

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, FEBRUARY 11, 2016
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, February 11, 2015.

Chairperson Johanna Slanga convened the meeting at 6:03 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vionna Adams, Amy Folberg, Amanda Warner

Absent: Board Members Lara Edwards, Andy Lawson, Michael Surnow

Administration: Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Mario Mendoza, Recording Secretary
Paul O'Meara, City Engineer

Also Present: Mike Labadie & Julie Kroll from Fleis & Vandenbrink ("F&V"), Transportation Engineering Consultants

2. INTRODUCTIONS

The newest board member, Amy Folberg, Resident at Large Position, was welcomed.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF NOVEMBER 1, 2015

Chairperson Slanga:

Page 3 - Fifth paragraph from the bottom, third line, replace "stop" with "yield."

Moved and seconded to approve the Minutes of November 5, 2015 as amended.

Motion carried, 4-0.

5. NEIGHBORHOOD CONNECTOR ROUTE

Mr. O'Meara recalled that at their meeting November 23, 2016 the City Commission reviewed the Multi-Modal Transportation Board ("MMTB") recommendation for a Neighborhood Connector Route. At that time, the following suggestions were made:

1. There was a preference for installing signs only at each point where the route turns, using the bike symbol and an arrow, while keeping the signage to a minimum. Also, a visual was requested of the specific bike symbol sign and arrow suggested.
2. Extend the Oak St. bike lanes another block to the east to include the section between Lakepark Dr. and Lakeside Dr. (The existing pavement is wide enough to support this with new striping).
3. That all property owners along the newly impacted streets be notified about the meeting being held in front of the MMTB.

Considering the above modifications, the Commission asked for a final review and recommendation by the MMTB.

Mr. O'Meara provided a picture of the proposed signage that uses the symbol of a bike along with an arrow. He thought that extending the Oak St. bike lanes is a good idea. Lastly, about 500 letters went out to apprise all of the property owners along the bike route about what is happening and notify them about this meeting.

The chairperson opened discussion up to the public regarding the connector route.

Ms. Ann Rosenaugh, 579 Chesterfield, was concerned with adding the markings along Chesterfield because of the condition of the street. It is a very dangerous street for bikers to ride on. The edges are all potholes. The chairperson explained the markings indicate that bikes and vehicles will be sharing the same section of pavement. Bikes have to abide by the same laws as a car.

Ms. Julie Sutherland, 787 Oakland, received confirmation that parking will not change in the connecting areas. Further, she asked if widening the median on

Woodward Ave. by the Holiday Inn Express has been considered. Mr. O'Meara responded the City certainly could do that if it becomes a demonstrated issue.

Ms. Geri Sardi, 384 Chesterfield, received information that this route will be a facility for citizens of Birmingham to use if they want to ride around town.

Moved and Seconded to recommend to the City Commission the implementation of a Neighborhood Connector Route in accordance with the attached map, installing bike symbol signs and arrows at each turning point, sharrow pavement markings at the beginning of each segment, and extension of the bike lane on Oak St. between Lakepark Dr. and Lakeside Dr. Further, to include information about the route on the City's website, and to notify all relevant websites that contain information relative to bike paths and routes.

The chairperson asked for comments on the motion from members of the public.

Ms. Pat Andrews, 235 Chesterfield, noted that in the fall people put out their leaves for pick-up along Oak St. Therefore the bike paths cannot be used during that time.

Motion carried, 4-0.

VOICE VOTE

Yeas: Adams, Folberg, Slanga, Warner

Nays: None

Absent: Edwards, Lawson, Surnow

6. TORRY NEIGHBORHOOD SIDEYARD CROSSWALKS VILLA AVE. TO HAYNES AVE.

Mr. O'Meara recalled the City Commission reviewed the recommendation of the Multi-Modal Transportation Board ("MMTB") at their meeting of December 14, 2015. The following comments were raised at that time:

1. The City Commission asked that the entire sideyard easement system be reviewed for improvements, rather than just the Haynes Ave. and Torry St. intersection.
2. Comment was raised relative to the advisability of keeping the existing ramp on the north side of the Haynes Ave. intersection.

Based on the above, the following is now proposed, starting from the north, and moving south:

Villa Ave. – The City is currently planning to pave Villa Ave. later this summer, so improvements are required at this intersection as a part of that project. In order to update the Yankee Ave. intersection to current standards, handicap ramps and marked crosswalks are now proposed. It was discussed that the crosswalk will run right into a residential driveway. Due to the circumstances, this cannot be avoided.

Hazel Ave. – The existing pavement markings at the crosswalk will be removed and replaced with the more current design using straight lines parallel to traffic. This just updates the paint method. No changes will be made to the existing ramps.

Bowers Ave. – Updated pavement markings will be installed, similar to Hazel Ave.

Haynes Ave. – The plan presented previously has been updated to reflect the fact that a tree previously in front of 1591 Haynes Ave. has since been removed. Marked crosswalks are now planned on both sides of the intersection. Now that a crosswalk is planned on both sides, it is recommended that the existing ramp in the middle of the intersection be removed.

This will make all four streets consistent with each other, as well as making them safer for pedestrians and bicyclists.

In accordance with the Commission's wishes, the property owners adjacent to these changes have been notified about this meeting.

Moved and Seconded that the MMTB recommends the following changes to the sideyard easement sidewalk system located within the Torry Neighborhood, as follows:

- **Villa Ave.** – Install new handicap ramps at all four corners of the Yankee Ave. intersection and install marked crosswalks, as part of the Villa Ave. Paving Project.
- **Hazel Ave.** – Remove and replace the existing crosswalk pavement markings with current City standard (continental style).
- **Bowers Ave.** - Remove and replace the existing crosswalk pavement markings with current City standard (continental style).
- **Haynes Ave.** - Install new handicap ramps at all four corners of the Torry St. intersection and install marked crosswalks, as part of the Webster Ave./Torry St. Paving Project.

Motion carried, 4-0.

VOICE VOTE

Yeas: Adams, Folberg, Slanga, Warner

Nays: None

Absent: Edwards, Lawson, Surnow

7. BUMPOUT (CURB EXTENSION) POLICY

Mr. O'Meara noted that at the City Commission review of the Multi-Modal Transportation Board ("MMTB") on January 11, 2016, the following comments were made relative to the policy submitted:

1. The MMTB should review their recommendation after having the opportunity to consider the additional information provided for the City Commission.
2. The policy should provide direction on when to install midblock bumpouts.
3. The policy should provide direction on what size radius the arced section of the corner should have.
4. The policy should clarify that every street project will be reviewed on an individual basis both by the MMTB and the City Commission.

Where specific guidelines are provided, they tend to agree with the AASHTO standards, as well as what was already recommended by the MMTB. City staff recommends that the Association of State Highway and Transportation Officials ("AASHTO") standards continue to be the guidelines that are prioritized, given that they represent standard accepted practices within the United States.

Ms. Ecker advised the guidelines the board recommended to the City Commission last time are not only consistent with AASHTO standards; but in fact they are also consistent with the following publications:

- Urban Street Design Guide, National Association of City Transportation Officials ("NACTO");
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers ("ITE"); and
- Best Design Practices for Walking and Bicycling in Michigan, Michigan Department of Transportation ("MDOT").

The other big issue that the Commission talked about was curb bumpouts, not just at intersections but also for a mid-block crossing where there are significant

pedestrian generators that are situated relatively far from an intersection. They wanted something in the policy that specifically addresses mid-block crossings. A bumpout could also be installed as a traffic calming mechanism (no crosswalk) where there is a speeding problem as identified by the public.

'Designing Walkable Urban Thoroughfares' says that curb extension radii should be designed to allow street cleaning vehicles to reach and turn all inside and outside corners. Normally this requires a radius of 15 ft. Therefore, the curb extension policy recommendation is consistent with that.

Moved and Seconded that the MMTB after reviewing the additional resources and information provided by staff, recommends to the City Commission the approval of the modified bumpout policy as attached.

Motion carried, 4-0.

VOICE VOTE

Yeas: Adams, Folberg, Slanga Warner

Nays: None

Absent: Edwards, Lawson, Surnow, Tatuch

8. HAMILTON AVE. BUMPOUT DESIGN

Mr. O'Meara said that in September the City Commission approved the Hamilton Ave. design the way the MMTB had recommended it but replacing the 4 ft. bumpouts with 6 ft. bumpouts, as the new policy mandates. The project has been designed and put out for bid. Construction is planned to start in late March. With respect to large truck turns, Mr. O'Meara summarized that neither the 4 ft. nor the 6 ft. bumpouts work that well at Park and Hamilton. This design will make it slightly worse. However, since these turns should not be made on a regular basis (given the normal route of trucks in the area), it should not be a big problem.

On the far east block, Mr. O'Meara suggested keeping the southern sidewalk improvement, but keeping it as a 4 ft. encroachment instead of the 6 ft. now shown on the plan. The design as shown would require southbound Woodward Ave. trucks turning right to have conflicts with both sides of the street to make the turn. Since this would be a common turn for trucks, and since speeds and the potential for crashes is greater where Woodward Ave. is involved, and finally since MDOT would also have to approve this, it is recommended that the 4 ft. encroachment design be left as is. The MMTB agreed.

Moved and Seconded to accept all curb extensions from 4 ft. to 6 ft. except at the northwest corner of Woodward Ave. and Hamilton Ave. where the 4 ft. extension will be maintained.

Motion carried, 4-0.

VOICE VOTE

Yeas: Adams, Folberg, Slanga Warner

Nays: None

Absent: Edwards, Lawson, Surnow, Tatuch

9. AD HOC RAIL DISTRICT COMMITTEE

Ms Ecker reported the City Commission considered the Multi-Modal Transportation Board's ("MMTB") S. Eton Rd. recommendations at their meeting of November 23, 2015. After hearing comment from the public, they were not ready to approve the package as presented. With that in mind, the City Commission endorsed creating an ad hoc seven member board. They felt that considerations for on-street and off-street parking, not just for S. Eton Rd., but for the Rail District in general, was something that needed further study. Also road design initiatives, multi-modal uses, neighborhood input, and existing plans and findings should be considered. The committee's findings and recommendations would be compiled into a single report to be presented to the City Commission by December, 2016.

In order to obtain expertise from various stakeholders, it is requested that a volunteer from the MMTB be named to represent the MMTB interests at this committee. Ms. Edwards has indicated she is interested in serving on the Ad Hoc Rail District Committee.

Motion by Ms. Warner

Seconded by Ms. Adams that the MMTB recommends that Lara Edwards be named as the MMTB representative for the AD Hoc Rail District Committee.

Motion carried, 4-0.

VOICE VOTE

Yeas: Warner, Adams, Folberg, Slanga

Nays: None

Absent: Edwards, Lawson, Surnow

10. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA (no one spoke)

11. MISCELLANEOUS COMMUNICATIONS (items in the packet)

12. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 7:20 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer