

MEETING OF THE MULTI-MODAL TRANSPORTATION BOARD
Thursday, July 8, 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 **June 3, 2021**
5. **Phase III – S. Old Woodward (Brown to Landon)**
6. **Neighborhood Connector Bicycle Map**
7. **S. Eton Corridor Study – Scope of Work**
8. Meeting Open to the Public for items not on the Agenda
9. Miscellaneous Communications
10. Next Meeting – **August 5, 2021**
11. Adjournment

Please note that board meetings will be conducted in person once again. Members of the public can attend in person at Birmingham City Hall or may attend virtually at **<https://zoom.us/j/93483721344>** or dial: **877 853 5247 US Toll-free, Meeting ID: 934 8372 1344.**

City Of Birmingham Multi-Modal Transportation Board
Thursday, June 3, 2021
Held Virtually Via Zoom and Telephone Access

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, June 3, 2021.

Acting Vice-Chair Katie Schafer convened the meeting at 6:00 p.m.

1. Rollcall

Present: Acting Vice-Chair Katie Schafer; Board Members Andrew Haig, David Hocker, David Lurie, Tom Peard, Doug White; Alternate Board Member Joe Zane; Student Representative Alex Walters

All located in Birmingham, MI unless otherwise noted.

Absent: Chair Johanna Slanga; Student Representatives Lauren Morris, Justin Schoener

Administration: Jim Surhigh, Consulting City Engineer ("CCE")
Brooks Cowan, City Planner ("CP")
Laura Eichenhorn, City Transcriptionist
Scott Grewe, Police Operations Commander
Scott Zielinski, Assistant City Engineer

Fleis & Vandenbrink (F&V):

Julie Kroll

MKSK:

Matt Manda, Brad Strader, Haley Wolfe

2. Introductions

3. Review Agenda

4. Approval of MMTB Minutes of May 6, 2021

Motion by Mr. Lurie

Seconded by Mr. Haig to approve the MMTB Minutes of May 6, 2021 as submitted.

Motion carried, 7-0.

ROLL CALL VOTE

Yeas: Lurie, Haig, Peard, Hocker, White, Schafer, Zane

Nays: None

5. Phase III – S. Old Woodward (Brown to Landon)

CCE Surhigh and Mr. Strader introduced the item.

Ms. Wolfe, Mr. Manda, and Mr. Strader presented the item.

Mr. Haig expressed concern that the proposed loss of spaces could steer drivers into parking in the residential areas. He said that upcoming business developments in the area might increase the demand on parking, making the loss of spaces even more noticeable.

Acting Vice-Chair Schafer agreed with Mr. Haig, noting that many of the parking spaces being removed are largely used by drivers visiting a specific business and not by drivers parking and walking to downtown.

Mr. Manda stated that the parking currently located at the terminuses of Frank, Hazel and Bowers was not safe either for pedestrians or drivers and must be removed. He noted that there is ample off-street parking in the area.

CCE Surhigh assured the Board members that their concerns would be considered as the plans evolve.

A few Board members expressed appreciation for the green spaces as proposed in Concept B, the proposed benches, and street activation areas.

Ms. Wolfe said she would provide documentation to the Board outlining the number of spaces proposed for removal in each location.

Mr. Manda noted that some of the spaces proposed for removal could be retained if it was determined that was most appropriate for the area.

Two members disagreed as to whether there should be more or fewer crosswalks at Haynes.

Mr. Strader said crosswalks at Haynes were still being evaluated and that traffic counts would be used to help determine the appropriate number.

Two Board members recommended that options for muffling the sound from Woodward be explored for the street activation areas.

It was noted that Staff and consultants would also be meeting with business owners in the area and the public to get feedback on the designs as the process moves forward.

Mr. Strader reminded the MMTB that spaces were removed on N. Old Woodward and Maple and that while businesses were concerned about the potential impact there have been no real adverse effects. He stated that the Commission has emphasized green spaces and pedestrian safety as priorities and that both of the concepts presented move towards those goals.

