safety.fhwa.dot.gov/PED\\_BIKE/univcourse/pdf/swless19.pdf](https://safety.fhwa.dot.gov/PED_BIKE/univcourse/pdf/swless19.pdf)

## FHWA COURSE ON BICYCLE AND PEDESTRIAN TRANSPORTATION



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

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

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

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

### 19.7 Bike Lane Pavement Markings

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

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

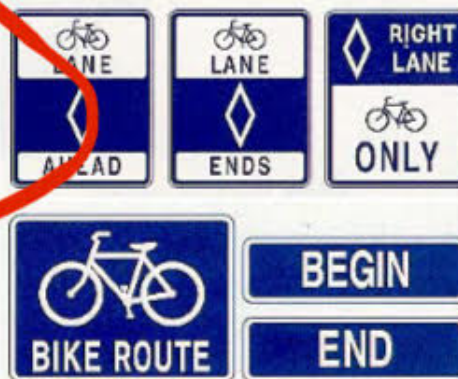
Care should be taken to use pavement striping that is durable, yet skid-resistant. Reflectors and raised markings in bike lanes can deflect a bicycle wheel, causing a bicyclist to lose control. If reflective pavement markers are needed for motorists, they should be installed on the motorist's side of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

While the 1988 edition of the MUTCD recommends the use of the diamond-

shaped preferential lane symbol in conjunction with bike lane signs, this symbol is often confusing for both the bicyclist and motorist. For this reason, subsequent editions of the MUTCD will probably eliminate the use of the diamond in bike lanes. The new standard pavement markings for bicycle lanes are the bicycle symbol (or the words BIKE LANE) and a directional arrow.

### 19.8 Bike Lane Signing

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



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

NACTO:

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





Michigan DOT:

[https://www.michigan.gov/documents/mdot/MDOT\\_BicycleandPedestrianTerminologyBooklet\\_445994\\_7.pdf](https://www.michigan.gov/documents/mdot/MDOT_BicycleandPedestrianTerminologyBooklet_445994_7.pdf)

## Bicycle and Pedestrian Terminology

### Complete Streets

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

### Contra-flow Bicycle Lane

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

City interpretations of the rules above:

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

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



Brooks Cowan <bcowan@bhamgov.org>

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## S. ETON BIKEWAYS

1 message

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

Tue, Aug 31, 2021 at 10:18 AM

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

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

Alice Thimm



Brooks Cowan &lt;bcowan@bhamgov.org&gt;

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

1 message

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

Tue, Aug 31, 2021 at 11:59 AM

Feedback re: the Eton bikeway.

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

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

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

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

To: &lt;socialmedia@bhamgov.org&gt;

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

Sent from my iPhone

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

**Share Your Feedback on South Eton Bikeway**

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



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



Brooks Cowan &lt;bcowan@bhamgov.org&gt;

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

1 message

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

Tue, Aug 31, 2021 at 12:00 PM

More feedback...

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

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

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

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

To: City of Birmingham, MI &lt;socialmedia@bhamgov.org&gt;

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

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

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

**Share Your Feedback on South Eton Bikeway**

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



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



Brooks Cowan &lt;bcowan@bhamgov.org&gt;

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**Eton Bikeway**

1 message

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

Tue, Aug 31, 2021 at 2:53 PM

To whom it may concern

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

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

Thank you

Anne M. Bray





Brooks Cowan &lt;bcowan@bhamgov.org&gt;

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

1 message

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

Thu, Sep 2, 2021 at 7:44 AM

Eton bikeway feedback...

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

From: **David J. Underdown** <underdown34@gmail.com>

Date: Wed, Sep 1, 2021 at 9:56 PM

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

To: &lt;engage@bhamgov.org&gt;

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

**David J. Underdown**  
**248-909-1072**

On Mon, Aug 30, 2021 at 4:22 PM Engage Birmingham &lt;notifications@engagementhq.com&gt; wrote:



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



Brooks Cowan &lt;bcowan@bhamgov.org&gt;

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**eton bikeway**1 message

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Thu, Sep 9, 2021 at 4:02 PM

To: "bcowan@bhamgov.org" &lt;bcowan@bhamgov.org&gt;

Hello

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

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

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

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

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

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

Again thank you for considering bicyclists and safety.

