

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, APRIL 13, 2017
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, April 13, 2017.

Vice Chairman Andy Lawson convened the meeting at 5:35 p.m.

1. ROLL CALL

Present: Vice-Chairman Andy Lawson; Board Members Lara Edwards, Daniel Rontal, Johanna Slanga, Michael Surnow; Alternate Member Katie Schaefer

Absent: Chairperson Vionna Adams; Board Member Amy Folberg

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

The new alternate, Katie Schaefer, introduced herself and board members welcomed her and introduced themselves.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF MARCH 2, 2017

Motion by Ms. Slanga

Seconded by Ms. Edwards to approve the Minutes of March 2, 2017 as presented.

Motion carried, 6-0.

VOICE VOTE

Yeas: Slanga, Edwards, Lawson, Rontal, Schaefer, Surnow

Nays: None

Absent: Adams, Folberg

5. S. ETON RD. CROSS-SECTION

Ms. Ecker recalled the Ad Hoc Rail District Committee met during 2016. The group was charged with studying parking and zoning issues within the Rail District. Their final report was reviewed by the City Commission at their meeting of January 9, 2017. One recommendation from their report was to accommodate bicycling on S. Eton Rd. in some way. The committee voted to use sharrows and buffers and did not wish to remove parking on either side of the street. However, a parking study has revealed there is clearly no shortage of parking in the area. The Ad Hoc Committee's preferred option was to reconfigure S. Eton Rd. on each side so there is a 7 ft. parking lane, a 3 ft. buffer zone, and a 10 ft. driving lane with a sparrow. It was then noted that 46 spaces would be lost if parking was removed on the west side.

Ms. Edwards, who was a member of the Ad Hoc Committee, said their thought was if there is parking on both sides there can be bumpouts at the intersections. That would slow traffic and make crossing much safer for pedestrians and vehicles. Mr. Surnow observed that every time you mix bikes and cars on a high traffic street you are really asking for danger. He saw no reason not to eliminate parking on the west side of the street and create a protected bike lane.

Mr. O'Meara reminded the board that this one-half mile was approved by the City Commission as part of the Neighborhood Connector Route around the entire city.

After further discussion, board members concluded that S. Eton Rd. needs a protected bike lane that allows bi-directional traffic; and therefore they were not in agreement with the Ad Hoc Committee's preferred option that would put bikers in the road alongside cars.

The group wanted to know for next time the width that is needed for a bi-directional bike lane; how it is linked to other bike routes, north and south and within the community; and how bumpouts and a bike lane can be accommodated.

This topic was opened to the public at 6:25 p.m.

Mr. Dan Isaacson said he lives north of Maple Rd. and east of Adams. He suspected if there was a high quality, safe bike lane on S. Eton Rd. his family

would use it. He received confirmation that traffic islands are not workable along there because of the road width.

Mr. Labadie did not think demand would ever be so great that a bi-directional bike lane would be a bad idea. Ms. Slanga added it would provide some sort of structure to the west (residential) side of S. Eton Rd. Mr. Labadie said the bike lane would be safe, but vehicle speeds may not reduce as they would if there was parking on both sides. He liked Design Option 1 which is removing on-street parking on the west side of the street in favor of a 7 ft. wide bike lane and a 3 ft. wide buffer area.

Mr. Jerry Yaladoo, 1997 Haynes, spoke in favor of the dedicated bike lane and removing the parking. He does not feel comfortable backing out of his driveway with a parked car there.

6. W. MAPLE RD. CROSSING AT ROUGE RIVER

Ms. Chapman recalled the Planning Dept. was asked to look into options to connect the Quarton Lake Trail (north of Maple Rd.) and the Linden Park Trail (south of Maple Rd.) across W. Maple Rd. Such a connection would increase access and safety for trail users. The Multi-Modal Transportation Plan ("MMTP") was adopted by the City in 2013. It is a response to the growing demand for alternative forms of travel and the need to improve the safety of those who choose to walk, bicycle, or take transit. The Plan recommends enhanced pedestrian crossings on W. Maple Rd.

Installing a pedestrian bridge, boardwalk, or tunnel would eliminate pedestrian and vehicular conflict by allowing pedestrians to cross independent of the traffic on the street. A mid-block crossing island has also been proposed.

Once across W. Maple Rd., there is no connection from the public sidewalk to the trail south of W. Maple Rd. near the river. At their March 7th meeting, the Parks and Recreation Board voted to pursue a trail connection south of Maple Rd. from the sidewalk to the proposed location of trail connection bridge at lower Baldwin; opting for the western connection. The board also voted to support an at-grade pedestrian crossing on W. Maple Rd. just west of Baldwin Rd.

