

Madison Heights - 11 Mile Streetscape - NFE Job N753

F&V Comments, December 18, 2023

1. **Lane width: We are proposing 10.5' wide lanes with a 6' wide center island**
 - We went with 10ft lanes and 8ft parking on Maple Rd in Birmingham. Lots of complaints about the difficulty parking. With 2 lanes at 10.5ft, I don't see this as an issue here.
2. **Speed Limit**
 - Existing Speed limit 35 mph.
 - Can't reduce speed limit without a speed and safety study.
 - Reducing the lane widths will help reduce the speeds, or reducing the number of lanes (4 to 2) would likely further reduce the speeds through the area.
3. **Proximity of center islands to intersections to allow proper turning movements, etc.**
 - You'll want to run auto-turn at all of the intersections to make sure ingress and egress trucks can make the movements. One concern with the narrow median is vehicle will try to use it as a turn lane, but it'll be too narrow and creates the potential for rear-end and sideswipe crashes.
 - One thing we ran into in Birmingham is that people continue to make U-turns at the narrow medians to access on-street parking, driveways and intersections. The medians are too narrow for turning movements, which then creates issues for landscaping and potential for crashes.
 - Would they consider narrowing to a two-lane section with median?
4. **Parallel parking space dimensions, 8'x22' (need to maximize parking due to loss of ROW parking) Are the angled ends to be 45 degree?**
 - 45 degrees is OK.
 - Optional parking can be 20' with 4' boxes

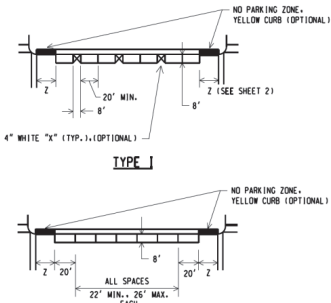


TABLE R211 ON-STREET PARKING SPACES

Total number of metered or designated parking spaces	Minimum required number of accessible parking spaces
1 to 25	1.
26 to 50	2.
51 to 75	3.
76 to 100	4.
101 to 150	5.
151 to 200	6.
201 and over	4 percent of total.

- You'll need to add ADA parking per PROWAG requirements. The number of spaces required is based upon the "block perimeter". Since there is no commercial parking on the adjacent streets, you'll need to add one ADA parking space per block, per side of the road.

5. **Proximity of parking spaces to the PC of crosswalks of the intersections. For both backup movements and forward movements.**
 - I would suggest adding crosswalks on all intersection legs.
 - I don't see any location for a true mid-block crossing. But all of the intersections should have enhanced crosswalks.
 - No parking is permitted within 20' feet of a marked crosswalk at unsignalized intersections per Michigan Vehicle Code. We've also had sight distance issues in Birmingham on S. Eton and have prohibited parking within 30' of the intersection or 20' of the crosswalk, whichever is greater.
6. **The location of proposed new driveways where curb cuts were removed. The blue X is where existing driveways are located.**
 - I would recommend eliminating the driveway access within the intersection influence area. Recommended driveway access spacing is 115 feet minimum from the intersection.
7. **Mid-Block crossing treatments, design requirements (RRFB, HAWK) , cost estimate**
 - There isn't a location for a true mid-block. There is no controlled crossing locations along the corridor, therefore an RRFB could be considered at either Townley or Delton
 - Locate at the intersection with the highest pedestrian demand or potential ped demand
 - RRFB cost is about 30k installed. HAWK is about 100-150k, this might be an option if there are more peds.

Other Notes:

- Have you talked to SEMCOG about the TAP grant? We recently applied for one in Birmingham and they provided feedback regarding what they would be looking for in the application and how best to get funded.
- Have you considered adding bike lanes?
- Ped countdown signals should be considered at Lorez, either as part of the TAP or a HISP