

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 2, 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, August 2, 2018.

Chairperson Slanga convened the meeting at 6:02 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Doug White, Student Representative Alex Lindstrom

Absent: Board Members Daniel Rontal, Katie Schafer; Alternate Board Member Daniel Isaksen,

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

Fleis & Vanderbrink ("F&V"):
Julie Kroll

MKSK: Brad Strader
Haley Wolfe, Landscape Architect

2. INTRODUCTIONS

The new student representative, Alex Lindstrom, introduced himself to the Board. He is a junior at International Academy. Everyone welcomed him.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF JULY 12, 2018

Motion by Ms. Edwards

Seconded by Ms. Folberg to approve the MMTB Minutes of July 12, 2018 as presented.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Folberg, Slanga, White

Abstain: None

Nays: None

Absent: Rontal, Schaefer, Isaksen

5. MAPLE RD. IMPROVEMENTS (PHASE II OF OLD WOODWARD PROJECT)

Recommendation on alternatives to City Commission:

Mr. Strader said they would like to get additional feedback on several topics before finalizing a presentation to the City Commission later in August. He reminded this project is funded by MDOT and so it must be consistent with MDOT standards.

Key topics for tonight's discussion are as follows:

1. Parking layout options
2. More information on street tree selection
3. Landscape options for narrow segments
4. Additional options at Maple/Park/Peabody
5. Additional options at Maple and Bates
6. Additional options at Maple from Chester to Henrietta
7. Mast arm signal at Maple and Southfield

Parking Layout Options

MDOT recommends 22 ft. long parking spaces and a no parking zone at the corners. The City typically has parking much closer to the corner than MDOT. The City may be able to seek a design exception from MDOT to extend the parking closer to the corners. MKSK's recommendation to the City Commission based on MMTB input from last month will be to go with this design without the Xs and give up four spaces. Areas at the corners can be used for more landscaping and bumpouts if they can't extend the parking.

In response to Ms. Slanga, Mr. O'Meara said the positive thing about the Xs is that they allow maneuvering space to get in and out quickly so as not to back up traffic. However, there are less parking spaces. Mr. Strader noted that wherever they can get a bumpout or an amenity for pedestrians they will add it in. He recalled the discussion last month was to recover some of the lost parking if possible. ADA spaces are put at the ends so there is **not** so much of an impasse throughout the day for turning trucks. Conclusion was to meet with MDOT to see what the flexibility is with the different options.

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Street Tree Selections

Ms. Ecker noted the City will try to put in the bigger, broader canopy trees wherever there is room. Ms. Wolfe noted segments of Maple Rd. sidewalk are more narrow and columnar trees still provide street character with some shade. Board members liked the Armstrong Maple for narrow sidewalks because of its orange-red, yellow Fall color. For the wider sidewalk zones, they preferred Thornless Honey Locust.

Landscape Options for Narrow Segments

Board members considered:

- Option 1 - Silva cells and structural soils;
- Option 2 - Raised planter pots;
- Option 3 - Flush tree grates;
- Option 4 - Linear raised planters with seating.

Consensus was to choose Option 3 for the sidewalk treatment, as it is the most narrow option with a tree rather than a planter. It is the best opportunity to provide shade, plus it is ADA compliant by being flush with the sidewalk. Board members also liked Option 4 for wider sidewalks because of the seating.

Additional options at Maple/Park/Peabody

Ms. Kröll ran Syncro simulations for the board to evaluate. She showed a model of a typical crossing with a push-button activated control to stop right turns. It would be a free-flow movement unless someone pushes the button to stop. Ms. Ecker said with a push-button, pedestrians will be able to cross the first part and the second part will have a stop sign. The members preferred the typical intersection and crossing design that did not include a separate diverter lane for the right hand turn lane.

There was discussion about doing something else with Park other than making it a two-way street. However, there were benefits of keeping it one-way. Ms. Ecker said that generally speaking they try to follow the 2016 Plan which suggests two-way traffic. Further, it will bring value to the vacant site near the Hunter House.

Additional options at Maple and Bates Intersection

- Option A - Left turn lanes, either lose parking or narrow sidewalks;
- Option C-1 - Left turns would be banned at Bates from 7 AM to 7 PM, with the street, tapered towards Chester so there is more sidewalk space between Chester and Bates.
- Option C-2 - No left turn lanes - keep on-street parking all the way to Chester but less room on the sidewalk.

After reviewing the Syncro model, everyone was in favor of Option C-1. Bates will operate the same as Henrietta.

Additional options at Maple from Chester to Henrietta

Mr. Strader stated that the left turn volumes are low. EB turns are higher than the WB. When the center turn lane is taken away, the potential for rear-end collisions increases. Ms. Krill indicated there have been 3.2 crashes/year. Four crashes were caused by stopped traffic, either in the queue or to park. So, no left turns are recommended from 7 a.m. to 7 p.m.

Mast arm signal at Maple and Southfield

It was shown that the mast arms afford a better view into the Museum from Southfield. The new configuration for the entryway allows the opportunity for gateway features from the west such as signage, landscaping, lighting, seating.

Mr. Strader said they will take this input, repackage it for the City Commission and after the Commission's direction they will come back with the whole design in an animated model.