An at-grade crossing island on W. Maple Rd. at Baldwin Rd. with rectangular rapid flash beacons was recommended in the Multi Modal Transportation Master Plan ("MMTP") and could be constructed to allow safe pedestrian crossings for trail users between the Quarton and Linden trails. This is the only spot that a pedestrian crossing really works. The only issue with the island is there would need to be talks with the resident at the corner of Hawthorne and Maple Rd. to relocate his driveway so that it would not be obstructed by the island.

The Committee agreed that the only sensible and cost effective option for the City is the at-grade crossing, but obviously the homeowner needs to be approached.

Motion by Ms. Edwards

Seconded by Ms. Slanga that in accordance with the MMTP, as well as with concurrence from the Parks and Recreation Board, the MMTB recommends an at-grade crossing for W. Maple Rd. at the City's Rouge River Trail east of the Hawthorne Ave. intersection, pending resolution of the existing driveway conflict at the south side of the road.

There were no public comments at 6:43 p.m.

Motion carried, 6-0.

VOICE VOTE

Yeas: Edwards, Slanga, Lawson, Rontal, Schaefer, Surnow

Nays: None

Absent: Adams, Folberg

7. LAWDALE AVE. NO PARKING AREA

Commander Grewe reported that on December 7, 2016 the Dept. of Public Services ("DPS") received an anonymous complaint that the no parking signs on Lawndale, between Madison and Oakland, have been removed.

Dept. records indicate "No Parking" all times (Madison to Oakland) was installed on the east side of the street in 1968 and on the west side in 1985. There have been no changes on record. Engineering was contacted and advised there have been no recent projects in the area that would have caused the removal of signs. DPS was advised to install the missing no parking signs. Shortly after installation of the signs, Mr. Todd R. Mendel, 440 Madison, contacted him to discuss the signage. Mr. Mendel stated the no parking signs have not been there for an extended period of time and believes it may be as long as 20 years. Mr. Mendel said there is not a parking problem on Lawndale and stated the signs are not needed.

There are three lots on Lawndale between Madison and Oakland: Mr. Mendel's home at 440 Madison; Poppleton Place Apartments at 35300 Woodward Ave. which provides on-site parking for its residents; and a vacant lot to the south of Mr. Mendel's residence. Lawndale is a one-way only street permitting southbound traffic. Removing parking restrictions on the east side of the street would allow Mr. Mendel to park alongside his property, allow Poppleton Place to

have parking on the east side for their visitors, and still allow for the smooth flow of traffic.

Motion by Ms. Edwards

Seconded by Ms. Slanga to remove "No Parking" signs on the east side of Lawndale from Madison to Oakland.

There were no public comments at 6:48 p.m.

Motion carried, 6-0.

VOICE VOTE

Yeas: Edwards, Slanga, Lawson, Rontal, Schaefer, Surnow

Nays: None

Absent: Adams, Folberg

8. HANDICAP PARKING POLICY

Ms. Chapman noted that in 2016, the City installed over sixty on-street designated accessible parking spaces to comply with new regulations under the Americans with Disabilities Act ("ADA"). The guidelines require cities to provide reserved, marked accessible parking spaces in all municipal lots and on any public street that has individually marked spaces. This policy does not apply to streets that do not have individually marked spots.

Should the board wish to recommend the On-Street Accessible Parking Policy, an application process will need to be established to review and evaluate requests for additional on-street accessible parking spaces.

At the March 2, 2017 meeting the application process to evaluate requests for additional on-street accessible parking spaces was discussed. Based on that discussion there have been several edits to the application, the largest being that a price has been included. If the City paints the space it would be \$250. If a contractor paints it the price more than doubles. Also, the notice to property owners has been clarified to say "abutting property owners" and "transverse" property owners. Another edit states that the space would not be for the applicant's exclusive use.

Board members talked about whether the charge would put an undue burden on someone who has a physical disability. It was noted that there is no cost for an accessible parking space in either Detroit or Philadelphia. It was general consensus that the City should bear the cost of painting and signage.

Motion by Mr. Rontal

Seconded by Ms. Slanga to move forward with the suggested recommendation for Handicap Parking Policy with zero fee.

The Vice-Chairman took public comments at 7:07 p.m.

Mr. Dan Isaacson thought that the \$200 application fee is a big mistake. Vice - Chairman Lawson added that it is not the goal to be discriminatory.

Motion carried, 6-0.

VOICE VOTE

Yeas: Rontal, Slanga, Edwards, Lawson, Schaefer, Surnow

Nays: None

Absent: Adams, Folberg

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

10. MISCELLANEOUS COMMUNICATIONS

12. NEXT MEETING MAY 4, 2017 at 6 p.m.

13. ADJOURNMENT

No further business being evident, the board members adjourned the meeting at 7:10 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer