

**VIRTUAL MEETING OF THE MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, OCTOBER 1, 2020**

**<https://zoom.us/j/93483721344> or dial: 877 853 5247 US Toll-free,
Meeting ID: 934 8372 1344**

1. Roll Call
2. Introductions
3. Review of the Agenda
4. Approval of Minutes, Meeting of **September 3, 2020**

5. **Southfield and Brown Intersection Improvements**

6. **Bicycle Signage**

7. **On Street Parking on Commerce Street**

8. Meeting Open to the Public for items not on the Agenda
9. Miscellaneous Communications
10. Next Meeting – **November 5, 2020**
11. Adjournment

DRAFT

CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD

Thursday, September 3, 2020

Held Virtually Via Zoom and Telephone Access

Minutes of the virtual regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, September 3, 2020.

Chairwoman Johanna Slanga convened the meeting at 6:06 p.m.

1. ROLL CALL

Present: Chairwoman Johanna Slanga; Board Members Tom Peard, Katie Schafer, Doug White; Andrew Haig

Absent: Alternate Board Member Joe Zane

Administration: Jana Ecker, Planning Director
Eric Brunk, IT Manager
Laura Eichenhorn, Transcriptionist
Austin Fletcher, Assistant City Engineer
Scott Grewe, Police Commander

Fleis & Vandenbrink (F&V):

Julie Kroll
Justin Rose

MKSK:

Ben Palevsky
Brad Strader

Chairwoman Slanga reviewed the appropriate parliamentary procedures for a virtual meeting. She thanked everyone for their participation and cooperation in advance.

2. Introductions

None.

3. Review Agenda

No changes.

4. Approval of MMTB Minutes of June 4, 2020

Motion by Dr. Schafer

Seconded by Mr. White to approve the MMTB Minutes of June 4, 2020 as submitted.

Motion carried, 5-0.

ROLL CALL VOTE

Yeas: White, Haig, Peard, Slanga, Schafer

Nays: None

5. Transportation Impact Study Requirements for Private Development

Planning Director Ecker and Mr. Strader gave a brief introduction.

Mr. Palevsky, Ms. Kroll and Mr. Strader presented the item.

Dr. Schafer said she would be in favor of encouraging the Planning Board (PB) to use their discretion to look at multi-modal implications of developments under 20,000 sq. ft.

Planning Director Ecker confirmed that the Planning Board always touches at least on pedestrian access, pedestrian flow and bicycle amenities available when reviewing potential developments.

Mr. Strader agreed with Dr. Schafer and said that was part of the reason for bringing this item before the MMTB.

In reply to Mr. Haig, Planning Director Ecker stated that many developments in Birmingham include additions of 20,000 sq. ft. that then require community impact studies by the PB. For scale, she explained that five story developments in town tend to average around 80,000 sq. ft. She said that when developments add significant square footage to existing buildings, community impact studies are often required.

In reply to Chairwoman Slanga, Mr. Strader confirmed the language in the recommendations encompasses consideration of micro-mobility, ridesharing, and other options individuals may use to get to and from a new development.

In reply to Mr. Haig, Mr. Strader noted that the recommendations refer to 'person-trips' instead of 'auto-trips' as one of the ways of acknowledging multi-modal transportation around a development. Mr. Strader said it would probably be helpful to list out some of types of transportation that can be used for 'person-trips'.

Chairwoman Slanga noted that if in the future, for example, deliveries are made either by drones or automated bots then 'person-trips' would no longer encompass all the varieties of traffic that may approach or leave a site. She said that describing these trips as ones taken by 'first-mile, last-mile' devices might be broad enough to accurately capture that particular kind of traffic.

Mr. Haig said Chairwoman Slanga raised important points.

Mr. Strader said that saying 'and any other ways people or goods may be transported to the site' in the recommendations would likely sufficiently include the prospect of automated goods deliveries.

Ms. Kroll noted these guidelines could be updated as future modes of transportation become

more relevant to these considerations.

Seeing no further MMTB comments, Chairwoman Slanga thanked and commended the consultants and City staff for their work on the item.

6. Bicycle Signage

Commander Grewe introduced the item and Ms. Kroll presented the item.

In reply to Chairwoman Slanga, Ms. Kroll stated that there would be two signs installed westbound on Lincoln and two eastbound.

Mr. Haig and Dr. Schafer asked Ms. Kroll whether it might be prudent to also install a sign on S. Eton south of Lincoln as another area where cyclists are often compelled to ride in the road.

Ms. Kroll confirmed she would take a look at that section and that it could be added to the map.

Dr. Schafer said the City should also consider signage on Lincoln west of Southfield. She said the nadir of the hill near Arlington might be an appropriate placement for a sign in that area.

Mr. Strader said Adams near the fire station might be another appropriate location for the signage.

Mr. Peard noted that the stretch of Willits with a single lane of traffic in each direction and on-street parking would also benefit from the signage being discussed. He also noted it would be important to install the signs in a way that would be sufficiently visible to drivers. He cautioned that the signs could be otherwise obscured by on-street parking.

Motion by Dr. Schafer

Seconded by Mr. Haig to recommend approval of the installation of new R4-11 signs to be installed at the following intersections and locations:

- **E. Lincoln and S. Eton**
- **E. Lincoln and Adams**
- **E. Lincoln and Woodward**
- **W. Lincoln and Southfield Road**
- **S. Eton and 14 Mile**
- **W. Lincoln from Arlington to Cranbrook**
- **Willits from Ferndale to Chester**

Motion carried, 5-0.

ROLL CALL VOTE

Yeas: Schafer, Haig, White, Peard, Slanga

Nays: None

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

In reply to Chairwoman Slanga, Planning Director Ecker explained that the City Commission in

May 2020 explored allowing restaurants to further expand their outdoor dining into roadways. She said that restaurant owners surveyed indicated that they would have a difficult time getting enough supplies and staff to expand their outdoor dining further than had already been permitted, so that solution was not pursued. She stated that the Commission passed a resolution in August 2020 that would permit restaurants to keep and enclose their outdoor dining through Winter 2020. As part of that resolution for Winter 2020 restaurants would also not be required to bring in their outdoor dining furniture overnight. To date, liquor service for outdoor dining has only been permitted through October 31, 2020 via the MLCC and there is hope that will be extended further.

Chairwoman Slanga said there were some roads in Birmingham that could benefit from being closed to vehicular traffic, especially as outdoor dining occupies parts of the road. She cited Pierce next to City Hall as one such area.

Planning Director Ecker stated that area was considered for temporary closure to vehicular traffic in May 2020. With the Maple Street construction, there was concern from the Birmingham Fire Department (BFD) that emergency vehicles might require access to that road. She said she also broached the topic with City Management after speaking with Chairwoman Slanga about it earlier in the week, and reported that there was not enough interest from restaurateurs for doing so.

Chairwoman Slanga compared Birmingham's progress in making the streets more pedestrian-friendly to Traverse City, noting that Traverse City has managed to close a number of areas to vehicular traffic during expanded outdoor dining due to the Covid-19 pandemic.

Chairwoman Slanga expressed pointed dismay that the City was reluctant to think creatively about making small sections of road which share dining, pedestrian, and vehicular traffic more pedestrian-friendly by restricting vehicular access.

She said the City would be missing an opportunity to better support outdoor dining and pedestrians as outdoor dining extends into the winter in tents and other enclosed spaces.

Addressing Commander Grewe, Chairwoman Slanga said she would still like to hear about the ADA upgrades that will be happening around the City as a result of the Spring 2020 consent agreement signed regarding the matter. She said she would like the MMTB to be better informed of how those areas will be changing and what the MMTB should be aware of when considering mobility and accessibility issues in the future.

Commander Grewe explained that the City would be bringing out-of-date ramps up to current ADA requirements and repairing any ramps in need of maintenance.

Chairwoman Slanga said she would still like a presentation to be made to the MMTB regarding how the Board could be more mobility- and accessibility-inclusive whenever space on an agenda would allow.

Commander Grewe assented to Chairwoman Slanga's request.

Dr. Schafer reported that former MMTB member Daniel Rontal's son was hit by a vehicle while riding his bicycle across Lincoln coming from the alley to the west of Woodward on August 31,

2020. She stated that while Dr. Rontal's son sustained minor injuries the issue was still one of concern. Dr. Schafer said that Dr. Rontal requested, and Dr. Schafer agreed, that the Board should look at the alleys and consider ways to improve their safety.

Planning Director Ecker notified the Board members that alleys along Woodward are being discussed as part of the master planning process. She said she would be happy to submit any feedback regarding improving alley safety to the master planning team, or said the Board members could submit the feedback directly via theBirminghamPlan.com.

Mr. Strader noted that the Board could brainstorm ways of making the entrances to the alleyways more visible from Woodward and ways of making them generally more walkable in order to increase pedestrian and cyclist safety, and then could submit their proposals as a Board to the Planning Board for master plan consideration. He said it could be made more clear to vehicles travelling on the road that pedestrians and cyclists may be crossing those roads as they follow the alley. Mr. Strader said also that if the master plan does not address that topic to the MMTB's satisfaction then the MMTB could resume its study with the aim of recommending improved safety measures to the Commission.

Dr. Schafer noted it would be important for the Board to remember that what the City might want pedestrians and cyclists to do is not always the same as the behaviors they actually exhibit. She cautioned that the safety measures should be designed with real-life behavior in mind.

Chairwoman Slanga expressed concurrence with Dr. Schafer's point. She said the MMTB should consider proactively what the patterns are that are making multi-modal traffic in these areas less safe, and how those patterns can be improved. She ventured that Commander Grewe could possibly share bits of information at each meeting regarding incidents of reduced multi-modal safety so the MMTB could get a better sense of what the most current challenges are. She noted that the MMTB currently has no specific mechanism to hear about issues like that and said it could be beneficial to implement one.

Chairwoman Slanga grouped the need for Board updates on these incidents with her recommendation that the MMTB to be more informed about mobility and accessibility issues around the City, explaining that she wants the MMTB to remain up-to-date on issues within their purview as they arise.

Mr. Haig said he would also be supportive of studying ways to increase alley safety. He continued that he had other comments, prompted by the last page of the current evening's agenda regarding Brown Street. He said he wanted to MMTB to explore more ways of adding friction to roads in order to slow down vehicular traffic speeds. He shared that Pleasant Ridge was currently conducting a study by adding temporary bump-outs to explore their effect on traffic speeds. Mr. Haig said improving bicycle lane markings and crossing markings would also help increase the friction and thus enhance safety. Signage, Mr. Haig said, is often insufficient to the task because drivers become inured to signs. He said that bump-outs would be one example of other more potentially effective options since they require the drivers' notice in order to not damage their vehicles. Adding on to the idea of bump-outs, he said that other physical obstructions would likely achieve similar safety-improving results. He said he has been dissatisfied with recommendations to paint the roads and install signs, seeing them as ineffective, especially as there are often sightline issues. He said Farmington, Pleasant Ridge and Novi are all experimenting with traffic

control measures from which Birmingham could and should learn. He said in general that he would like to see the MMTB presented with more experiments and solutions other local municipalities are implementing and expressed frustration at what he saw as some resistance to innovation within Birmingham.

Mr. Strader replied his team had previously conducted training sessions for the MMTB regarding current best practices on a variety of multi-modal best practices, and said those could continue on topics selected by the MMTB. He said his team would work with City staff to create those trainings.

In reply to Mr. Strader, Planning Director Ecker confirmed that the next MMTB meeting could entail a presentation on current pedestrian and cyclist best practices, which could include some ways of making the alleys safer for non-vehicular traffic. She said she thought it would be a good idea to pursue.

Chairwoman Slanga said that to Mr. Haig's point she would encourage MMTB members to share innovative multi-modal ideas they find intriguing from other communities, and welcomed MMTB members, staff and members of the public to continue sharing those ideas with the Board.

Planning Director Ecker echoed Chairwoman Slanga. She added in reply to Mr. Haig that new ideas are always worth discussing, even if there is initial resistance to their consideration at the City level.

Chairwoman Slanga agreed and said the MMTB is very open to those discussions.

8. Miscellaneous Communications

Included in the agenda packet, a member of the public expressed satisfaction with signs that were added to Brown Street.

9. Next Meeting – October 1, 2020

10. Adjournment

No further business being evident, the board members adjourned at 7:31 p.m.

Jana Ecker, Planning Director

Austin Fletcher, Assistant City Engineer



MEMORANDUM

DATE: September 22, 2020

TO: Multi-Modal Transportation Board

FROM: Jana L. Ecker, Planning Director
Cmdr. Scott Grewe, Police Department
Austin Fletcher, City Engineer

SUBJECT: Brown and Southfield Intersection

In July of this year, the resident at 510 Southfield, John Zessin, contacted staff regarding the intersection of Brown and Southfield. Mr. Zessin requested the intersection be reviewed due to several vehicles that have struck his home that is located at the end of Brown street on the west side of the intersection. Mr. Zessin also sent an email on September 1st regarding these concerns (attached).