6. 2019 LOCAL STREETS PROGRAM - PAVING STREET WIDTHS

Mr. Fletcher noted one of the projects planned for the 2019 construction season is the Quarton Lake Subdivision reconstruction. The project involves the complete reconstruction of the following streets:

- Raynale St. – N. Glenhurst Dr. to Chesterfield Ave.;
- Brookwood St. – N. Glenhurst Dr. to Raynale St.;
- N. Glenhurst Dr. – Oak Ave. to Raynale St.;
- Kenwood Court – Glenhurst Dr. to 220 ft. to East.

It should be noted that these are the only improved streets in the area that have not been worked on in more than 30 years. The following is a detail of what is proposed. He recalled that the Multi-Modal Transportation Board ("MMTB") recently recommended a written policy on determining the width of new and reconstructed streets in Birmingham. The policy was approved by the City Commission at their meeting of July 23. The finalized version of the policy has been used as a reference in making the following recommendations. A summary of existing conditions is provided below, followed by a recommendation based on the City's new residential street width standards.

Raynale St.: The existing pavement on this block was installed at thirty-two (32) feet wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. The road width is wider than the twenty-six (26) ft. width requirement (per the Residential Street Width Standards). The existing right-of-way is sixty (60) ft. wide. A total reconstruction (new concrete pavement and underground utilities) is proposed for this street. A 26 ft. pavement width is recommended that will narrow the pavement, and provide more green space and City trees. The center line will remain the same.

Brookwood St.: The existing pavement on this block was installed at twenty-four (24) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a

later date. The existing right-of-way is fifty (50) ft. wide. City trees would be an issue if they try to widen the street to 26 ft. Therefore the recommendation is to keep the road width at 24 ft. A total reconstruction (new pavement and underground utilities) is proposed for this street.

N. Glenhurst Dr.: The existing pavement on this block was installed at thirty-two (32) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. The road width is wider than the twenty-six (26) ft. width requirement (per the Residential Street Width Standards). The existing right-of-way is fifty (50) ft. wide. There are no existing City trees in the greenbelt (area between the road and sidewalk), due to the right-of-way and pavement widths. It should be noted that the City recently received a petition to reconstruct N. Glenhurst between Pine St. and Oak Ave. The pavement width of this section of N. Glenhurst is proposed to be constructed at twenty-six (26) ft., in accordance with the Residential Street Width Standards. The center line would remain the same. If the petition is successful, it will likely become a part of this project for logistic purposes as well as to take advantage of economy of scale (better pricing).

Kenwood Court: Kenwood Court was originally constructed as a dead end with a length of approximately 220 ft. The existing pavement was installed at twenty-four (24) ft. wide. The curbs were originally installed in 1929, with an asphalt surface installed at a later date. In the early 1990's Kenwood Court was extended an additional 250 ft. The existing pavement was also installed at twenty-four (24) ft. wide. This street has two (2) right-of-way widths, fifty (50) ft. on the original section (west) and forty (40) ft. on the newer section. Because this street was constructed in two (2) different eras, the rehabilitation needs are different. Because of not wanting to jeopardize the existing large mature trees in the greenbelt, the recommendation is to keep the pavement at 24 ft. wide. A total reconstruction is proposed for the west half of the block (oldest) and resurfacing is proposed for the east half, as it is newer and does not require utility work. The existing curbs will remain in place on the newer section as well.

Motion by Ms. Folberg

Seconded by Ms. Edwards to accept the suggested recommendations changing the typo in (C) to twenty-six (26) ft.:

A. Reconstructing Raynale St. at twenty-six (26) ft. wide between N. Glenhurst Dr. and Chesterfield Ave.;

B. Reconstructing Brookwood St. at twenty-four (24) ft. wide (matching existing) between N. Glenhurst Dr. and Raynale;

C. Reconstructing N. Glenhurst Dr. at twenty-six (26) ft. wide between Oak Ave. and Raynale St.;

D. Reconstructing the west half of Kenwood Ct. (approximately 250 ft.) at twenty-four (24) ft. matching the existing and resurface the remaining portion of Kenwood Ct.;

E. Schedule a public hearing at the regularly scheduled meeting of the Multi-Modal Transportation Board for September 6, 2018 at 6 p.m.

Motion carried, 4-0.

VOICE VOTE

Yeas: Folberg, Edwards, Slanga, White

Nays: None

Absent: Rontal, Schaefer, Isaksen

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

Ms. Folberg passed out two articles. One was from the Detroit Free Press that talks about Detroit starting scooter sharing. The second article was from MNPR which mentions bumps along the way for scooter sharing and walking. She noted that in Detroit the pricing for bike share is \$8/day, \$18/month, and \$80/year. She doesn't see bike share as being a casual use at that price.

Dockless scooter share is priced at \$1up front and then \$.15/minute. This may be a better option than bike sharing.

Ms. Ecker advised that details on bike share and scooter share will be brought back to the MMTB in September. The scooter share company runs everything. In Detroit the scooters are required to be used in the bike lanes and not on the sidewalk.

Ms. Edwards stated she would like to see a task force from the public working to encourage bike share in Birmingham. They would investigate if there are more bikes how to make biking safe and how to encourage a biking environment.

Discussion followed that the City should consider doing some public relations activities that promote cycling in the City, such as bike events, group rides, public service messages for drivers to stop for cyclists and pedestrians, or drafting an ordinance to require bikes to be on the streets and not sidewalks. Board members thought that a slow roll like group ride for cyclists in Detroit would be fun for the community.

9. MISCELLANEOUS COMMUNICATIONS (none)

10. NEXT MEETING SEPTEMBER 6, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 7:28 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

APPROVED