

City of Birmingham
ADVISORY PARKING COMMITTEE
REGULAR MEETING

Birmingham City Hall Commission Room
151 Martin, Birmingham, Michigan
Wednesday, December 21, 2016

MINUTES

These are the minutes for the Advisory Parking Committee ("APC") regular meeting held on Wednesday, December 21, 2016. The meeting was called to order at 7:35 a.m. by Chairman Lex Kuhne.

Present: Chairman Lex Kuhne
Gayle Champagne
Steven Kalczynski
Lisa Krueger
Judith Paskiewicz
Al Vaitas

Absent: Anne Honhart

BSD: Richard Astrein
John Heiney

SP+ Parking: Catherine Burch
Sara Burton
Jason O'Dell

Administration: Sean Campbell, Asst. City Planner
Austin Fletcher, Asst. City Engineer
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

RECOGNITION OF GUESTS (none)

MINUTES OF REGULAR MEETING OF OCTOBER 26, 2016

Ms. Paskiewicz corrected the spelling of her name.

**Motion by Ms. Champagne
Seconded by Ms. Paskiewicz to approve the Minutes of the APC Meeting of
October 26, 2016 as corrected.**

Motion carried, 6-0.

VOICE VOTE:

Yeas: Champagne, Paskiewicz, Kuhne, Kalczyński, Krueger, Vaitas

Nays: None

Absent: Honhart

MERRILL ST. LOADING ZONE

Mr. O'Meara advised that their office has received a request from the owner of the Merrillwood Building at 251 E. Merrill St. The letter seeks to provide a designated area for unloading trucks on Merrill St., between Pierce St. and the alley to the east. Doing so may help resolve the current problems being encountered during the early morning hours, when several trucks want to unload products to the various businesses on the street and they end up parking in the driving lanes along Merrill St. or blocking the Merrillwood Building driveway.

After reviewing the issue with various City staff, it is believed that signs designating a loading zone from 7 a.m. to 10 a.m. could be installed to cover the two metered parking spaces on the north side of the street, and the four metered parking spaces on the south side of the street.

It is felt that implementing a loading zone in this area would not disrupt an existing business. In the future, if a new tenant or new building in this location requests removal of this provision, it could be reconsidered. The six parking spaces would operate in the current mode the rest of the business day (after 10 a.m.).

If a loading zone is implemented here, it may create a precedent where other businesses would like similar consideration. The APC should consider certain conditions that would make the idea problematic.

Ms. Krueger observed there are delivery trucks along Merrill St. all day. Dr. Vaitas thought this problem could be avoided if the Merrillwood people would initiate discussion with the restaurants and ask them to stagger their deliveries.

The chairman asked for comments from the public at 7:49 a.m.

Mr. Astrein stated he gets trucks parking in front of his building all day long. Mr. Heiney thought enforcement may be a problem. Mr. O'Meara noted the police are aware of this request and they have indicated that they will be able to assist if this is implemented.

Ms. Krueger suggested they should start by first talking to the restaurant owners. Dr. Vaitas added that a good start would be to communicate with Merrillwood and ask them to have a discussion with their neighbors to see if they can work it out. Mr. O'Meara said he will find out what the Police may want to do. They might call the restaurants as well.

BIKE PARKING FACILITY

Mr. O'Meara advised that a section of the Multi-Modal Transportation Master Plan of 2014 pertains to encouraging the use of bicycles as a means of transportation to and from the Central Business District. Mr. Sean Campbell has written a report containing a suggested location for a bike parking facility. It is an area that is under-utilized currently on Level 1, directly underneath the traffic control gates on the Pierce St. side of the Pierce St. Parking Structure.

Using the excess space, a 10 ft. wide by 20 ft. deep secure bike parking area can be installed, while not sacrificing any parking spots. Given the space available, it is predicted internal mounted locking racks would provide room for 10 bicycles total.

The Multi-Modal Master Plan notes that downtown areas are encouraged to provide enclosed, secured bike parking areas for a fee. The facility is intended for those that will ride their bike to work or to downtown on a regular basis, and wish to park it in a location that is more secure than a typical open bike rack.

The Pierce St. Parking Structure is planned to receive its new traffic control equipment system in April of next year. The system could be enhanced to allow a locked gate that is electronically controlled through the new system. Members of the public could purchase a 12-month pass to allow unlimited access to the facility. It is recommended that the cost per year be set at the monthly cost for a vehicle pass (currently \$65).

Other costs for the improvements would include chain link fence and posts, a gate, one new ceiling light, five hoops to lock bikes (mounted to the ground), and removed and replaced pavement markings for the two adjacent handicapped parking spaces. A rough estimate for the total cost is \$6,000. If the APC is in favor of this general concept, more detail will be prepared and brought to a future

meeting for APC review and approval. Input will also be obtained from the Multi-Modal Transportation Board before this returns.

Mr. Campbell highlighted several cities and how they have successfully activated excess space within parking structures for the storage of bikes by taking into account planning, design, and engineering considerations. Using the considerations outlined, a hypothetical bike parking facility was conceptualized for the Pierce St. Parking Structure. In order to ensure easy access to bicyclists, the concept facility is located on the underground level which is only a half level down from the Brown St. entrance.

Mr. O'Dell recommended that bicyclists be required to walk their bikes inside the structure. Chairman Kuhne thought that if they create a facility that allows people to bike it is a cheap way to buy more parking capacity in the structure. Committee members did not see any negatives; it dovetails well with the promotion of multi-modal transportation.

Mr. Astrein suggested that a fee of \$30/year would encourage users. Chairman Kuhne thought by making it cheap it would modify behavior.

The committee's consensus was to go forward with the plan.

CONSTRUCTION UPDATE

Mr. O'Meara reported that the Peabody Structure elevator will start its modernization on January 30th. It will be out of service for about ten weeks. The Park St. Structure painting project is out for bid again. It is planned to take place between August and October of next year. They are hoping to get more proposals from contractors interested in the work. The job will take about three months to complete.

MONTHLY FINANCIAL REPORTS

Chairman Kuhne expressed his intention to talk to the City Commission on January 9th with regard to buying new parking meters as well as the monthly parking meter rate increase.

MEETING OPEN FOR MATTERS NOT ON THE AGENDA

In response to Mr. Kalczynski, Mr. O'Meara said the meters for handicap parking spaces will start to be enforced in January. In the meantime, the Police are issuing warnings.

Mr. Astrein described how people have found a way around having to pay at the meter. All of a sudden yellow stickers are appearing on vehicles.

An election for Advisory Parking Committee Chairman will be put on a future agenda.

Dr. Vaitas advised that parking in Lot 6 is getting really bad and contentious. People end up parking illegally along the back. Transient parkers have nowhere to go. Mr. O'Meara thought perhaps the economy permit holders could be forced to park in the garages on Thursdays and Fridays and that would clear out those areas for customers. It was discussed that generally people don't know that if they have a permit for Lot 6, they can park in the N. Old Woodward Ave. Structure if their area is full. Mr. O'Dell noted people are given a map of where they are allowed to park when they first sign up. It was suggested that notification be placed inside the structures as well.

Dr. Vaitas said there are always spots across from Tim Horton's where there is three hour free parking heading southbound on N. Old Woodward Ave.

NEXT REGULARLY SCHEDULED MEETING

January 4, 2017

ADJOURNMENT

No further business being evident, the chairman adjourned the meeting at 8:43 a.m.

Respectfully submitted,

Paul O'Meara
City Engineer