Mr. Zessin stated vehicles have struck his home four times in the last five years. Staff reviewed reports, searched the last ten years, and found four reports involving this location.

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

All of these accidents involved a vehicle that was traveling west bound on Brown.

Staff contacted the Road Commission for Oakland County (RCOC). RCOC advised that the signal heads at the intersection are the 12-inch signal heads, which is the largest they use. They also advised the current operation cycles of the signal have been in place since 2008. RCOC believed this condition was in place beyond 2008, however they have no records beyond that point.

Staff contacted Fleis and Vandenbrink (F&V) to review the intersection and provide recommendations for improvements. F&V was provided copy of the accident reports for their review. See their attached report.

Suggested Action:

To install advance intersection lane control signage (R3-8) and a two-directional large arrow sign (W1-7) at the recommended locations in the report provided by F&V.



Scott Grewe <sgrewe@bhamgov.org>

Traffic Light change at Brown and Southfield1 message

Polymerz <z@polymerz.com>

Tue, Sep 1, 2020 at 4:42 PM

To: mclemence@bhamgov.org

Cc: pcurtis@bhamgov.org, jecker@bhamgov.org, sgrewe@bhamgov.org, jvalentine@bhamgov.org

Good afternoon Mark

I am writing to you as a concerned citizen of Birmingham who is faced with an extremely dangerous living condition based on the traffic routing in front of my house at 510 Southfield Rd in Birmingham.

As you may know, my house has been hit by westbound Brown Rd. Drivers 4 different times in the last 5 years. In each case, the drivers were impaired either through intoxication or through medical condition, but in all cases none had the ability to control their vehicle before crashing into my house. In that period of time, I have incurred nearly \$400,000 in repair costs, PTSD issues with my wife and family who have endured the trauma of 4 crashes and a reduction in my property value based on the ongoing threat of the next crash.

I have attempted numerous times to make changes that would correct the condition of unabated vehicles driving into my house. During the discussions, I did learn that the light that intersection had been a blinking red light after 9 PM and in the 23 year history of the building it has only been since that light has become a standard timed light that the accidents have occurred. Never when the light was a flashing red light had an accident occurred.

My request to you is to return the light cadence to a blinking red light after dark so that oncoming traffic would be alerted to the need to stop or at least slow down upon approaching the intersection. This is the least expensive option for all involved and would not inhibit the light flow of traffic at that intersection at night.

Please consider this request for the safety of my family and as the steward for protection of our community.

All the best,

John Zessin
Managing Director
M. Holland
248.760.6614

MEMO

VIA EMAIL

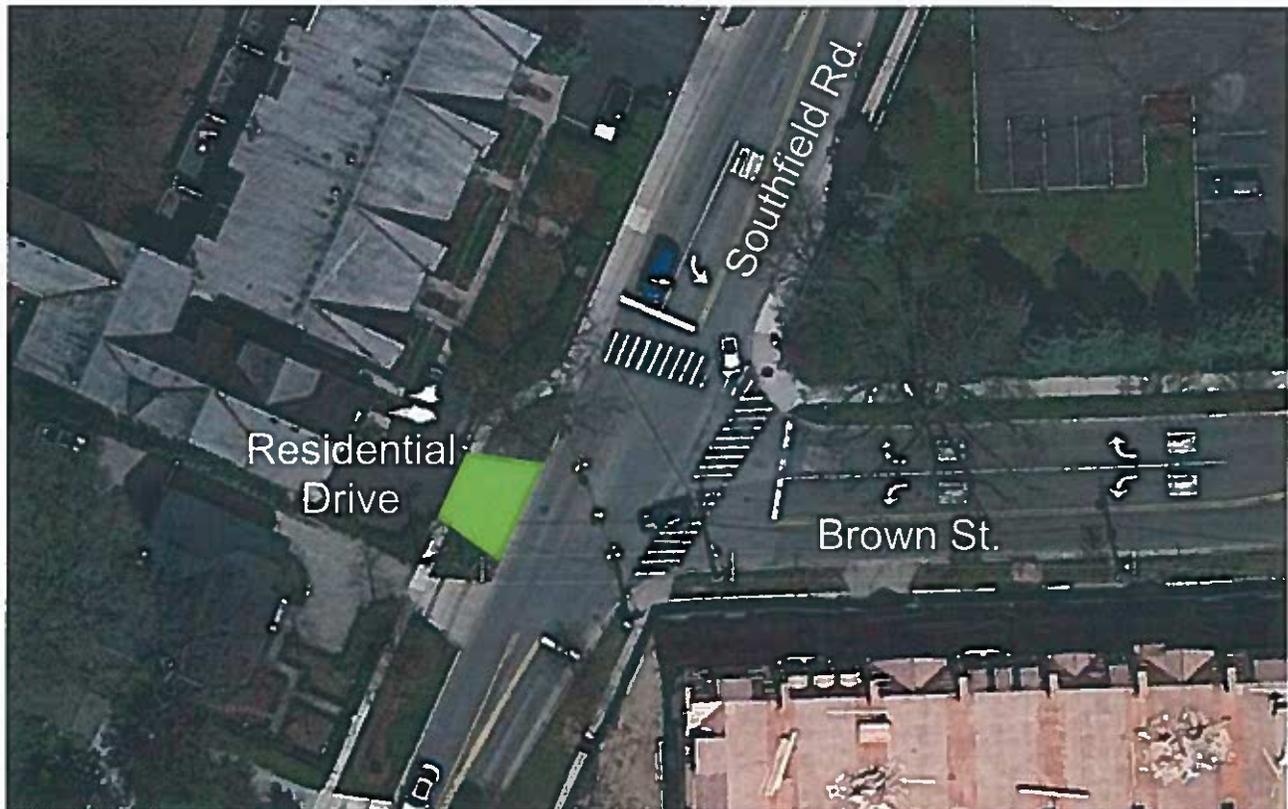
To: Cmdr. Scott Grewe, Operations Commander
Birmingham Police

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

Date: September 18, 2020

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

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



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

SIGNAL OPERATIONS

The signalized intersection currently operates 24/7 pre-timed, and *does not* operate in flash mode at any time during the day. The MDOT flash schedule criteria was evaluated to determine if flash operations may be considered at this intersection.

Criteria	Met
<p>1. Flashing operation should be considered during time periods where the minor road traffic volume drops to 50% or less of the volume warrants for Warrant 1 (Minimum Vehicular Volume).</p> <p>Evaluation of the 2019 traffic volumes at this intersection show that the minor street traffic volumes are less than 50% of the volume warrant criteria from 10:00PM-7:00AM.</p>	Yes
<p>2. The major street traffic volumes do not create minor street delays traffic.</p> <p>The major street (Southfield Road) has significant volumes from 6:00AM-10:00PM.. Therefore, possible time for flash schedule would occur from 10:00PM-6:00AM.</p>	Yes
<p>3. For signals in residential areas or with evening pedestrian activity the beginning of the flash schedule should be delayed until at least 10:00 PM.</p> <p>The traffic volume data shows that flash schedule would need to occur at 10:00PM or later.</p>	Yes
<p>4. If the major road volume is below 50% of the warranting volumes but the minor road volume is not, consideration of utilizing a flash schedule may be considered if it would allow for a more consistent flash schedule along the corridor.</p>	N/A
<p>5. Flash operations may be considered where there are no unique geometric conditions and where adequate sight distance is provided.</p> <p>A sight distance evaluation was performed at this intersection. The sight distance analysis is attached. Due to the skewed intersection, there are significant sight distance limitations to the north that would impact the ability for drivers to make a safe left-turn at this intersection without intersection traffic control. Therefore, this criteria is not met.</p>	No
<p>Flash Schedule Recommendation</p> <p>A flash schedule at this intersection is <i>not</i> recommended due to sight distance limitations.</p>	No

SIGNING OPTIONS

It was determined that flash operations at the are not recommended due to the limited sight distance, therefore additional signing options were reviewed to determine if additional measures may be applicable at this intersection. The following signage was determined to be applicable in accordance with the *Michigan Manual on Uniform Traffic Control Devices (MMUTCD)* for this approach and is summarized below.

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

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



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

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



Option 3: Intersection Warning Sign (W2-4)

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



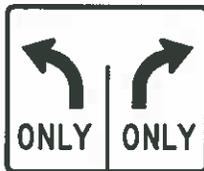
RECOMMENDATIONS

A flash schedule is not recommended at the intersection; however, additional signing options were considered individually and in combination. It was determined through discussions with the City that the addition of Option 1 and Option 2 would provide the most effective treatment at this intersection.

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

Recommended Signing:

- Advance Intersection Lane Control (R3-8)



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



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

Attached:

Flash Schedule Review
Intersection Sight Distance Review

**Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume**

Intersection:	Southfield @ Brown		
Date	9/18/2020	by	F&V

2	: No. of Lanes on Major St?
2	: No. of Lanes on Minor St?
25	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an isolated community?
0	: If answer 4 is Yes, then what is the of the population isolated community?
NO	: Have other remedial measures been tried?

USE 100% WARRANTS 1A AND 1B. DO NOT USE COMBINATION OF A & B

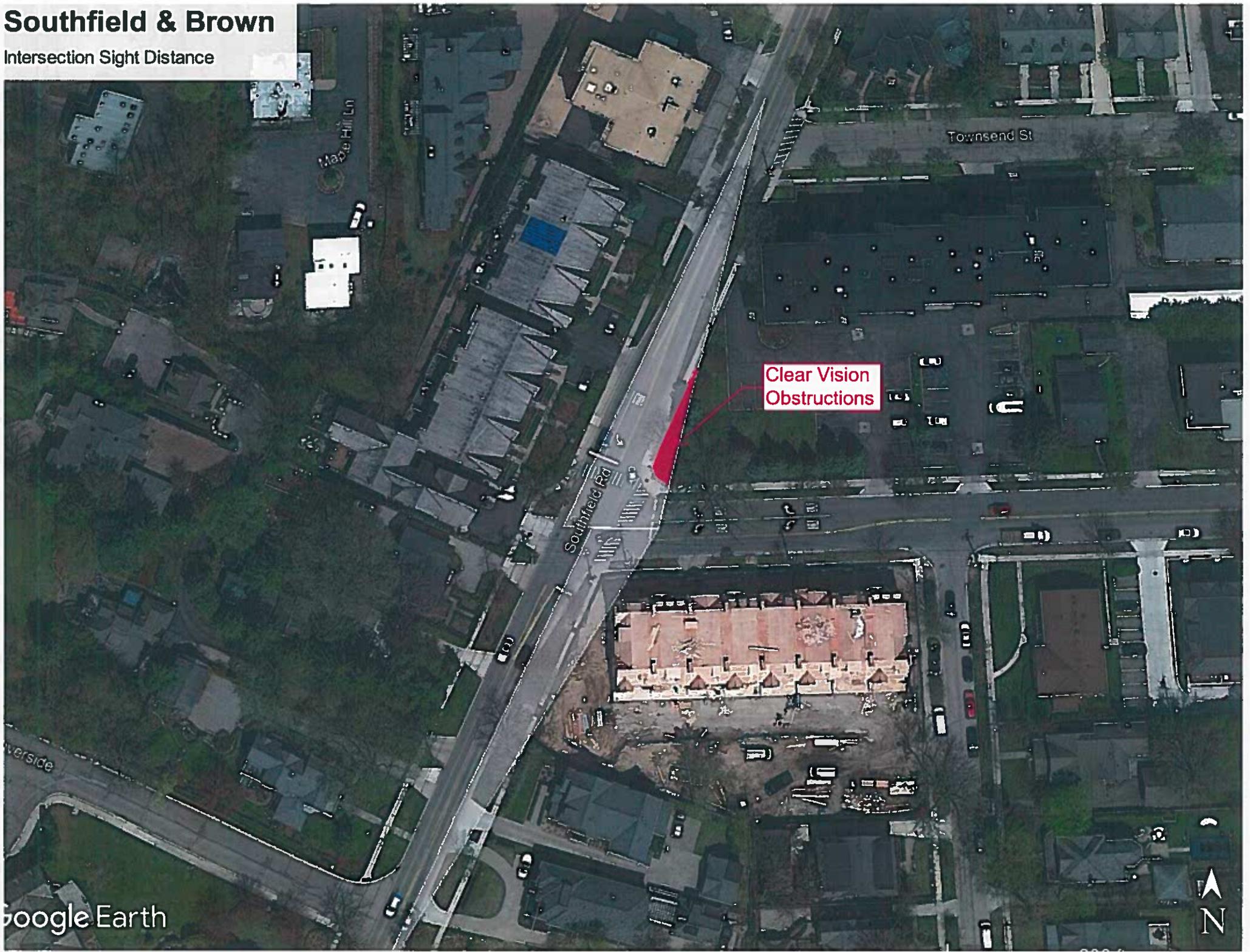
Time	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
	N-S	E-W											
00:01 - 01:00	42	15	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
01:00 - 02:00	21	6	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
02:00 - 03:00	5	4	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
03:00 - 04:00	14	2	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
04:00 - 05:00	22	5	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
05:00 - 06:00	88	16	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
06:00 - 07:00	285	55	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
07:00 - 08:00	760	134	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
08:00 - 09:00	991	212	600	200	YES	900	100	YES	N/A	N/A	N/A	N/A	N/A
09:00 - 10:00	988	217	600	200	YES	900	100	YES	N/A	N/A	N/A	N/A	N/A
10:00 - 11:00	685	176	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
11:00 - 12:00	765	201	600	200	YES	900	100	NO	N/A	N/A	N/A	N/A	N/A
12:00 - 13:00	753	228	600	200	YES	900	100	NO	N/A	N/A	N/A	N/A	N/A
13:00 - 14:00	712	235	600	200	YES	900	100	NO	N/A	N/A	N/A	N/A	N/A
14:00 - 15:00	769	205	600	200	YES	900	100	NO	N/A	N/A	N/A	N/A	N/A
15:00 - 16:00	869	224	600	200	YES	900	100	NO	N/A	N/A	N/A	N/A	N/A
16:00 - 17:00	951	253	600	200	YES	900	100	YES	N/A	N/A	N/A	N/A	N/A
17:00 - 18:00	1047	330	600	200	YES	900	100	YES	N/A	N/A	N/A	N/A	N/A
18:00 - 19:00	824	215	600	200	YES	900	100	NO	N/A	N/A	N/A	N/A	N/A
19:00 - 20:00	549	160	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
20:00 - 21:00	413	133	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
21:00 - 22:00	296	118	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
22:00 - 23:00	169	54	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A
23:00 - 00:00	84	32	600	200	NO	900	100	NO	N/A	N/A	N/A	N/A	N/A