In reply to comment from Mr. Haig, Mr. Manda agreed that pollinators would be appropriate on the green median if it is installed as proposed in Concept B.

Mr. Manda and Ms. Wolfe added that plants on the median would need to withstand road salt and should likely include some evergreens as well to maintain aesthetics during the winter.

Ms. Kroll noted that EV charging stations were under review with the Advisory Parking Committee (APC).

Mr. Strader recommended that if members of the MMTB had any feedback regarding potential EV charging stations that they submit it to the APC.

Public Comment

Paul Reagan stated he lives near Landon and Old Woodward, and that he is the President of the Homeowners Association there. He agreed that the City should explore ways of minimizing the sound from Old Woodward in order to benefit businesses in the area. He added that Staff and consultants should solicit feedback from the public before the plans get too far along.

6. Oak Street Pedestrian Improvements

CCE Surhigh introduced the item.

Mr. Strader, CCE Surhigh and Ms. Kroll summarized the item.

Student Rep. Walters said that having an active pedestrian warning beacon in the area could be useful.

Mr. Haig agreed and said solar activated warning beacons should be considered.

The Board concurred it would be useful to indicate that the sidewalk ended with the use of barriers, plantings, signage or some combination.

Mr. Peard and Acting Vice-Chair Schafer both noted pedestrians would need advance notice that the sidewalk ends.

Ms. Kroll agreed, and said installing signage at the point where pedestrians should use the crosswalk might be appropriate.

Mr. Strader said he would consult with Ms. Wolfe to get suggestions for aggregate and plantings that could be used on the south side of Oak to deter pedestrian traffic.

Echoing a previous comment from Acting Vice-Chair Schafer, Mr. Lurie said that in making the motion he would want to review the impact of the short term improvements somewhere between the end of the summer and six months from the present discussion.

Motion by Mr. Lurie

Seconded by Mr. Haig to approve the following short term improvements to encourage safer pedestrian travel on Oak Avenue between Lakeside and Lakeview:

1. The installation of R1-6 signs on the east side of the Lakeside Drive and Oak intersection and the west side of the Lakeview and Oak intersection;

- 2. Installation of additional "Sidewalk ends" signs where sidewalk terminates; and**
- 3. Installation of grass and landscaping on the south side of Oak between Lakeside and Lakeview.**

Motion carried, 7-0.

ROLL CALL VOTE

Yeas: Lurie, Haig, Peard, Hocker, White, Schafer, Zane

Nays: None

7. Sidewalk Network & Prioritization

Acting Vice-Chair Schafer introduced the item.

CP Cowan presented the item.

Mr. Lurie, Mr. Peard, Mr. Haig and Acting Vice-Chair Schafer said that adding sidewalks in residential areas where none currently exist should be the highest priority.

Asst. City Engineer Zielinski noted that currently many of the residential areas without sidewalks are unimproved, and that adding sidewalks would occur in those cases as part of the improvement process.

CP Cowan said he would add a layer to the map to show which roads are unimproved.

The Board thanked CP Cowan.

8. Neighborhood Connector Bicycle Map

Acting Vice-Chair Schafer introduced the item.

CP Cowan presented the item.

In reply to Board discussion, he said he would add information regarding how the regional bike network connects to Birmingham, locations of bike parking, and locations of bike amenity bays. He said he would also try to make the cycle track stand out a bit more in the map and would try and find a way to indicate that cyclists must share the road with vehicles in the downtown area. He acknowledged that adding the information might make the map visually cluttered, but it was also discussed that the information could be separated out into a few different maps since they would be available online.

CP Cowan said he would return the item for the next MMTB meeting. In reply to Board comment, he said that the finished map could be posted to the City's social media and provided to hotels as a guide for guests staying in Birmingham.

The Board thanked CP Cowan for his work on the map.

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

None.

10. Miscellaneous Communications

11. Next Meeting – July 1, 2021

12. Adjournment

No further business being evident, the board members adjourned at 8:35 p.m.

