

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, DECEMBER 1, 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, December 1, 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, Daniel Rontal, Michael Surnow

Absent: Vice-Chairman Andy Lawson, Johanna Slanga

Administration: Lauren Chapman, Asst. City Planner
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Scott Grewe, Operations Commander
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

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

2. INTRODUCTIONS

Mr. Labadie introduced Ms. Jennifer Sahab, a new employee with his firm.

3. REVIEW AGENDA (no change)

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

Motion by Ms. Folberg

Seconded by Mr. Surnow to approve the Minutes of November 21, 2016 as presented.

Motion carried, 5-0.

VOICE VOTE

Yeas: Folberg, Surnow, Adams, Edwards, Rontal

Nays: None

Absent: Lawson, Slanga

**5. ELM ST. SOUTH OF MAPLE RD.
PARKING ANALYSIS**

Mr. O'Meara advised that at the October 27, 2016 City Commission meeting, Ms. Delphine Scott, a resident of the All Seasons building, approached that body for an item not on the agenda. She expressed concern that the first parking space on southbound Elm St., south of Maple Rd. makes maneuvering in the area difficult, as the road is narrow.

The matter was referred to F&V, to be reviewed by the MMTB. F&V summarized that the parking space as located is a sufficient distance from Elm St. according to National standards. However, it was noted that the short section of double yellow line installed to help keep northbound vehicles waiting for the traffic signal to be lined up appropriately is extended too close to the subject space. F&V is suggesting that if 8.5 ft. of the double yellow line was removed at the south end, thus providing the minimum length required, the southbound lane would not appear so narrow.

Ms. Scott said if someone is turning off of Maple Rd. and a car is parked there they have to wait for the traffic going north to clear before pulling out around the parked car and turn in. There is no time limit as to how long a car can park in that spot. Deliveries, mail trucks, or emergency vehicles cannot go around the parked car and turn left unless ongoing traffic has cleared. Ms Scott said she hopes the MMTB will consider removing that one parking place in order to make it convenient to turn left onto Elm St. from Maple Rd.

Mr. Labadie explained that removing part of the double yellow line opens up the throat there. During peak periods there may be a queue of about four cars.

Ms. Edwards expressed the thought that ambulances turning onto Elm St. toward All Seasons should take precedence over keeping one parking space. Ms. Folberg did not think that eliminating part of the double line would help, because many times drivers would not hesitate to cross over the double line if needed. Therefore she was in favor of removing the parking space.

Motion by Ms. Edwards

Seconded by Mr. Surnow to recommend removing the one parking spot on Elm St., furthest north on the west side.

Motion carried, 5-0.

VOICE VOTE

Yeas: Edwards, Surnow, Adams, Folberg, Rontal

Nays:

Absent: Lawson, Slanga

**6. POPPLETON AVE. RECONSTRUCTION
KNOX AVE. TO MAPLE RD.**

Mr. O'Meara advised the above block is proposed for complete reconstruction in 2017. Due to the relatively high traffic movements on this block, F&V was asked to perform a traffic analysis to make sure that the road is designed with the appropriate lane assignments, lengths, etc.

The project includes the reconstruction of the Knox Ave. intersection, but stops short of any work within the Maple Rd. traffic lanes. This block serves as the preferred entrance for both customers and trucks to the parking lot serving the adjacent Kroger grocery store, as well as several smaller businesses located on the same property. Traffic counts were taken recently for both the a.m. and p.m. peak periods.

Due to the skewed alignment of this street compared to Elm St. to the south, a right turn lane is being suggested (similar to the existing condition), as well as a shared/through lane in the middle. Storage of right turning vehicles is suggested back to the Kroger driveway north of Maple Rd., followed by a taper back to a more traditional residential street width (two lanes).

This section of Poppleton Ave. was identified to be part of a Neighborhood Connector Route for bicyclists in Phase 3. The original pavement was widened later near Maple Rd. to allow for a separate right turn lane. It is thought that traffic difficulties would result if the right turn lane was not present because the existing lanes are narrow and are especially tight when large trucks from Kroger are present.

Rebuilding the street to a basic three lane width will improve the current situation for bikes so that they can feel more comfortable waiting alongside motor vehicles, if desired. It is also felt that it is important to narrow the street south of the Kroger driveway back to a normal residential cross-section as it heads north to Knox Ave. Doing so will help signal to motorists that this is the entrance to a subdivision.

Mr. Surnow did not think bikes should be encouraged in that area with this design because it is too dangerous. Ms. Edwards thought the group might want to re-think the connector route.

Motion by Ms. Edwards

Seconded by Ms. Folberg to recommend to the City Commission what has been presented today on part of Poppleton Ave. from Knox Ave. to Maple Rd. When the City is considering Phase 3 of the Master Plan, the MMTB has some reservations about this section of the Neighborhood Connector Route and would like to study it further at a later date.

Motion carried, 5-0.

VOICE VOTE

Yeas: Edwards, Folberg, Adams, Rontal, Surnow

Nays: None

Absent: Lawson, Slanga

**7. OLD WOODWARD AVE. AND MAPLE RD.
MATERIALS**

Ms. Ecker recalled at their last meeting on November 21, the MMTB recommended that the City Commission authorize the 66 ft. wide street design as presented by MKSK for Old Woodward Ave., from Willits St. to Brown St., with the inclusion of back-in angled parking.

The City Commission voted to accept the plan with head in angle parking with the flexibility to change it in the future. The Commission also voted to approve the proposed width of 66 ft. from curb to curb along Old Woodward Ave. They also determined the width along Maple Rd., directing that it be built at 40 ft. wide. They did not get into discussion about what materials should be used, so they have asked that consideration of the materials come back to the MMTB.

MKSK has proposed an alternate set of materials for the City Commission to consider. They have been advised that the City has developed and invested in a standard design and materials concept consisting of saw-cut brush finished concrete, combined with exposed aggregate accents installed between trees, placed typically on 40 ft. spacing. The recommendation is to extend this concept on Maple Rd., but that the Phase I project would be an opportunity to highlight the Old Woodward Ave. corridor with enhanced materials that could make it especially prominent and a special place that attracts residents and visitors alike.

The following are the recommended materials that are related to the multi-modal elements:

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- Red/brown brick pavers in the main Maple Rd. intersection to delineate the left turn lane and the crosswalks in the other intersections. White pavers would be arranged in the crosswalk area. Brick pavers are also recommended in the sidewalk at each intersection. Brick band delineation is proposed between the parking area and the drive lanes.
- Buff-washed concrete for all remaining sidewalks on Old Woodward Ave.
- Granite curb inlays installed at the Maple Rd. intersection, flush with the pavement, with granite bollards that make it clear where the pedestrian zone is.
- On Maple Rd., adjacent to the left turn lanes an exposed aggregate curb extending from just behind the street curb and then around each tree well. Plantings would be installed in the area between the trees and the street.

The MMTB is asked to consider the use of City standard materials, as compared to the enhanced materials, particularly from a multi-modal point of view. All sidewalk costs will be added up (including all pavements, trees, landscaping, etc.) and 75% of that construction cost will be charged to the adjacent property owners as a special assessment.

Mr. Surnow didn't really think this is a multi-modal issue. The people that will be impacted are those who will be subject to a special assessment. He feels remiss in spending other people's money without knowing how they feel about it. Mr. O'Meara said before the decision is finalized the business owners would be notified and a separate public hearing with the City Commission will be held.

Mr. Rontal stated that with the front-in parking the sidewalk isn't being widened that much. There is a lot of street and not a lot of sidewalk because the tree wells have been expanded. Ms. Edwards said the design has been constrained to accommodate angle parking and a turn lane, and as a result no gains have been made from a multi-modal perspective.

Ms. Ecker noted that the angle parking issue and the continuous turn lane issue has already been decided by the City Commission. The Commission also contemplated mid-block crossings at the Social Kitchen and Cafe Via passages.

Discussion considered installing bumpy brick pavers in the left turn lane to discourage people from using it to pass or to drive on. Mr. Labadie was not sure about how to incorporate the required yellow lines that delineate a left turn lane. It was discussed there are two different questions to consider: the legality and standardization, and also whether there are more accidents because people do not understand which lane they are supposed to be driving in.

Commander Grewe stated he cannot write a ticket for driving in the middle lane unless it is identified as a turn lane. Further, he doesn't know what the law requires as far as identifying a crosswalk (white lines or not).

It was thought that more than bollards are needed to identify where pedestrians can safely stand because large trucks and heavy vehicles will need to go over the flush curb.

Motion by Ms. Folberg

Seconded by Mr. Rontal that the MMTB is in favor of enhanced materials with the following concerns:

- **The legality and understandability of the left turn lane. Investigate what type of striping is required for left turn lanes in order to enforce no driving in that lane;**
- **The safety of pedestrians on the crosswalks where there is a flush curb;**
- **Identify some way of changing the tactile/color experience in the non-left turn portion of the left turn lane;**
- **Investigate the legality of delineating a crosswalk.**

Mr. Rontal summarized if some of the brick pavers are removed where cars are queuing for the left turn lane and replaced with concrete, then where there are brick pavers cars either should not be driving or should be aware of pedestrians. The pavers in the middle lane should be a different color brick and should make it uncomfortable for people to drive on them.

Motion carried, 5-0.

VOICE VOTE

Yeas: Folberg, Rontal, Adams, Edwards, Surnow

Nays: None

Absent: Lawson, Slanga

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

9. MISCELLANEOUS COMMUNICATIONS (items in the packet)

10. NEXT MEETING JANUARY 5, 2017 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned the meeting at 7:23 p.m.

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Jana Ecker, Planning Director

Paul O'Meara, City Engineer