Number of Hours that met the warrant 1A =	10
Number of Hours that met the warrant 1B =	4
Number of Hours that met the warrant 1 A & B =	0

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)	YES
B. Is the Interruption of Continuous Traffic Met? (Condition B)	NO
C. Combination of Warrants A and B Criteria Met?	N/A

Southfield & Brown

Intersection Sight Distance



Clear Vision
Obstructions





MEMORANDUM

DATE: September 21, 2020

TO: Multi-Modal Transportation Board

FROM: Jana L. Ecker, Planning Director
Cmdr. Scott Grewe, Police Department
Austin Fletcher, City Engineer

SUBJECT: Bicycle Signage

In accordance with the recommendations of the Multi-Modal Transportation Plan (MMTP), the City has completed the Neighborhood Connector Route for bicycle travel around the City. This route contains various bicycle infrastructure elements, including bike lanes, buffered bike lanes, sections of cycle track and sharrows to indicated shared lanes.

The City has recently received correspondence from cyclists expressing frustration that many drivers do not understand that bicycles are entitled to use a full lane of the road. This issue has become more prominent as cycling has increased in popularity. In December of 2019, the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) was updated to allow for the use of new signage to inform all road users that bicyclists may use the full lane (Sign R4-11 in MMUTCD). These signs are permitted for use along roads where there are no bicycle lanes or shoulders and where the road is too narrow for bicycles and cars to operate side by side safely.

On September 1, 2020, the MMTB reviewed the potential locations for signage along the Neighborhood Connector Route, and approved the installation of new R4-11 signs at the following intersections:

- E. Lincoln and S. Eton
- E. Lincoln and Adams
- E. Lincoln and Woodward
- W. Lincoln and Southfield Road
- S. Eton and 14 Mile Road
- W. Lincoln from Arlington to Cranbrook
- Willits from Ferndale to Chester

Subsequent to the September 2020 meeting of the MMTB, additional comments were received regarding the challenges of the off set intersections of Maple with S. Eton and N. Eton, particularly for cyclists using the regional bike route that runs along Eton St.

Accordingly, the City's transportation consultants were asked to review the concerns raised with regards to the Maple and Eton intersections and determine if any signage changes were recommended. Please find attached a report from Fleis and VandenBrink outlining the findings of their review, along with their recommendations to add four new R4-11 signs.

Suggested Action:

To recommend approval of the installation of four new R4-11 signs to be installed along Eton

Street at the following locations:

- On S. Eton, south of Maple Road on the NB side (add new sign post)
- On S. Eton, south of Maple Road on the SB side (mount on existing light post)
- On N. Eton, north of Maple Road on the NB side (add new sign post)
- On N. Eton, north of Maple Road on the SB side (Remove existing W11-1/W16-1P sign and replace with R4-11 sign on existing post)

AND

To recommend approval of the addition of sharrows to be installed on N. Eton, north of Maple Road in both the NB and SB lanes.

MEMO

VIA EMAIL

To: Cmdr. Scott Grewe, Operations Commander
Birmingham Police

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

Date: September 15, 2020

Re: 'Bicycles May Use Full Lane (R4-11)' Sign
Additional Locations Eton Street at Maple Road

Fleis & VandenBrink (F&V) previously reviewed and provide recommendations regarding locations for 'Bicycles May Use Full Lane (R4-11)' sign. The Multi-Modal Transportation Board (MMTB) provided recommended action on the locations of these signs at the MMTB meeting on September 3, 2020.

Correspondence was received by the City on September 11, 2020 from a resident and cyclist requesting consideration of additional R4-11 signage on N. and S. Eton at Maple Road.

BACKGROUND

Section 9B.06 of the *Michigan Manual on Uniform Traffic Control Devices* (MMUTCD) provides the following criterion regarding the use of Bicycles May Use Full Lane Sign (R4-11).

- A. *The Bicycles May Use Full Lane (R4-11) sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side..*
- B. *The Bicycles May Use Full Lane sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane.*
- C. *Section 9C.07 describes a Shared Lane Marking that may be used in addition to or instead of the Bicycles May Use Full Lane sign to inform road users that bicyclists might occupy the travel lane.*



SIGNING EVALUATION

The N. and S. Eton Street segments both have very short sections where 'sharrows' are provided, however they do provide a critical transition from between the dedicate bike lanes both north and south of Maple Road. Therefore, these sections were further evaluated to determine if the MMUTCD criteria is applicable at these locations.

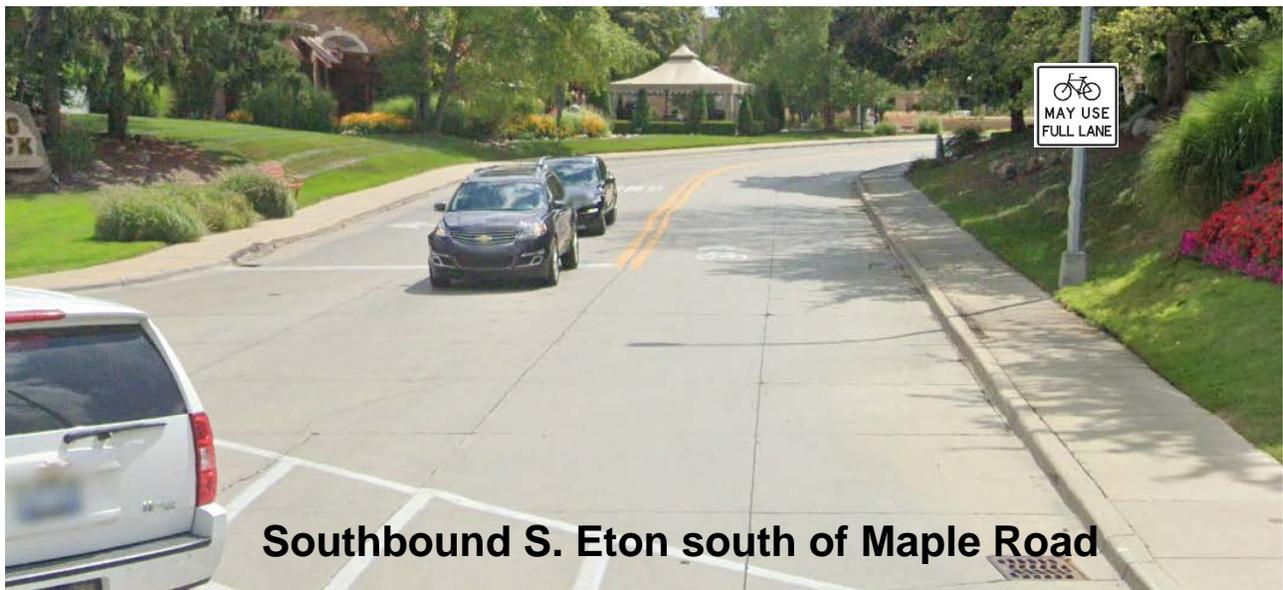
1. NORTHBOUND S. ETON AT MAPLE ROAD

The northbound bike lane on S. Eton transitions to the roadway for approximately 300 feet. Through this section bikes on the connector route can use the roadway as a vehicle; therefore condition B. *The Bicycles May Use Full Lane* sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane is applicable. Signing is recommended adjacent to the existing 'sharrow' pavement marking on northbound S. Eton as shown on the exhibit below.



2. SOUTHBOUND S. ETON AT MAPLE ROAD

The southbound bike lane on S. Eton starts approximately 300 feet south of Maple Road. Through this section bikes on the connector route can use the roadway as a vehicle. The southbound lane width through this section is approximately 16 feet, however the roadway is too narrow for a vehicle to pass a bicycle at the 3-foot minimum distance; therefore, *Condition A. The Bicycles May Use Full Lane (R4-11)* sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side is applicable.. Signing is recommended adjacent to the existing 'sharrow' pavement marking on southbound S. Eton as shown on the exhibit below.



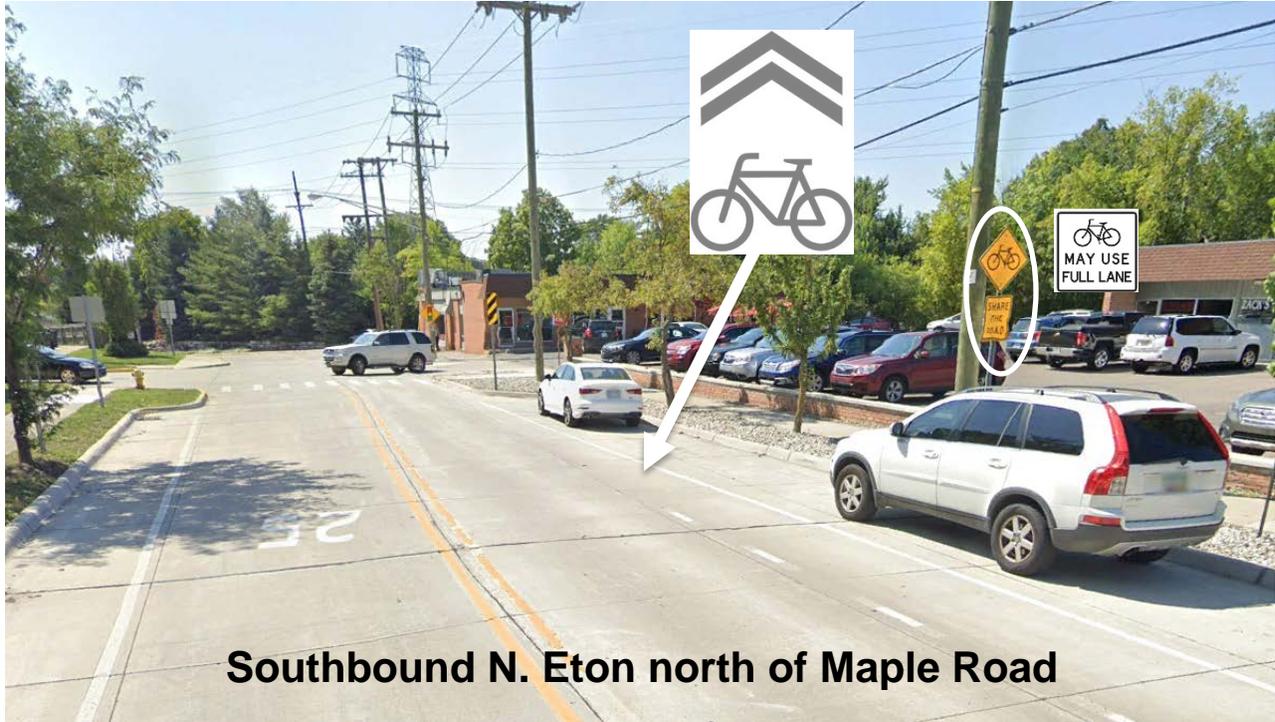
3. NORTHBOUND N. ETON AT MAPLE ROAD

The northbound bike lane on N. Eton starts approximately 400 feet north of Maple Road. Through this section bikes on the connector route can use the roadway as a vehicle. The northbound lane width through this section is approximately 11 feet and the roadway is too narrow for a vehicle to pass a bicycle at the 3-foot minimum distance; therefore, *Condition A. The Bicycles May Use Full Lane (R4-11) sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side* is applicable.. There are no 'sharrow' pavement markings on N. Eton. These may be considered by the MMTB with the addition of the R4-11 sign as shown on the exhibit below.