Jana Ecker, Planning Director

DRAFT

DATE: July 2, 2021

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director
Commander Scott Grewe, Police Department
James Surhigh, Consulting City Engineer
Scott Zielinski, Assistant City Engineer

SUBJECT: Phase 3 South Old Woodward Design Concepts

The City is currently working on plans for the design and reconstruction of Phase 3 of the Old Woodward project. MKSK was the lead concept designer for the previous two phases of the project (2018 for N. Old Woodward, and 2020 for Maple Road) and will be the lead designer for Phase 3 as well.

Initial design concepts were presented to the MMTB on June 3, 2021. The design team also presented the initial concepts to the Advisory Parking Committee on June 16, 2021. Since these presentations, the City's Traffic Consultant, Fleis & Vandenbrink, provided analysis of recently collected traffic counts, and public engagement efforts have begun. Considering the feedback obtained from the MMTB and APC, along with continued conceptual design development, refinement of the concept plans is complete.

Please see the attached presentation prepared by MKSK to review the analysis and conceptual design refinements completed since the last meeting. The MMTB is asked to review the concept presented, and provide feedback that will help direct the project to a final conceptual design. Input is also requested to finalize development of design options at certain locations in the project area that will be presented on the "Engage Birmingham" platform to solicit public input. It is anticipated that final concept plans will be presented to the MMTB and City Commission in August.

SUGGESTED ACTION:

The MMTB is asked to provide feedback related to the following:

- Addition of left hand turn lanes at Haynes, Frank and Bowers;
- Design options for the crosswalks at Hazel/Frank intersection;
- Design options for the crosswalks at Haynes/George intersection;
- Design options for relocation of the northbound bus stop (final decision will require approval by SMART);
- Options for integration of electric vehicle charging spaces (or none);
- Any other suggestions for enhancement of S. Old Woodward from Brown to Landon.

July 1, 2021

MKSK

Jana Ecker
Planning Director
City of Birmingham
151 Martin St, Birmingham, MI 48009

Multi Modal Transportation Board Meeting Technical Memo 7/8/2021

Updates:

- Recap from last MultiModal
- Recap APC Meeting from June 16th
 - Reviewed parking occupation rates and reasons for some parking removal
 - Suggested surveys of merchants/businesses

Plan updates:

- Additional analysis completed
 - Pedestrian, bike and traffic counts at intersections – used to refine crossings and center turn lanes. Results show current design satisfies desired levels.
 - Fleis & Vandenbrink SYNCHRO analysis of traffic functions
 - Identified driveways where changes can be evaluated, workshops and meetings with merchants
- Changes to the plan since previous meeting:
 - Crossing configurations:
 - The pedestrian crossing locations were evaluated along the corridor based upon the existing pedestrian volumes, conflicting vehicle volumes and proximity to multi-modal infrastructure. The vehicle and pedestrian traffic volumes decreased along the corridor heading south from Brown Street. Therefore, there was more opportunity to provide pedestrian crossings as conflicts decreased.
 - Hazel / Frank crossings (discussion)
 - South of Haynes:
 - Two lane cross section established with parking on both sides. Continuation of streetscape standard.
 - Eliminate proposed crossing south of Haynes (anticipating future closure of Haynes/current ped use stats). Instead, having crossing south of George with bump outs
 - Additional medians/refuge islands where appropriate
 - The determination of need for a center turn was based upon the turning movement count data collection performed at the study intersections.

Intersections where left-turning traffic is higher than 50 veh/hour, a left-turn lane is recommended; Haynes*, Frank and Bowers all exceed this volume (*The left-turning traffic volumes at this intersection will increase with the addition of the RH development). The study intersection operations were evaluated to ensure the recommended geometry would provide acceptable vehicle operations and queuing with the proposed concept plan. The results showed acceptable operations for vehicles and pedestrians along the corridor, with no significant vehicle queueing or delays.

