

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, JUNE 16, 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, June 16, 2016.

Vice-Chairman Andy Lawson convened the meeting at 6 p.m.

1. ROLL CALL

Present: Board Members Vionna Adams, Lara Edwards, Amy Folberg, Vice-Chairman Andy Lawson, Amanda Warner (arrived at 6:16 p.m.)

Absent: Board Member Michael Surnow

Administration: Sean Campbell, Asst. Planner
Mark Clemence, Police Chief
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Paul O'Meara, City Engineer

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

Vice-Chairman Lawson advised that the former chairperson, Johanna Slanga, has moved outside of the City and for that reason has relinquished her responsibilities on this board. He asked for nominations for a new chairperson.

Motion by Vice-Chairman Lawson

Seconded by Ms. Edwards to nominate Vionna Adams as chairperson.

Motion carried, 4-0.

VOICE VOTE

Yeas: Lawson, Edwards, Adams, Folberg

Nays: None

Absent: Surnow, Warner

2. INTRODUCTIONS

Ms. Ecker introduced Sean Campbell, Asst. Part-Time Planner.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF APRIL 21, 2016

Motion by Mr. Lawson

Seconded by Ms. Folberg to approve the Minutes of April 21, 2016 as presented.

Motion carried, 4-0.

VOICE VOTE

Yeas: Lawson, Folberg, Adams, Edwards

Nays: None

Absent: Surnow, Warner

5. RESIDENTIAL PERMIT PARKING ZONES

a. W. Frank St. - Chester St. to Bates St.

Chief Clemence related that the Police Dept. received a petition with signatures from four addresses that share property on Frank St. between Chester St. and Bates St. Their letter requests a change to "Parking Permit Required" in the area.

W. Frank St. from Chester St. to Pierce St. has been a two hour time limit, 8 a.m. to 6 p.m. except Sundays and Holidays zone since 1967.

The current issue per the petition is that residents are unable to park near their homes due to employees of local businesses using this area.

Mr. Henry Velleman, 708 S. Bates St., said their front door is on Bates St., but most of their home is on W. Frank St. They share that small street between Bates St. and Chester St. with three other homes. He spoke to describe the severe problems he and his neighbors are experiencing due to people using Frank St. for all day parking now that Bates St. has become permit parking. Therefore he asked that W. Frank St. be treated much like the other streets in the neighborhood. The parking problem along Frank St. occurs mainly in the evenings or late afternoon.

Chief Clemence affirmed the petition meets the required criteria for permit parking along Frank St.

Motion by Vice-Chairman Lawson

Seconded by Ms. Edwards to set parking by permit only on W. Frank St. from Chester St. to Bates St. from 8 a.m. to 8 p.m., consistent with the restrictions along Bates St.

There were no comments from the audience at 6:18 p.m.

Motion carried, 5-0.

ROLLCALL VOTE

Yeas: Lawson, Edwards, Adams, Folberg, Warner

Nays: None

Absent: Surnow

b. S. Glenhurst Dr. - Lincoln Ave. to Midvale Rd.

Chief Clemence noted that the Police Dept. received a petition with signatures from 26 addresses on S. Glenhurst Dr. between Lincoln Ave. and Midvale Rd. Their letter requests a change to "Parking Permit Required" in the area.

S. Glenhurst Dr. from Lincoln Ave. to Midvale Rd. has never had any parking restrictions.

The current issue per the petition is that Seaholm High School students have been using this area for parking while attending school. Residents are unable to park in front of or near their homes during this time. These parked cars narrow the roadway making it difficult for emergency vehicles and school buses to get by. Further, there is often trash left behind by the drivers of the vehicles.

Mr. Richard Widerstedt, 936 S. Glenhurst Dr. said their street is solidly parked including partially in front of driveways from 7 a.m. until after 3:30 p.m. He added that all of the surrounding streets are posted for permit parking only.

Mr. Steven Gretchko noted that only seniors and some juniors can get parking passes in the Seaholm HS student lot. All of this street parking is unsafe plus it really has affected the quiet enjoyment of the neighborhood.

Chief Clemence indicated this petition meets the requirements for permit parking along S. Glenhurst Dr.

Motion by Ms. Edwards

Seconded by Ms. Warner to set residential permit parking to mirror Golfview St. from 7 a.m. to 4 p.m. school days only along S. Glenhurst Dr. - Lincoln Ave. to Midvale Rd.

Motion carried, 5-0.

VOICE VOTE

Yeas: Edwards, Warner, Adams, Folberg, Lawson

Nays: None

Absent: Surnow

Mr. Labadie advised that about a year ago he was retained by the school district to help develop a new plan for Seaholm HS. Now a plan has been completed that they have endorsed. However he does not know the timing on that. The bus loading area is proposed to change, parent pick-up and drop-off will change, and there will be enough parking for everyone.

6. LINCOLN AVE. AND PIERCE ST. INTERSECTION DESIGN – STATUS UPDATE

Mr. O'Meara recalled that In 2014, the City resurfaced and added Multi-Modal amenities to the section of Lincoln Ave. between Southfield Rd. and Woodward Ave. The multi-modal features were reviewed by the Multi-Modal Steering Committee that existed at that time (the precursor to this board).

Pedestrian bumpouts were constructed at several locations throughout the job. However, it has been demonstrated that large vehicles making right turns here are not always able to make the turn without either crossing the double yellow line, or driving over the curb of the bumpout. Repeated actions such as this have caused grass damage at all four corners.

