

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 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, August 11, 2016.

Chairperson Vionna Adams convened the meeting at 6:04 p.m.

1. ROLL CALL

Present: Chairperson Vionna Adams; Board Members Lara Edwards, Amy Folberg, Vice-Chairman Andy Lawson,

Absent: Board Member Michael Surnow

Administration: Scott Grewe, Operations Commander
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

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF JUNE 16, 2016

Motion by Ms. Folberg

Seconded by Mr. Lawson to approve the Minutes of June 16, 2016 as presented.

Motion carried, 4-0.

VOICE VOTE

Yeas: Folberg, Lawson, Adams, Edwards

Nays: None

Absent: Surnow

5. W. MAPLE RD. AT ROUGE RIVER - PEDESTRIAN CROSSING

Mr. O'Meara provided background. At the City Commission meeting of July 25, the Dept. of Public Services staff presented a plan to install an improved trail surface just south of W. Maple Rd. The trail would connect the south side Maple Rd. sidewalk at Baldwin Ave. with the existing pedestrian bridge that provides access to the Rouge River trail between Maple Rd. and Linden Park to the south. (Historically, no marked trail has existed in this area.)

Before the installation of the path proceeds, staff has been asked to have the MMTB review this item.

When the MMTB last discussed this issue, it was decided that should three lanes be approved on this segment of Maple Rd., crosswalk islands should be installed at the two signalized intersections of Chesterfield Ave. and Lakepark Ave. Now that the decision to have 3 lanes has been made, staff will begin reviewing this issue and will have a final recommended plan for the MMTB to review at a later date.

The City has long desired to make an improved pedestrian crossing in the area of the Rouge River crossing as well, and staff has been struggling with finding a location that doesn't contain obstacles.

The Rouge River Trail Corridor Master Plan recommends the installation of a pedestrian bridge for Maple Rd. just east of Baldwin Ave., complete with handicap accessible ramps on both sides.

There is one location that can be improved just west of the main vehicle bridge that would have sufficient sight distance for a marked pedestrian crossing. Two alternate options were considered, one with an island in the middle and one without. Adding an island creates a problem for a nearby resident because he can no longer make a left turn into his driveway. However, the City is thinking of approaching the resident and seeing if he would be willing to work with the City to have his drive approach relocated so the turn in and out would be easier. If the resident is unhappy with that idea the City could put in a marked crosswalk across the street.

Mr. Labadie explained they will try to give the resident room to go past the island that is created and then turn left. In the alternative, putting in a crosswalk in that location is a function of stopping distance at 38 mph that allows a driver to see a person crossing the street in time to stop. Per AASHTO, the stopping sight distance is exceeded coming from both directions.

MDOT has regulations for this type of crosswalk:

- Marked special emphasis crosswalk;
- Standard pedestrian warning signs;
- Geometric improvements (such as median nose extensions, curb extensions, pork chop island, or Rectangular Rapid Flashing Beacons or both.

Board members expressed preference for the island if possible because it would make it easier and safer for pedestrians to cross. However, it wasn't known if it would work because the resident might not want to shift his driveway.

The chairperson took comments from members of the audience at 6:30 p.m.

Mr. Harvey Bell liked the idea of moving the island down to the east. He asked if the guard rail could be shortened. Mr. O'Meara confirmed for him that the guard rail is installed at the required length. Moving it would increase liability to the City.

In conclusion, board members were happy with this idea and asked staff to keep pursuing it.

6. RESIDENTIAL PERMIT PARKING ZONES

a. Hazel St. - Columbia Ave. to S. Eton Rd.

Commander Grewe advised the Police Department received a petition with signatures from 23 addresses on Hazel St. between S. Eton Rd. and Columbia Ave. (92% of occupied homes). There are 26 total homes with 25 currently occupied. Their petition requests to change the current parking restrictions, No Parking 7 a.m. to 4 p.m., to Residential Permit Parking (all hours on both sides of the street).

History

The current issue per the petition is that local business customers and employees are parking in this area throughout the evening all days of the week. The petition states that this increase in parking forces residents and their guests to park far from their homes, also creating dangerous, narrow travel lanes. The petition also mentions the continued development in the area and the potential for continued increases in parking and traffic problems.

The petition requests the area be "Parking Permit Required" all hours. This same restriction was approved for Bowers St. from S. Eton to Columbia approximately a year ago.

Commander Grewe added this request meets all of the required criteria. With the last residential permit that the City Commission approved, the Commission asked that it be brought back annually as a review to make sure that it is the right thing for the street. That would apply to anything going forward.

Motion by Ms. Folberg

Seconded by Mr. Lawson to approve the petition for Residential Permit Parking (all hours) on both sides of Hazel St. between S. Eton Rd. and Columbia Ave.

Motion carried, 4-0.

VOICE VOTE

Yeas: Folberg, Lawson, Adams, Edwards

Nays: None

Absent: Surnow

b. Haynes St. - Columbia Ave. to S. Eton Rd.

Commander Grewe further advised the Police Department received a petition with signatures from 24 addresses on Haynes St. between S. Eton Rd. and Columbia Ave. (92% of occupied homes). There are 26 total homes; two residents that were contacted did not sign. Their petition requests parking on the street be restricted to Residential Permit Parking (all hours on both sides of the street).

One letter has been received from a resident who is in favor of getting the Parking Permit signs implemented.

History

According to Police Department records, Haynes St from S. Eton to Columbia has never had any parking restrictions.

The current issue per the petition is that local business customers and employees are parking in this area throughout the evening all days of the week. Jerry Yaldao, who completed the petition, stated the parking problem is all day long. He states during the daytime hours customers and employees from local business use the street. During the evening spill over from Griffin Claw creates problems and congestion throughout the day.

The petition requests the area be "Parking Permit Required" all hours. This same restriction was approved for Bowers St. from S. Eton to Columbia approximately a year ago.

Motion by Ms. Edwards

Seconded by Mr. Lawson to approve the petition for Residential Permit Parking (all hours) on both sides of Haynes St. between S. Eton Rd. and Columbia Ave.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Lawson, Adams, Folberg

Nays: None

Absent: Surnow

Ms. Ecker advised there is plenty of parking spaces in the Rail District but there is no encouragement for businesses to share them, so they are not efficiently used. There is an ad hoc committee looking at this problem just for the Rail District.

7. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Mr. Harvey Bell noted SE Michigan, because of what is going at the University of Michigan, will be key in the development of vehicles that can communicate with each other within the next five to ten years. There will also be vehicle to infrastructure communication. Further, pedestrians and cyclists will have chips in their phones that will communicate to vehicles and to infrastructure.

All this is something this group should investigate in terms of what it would mean to communicate with the infrastructure in the City.

8. MISCELLANEOUS COMMUNICATIONS (items in the packet)

9. ADJOURNMENT

No further business being evident, the board members adjourned the meeting at 6:52 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