- Bus stop relocation options (pending on SMART evaluation)
- EV parking – infrastructure for future use, public being asked for input

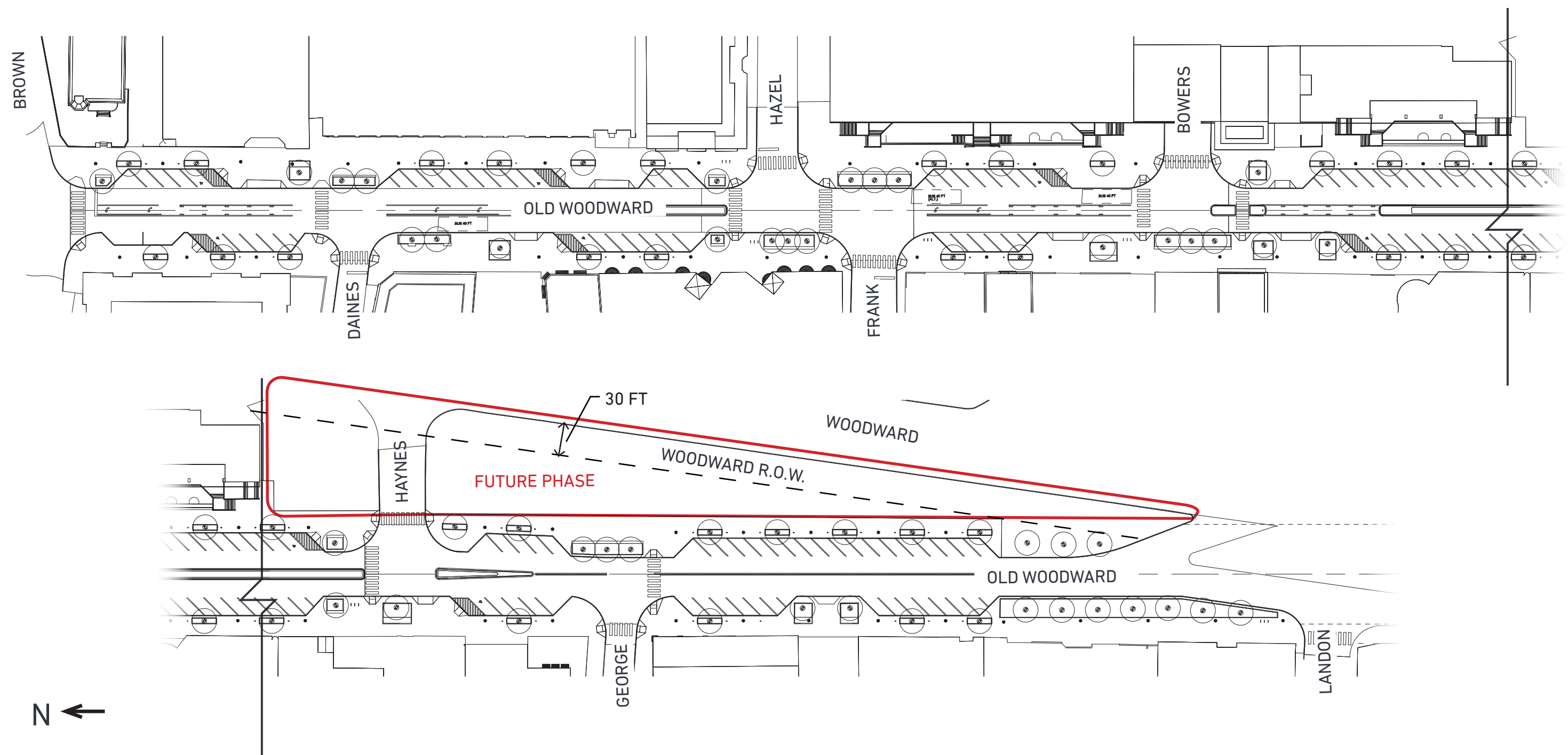
Next steps:

- Input from SMART on relocating bus stop
- Project promotional materials prepared and will be distributed and posted to project website
- Surveys of merchants
- Bang the Table (Engage Birmingham) and survey of residents (reaction to Phase 1 and 2, input on use of the bump-outs, use of the green space, crossings input, Median preferences, EV parking usage)
- Meeting with business owners in July: discussion of parking, access management, etc.
- Public event in July
- City Commission meeting(s) in August and September