Interested residents at this location have asked the City for solutions. Staff has been moving forward on these issues. Dept. of Public Services has installed topsoil and seed, along with snow plow edge markers around each corner to discourage drivers from going over the curbs. F&V was asked to conduct a truck turning analysis and has determined that in order to provide sufficient space for turning large vehicles, each stop bar would have to be moved back 21 ft. Doing so then requires that a No Turn on Red provision be placed at each corner as well. That would further restrict movements in that area.

One way to avoid this but still address the current landscaping challenge would be to change the material behind the curb. Landscape stone could be installed, or even a two or three foot wide concrete paved area behind the curbs so that if vehicles need to drive over the curb they are not causing damage to the lawns behind.

Ms. Ecker added that since the City has repaired the area from the damage caused during the winter there has been a lot less damage. People seem to be getting used to the bumpouts.

Ms. Warner indicated she does not like the idea of relocating the stop bar because it would create bad traffic congestion at busy times of the day.

It was discussed that the bumpouts were installed to calm the traffic which is what the neighbors wanted. However, they don't like them to be unsightly. Mr.

Labadie observed that for now things seem to have improved as people are getting used to the bumpouts.

7. PEDESTRIAN CROSSWALK STANDARDS

a. Pavement Marking Design

Mr. O'Meara recalled at the April meeting the MMTB members were generally in favor of the standards suggested, but felt they were too restrictive. They suggested there may be locations outside of those described that could benefit from the wider crosswalks with wider markings. With that in mind the suggested standard has been changed to include any major street that has a higher than normal pedestrian traffic demand. Further, based on comments made at the meeting, a mid-grade level crosswalk can be used where pedestrian demand is high, but the street being crossed is more local in nature.

It was discussed that drivers here really need to be educated that they have to stop for pedestrians. If they do stop, then pedestrians will use the crosswalks.

Ms. Folberg liked the wider markings, and suggested that all crosswalks in the City be marked with them.

Mr. O'Meara was concerned with the cost of painting crosswalks, so he hesitates to always increase their size. Secondly, if all crosswalks are all big and bold, they will begin to lose their effectiveness. He suggested three different standards to accommodate different environments.

It was noted that once crosswalks are painted, they are difficult to remove, and they will likely remain that way for 20 years or more.

Mr. Labadie said that for crossings, crosswalks are placed where you want people to cross, or where there is a demand. It must be determined whether or not that is a safe place to cross.

Motion by Ms. Warner

Seconded by Mr. Lawson the Multi-Modal Transportation Board recommends to the City Commission that the following standards be adopted for the design and installation of painted crosswalk pavement markings on all future projects:

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3. Pavement markings shall be installed as follows:

Within the Central Business District or other Major Street Crossings:
Painted bars shall be 24 in. wide, spaced at 24 to 36 in. apart. Total width of the crosswalk shall be 12 ft. wide.

Within the Central Business District or other Local Street Crossings:
Painted bars shall be 12 in. wide, spaced at 24 to 30 in. apart. Total width of the crosswalk shall be 8 to 10 ft. wide.

All Other Locations:
Painted bars shall be 12 in. wide, spaced at 24 to 30 in. apart. Total width of the crosswalk shall be 6 ft. wide.

Motion failed, 3-2.

VOICE VOTE

Yeas: Warner, Lawson, Adams

Nays: Edwards, Folberg

Absent: Surnow

Ms. Folberg's issue was that she doesn't like the width of the black between the white stripes. Ms. Edwards was concerned there may be an instance where they want individual bars to be 24 in. wide and it is not in the Central Business District or a place that currently doesn't have high pedestrian demand but may in the future. The second option might say that painted bars should be 12 - 24 in. wide.

The first heading might read: At CBD Major Street Crossings or Other Major Street Crossings.

The second heading could read: At CBD Local Street Crossings or Other Local Street Crossings.

Staff agreed to come back next month with some wordsmithing options.

b. Pedestrian Signal Timing

Mr. O'Meara noted that a City Commissioner recently observed that in Birmingham, the phase where the countdown signals are advancing toward zero can include some time that traffic has a yellow signal present. He observed elsewhere outside of Michigan that the countdown phase ends before the yellow signal begins. He thought perhaps an adjustment to ours would create a safer environment for pedestrians.

Staff asked F&V to review this issue, and provide an explanation as to why signals are timed the way they are in Birmingham.

Mr. Labadie explained that the guidance regarding pedestrian intervals is provided in the Michigan Manual of Uniform Traffic Control Devices ("MMUTCD"). He summarized the three phases of a pedestrian interval: Walk, Flash Don't Walk, and Don't Walk.

Additionally, the Michigan Dept. of Transportation ("MDOT") provides guidance regarding the preferred alternatives to providing the buffer interval in the Manual of Uniform Traffic Control Device Guidelines (MMUTCD). The vehicular and pedestrian signal timing intervals implemented throughout the City of Birmingham are consistent with the MMUTCD guidelines. The guidelines have been established after large amounts of study and consideration. There should be a good reason to deviate from the standards.

Everyone was in agreement to leave the signals the way they are presently.

8. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA
(no more public was present)

9. MISCELLANEOUS COMMUNICATIONS (items in the packet)

10. ADJOURNMENT

No further business being evident, the board members adjourned the meeting at 7:37 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer