

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, FEBRUARY 8, 2018
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 8, 2018.

Board Member Johanna Slanga convened the meeting at 6:05 p.m.

1. ROLL CALL

Present: Board Members Lara Edwards, Johanna Slanga; Alternate Board Members Daniel Isaksen, Katie Schafer

Absent: Board Members Amy Folberg, Vice-Chairperson Andy Lawson, Daniel Rontal, Michael Surnow, Chair Vionna Adams

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

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

2. INTRODUCTIONS (none)

Since both the Chair and Vice-Chair were not present, the Board selected Johanna Slanga to serve as temporary Chair for this meeting.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF JANUARY 4, 2018

Mr. Isaksen requested the following change:

Page 1 - He was present, although he did not serve on the board. It was determined to list him in the Also Present section.

Motion by Ms. Edwards

Seconded by Mr. Isaksen to accept the MMTB Minutes of January 4, 2018 with the change as mentioned.

Motion carried, 7-0.

VOICE VOTE

Yeas: Edwards, Isaksen, Schafer, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

5. S. ETON TEMPORARY STRIPING

Mr. O'Meara provided background. At the November 2, 2017 MMTB meeting the board passed a set of recommendations for the City Commission to approve on S. Eton Rd. In December the Commission passed a resolution that endorsed the ideas in theory. In addition the Commission endorsed staff's recommendation to attempt to secure outside funding for the work. They also suggested that this board look at a temporary concept where the majority of the proposed ideas could be tested out with paint and low cost methods while waiting to see if funding is available.

Therefore, staff has put together a temporary striping plan for the board to consider tonight. The two significant features being left out of this test are: the pedestrian island at the Maple Rd. crosswalk; and the off-road bike path from Lincoln Ave. to 14 Mile Rd. If this temporary plan is endorsed by this board it would go back to the Commission for their approval.

Maple Rd. to Yosemite Blvd.

The recommendation for the center island has not been endorsed by the Commission. More data will be collected for study in the Spring. The only other changes involve narrowing of the street on the west side, which is difficult to implement since the main benefit of this provision would be the widened sidewalk. Sharrows can be painted in the street that will help encourage bikes.

Yosemite Blvd. to Villa Rd.

The suggestion is to narrow the street in both directions by moving the curbs inward, and taking out the parking on the southbound side in favor of a 5 ft. bike lane with a 2 ft. buffer. Vertical separation elements such as turtles to separate the bike lane are not recommended here. The permanent plan is to have the bikes ride on the same road section as the cars.

Multi-Modal Transportation Board Proceedings

January 4, 2018

Page 3

Villa Rd. to Lincoln Ave.

Painted bumpouts at each intersection are proposed with 2 ft. high markers to encourage people to stay out of those areas as they make right turns. Due to the high cost of the green paint feature, just the sections where the bike lanes cross an intersection are proposed to feature green paint during the test period. Stop signs west of each intersection will warn people to watch for bikes in two directions.

Lincoln Ave. to 14 Mile Rd.

The off-road bike lane facility proposed on the recommended plan will have to be deleted during the test period due to cost. South of Lincoln Ave. there are no bike improvements because the road isn't wide enough. The double yellow line as well as the white line for a southbound parking lane could be installed. It was discussed that temporary sharrows could be installed to show that the bike lane doesn't just dead end. The test would allow the City to monitor if the changes help reduce average speeds, as well as encourage on-street parking.

Motion by Mr. Isaksen

Seconded by Ms. Schafer

WHEREAS, the City Commission has endorsed the majority of the Multi-Modal Transportation Board recommendations for S. Eton Rd. from Maple Rd. to 14 Mile Rd., and

WHEREAS, the City will be applying for a Transportation Alternatives Program (TAP) grant in the near future in an effort to obtain funding for this project, and

WHEREAS, the City Commission has directed staff to obtain additional truck and pedestrian traffic counts in the area of Maple Rd. and S. Eton in order to allow for further study of the recommended improvements at the Maple Rd. intersection,

THEREFORE, the Multi-Modal Transportation Board recommends that the City proceed with the installation of test features that will provide the majority of the transportation improvements being considered in a temporary mode, at a substantially reduced cost, as outlined below:

1. Installation of painted bumpouts with lane markers at each intersection, as well as pavement markings to improve each crosswalk in accordance with the recommended plan.
2. Installation of sharrows between Maple Rd. and Yosemite Blvd.
3. Removal of parking, and installation of buffered, marked bike lanes for northbound and southbound traffic between Yosemite Blvd. and Villa Rd.
4. Removal of parking on the west side of the street, to provide room for a marked, buffered, and separated two-way bike lane, as well as white lines demarcating the northbound parking lane between Villa Rd. and Lincoln Ave.

5. Installation of double yellow lines and white line to demarcate travel lanes from the southbound parking lane between Lincoln Ave. and 14 Mile Rd.

In addition, that we paint sharrows on the portion between Lincoln Ave. to 14 Mile Rd.

Motion carried, 4-0.

VOICE VOTE

Yeas: Isaksen, Schafer, Edwards, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

6. SAXON/LATHAM INTERSECTION IMPROVEMENTS

Commander Grewe reported that staff has received complaints from residents on Saxon about the speed and volume of vehicles on Saxon. Staff has discussed these complaints numerous times over the last few years and explored multiple options. Currently the road is not scheduled to be replaced or repaired as it is in good condition. In the Fall of 2017 crosswalks and pavement markings were added at Latham and Saxon.

Since it appears that the majority of the homeowners are not interested in a large expenditure, any implemented ideas must be kept at low cost. The one low-cost idea that F&V suggests that has not been discussed with the residents is the idea of installing white edge lines on both sides to narrow the street.

Ms. Kroll indicated that previous studies with Beverly Hills found that the traffic there is not cut-through; it is really just local residents that drive fast.

Motion by Ms. Edwards

Seconded by Mr. Isaksen to direct Staff to meet with residents of Birmingham and Beverly Hills to review the potential of installing edge lines as depicted in the aerial photo in the agenda.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Isaksen, Schafer, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

Mr. O'Meara explained that staff will make phone calls and invite the residents in to talk about the proposal.

7. DOWNTOWN SIGNAL TIMING FOR PEDESTRIANS

Mr. O'Meara recalled that several years ago, City Staff received several complaints from employees that regularly used the Chester St. Parking Structure, who needed to cross Maple Rd. at its intersection with Chester St. The issue was that due to the high number of right turns coming from southbound Chester St. on to Maple Rd., pedestrians did not always feel safe when crossing the west leg of the intersection.

After review of the issue with F&V, it was suggested that all four directions of traffic should remain red while the green light allows the pedestrians to get out into the intersection while everyone else is stopped. That seems to have helped remove their anxiety. Recently, an article about balancing pedestrian comfort and traffic impacts with an elongated Leading Pedestrian Interval ("LPI") was circulated among the City Commissioners. As a result, they asked that all of the downtown intersections be studied with the idea that the entire Downtown should be as pedestrian friendly as possible.

Accordingly, F&V has outlined the benefits of adding LPI intersections with high pedestrian volumes, a history of pedestrian-vehicle conflicts, permissive left turns, prohibited right turns on red, low vehicular demand, and long crossing lengths. F&V reviewed a total of 11 Downtown intersections for the addition of LPIs. In most cases at least a three second lead time can be given where the pedestrians get the green light before any cars do. That would give them a chance to get out into the crosswalk and be more visible before the turns start. F&V doesn't think that a three or four second delay for vehicles is substantial and it really won't change their level of service.

Discussion confirmed that the addition of crosswalk buttons would significantly increase costs.

Mr. O'Meara indicated he has already started conversations with the MDOT Traffic Engineer to explore intersections along Woodward Ave. that can be accommodated without any impact to operations.

Motion by Ms. Edwards

Seconded by Ms. Schafer that the Multi-Modal Transportation Board recommends that the City Commission direct Staff to implement Leading Pedestrian Intervals at each of the intersections within the Central

Business District as listed in the letter and analysis prepared by F&V dated February 2, 2018.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Schafer, Isaksen, Slanga

Nays: None

Absent: Adams, Folberg, Lawson, Rontal, Surnow

Chairperson Slanga suggested that before making a recommendation for the Central Business District relative to these LPIs we ask the City Commission to expand them to other places that are determined by City Staff.

8. **MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA**
(no public left)
9. **MISCELLANEOUS COMMUNICATIONS** (none)
10. **NEXT MEETING MARCH 1, 2018 at 6 p.m.**
12. **ADJOURNMENT**

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

Jana Ecker, Planning Director

Paul O'Meara, City Engineer