4. SOUTHBOUND N. ETON AT MAPLE ROAD

The southbound bike lane on N. Eton transitions to the roadway for approximately 400 feet. Through this section bikes on the connector route can use the roadway as a vehicle. *Condition B. The Bicycles May Use Full Lane sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane* is applicable on this section. There is an existing "Share the Road" sign located at the end of the existing bike lane. This signing can be replaced with the R4-11 sign and there are no 'sharrow' pavement markings on N. Eton. These may be considered by the MMTB with the addition of the R4-11 sign as shown on the exhibit below.



Southbound N. Eton north of Maple Road

RECOMMENDATIONS

The recommendations on Eton Street are summarized below in the following table.

Location #	Direction	Street	Location	Recommendation
1	NB	S. Eton Street	South of Maple Road	R4-11 Sign & Post
2	SB	S. Eton Street	South of Maple Road	R4-11 Sign (located on light post)
3	NB	N. Eton Street	North of Maple Road	R4-11 Sign & Post, Sharrow
4	SB	N. Eton Street	North of Maple Road	Replace W11-1/W16-1P with R4-11 Sign, Sharrow

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

Doug White
Bicycle/Pedestrian Advocate
Multi-Modal Transportation Board
City of Birmingham, Michigan

Dear Mr. White,

There are few things scarier to a bicyclist than when a car uses the “left turn only” lane to pass and then cuts back into the right lane and makes a right turn, cutting off the bicyclist. That has happened to me several times at the intersection of Maple and Eaton St. I’ve actually had, on more than one occasion, a driver turn right from the left turn only lane to get around me while I was waiting for a red light.

I’ve been yelled at, cut-off, threatened, and once, a little gray haired old lady used every bit of strength she had to hold back her raging husband to keep him from jumping out of the car because he did not think a bicyclist should be using a traffic lane. I know this because he was screaming his opinion out the open window of the car. I think that lady may have saved my life that day.

When Mr. Paul Eddleston writes that he “was assaulted three times in five minutes by seemingly enraged motorists...” it does not come as a surprise or seem an exaggeration. (Friday, July 31, 202 email) This is just business as usual for bike commuters on City of Birmingham streets.

Mr. Eddleston makes an excellent suggestion for the use of R4-11 signs, bicycles may use full lanes. I would like to see these signs placed at the intersection of Eaton St. north of Maple on both the northbound and southbound lanes. I would also like to see one of these signs on the northbound lane of Eaton St. south of Maple.

This is a particularly scary intersection because the bike lanes on Eaton St. end (both northbound and southbound) just before the intersection, forcing bicyclists to merge with vehicle traffic. There is no shoulder and the lanes are narrow enough that it is not safe for a vehicle to pass a bicyclist. The “share the road” signs and sharrows markings on the pavement don’t seem to be enough to let drivers know that bicyclists can use the whole lane when making a turn.

Please include the intersection of Eaton and Maple for use of R4-11 signs.

Thanks you,

Ken Martinek
2712 Pembroke Rd.
Birmingham, MI 48009



MEMORANDUM

DATE: September 22, 2020

TO: Multi-Modal Transportation Board

FROM: Jana L. Ecker, Planning Director
Cmdr. Scott Grewe, Police Department
Austin Fletcher, City Engineer

SUBJECT: Commerce Street Parking

Staff was contacted by Gayle McGregor of William Williams Ratner & Plunkett P.C. regarding the property located at 2295 E. Lincoln, the Lincoln Commerce Center. Ms. McGregor submitted a letter stating that the property owner, Donald Bailey, was requesting the no parking signs on the southern half of the west side of Commerce be removed. This recommended change would allow for three parking spaces adjacent to their building.

During a conversation with Ms. McGregor she advised a proposed new tenant, Bloom Pediatrics, would like to occupy the space. However, due to current City requirements, there is not enough on-site parking to meet the City's requirements. Therefore, they are requesting the removal of the no parking signs on the southern half of the west side of Commerce to add additional parking along the east side of the property.

A petition was completed. There are four properties on Commerce, three signed the petition in favor of the change. See attached letter with exhibits and petition.

The current no parking restrictions have been in place since 1962.

It should be noted that typical changes in parking restrictions are done by block and not segmented. It should also be noted that if the request was approved to use these parking spaces towards the total number available for the proposed business, they would still need commission approval to count these spaces to meet the City's requirement as the spaces are in the public right-of-way in accordance with Chapter 126, Article 4, Section 4.45G(1) of the Zoning Ordinance:

The required off-street parking facilities for buildings used for other than residential purposes may be provided by one of the following methods:

By providing required off-street parking on the same lot as the building being served, or where practical, and with the permission of the City Commission, the area in the public right-of-way abutting the property in question may be included as a portion of the required parking area if such area is improved in accordance with plans which have been approved by the engineering department.

In addition, the board should be aware that there have been repeated complaints of illegally parked vehicles at the corner of Cole and Commerce. Vehicles in violation of the two hour limit on Cole at Commerce and vehicles parked on the grass on the east side of Commerce have been ongoing issues. Multiple complaints and violations have been written in this area. The complaints have been targeted at two businesses, both automotive related, that tend to store vehicles in these locations.

Due to the above stated conditions, staff does not recommend changing the parking restrictions on the entire block as this may further exacerbate the current problem on the north side of Commerce. Also, staff recommends a time limit at the south portion of Commerce so this area does not see the same problem.

Suggested Action:

To remove the "No Parking" signs on the west side of Commerce from Lincoln north to the south side of the second driveway and replace them with "2 Hour Parking" signage.



Scott Grewe <sgrewe@bhamgov.org>

Parking Ordinance 4.45 G(1)

1 message

Gayle McGregor <GSMcGregor@wwrplaw.com>
To: "sgrewe@bhamgov.org" <sgrewe@bhamgov.org>

Mon, Sep 21, 2020 at 12:37 PM

Hi, Commander Grewe:

I left you a voicemail after we spoke the first time. Please see Ord. Section 4.45G(1). It states:

"The required off-street parking facilities for buildings used for other than residential purposes may be provided by one of the following methods:

1. By providing required off-street parking on the same lot as the building being served, or where practical, and with the permission of the City Commission, the area in the public right-of-way abutting the property in question may be included as a portion of the required parking area if such area is improved in accordance with plans which have been approved by the engineering department."

Please confirm if the matter will be placed on the 10/1 Multi-Modal Board meeting agenda. Also, please let me know if you need any additional information.

Thanks.

~Gayle



Gayle S. McGregor, Esq.

380 North Old Woodward Avenue, Suite 300

Birmingham, Michigan 48009

Mobile: (248) 891-7786 • Office: (248) 642-0333 • Fax (248) 642-0856

gsm@wwrplaw.com

Bio

vCard

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Williams Williams Rattner & Plunkett, P.C.
Attorneys and Counselors

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William E. Hosler
Ernest J. Essad, Jr.
Robert B. Labe
Richard E. Rassel, III
John D. Gaber
David E. Plunkett
Wayne Walker
John W. Crowe
C. Kim Shierk
Donna M. Medina
Brian E. Etzel
Susan A. Babcock
Robert A. LaBelle
Gayle S. McGregor
Tamara E. Fraser
Jeremy M. Manson
Mary-Claire Petcoff
David R. Sheaffer

OF COUNSEL:
Sidney L. Frank
William T. Myers
Robert C. Law

James A. Williams (1942-2007)
Edward L. Ruby (1942-2002)
Thomas G. Plunkett (1938-2017)
John F. Mills (1945-2014)

September 18, 2020

*Via Email (sgrewe@bhamgov.org & jecker@bhamgov.org)
& Hand Delivery*

City of Birmingham – Multi-Modal Transportation Board
Attn: Scott Grewe, Operations Commander & Jana Ecker, City Planner
151 Main Street
P.O. Box 3001
Birmingham, MI 48012

Re: Request for Recommendation to Approve Three (3) Additional
Stalls of On-Street Parking on Commerce Street for the Lincoln
Commerce Center.

Dear Members of the Multi-Modal Transportation Board:

Please consider this letter submitted on behalf of Donald Bailey, the owner of Lincoln Commerce Center (“Applicant”), by its attorneys Williams, Williams, Rattner & Plunkett, P.C., as an application for a recommendation of approval to the City Commission of three additional stalls of on-street parking spaces along a small section of Commerce Street.

The Applicant owns the Lincoln Commerce Center, 2295 E. Lincoln Street (“LC Center”). The section of Commerce Street at issue is generally bounded by E. Lincoln Street and Cole Street, and the Applicant is seeking approval for three (3) additional 9’x 20’ on-street parking stalls along the west side of Commerce Street located next to the LC Center. Approval of the requested on-street parking stalls will allow the Applicant’s tenant, Bloom Pediatrics, to occupy the former Birmingham Coach space with a boutique medical office.

As you know, Commerce Street is approximately 375 feet long and 28 feet wide, is located to the east of Eton Street on the southern end of one of the City’s eastern commercial districts. Commerce Street connects the Cole Street commercial corridor to the Ice Area and other recreational uses located along E. Lincoln Street to the south. Currently, there are seven (7) approved on-street parking stalls along the east side of Commerce Street—four (4) to the north and five (5) to the south. Attached as **Exhibit A** are photographs, maps, diagrams, and a site plan providing a visualization of the Applicant’s request. As shown with yellow rectangles in

Exhibit A, the requested additional parking stalls are directly across from the five (5) existing stalls on the southside of Commerce Street, and the request provides for an eighteen (18) foot buffer between the new parking stalls and the existing driveways opening onto Commerce Street. The requested parking stalls also will not obstruct any existing fire hydrant or other public utility. Notably, street parking is permitted on both sides of E. Lincoln Street to the south and Cole Avenue to the north, and those streets also are twenty-eight (28) feet wide and experience heavier traffic than Commerce Street.

Approval of the requested three (3) additional street parking stalls would not have any adverse impact on the traffic on Commerce Street or the use by other businesses with frontage on or openings to Commerce Street. There are three other buildings with frontage on or openings to Commerce Street: 2300 Cole Street (Dogtopia of Birmingham), 2330-2340 Cole Street (Cole Street Collision), and 2335 E. Lincoln Street (The Shwayder Company/Arden Realty). All three buildings have dedicated off-street parking. Dogtopia has at least fifteen (15) off-street parking spaces. Cole Street Collision appears to have over twenty (20) off-street spaces, and The Shwayder Company (Arden Realty) has a large, underutilized parking lot behind the building. Moreover, as shown in the attached **Exhibit B**, the owners of 2330-2340 Cole Street and 2335 E. Lincoln Street both have signed a petition of support for the Applicant's request. While the owner of 2300 Cole Street declined to sign the petition, the Applicant does not expect objection from that property owner, and as noted above, that property has its own off-street parking lot.

The requested additional parking is also consistent with the City's Multi-Modal Transportation Plan, as there are no plans to remove or minimize on-street parking in the area surrounding the LC Center, and the additional on-street parking would not interfere with any of the City's planned paving projects.

Based on the information above and attached to this letter, the Applicant requests that this Board recommend that the City Commission approve the Applicant's request for three additional on-street parking stalls located on the western portion of Commerce street. Please do not hesitate to contact the undersigned with any questions or concerns. I look forward to hearing from you.

Very truly yours,

WILLIAMS, WILLIAMS, RATTNER & PLUNKETT, P.C.


Richard D. Rattner 

RDR/drs
cc: Donald Bailey
Katie Schafer

EXHIBIT A

May 12, 2020

Lincoln Commerce Center

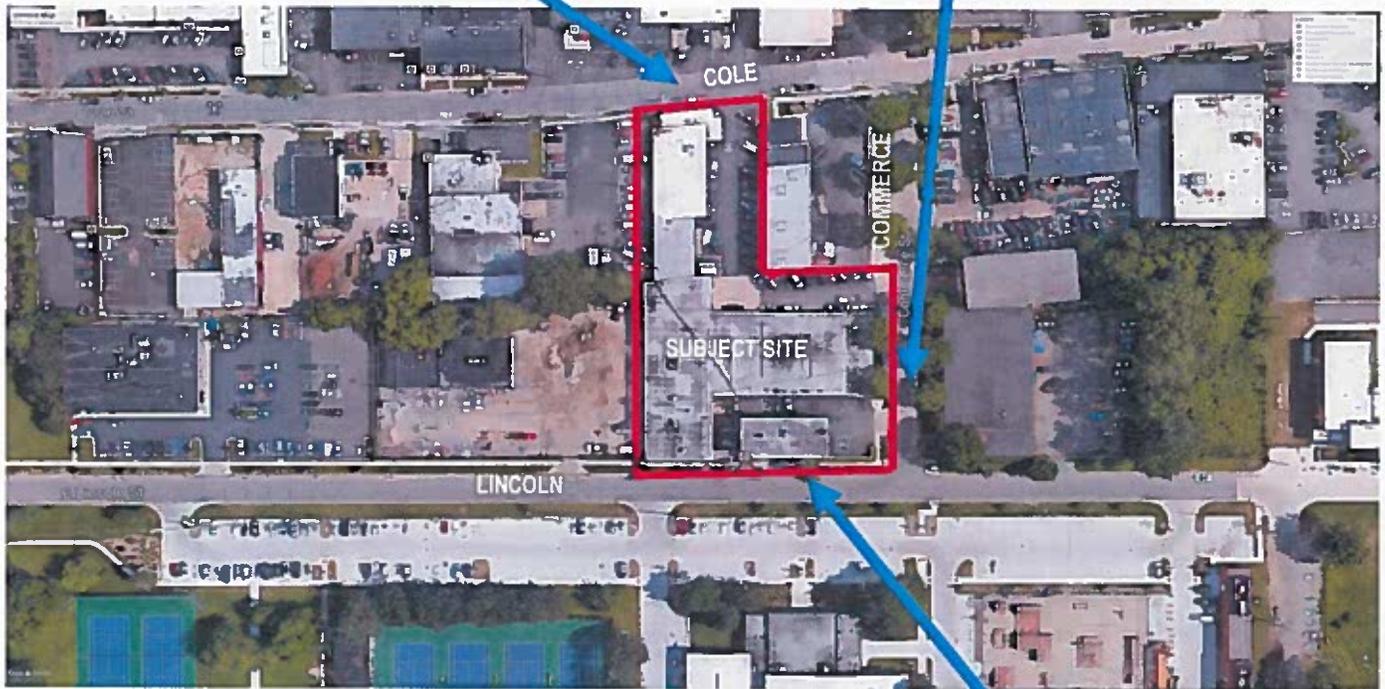
Birmingham, Michigan

**POLICE DEPARTMENT, ENGINEERING DEPARTMENT,
AND MULTI-MODAL BOARD
APPROVAL REQUEST**

**TO ALLOW RIGHT-OF-WAY STREET PARKING ON PART OF THE
WEST SIDE OF COMMERCE STREET**



SITE CONTEXT



AERIAL PHOTOGRAPH / STREET VIEWS OF COMMERCE

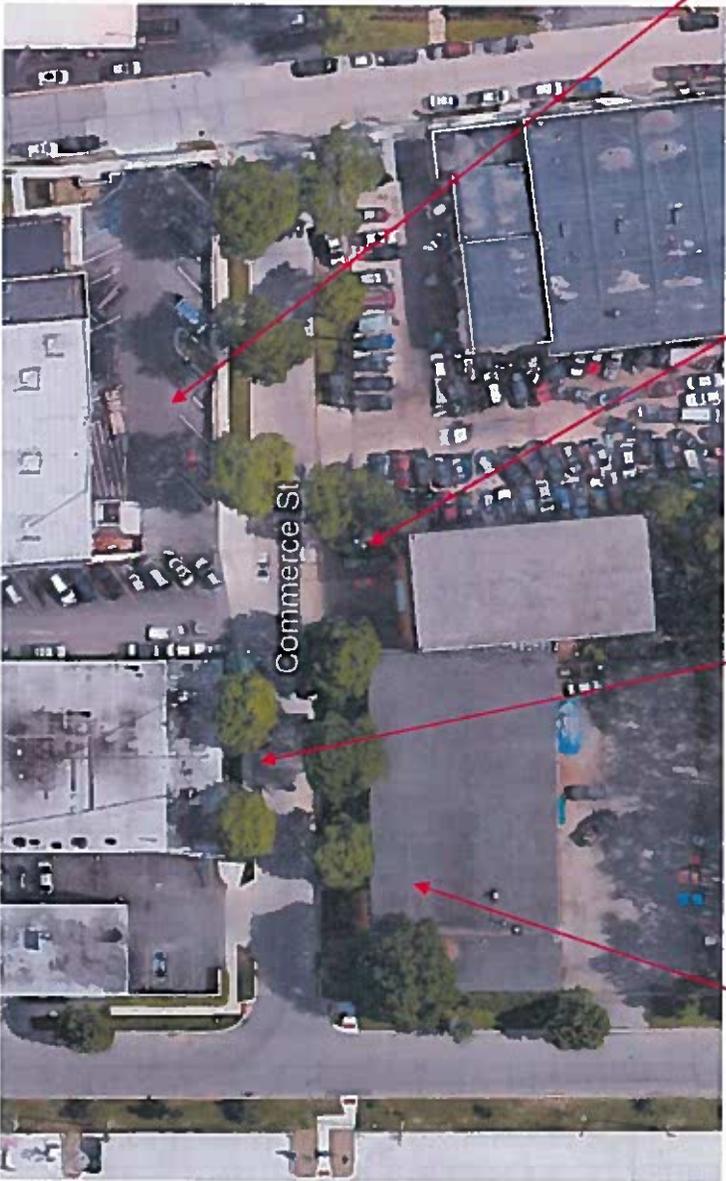


EXHIBIT B

RE: Lincoln Commerce Center
2292 Cole Street (generally bounded by Lincoln Ave., Commerce St., and Cole St.)

May 12, 2020

Request to Police Department, Engineering Department, and Multi-Modal Board:
TO ALLOW STREET PARKING SPACES (TOTAL OF 3)
ADJACENT TO THE SUBJECT PROPERTY ALONG WEST SIDE OF COMMERCE STREET

P E T I T I O N O F S U P P O R T

To our neighboring property owners along Commerce St., Birmingham, Michigan,

To better serve our tenants and the area in general, it is our desire to have street parking on a small part of the west side of Commerce St., adjacent to my property (Lincoln Commerce Center building). Our current tenants fronting on Commerce are a hair salon and interior design firm. Total parking would equate to only 3 spaces, a 60' long zone. Refer to the attached graphic.

To allow for this, the City of Birmingham requires review by the Police Department, Engineering Department, and approval by the Multi-Modal Board. As we submit this application, we are seeking your support. If approved, note that the parking on both sides of Commerce will occur in a very short 60' zone (note that Lincoln is exactly the same width as Commerce and does allow what we are proposing for most of its entire length). After careful study, we see no adverse impacts to your properties including vehicular (cars, trucks, fire and police) and pedestrian traffic.

By signing of this Petition, it will show your support for our request. Thank you.

Donald Bailey
Lincoln Commerce Center Property Owner

Address 4141 N. Atlantic Boulevard Auburn Hills, MI 48326

Name Donald Bailey

Signature

2300 Cole St Property Owner

Address 5123 Maple Ridge Rd. Sterling, MI 48659

Name Linda A. Frank

Signature

2330 Cole Street 2330 Cole St. LLC Property Owner

Address 16155 W 12 Mile Rd. Ste 1 Southfield, MI 48076

Name Alene Chernick

Signature

2335 E. Lincoln Street Arden Realty LLC Property Owner

Address 27551 Fairway Hills Drive Franklin, MI 48025

Name Mark Shwayder

Signature

Mark Shwayder 5/20/20

RE: Lincoln Commerce Center
2292 Cole Street (generally bounded by Lincoln Ave., Commerce St., and Cole St.)

May 12, 2020

**Request to Police Department, Engineering Department, and Multi-Modal Board:
TO ALLOW STREET PARKING SPACES (TOTAL OF 3)
ADJACENT TO THE SUBJECT PROPERTY ALONG WEST SIDE OF COMMERCE STREET**

P E T I T I O N O F S U P P O R T

To our neighboring property owners along Commerce St., Birmingham, Michigan,

To better serve our tenants and the area in general, it is our desire to have street parking on a small part of the west side of Commerce St., adjacent to my property (Lincoln Commerce Center building). Our current tenants fronting on Commerce are a hair salon and interior design firm. Total parking would equate to only 3 spaces, a 60' long zone. Refer to the attached graphic.

To allow for this, the City of Birmingham requires review by the Police Department, Engineering Department, and approval by the Multi-Modal Board. As we submit this application, we are seeking your support. If approved, note that the parking on both sides of Commerce will occur in a very short 60' zone (note that Lincoln is exactly the same width as Commerce and does allow what we are proposing for most of its entire length). After careful study, we see no adverse impacts to your properties including vehicular (cars, trucks, fire and police) and pedestrian traffic.

By signing of this Petition, it will show your support for our request. Thank you.

Donald Bailey
Lincoln Commerce Center Property Owner

Address 4141 N. Atlantic Boulevard Auburn Hills, MI 48326

Name Donald Bailey

Signature

2300 Cole St Property Owner

Address 5123 Maple Ridge Rd. Sterling, MI 48659

Name Linda A. Frank

Signature

2330 Cole Street ~~2330-Cole St. LLC~~ Property Owner

Address 16155 W 12 Mile Rd. Ste 1 Southfield, MI 48076

Name Alene Chernick

Signature

2335 E. Lincoln Street Arden Realty LLC Property Owner

Address 27551 Fairway Hills Drive Franklin, MI 48025

Name Mark Schwayder

Signature

May 12, 2020

Police Department
City of Birmingham, Michigan
150 Martin Street
Birmingham, MI 48009

**RE: Lincoln Commerce Center
2292 Cole Street (generally bounded by Lincoln Ave., Commerce St., and Cole St.)**

Request to Police Department, Engineering Department, and Multi-Modal Board:

**TO ALLOW STREET PARKING SPACES (TOTAL OF 3)
ADJACENT TO THE SUBJECT PROPERTY ALONG WEST SIDE OF COMMERCE STREET**

Dear Multi-Modal Board Members,

I have owned the subject site/building for many decades. With Quality Coach Collision recently vacating the building, I am seeking higher quality replacement tenants that are more complimentary to our existing tenants and the neighboring uses. The collision shop had a low demand for employee and visitor parking. New tenants will most likely desire greater parking.

We see opportunity on the west side of Commerce adjacent to our site. This will in particular serve our existing tenants (hair salon and interior design firm) that front on Commerce well.

We are seeking a total of 3 car spaces. After a careful analysis of the subject area and the Rail District as a whole, we do not see any adverse effects if this is allowed. The street is 28 feet in width (measure from face of curb) within a 60' right-of-way, the condition just like Lincoln Ave. and Cole St. where parking is allowed on both sides. Commerce St. is a short connector street between Lincoln and Cole. Much of it has driveways on both sides with generous passing zones for vehicles. The proposed parking is for only 3 cars for a 60' total distance (creates a narrow zone condition no different than what both Lincoln and Cole allow for most of their length, much more heavily used routes). The proposed parking intends to meet all Engineering Department standards and allow for adequate maneuvering for cars and trucks from Lincoln and Cole as well as access to driveways.

In summation:

- Allowing for the street parking adjacent to our existing tenants would serve them well
- The number of car space are few (3-total)
- The width of Commerce is 28' from face of curb, exactly like Lincoln and Cole where parking is allowed on both sides
- Commerce is not a heavily traveled road (far less traffic than Lincoln and Cole)
- The proposed parking area creates a narrow zone that is only 60' long
- Allowing the parking creates no adverse impact regarding vehicular traffic (cars, trucks, public safety) and pedestrians

We appreciate your support. This will help promote better quality tenants for us and see this as a benefiting the general district as well including Kenning Park, Ice Arena, Forest Hills Swim Club, the future Lincoln Yard restaurant and other neighboring buildings.

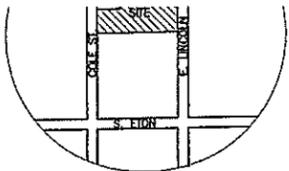
Included with this letter is the following:

1. Presentation showing existing conditions
2. Survey
3. Petition (neighbor's support)

Thank you for your consideration.

Sincerely,

Donald Bailey
Property Owner



Location Map
Scale: None

Signage Note:

ALL PROPOSED SIGNAGE FOR BIRMINGHAM TRICK DOG WILL BE DESIGNED AND INSTALLED BY OTHERS. THE SIGNAGE CONTRACTOR SHALL SUBMIT ALL REQUIRED DOCUMENTS TO THE CITY AND OBTAIN ALL PERMITS PRIOR TO INSTALLATION

Scope Of Work:

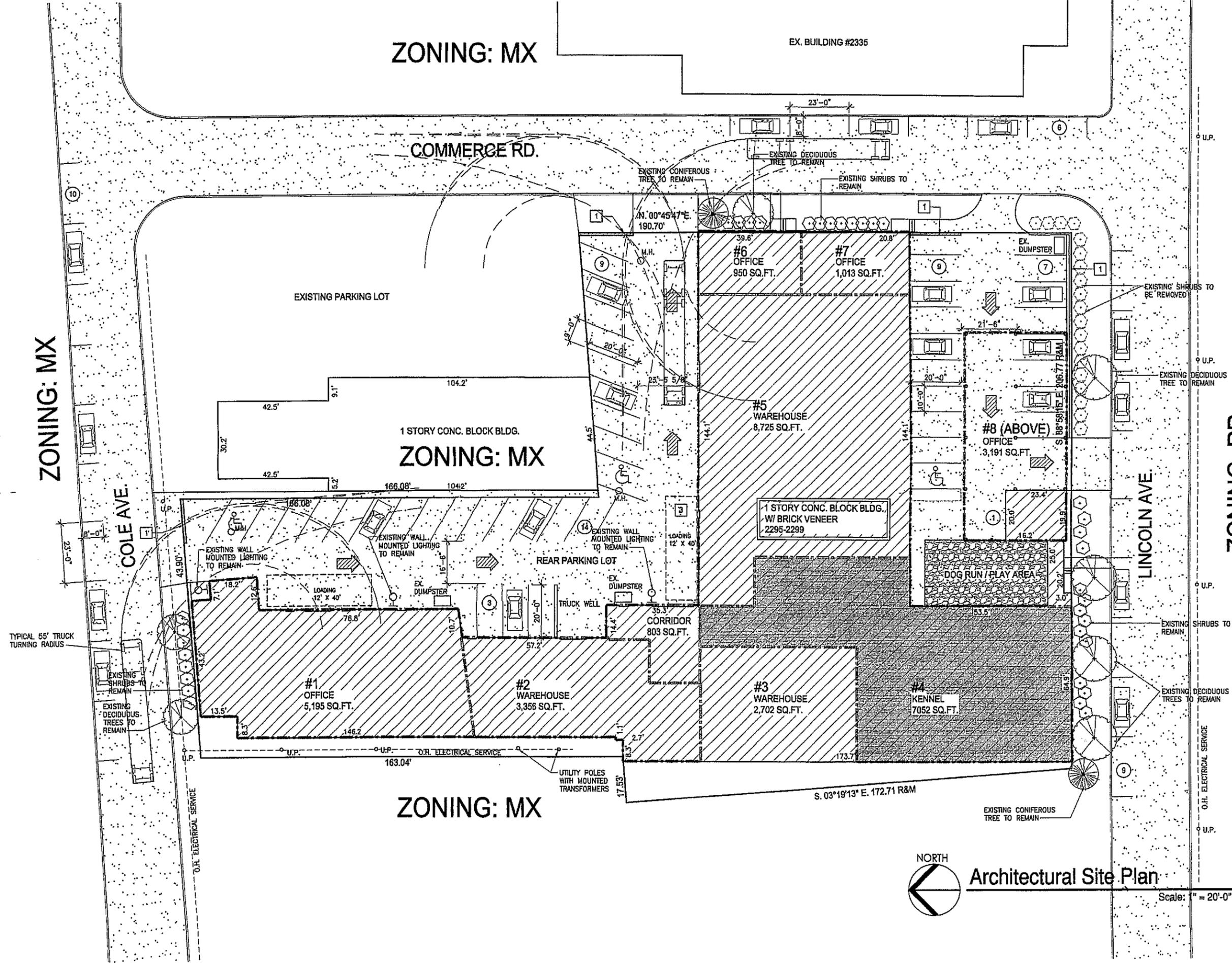
1. THE PROPOSED WORK IS TO INCLUDE THE RE-STRIPING OF THE EXISTING PARKING LOTS AS SHOWN PER THE SITE PLAN. ALL OTHER CONDITIONS ARE PROPOSED TO REMAIN
2. ALL BUILDING MOUNTED LIGHTING IS EXISTING AND TO REMAIN.
3. ALL EXISTING DUMPSTERS ARE EXISTING AND TO REMAIN
4. ALL LANDSCAPING IS EXISTING AND TO REMAIN

Parking Requirements

- #1 OFFICE: 5,195 SQ.FT.
5,195 / 300 = 17 SPACES
 - #2 WAREHOUSE: 3,356 SQ.FT.
3,356 / 500 = 7 SPACES
 - #3 WAREHOUSE: 2,677 SQ.FT.
2,702 / 500 = 5 SPACES
 - #4 KENNEL: 7,052 SQ.FT.
7,052 / 550 = 13 SPACES
 - #5 WAREHOUSE: 8,725 SQ.FT.
8,725 / 500 = 17 SPACES
 - #6 OFFICE: 950 SQ.FT.
950 / 300 = 3 SPACES
 - #7 OFFICE: 1,013 SQ.FT.
1,013 / 300 = 3 SPACES
 - #8 OFFICE: 3,191 SQ.FT.
3,191 / 300 = 10 SPACES
- TOTAL PARKING SPACES REQUIRED: 75 SPACES
BARRIER FREE SPACES PROVIDED: 3 SPACES
PARKING SPACES PROVIDED: 43 SPACES
ON STREET PARKING (SURROUNDING SITE): 25 SPACES

Variances Requested:

1. **VARIANCE #1:**
A VARIANCE FROM INSTALLING NEW MASONRY SCREEN WALLS ALONG THE EXISTING PARKING LOTS AND TO KEEP THE EXISTING LANDSCAPED SCREEN WALL ALONG THE SOUTHERN PROPERTY LINE
2. **VARIANCE #2:**
A VARIANCE OF 32 PARKING SPACES FROM THE REQUIRED 75 SPACES
3. **VARIANCE #3:**
A VARIANCE FROM INSTALLING SCREENING FOR THE REQUIRED LOADING SPACES



Architectural Site Plan
Scale: 1" = 20'-0"

ZONING: MX

ZONING: MX

ZONING: MX

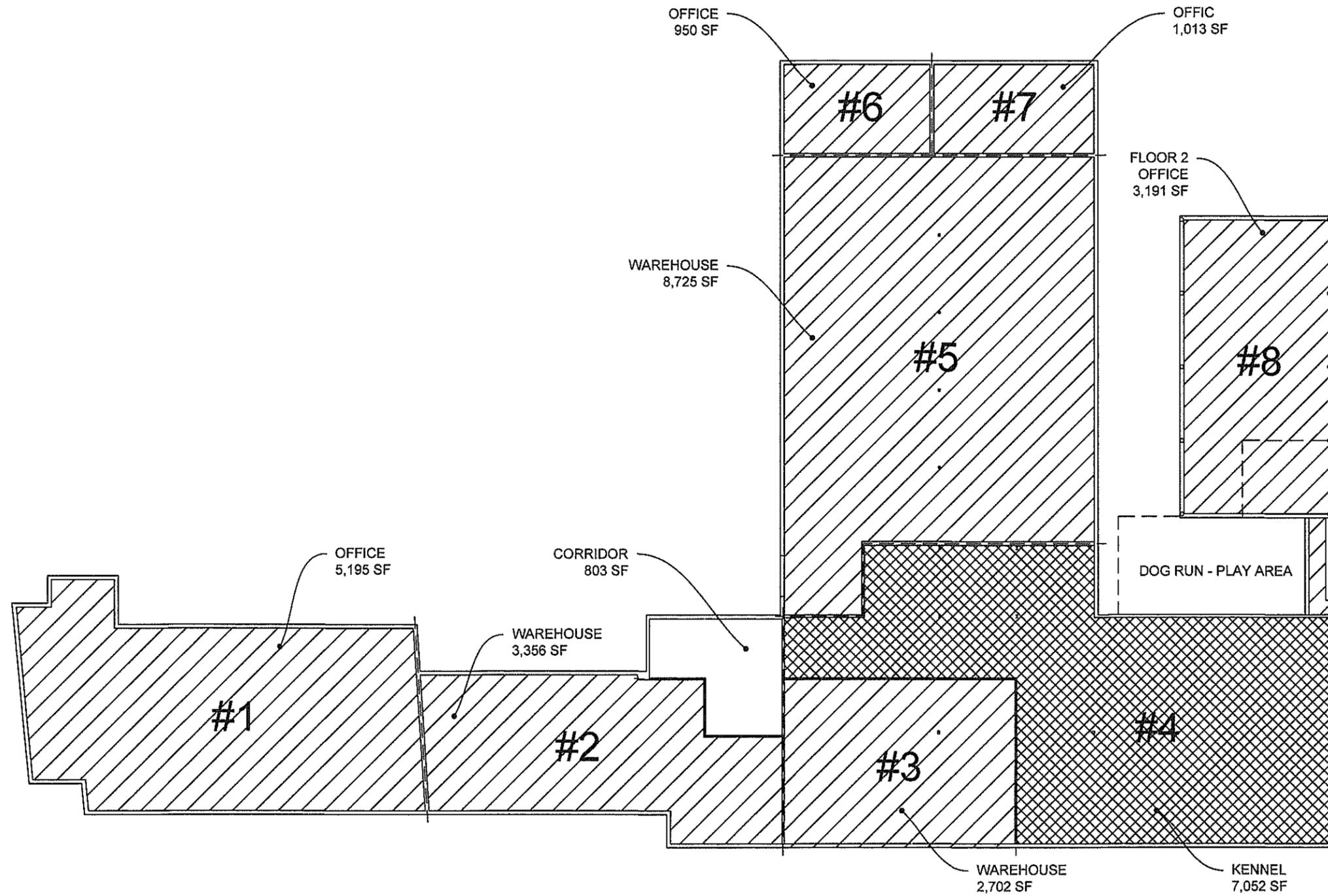
ZONING: MX

ZONING: PP
EXISTING PUBLIC PARKING LOT

CARNOVALE ASSOCIAT

BIRMINGHAM TRICK DOG

CITY OF BZA



PARKING REQUIREMENT

TENANT SPACE #1

TENANT USE TYPE: OFFICE
 PARKING REQUIREMENT
 5,195 SF / 300 = 17 CAR SPACES

TENANT SPACE #2

TENANT USE TYPE: WAREHOUSE
 PARKING REQUIREMENT
 3,356 SF / 500 = 7 CAR SPACES

TENANT SPACE #3

TENANT USE TYPE: WAREHOUSE
 PARKING REQUIREMENT
 2,702 SF / 500 = 5 CAR SPACES

TENANT SPACE #4

TENANT USE TYPE: KENNEL
 PARKING REQUIREMENT
 7,052 SF / 550 = 13 CAR SPACES

TENANT SPACE #5

TENANT USE TYPE: WAREHOUSE
 PARKING REQUIREMENT
 8,725 SF / 500 = 17 CAR SPACES

TENANT SPACE #6

TENANT USE TYPE: OFFICE
 PARKING REQUIREMENT
 950 SF / 300 = 3 CAR SPACES

TENANT SPACE #7

TENANT USE TYPE: OFFICE
 PARKING REQUIREMENT
 1,013 SF / 300 = 3 CAR SPACES

TENANT SPACE #8

TENANT USE TYPE: OFFICE
 PARKING REQUIREMENT
 3,191 SF / 300 = 10 CAR SPACES

TOTAL PARKING SPACES REQUIRED: 75

PARKING SPACES PROVIDED: 43

ON-STREET PARKING (SURROUNDING AREA): 25

VARIANCE #2: 32 (VARIANCE WAS GRANTED)

FLOOR PLAN

SCALE: 1"=30'

Carnovale 2006 Variance Plan

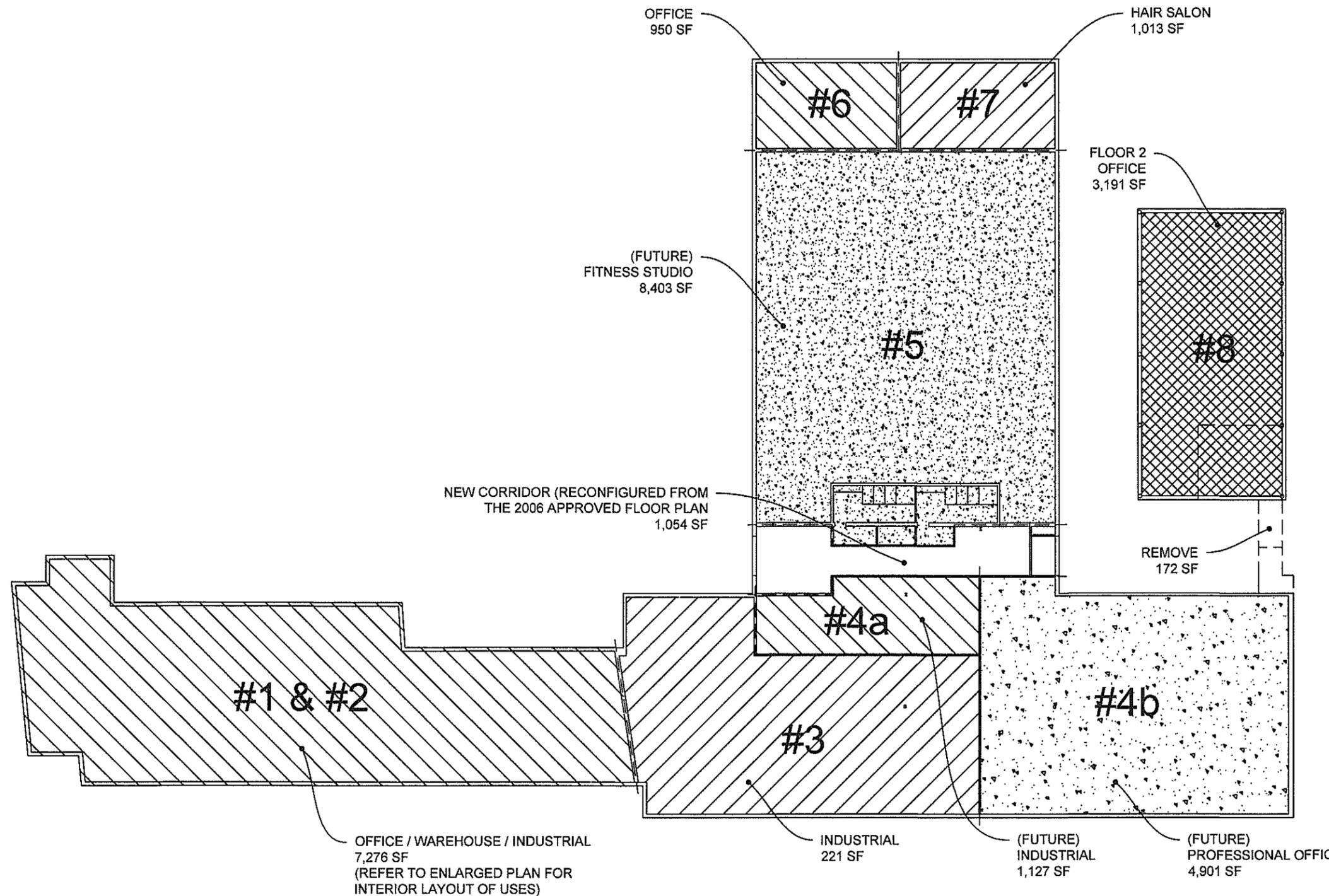
FLOOR PLAN SHOWN IS AS EXACTLY AS DEPICTED IN THE CARNOVALE ARCHITECTURAL SITE PLAN INCLUDED IN THE 2006 ZONING VARIANCE REQUEST DOCUMENTS

Project:
 Lincoln/Commerce Center
 2299 Lincoln
 Birmingham, Michigan

Phase:
 Parking Needs Study

Date:
 December 19, 2019

Sheet: 1



PARKING REQUIREMENT

TENANT SPACE #1 AND #2 (JONES-KEENA & CO)

TENANT USE TYPE:
 ACTUAL - INTERIOR DESIGN, STORAGE, UPHOLSTERY
 PER ORDINANCE - PROFESSIONAL OFFICE, WAREHOUSE, INDUSTRIAL
 (TOTAL AREA IS 7,276 SF - MIXED USES)

PARKING REQUIREMENT - PROFESSIONAL OFFICE PORTION:
 1,620 SF / 300 = 5 CAR SPACES

PARKING REQUIREMENT - WAREHOUSE, INDUSTRIAL PORTION
 5,656 SF / 500 = 11 CAR SPACES

TOTAL COMBINED AREA: 7,276 SF
 TOTAL COMBINED REQUIRED PARKING: 16 CAR SPACES

TENANT SPACE #3 (MAUER VENTURES)

TENANT USE TYPE (ACTUAL) - MILLWORK, FURNITURE MAKER, CABINETS
 TENANT USE TYPE (PER ORDINANCE) - INDUSTRIAL

PARKING REQUIREMENT
 4,668 SF / 500 = 9 CAR SPACES

TENANT SPACE #4a (TO BE DETERMINED)

TENANT USE TYPE (ACTUAL) - PROFESSIONAL OFFICE
 TENANT USE TYPE (PER ORDINANCE) - PROFESSIONAL OFFICE

PARKING REQUIREMENT
 1,127 SF / 500 = 2 CAR SPACES

TENANT SPACE #4b (TO BE DETERMINED)

TENANT USE TYPE (ACTUAL) - PROFESSIONAL OFFICE
 TENANT USE TYPE (PER ORDINANCE) - PROFESSIONAL OFFICE

PARKING REQUIREMENT
 4,901 SF / 300 = 16 CAR SPACES

TENANT SPACE #5 (TO BE DETERMINED)

TENANT USE TYPE (ACTUAL) - FITNESS STUDIO
 TENANT USE TYPE (PER ORDINANCE) - ATHLETIC CLUB, HEALTH CLUB/STUDIO

PARKING REQUIREMENT
 8,403 SF / 550 = 15 CAR SPACES

TENANT SPACE #6 (AZD AND JONA)

TENANT USE TYPE (ACTUAL) - PROFESSIONAL OFFICE
 TENANT USE TYPE (PER ORDINANCE) - PROFESSIONAL OFFICE

PARKING REQUIREMENT
 950 SF / 300 = 3 CAR SPACES

TENANT SPACE #7 (SCRIPT SALON)

TENANT USE TYPE (ACTUAL) - HAIR SALON
 TENANT USE TYPE (PER ORDINANCE) - HAIR SALON

PARKING REQUIREMENT
 1,013 SF / 300 = 3 CAR SPACES

TENANT SPACE #8 (STUDIO H2O)

TENANT USE TYPE (ACTUAL) - PROFESSIONAL OFFICE
 TENANT USE TYPE (PER ORDINANCE) - PROFESSIONAL OFFICE

PARKING REQUIREMENT
 3,191 SF / 300 = 11 CAR SPACES

TOTAL PARKING SPACES REQUIRED: 75
(SAME AS PREVIOUS DESIGN GRANTED PARKING VARIANCE IN 2006)

FLOOR PLAN

SCALE: 1"=30'

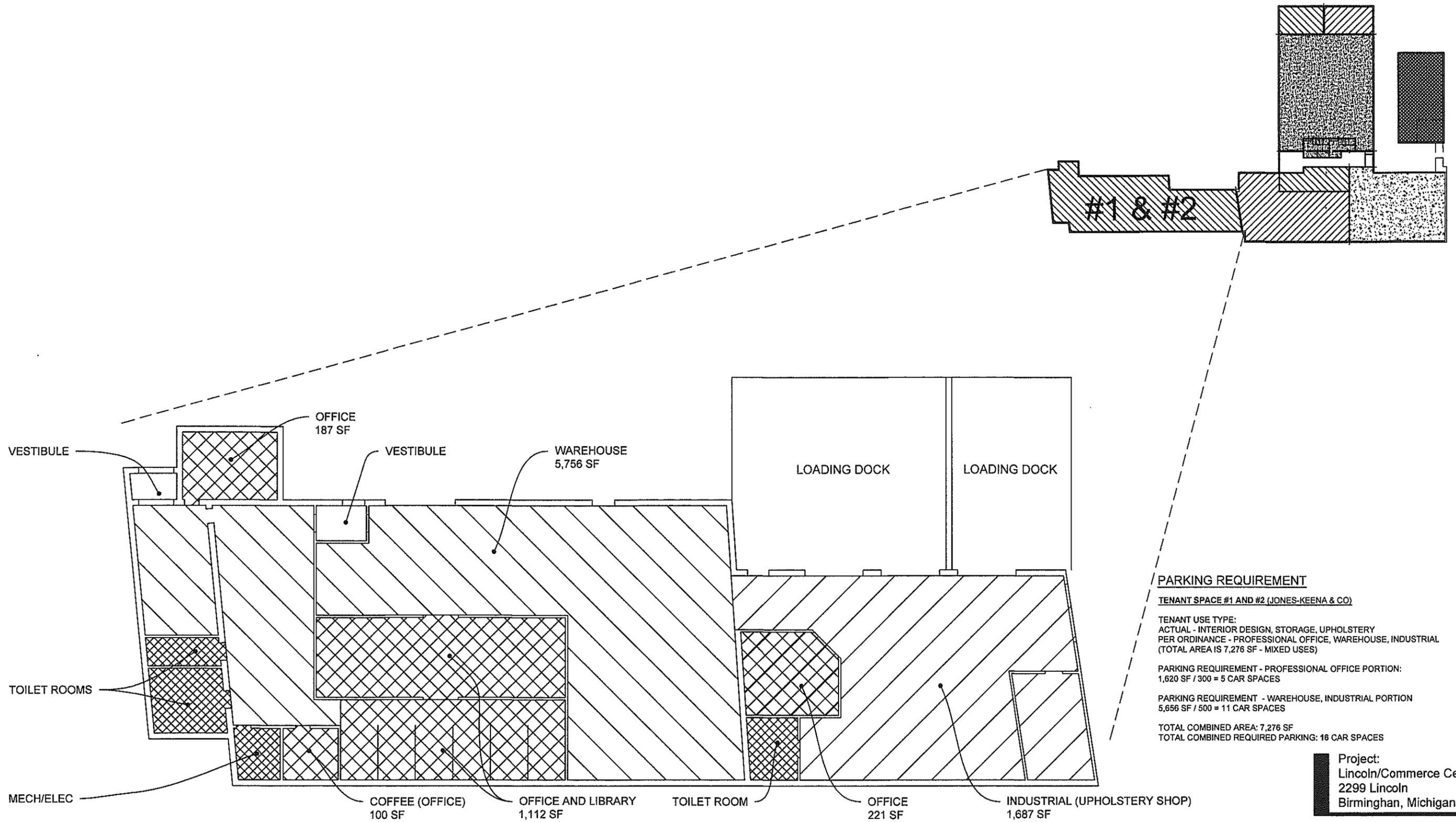
Option A

Project:
 Lincoln/Commerce Center
 2299 Lincoln
 Birmingham, Michigan

Phase:
 Parking Needs Study

Date:
 December 19, 2019

Sheet: **2**



PARKING REQUIREMENT

TENANT SPACE #1 AND #2 (JONES-KEENA & CO)

TENANT USE TYPE:
 ACTUAL - INTERIOR DESIGN, STORAGE, UPHOLSTERY
 PER ORDINANCE - PROFESSIONAL OFFICE, WAREHOUSE, INDUSTRIAL
 (TOTAL AREA IS 7,276 SF - MIXED USES)

PARKING REQUIREMENT - PROFESSIONAL OFFICE PORTION:
 1,620 SF / 300 = 5 CAR SPACES

PARKING REQUIREMENT - WAREHOUSE, INDUSTRIAL PORTION
 5,656 SF / 500 = 11 CAR SPACES

TOTAL COMBINED AREA: 7,276 SF
 TOTAL COMBINED REQUIRED PARKING: 16 CAR SPACES

GENERAL INTERIOR LAYOUT / FLOOR PLAN

SCALE: 1/16"=1'-0"

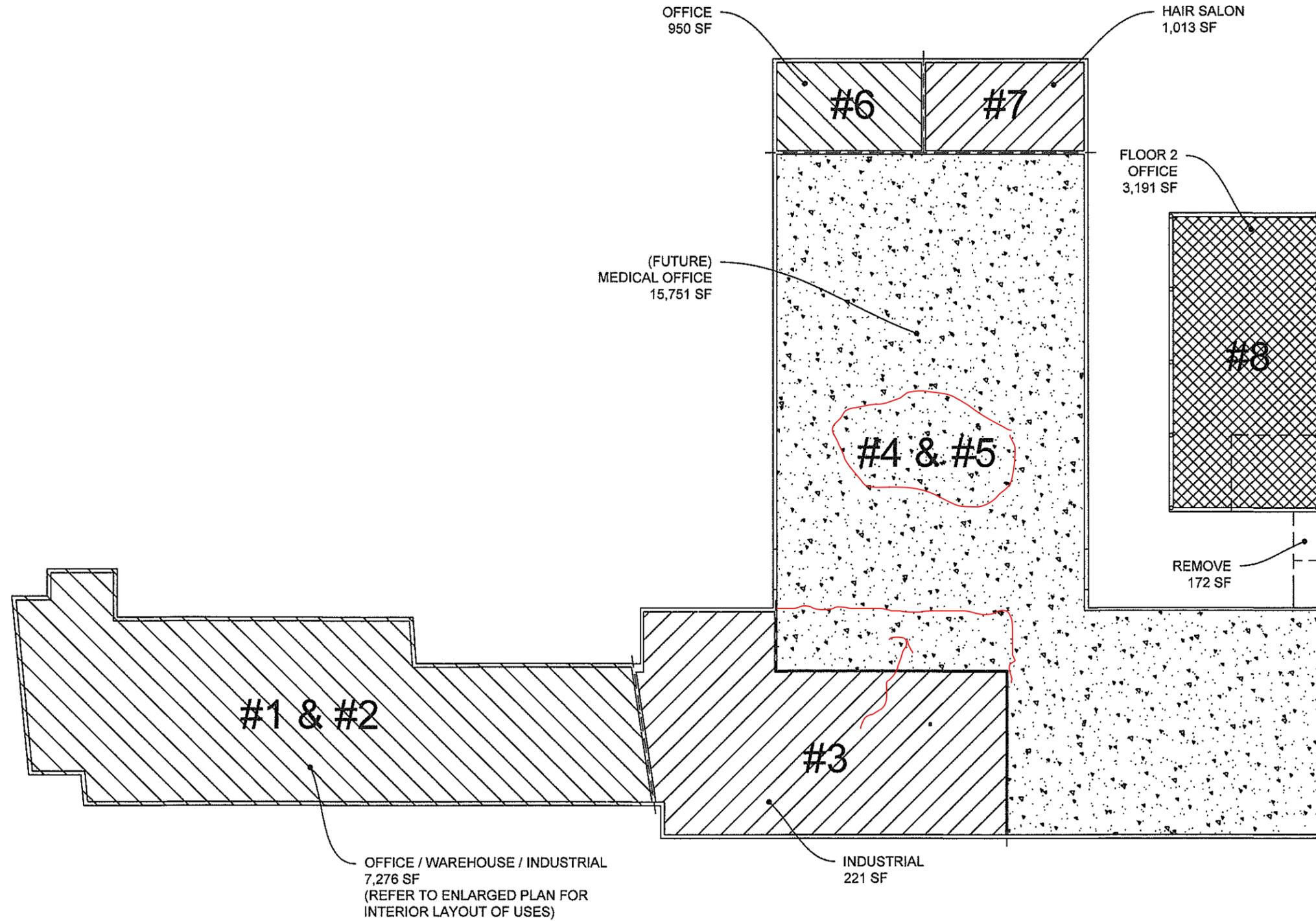
Tenant Space #1 and #2 (Enlarged)