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

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

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

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

preferred\_contact = email

Client IP = 24.128.240.75



## DETROIT

# Detroit putting the brakes on more drivers with speed humps

**Associated Press**

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

*Detroit* – The Motor City wants drivers to slow down.

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

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

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

“We saw the opportunity to reach more

neighborhood blocks with available funding so we



Brooks Cowan &lt;bcowan@bhamgov.org&gt;

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**[Intro + Request] Birmingham Pedestrians Project**

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**Michael St. Germain** <mstgermain10@gmail.com>

Thu, Oct 14, 2021 at 8:46 AM

To: tmarkus@bhamgov.org, jecker@bhamgov.org, bcowan@bhamgov.org

Cc: Birmingham Gmail &lt;andrewinbham@gmail.com&gt;

Hi Tom, Jana, and Brooks,

My name is Michael St. Germain and my wife and I moved to Birmingham in February. I grew up in the area, and am excited to move back. We live on Ruffner avenue near the Great Harvest and KFC. I've served in the Army Reserve for the past 7 years and relocated with my civilian job back to Michigan during COVID.

I've been engaging with Andrew Haig on an issue my wife and I have noticed as we try to cross Woodward to get into town. The pedestrian crossing times across Woodward in Birmingham are not sufficient to make it across in time. They're also comparatively shorter than the crossing times in Royal Oak and Ferndale.

Birmingham residents are unnecessarily at risk.

I did some intel gathering to back up my hunch. [Here are my findings.](#)

I respectfully request that this get added to your upcoming agenda for review, and I would like MDOT to conduct an official study to verify my initial findings.

I eagerly await your response and hope we can work together to make Birmingham safer for pedestrians and increase business to downtown businesses with a safer Woodward corridor.