PROJECT OVERVIEW

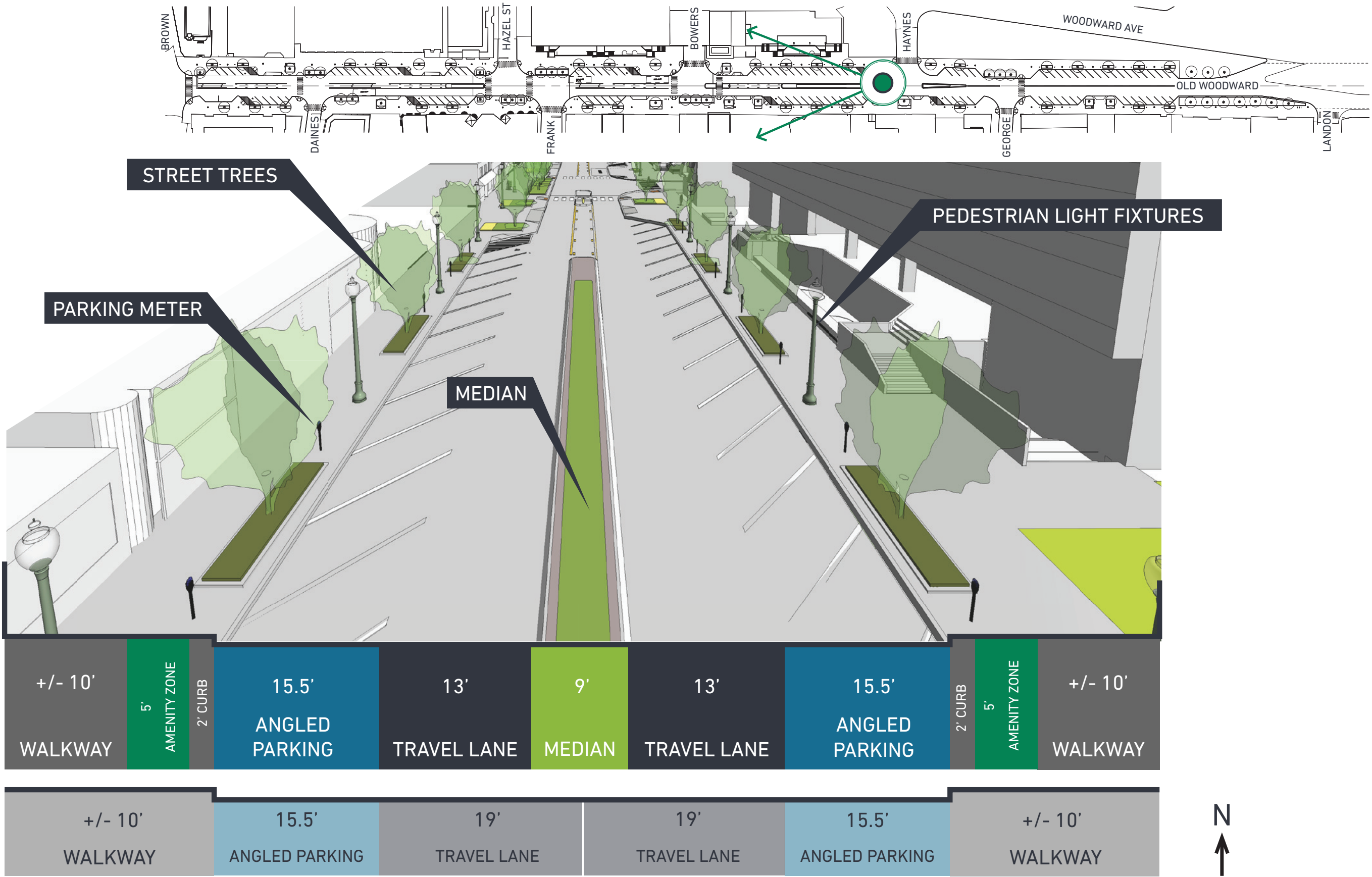


2021 CONCEPT - OVERALL PLAN

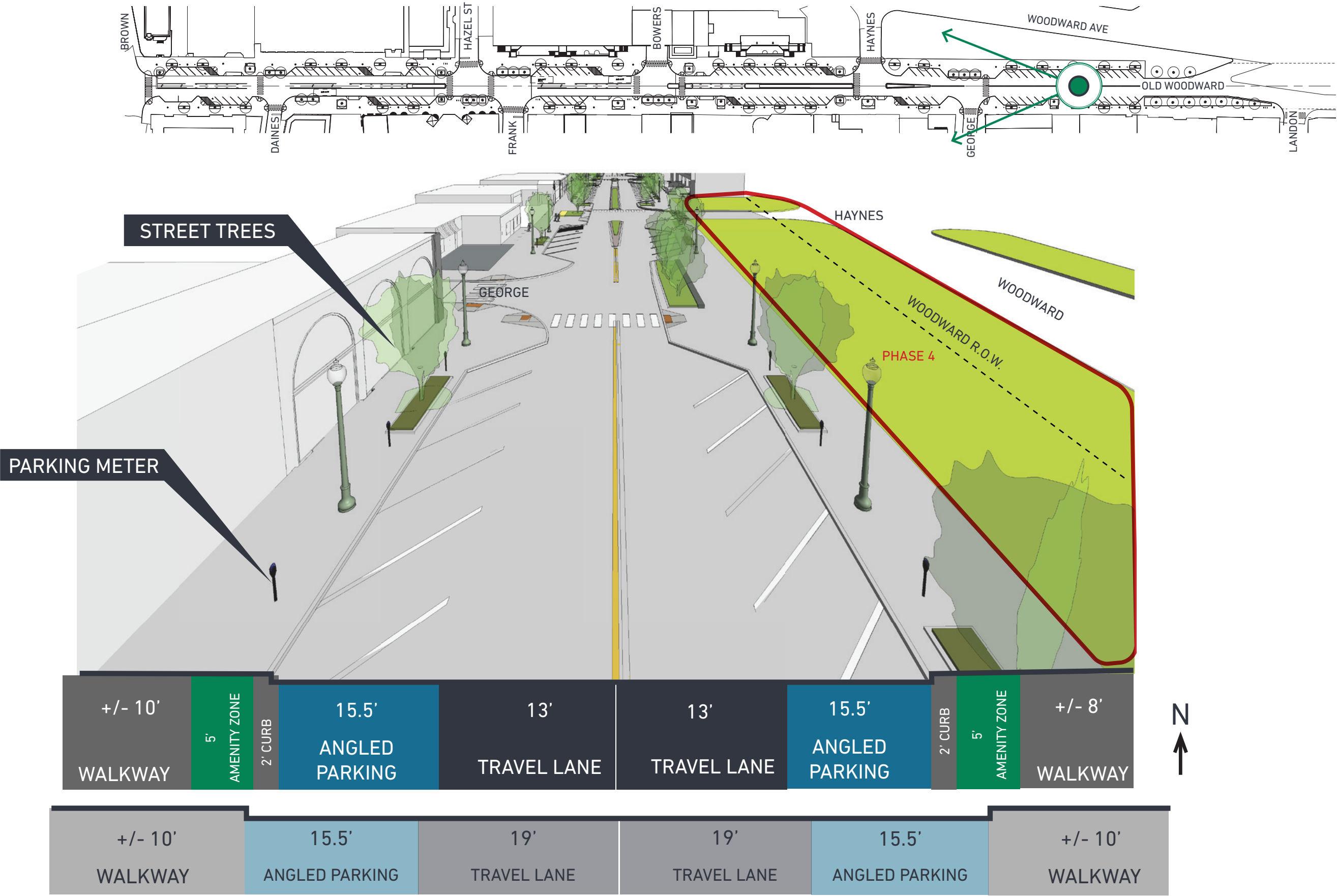


MKSK

TYPICAL PROPOSED STREET SECTION - NORTH OF HAYNES STREET



TYPICAL PROPOSED STREET SECTION - SOUTH OF HAYNES STREET





MEMORANDUM

Planning Department

DATE: July 2nd, 2021

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, City Planner

APPROVED: Jana Ecker, Planning Director Birmingham

SUBJECT: Birmingham Bike Network

The Multi-Modal Board has indicated an interest in a detailed map indicating Birmingham's bike network, bike parking, and bike service stations. Such a map could be shared online and provide information about