Project:
 Lincoln/Commerce Center
 2299 Lincoln
 Birmingham, Michigan

Phase:
 Parking Needs Study

Date:
 December 19, 2019

Sheet: **3**



PARKING REQUIREMENT

TENANT SPACE #1 AND #2 (JONES-KEENA & CO)

TENANT USE TYPE:
ACTUAL - INTERIOR DESIGN, STORAGE, UPHOLSTERY
PER ORDINANCE - PROFESSIONAL OFFICE, WAREHOUSE, INDUSTRIAL
(TOTAL AREA IS 7,276 SF - MIXED USES)

PARKING REQUIREMENT - PROFESSIONAL OFFICE PORTION:
1,620 SF / 300 = 5 CAR SPACES

PARKING REQUIREMENT - WAREHOUSE, INDUSTRIAL PORTION
5,656 SF / 500 = 11 CAR SPACES

TOTAL COMBINED AREA: 7,276 SF
TOTAL COMBINED REQUIRED PARKING: 16 CAR SPACES

TENANT SPACE #3 (MAUER VENTURES)

TENANT USE TYPE (ACTUAL) - MILLWORK, FURNITURE MAKER, CABINETS
TENANT USE TYPE (PER ORDINANCE) - INDUSTRIAL

PARKING REQUIREMENT
4,668 SF / 500 = 9 CAR SPACES

TENANT SPACE #4 AND #5 (TO BE DETERMINED)

TENANT USE TYPE (ACTUAL) - MEDICAL OFFICE
TENANT USE TYPE (PER ORDINANCE) - MEDICAL OFFICE

PARKING REQUIREMENT
15,751 SF / 150 = 105 CAR SPACES

TENANT SPACE #6 (AZD AND JONA)

TENANT USE TYPE (ACTUAL) - PROFESSIONAL OFFICE
TENANT USE TYPE (PER ORDINANCE) - PROFESSIONAL OFFICE

PARKING REQUIREMENT
950 SF / 300 = 3 CAR SPACES

TENANT SPACE #7 (SCRIPT SALON)

TENANT USE TYPE (ACTUAL) - HAIR SALON
TENANT USE TYPE (PER ORDINANCE) - HAIR SALON

PARKING REQUIREMENT
1,013 SF / 300 = 3 CAR SPACES

TENANT SPACE #8 (STUDIO H2G)

TENANT USE TYPE (ACTUAL) - PROFESSIONAL OFFICE
TENANT USE TYPE (PER ORDINANCE) - PROFESSIONAL OFFICE

PARKING REQUIREMENT
3,191 SF / 300 = 11 CAR SPACES

**TOTAL PARKING SPACES REQUIRED: 147
(EXCEEDS BY 72 CAR SPACES THE PREVIOUS 2006
DESIGN WHERE A PARKING VARIANCE WAS
GRANTED)**

FLOOR PLAN

SCALE: 1"=30'

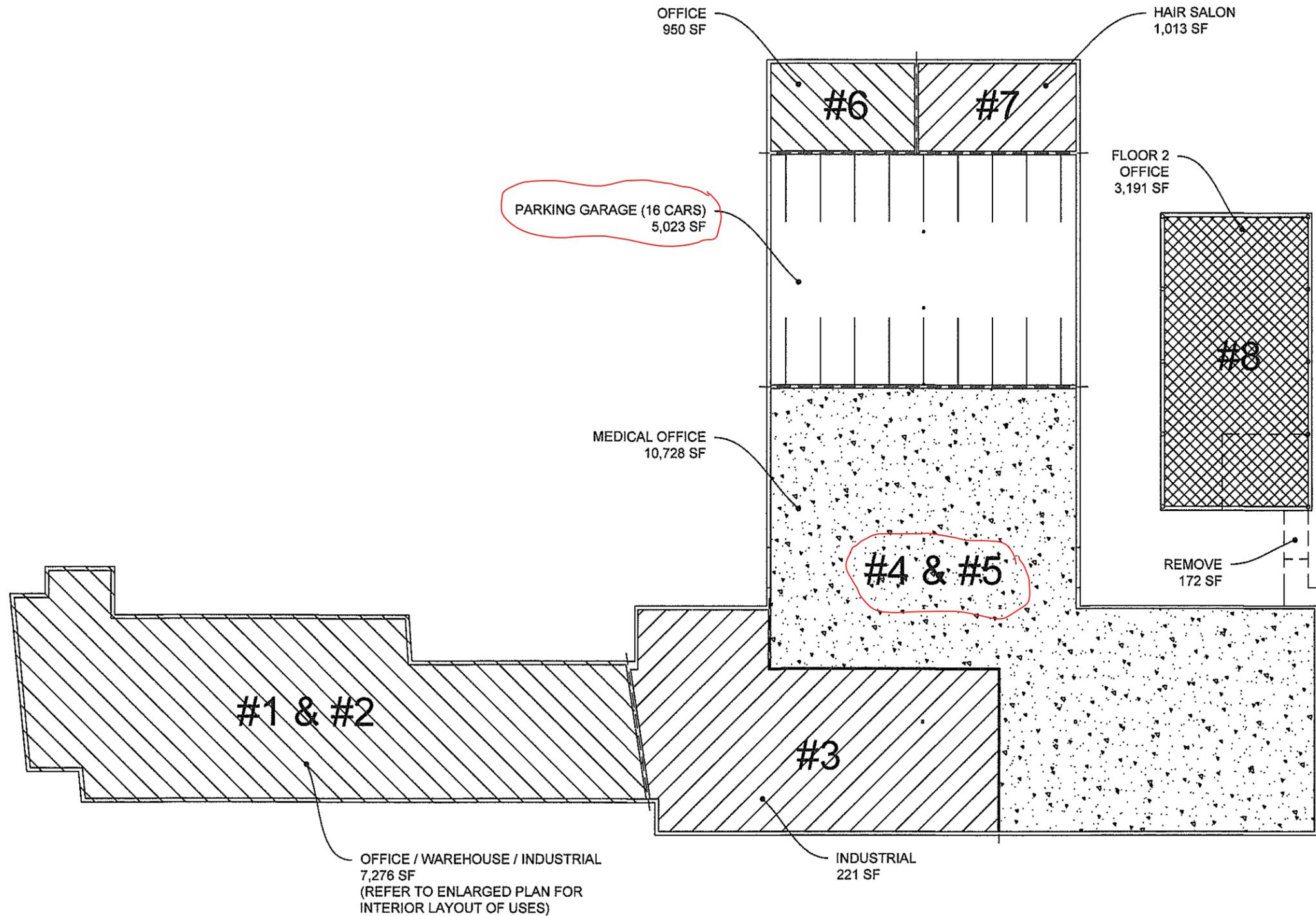
Option B

Project:
Lincoln/Commerce Center
2299 Lincoln
Birmingham, Michigan

Phase:
Parking Needs Study

Date:
December 19, 2019

Sheet: 4



PARKING REQUIREMENT

TENANT SPACE #1 AND #2 (JONES-KEENA & CO)

TENANT USE TYPE:
 ACTUAL - INTERIOR DESIGN, STORAGE, UPHOLSTERY
 PER ORDINANCE - PROFESSIONAL OFFICE, WAREHOUSE, INDUSTRIAL
 (TOTAL AREA IS 7,276 SF - MIXED USES)

PARKING REQUIREMENT - PROFESSIONAL OFFICE PORTION:
 1,620 SF / 300 = 5 CAR SPACES

PARKING REQUIREMENT - WAREHOUSE, INDUSTRIAL PORTION
 5,656 SF / 500 = 11 CAR SPACES

TOTAL COMBINED AREA: 7,276 SF
 TOTAL COMBINED REQUIRED PARKING: 16 CAR SPACES

TENANT SPACE #3 (MAUER VENTURES)

TENANT USE TYPE (ACTUAL) - MILLWORK, FURNITURE MAKER, CABINETS
 TENANT USE TYPE (PER ORDINANCE) - INDUSTRIAL

PARKING REQUIREMENT
 4,668 SF / 500 = 9 CAR SPACES

TENANT SPACE #4 AND #5 (TO BE DETERMINED)

TENANT USE TYPE (ACTUAL) - MEDICAL OFFICE
 TENANT USE TYPE (PER ORDINANCE) - MEDICAL OFFICE

PARKING REQUIREMENT
 10,728 SF / 150 = 71 CAR SPACES

TENANT SPACE #6 (AZD AND JONA)

TENANT USE TYPE (ACTUAL) - PROFESSIONAL OFFICE
 TENANT USE TYPE (PER ORDINANCE) - PROFESSIONAL OFFICE

PARKING REQUIREMENT
 950 SF / 300 = 3 CAR SPACES

TENANT SPACE #7 (SCRIPT SALON)

TENANT USE TYPE (ACTUAL) - HAIR SALON
 TENANT USE TYPE (PER ORDINANCE) - HAIR SALON

PARKING REQUIREMENT
 1,013 SF / 300 = 3 CAR SPACES

TENANT SPACE #8 (STUDIO H2G)

TENANT USE TYPE (ACTUAL) - PROFESSIONAL OFFICE
 TENANT USE TYPE (PER ORDINANCE) - PROFESSIONAL OFFICE

PARKING REQUIREMENT
 3,191 SF / 300 = 11 CAR SPACES

**TOTAL PARKING SPACES REQUIRED: 113
 (EXCEEDS BY 38 CAR SPACES THE PREVIOUS 2006
 DESIGN WHERE A PARKING VARIANCE WAS
 GRANTED)**

FLOOR PLAN
 SCALE: 1"=30'

Option C

Project:
 Lincoln/Commerce Center
 2299 Lincoln
 Birmingham, Michigan

Phase:
 Parking Needs Study

Date:
 December 19, 2019

Sheet: **5**

Sidewalk between Lakeside and Lakeview on Oak Blvd.

1 message

DAVID LURIE <dlurie2001@comcast.net>

Mon, Sep 21, 2020 at 4:53 PM

To: Joe Valentine <jvalentine@bhamgov.org>, "jecker@bhamgov.org" <jecker@bhamgov.org>, "sgrewe@bhamgov.org" <sgrewe@bhamgov.org>

Cc: Dave Lurie <dlurie2001@comcast.net>

Dear Joe, Jan and Scott:

Now that the paving of Lakeview is going forward, it seems like a good time to raise an issue I raised about 20 years ago - the unsafe "sidewalk" (or really a pathway) between Lakeside and Lakeview along the south side of Oak Blvd.

Currently, there is a crumbling 6 inch curb separating cars that generally exceed the 25 mph speed limit coming within very close proximity to pedestrians. Last Sunday, in just a one hour stretch, I counted 19 pedestrians using this walkway along with 10 bicyclists that use Oak Blvd with no bike lane. People of all ages are using this hazardous pathway. Many years ago, there was a steel guardrail that protected pedestrians.

Using the sidewalk on the north side of Oak is not advisable since it deadends at the Greenwood Cemetery with no crosswalk. In fact, despite the very substantial pedestrian traffic at the corner of Lakeside (the Mill Pond park) and Oak there is no crosswalk there either. When the bike path crosses Lakeside going east towards Lakeview, it effectively ends so bikes are sharing traffic with cars on a narrow street with an approaching hill. This is a common route for bikes and a hazard because there are no markings.

Interestingly, the bike path on Oak all of a sudden ends going westbound after Chesterfield, too.

In addition, for cars turning from Lakeview to Oak, especially those people driving sedans, it is difficult to see cars coming up the hill from eastbound Oak. With the reconstruction of Lakeview, it would be a great time to try to make this corner safer. This turn is being made more hazardous because of the speed of the cars on Oak. While some people do observe the speed limit, a full one mile stretch from Woodward to Chesterfield with no **Stop sign** and a newly paved road means cars are going too fast.

While other half mile roads, like Beverly and Normandy have many stop signs to keep traffic speeds under control, I am sure there are great and innovative ideas that have been used in neighboring communities to slow traffic in residential areas, for bike lanes and barriers for pedestrian safety - other than the use of paint and signs. With the improvement (paving) of Lakeview and possibly the remainder of Oak, this seems like the perfect opportunity to do something positive for residents, pedestrians, bike riders and Quarton school kids.

I look forward to your thoughts about moving this forward.

Thanks,

Dave Lurie
755 Lakeview Ave.
248-224-0752 (cell)