Thank you,

Michael St. Germain  
810-599-4096



# **Birmingham Pedestrians Project**



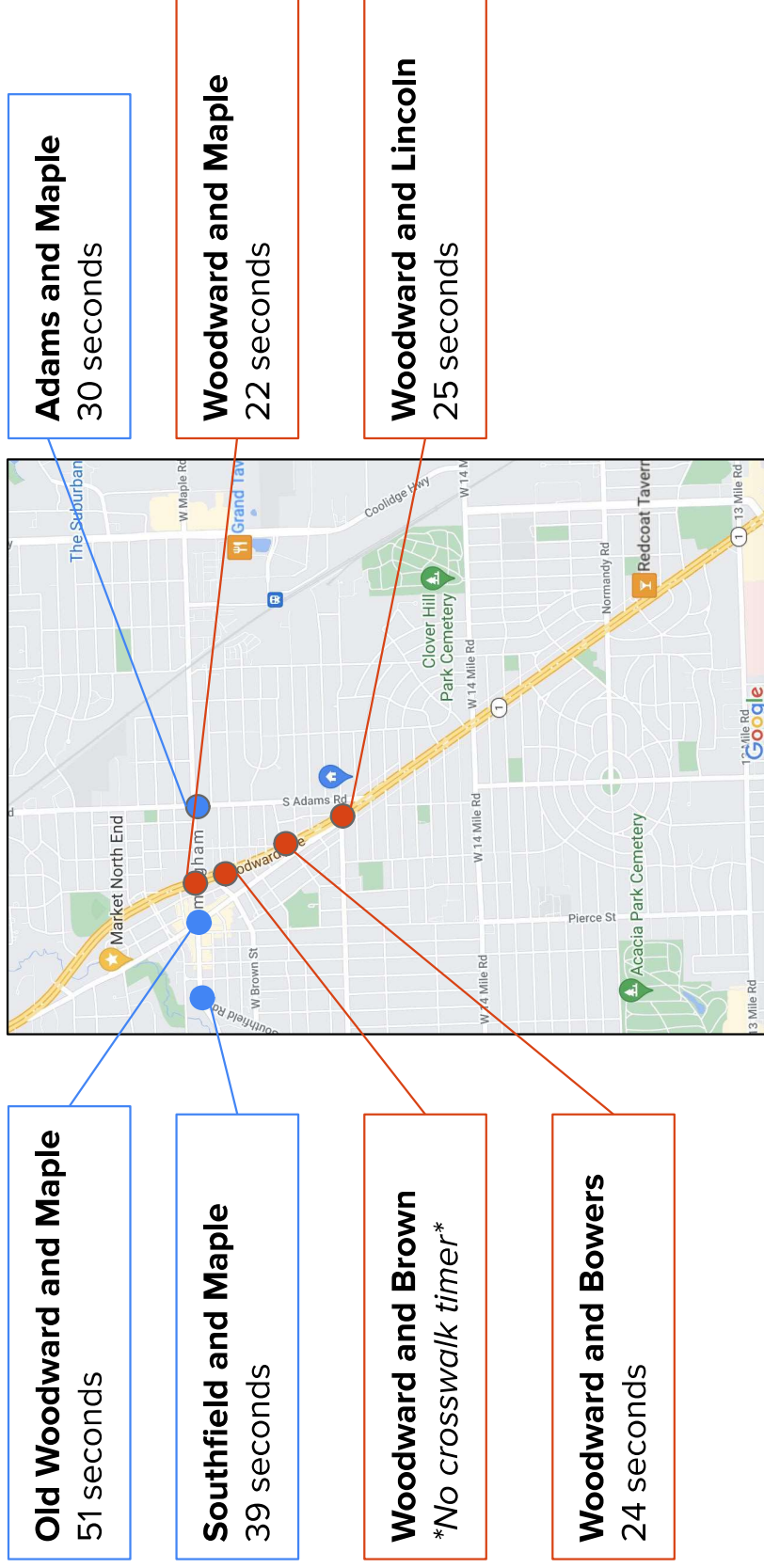
6 October 2021

## **Finding: Birmingham pedestrians are at risk**

- Crossing times across Woodward in Birmingham are short relative to other major street crossings in Birmingham.
- Crossing times across Woodward in Birmingham are short relative to neighboring communities like Ferndale and Royal Oak.
- Birmingham residents and businesses in the Triangle district are unnecessarily isolated from the rest of town.

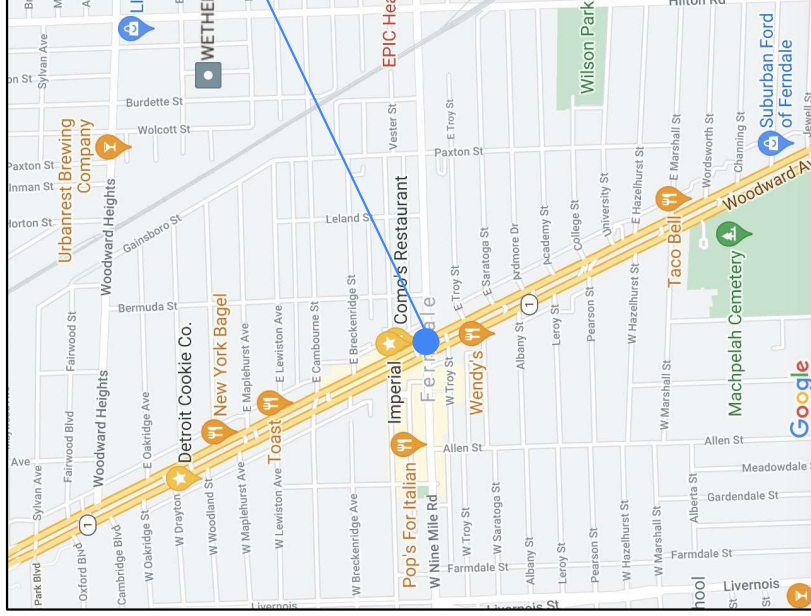
# Analysis: Birmingham crossing times

Woodward Ave crossing are the most dangerous and shortest crossings in town



# Analysis: Ferndale & Royal Oak crossing

**Birmingham crossings are shorter than our Woodward neighbors**



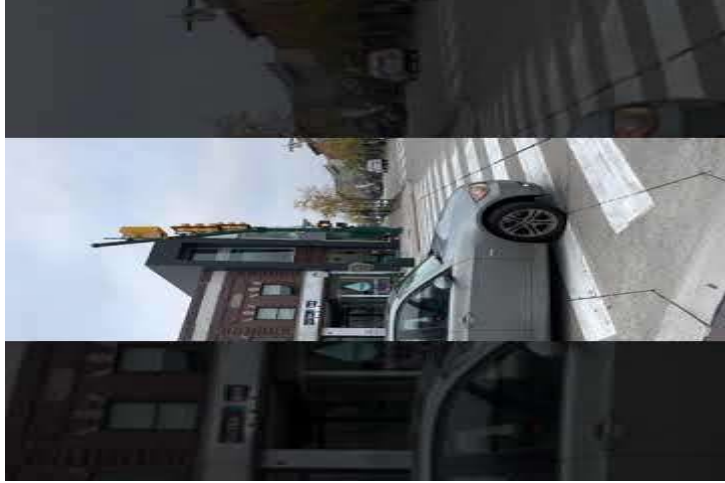
# APPENDIX







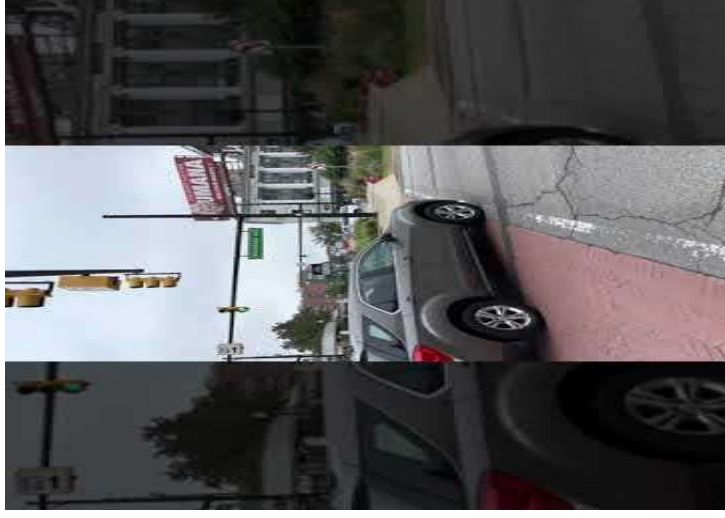
**Southfield and Maple**  
39 seconds



**Old Woodward and Maple**  
51 seconds



**Adams and Maple**  
30 seconds

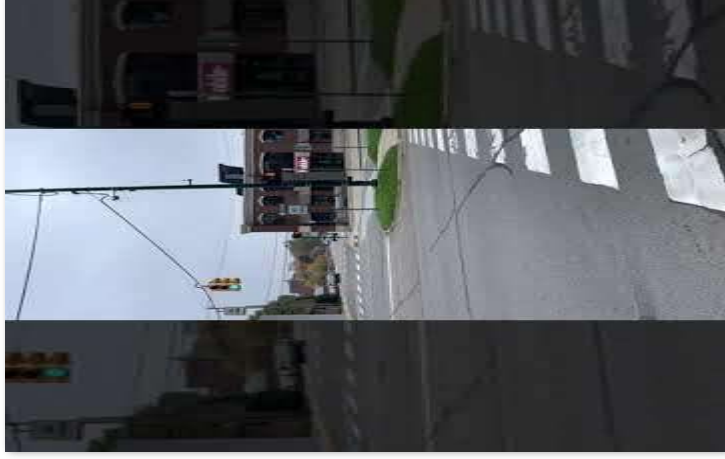


**Woodward and Nine Mile**  
41 seconds



**Woodward and Brown**

*\*No crosswalk timer\**



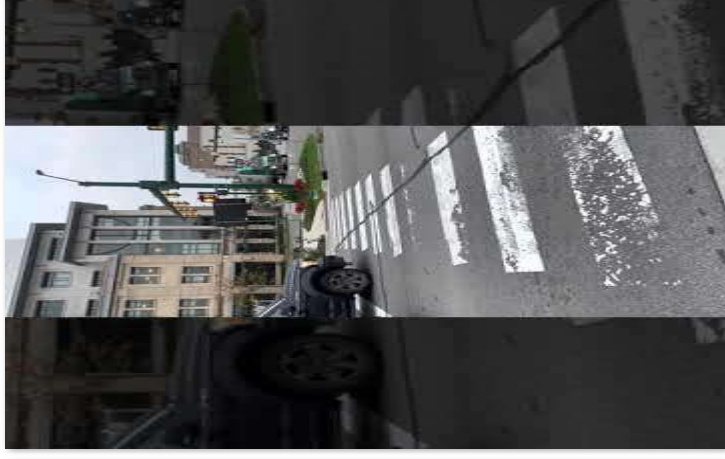
**Woodward and Bowers**

24 seconds



**Woodward and Lincoln**

25 seconds



**Woodward and Maple**

22 seconds