biking in Birmingham. Staff has created a PDF map highlighting Birmingham's bike loop while also indicating the various bike route types, parking along the bike routes, places to park a bike, and locations to do bike maintenance. Staff has also uploaded these layers into an online map and embedded the map into the Multi-Modal Transportation webpage which can be found at https://www.bhamgov.org/government/boards/MMTB_board.php. Layers can be turned on or off, and users may zoom in to points of interest and print out a detailed map. City staff requests feedback from the Board on ways to improve the online interactive map.

Layers in the map include the following:

1. Bike Route Classifications
 - a. Birmingham Bike Loop
 - b. Bike Lane
 - c. Buffered Bike Lane
 - d. Sharrows
 - e. Park Trails
 - f. MMTP Neighborhood Connector Route
 - g. MMTP Regional Connector Route
2. Bike Parking & Maintenance
 - a. Bike Racks Existing
 - b. Bike Racks Phase 5 – To be Installed 2021
 - c. Bike Racks W. Maple Reinstalled 2021
3. On-Street Parking
 - a. Marking Parking
 - b. Unmarked Parking
 - c. No Parking

Birmingham Bicycle Network

Bike Route Classification

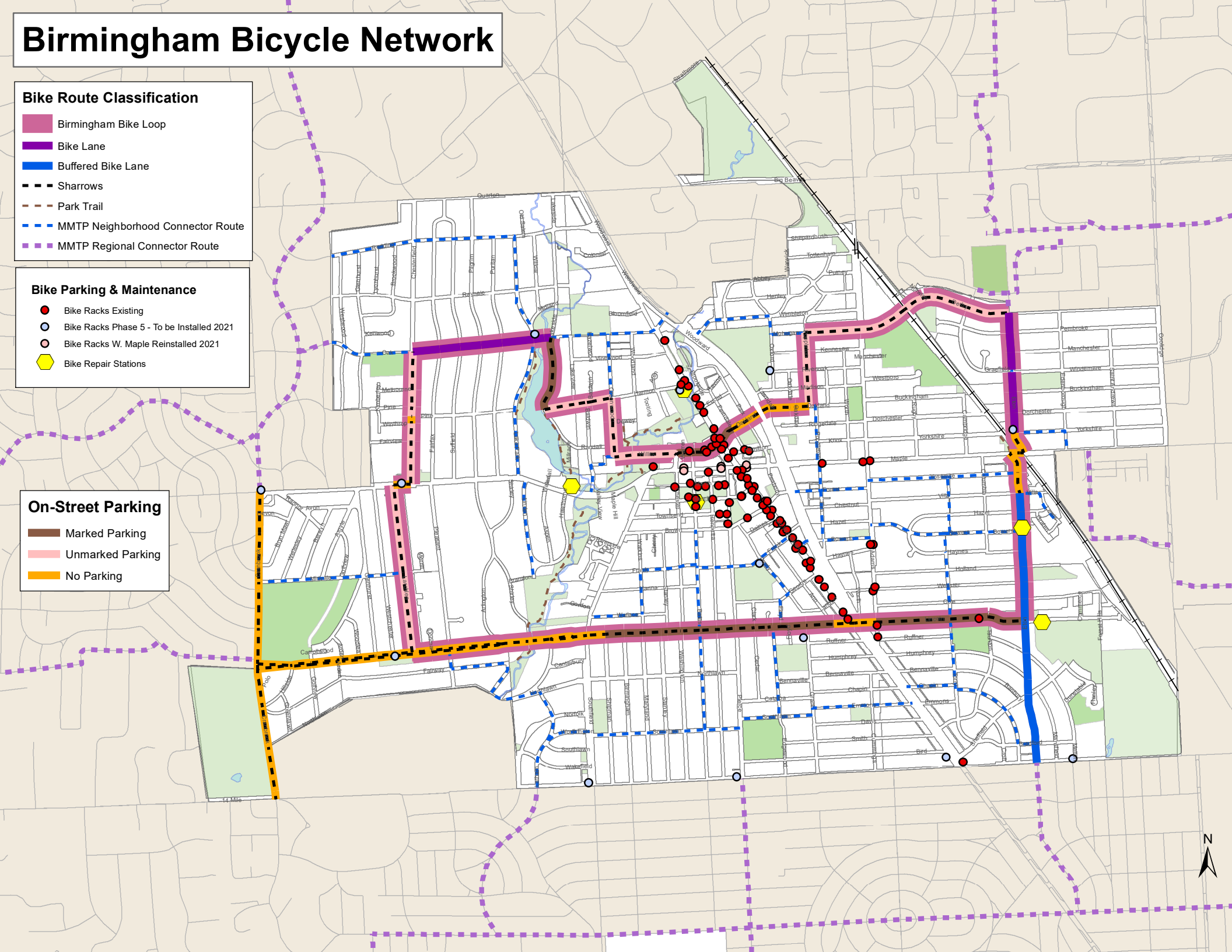
- Birmingham Bike Loop
- Bike Lane
- Buffered Bike Lane
- Sharrows
- Park Trail
- MMTP Neighborhood Connector Route
- MMTP Regional Connector Route

Bike Parking & Maintenance

- Bike Racks Existing
- Bike Racks Phase 5 - To be Installed 2021
- Bike Racks W. Maple Reinstalled 2021
- Bike Repair Stations

On-Street Parking

- Marked Parking
- Unmarked Parking
- No Parking



DATE: July 1, 2021

TO: Multi-Modal Transportation Board

FROM: Jana Ecker, Planning Director
Commander Scott Grewe, Police Department
James Surhigh, Consulting City Engineer
Scott Zielinski, Assistant City Engineer

SUBJECT: S. Eton Bike Lane Study Scope of Services

The City Commission approved numerous changes to S. Eton from Maple to Lincoln on a trial basis back in 2019, with the intention of evaluating conditions before and after the trial period. With the onset of the pandemic and a disruption of traffic patterns and volumes, the evaluation period was extended until “normal” conditions returned. As all restrictions related to the pandemic were lifted on June 22, 2021, City staff is recommending an evaluation of the pilot project on S. Eton.

Please see attached letter from Fleis & Vandenbrink outlining the proposed scope of work for the study with regards to traffic volume data and crash analysis data (including vehicular, pedestrian and bicycle traffic) to determine the impacts of the changes made to S. Eton. In addition, City staff will also conduct an evaluation of the various types of pavement markings used on S. Eton to compare visibility and longevity of the various materials for future projects.

The MMTB is asked to review the proposed scope of the evaluation and to provide comment on any additional parameters to be considered in the study.

Scope of Services

Scope of services to complete the Before & After Study for the S. Eton Street Bike Lane between Maple Road to Lincoln Street.

1. Traffic volume data (veh, peds and bikes) was collected in June 2018 during both a Weekday and Saturday from 2:00 PM to 6:00 PM) the at following S. Eton Street study intersections:
 - Maple Road
 - Villa Road
 - Bowers Street
 - Lincoln Street
 - Sheffield Road
2. Collect 2021 traffic volume data (veh, peds and bikes) during both a Weekday and Saturday from 2:00 PM to 6:00 PM) at the S. Eton Street study intersection intersections.
3. Traffic volume data will be reviewed to determine if COVID adjustment factors should be applied. Provide a comparison of the traffic volumes (veh, peds and bikes) collected in 2018 and 2021 before and after the bike lane installation. Provide a comparison of the data summarized in a table outlining the differences in traffic volumes before and after the bike lane installation.
4. Perform a crash analysis using the crash data for the three (3) years (2015-2018) prior to the bike path installation and the three (3) years after (2018-2021) the bike lane installation and provide a comparison of crashes, by: location, type, and severity.