

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, OCTOBER 4, 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, October 4, 2018.

Chairperson Johanna Slanga convened the meeting at 6:03 p.m.

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Doug White; Alternate Board Member Daniel Isaksen

Absent: Board Member Katie Schafer; Student Representative Alex Lindstrom

Administration: 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"):
Justin Rose, Traffic Engineer

MKSK: Brad Strader

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF SEPTEMBER 6, 2018

Motion by Mr. White

Seconded by Ms. Folberg to approve the MMTB Minutes of September 6, 2018 as presented.

Motion carried, 6-0.

VOICE VOTE

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Yeas: White, Folberg, Edwards, Isaksen, Rontal, Slanga,

Abstain: None

Nays: None

Absent: Schafer

5. CONTINUATION OF PUBLIC HEARING

2019 Local Streets Program - Paving Street Widths

a) N. Glenhurst Dr. (Oak to Raynale St.)

b) Raynale St. (Glenhurst Dr. to Chesterfield)

c) Brookwood Ln.

d) Kenwood Ct. (western portion only)

The continued public hearing opened at 6:03 p.m.

Ms. Ecker gave a presentation which began by walking through the residential street width standards that were passed by the City Commission within the last two months. The Commission wanted to do this because they feel it is their responsibility as governing officers to make the infrastructure better such as:

- Promote a walkable city;
- Multi-modal planning to accommodate walkers, cyclists, drivers, and transit users by following National Standards and Best Practices.

The City Commission directed the MMTB to create residential street standards so that every year something consistent would be done and there would not be a big debate every time another street comes up for replacement. Also they were directed to study infrastructure costs and come up with consistent approaches throughout the area.

Birmingham's Residential Street Standards are based on recommended Standards and Best Practices from:

- American Assoc. of State Highway and Transportation Officials ("AASHTO");
- Institute of Transportation Engineers ("ITE");
- Urban Land Institute ("ULI");
- Congress for New Urbanism;
- National Assoc. of City Transportation Officials ("NACTO"); and
- Peer cities.

The yield condition neighborhood street width going down to 26 ft. allows for parking on both sides of the street. A yield condition is created when there is opposing traffic and one of the motorists needs to stop and yield to the other. This slows traffic and is generally considered to make the street safer.

Birmingham's Residential Street Standards use established practices as a base and are also based on:

- Emergency response access;

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- Winter weather;
- Existing street widths;
- Characteristics of different neighborhoods.

➤ New and Existing Unimproved Residential Streets

When streets are improved or newly constructed the standards below are applied:

- 26 ft. in width from curb to curb;
- If the right-of-way is less than 50 ft., the street width shall be a minimum of 20 ft. with parking allowed on one side only.

➤ Existing, Improved Residential Streets

When previously built streets are reconstructed, this standard shall generally be applied:

- If existing street width is 28 ft. or less, street may generally be reconstructed at the existing width unless an exception is met.

➤ Exceptions and Modifications

- High or low frequency use of on-street parking;
- Daily traffic volumes exceed 1500 vehicles;
- Street is a published school bus route or is a frequent emergency response route;
- Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use that generates high traffic volumes;
- The road as proposed would result in the removal of two or more trees;
- 85th percentile speed is more than 5 mph over the posted speed limit and/or documented operational or safety concerns.

Ms. Ecker clarified that an exception or modification for one of the above reasons could be granted if the residents want it. However, the street would have to be built between 20 ft. and 30 ft. in width based on the new Residential Street Standards.

Mr. O'Meara noted that most of the Quarton Lake area still has unimproved streets. The subject streets were built in the 1940s with curb and gutter and permanent pavement that needs to be replaced. The water and sewer lines also have issues that need to be addressed. For those reasons this area was nominated in the budget as needing work.

Ms. Ecker pointed out that Raynale St. doesn't seem to meet any of the exceptions or modifications that would demonstrate they should consider varying from the 26 ft. wide standard. The only thing would be that it is somewhat near a school and busses travel along it as well.

Even at school pick-up and drop-off times N. Glenhurst Dr. did not have many cars parked along the street. It did not come close to the 1500 average daily traffic volume.

➤ Residential Street Width Recommendations per City Standards

- Raynale St. - Reduce to 26 ft. in width with parking on both sides to create a yield condition street;

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- N. Glenhurst Dr. - Reduce to 26 ft. in width with parking on both sides to create a yield condition street;
- Brookwood Ln. - Maintain 24 ft. width with parking on both sides (existing yield condition street);
- Kenwood Ct. - Maintain 24 ft. width with parking on both sides (existing yield condition street).

➤ Parking Counts

Commander Grewe explained that additional parking counts were taken on Glenhurst Dr. during school arrival and dismissal times. Counts were first taken on Thursday, September 20. The weather was rainy that day, so counts were taken the next day too (Friday, September 21) in the event that weather had impacted the counts. Parked car counts were only slightly higher on Friday than on the day before (during inclement weather).

N. Glenhurst Dr., north of Oak St. during morning drop-off and afternoon pick-up:

8:40 a.m. = 5 cars

3:45 p.m. = 3 cars

Ms. Folberg pointed out that at the last meeting photographs were presented by residents that show huge parking numbers on N. Glenhurst Dr.

Mr. O'Meara acknowledged that both N. Glenhurst Dr. and Raynale St. carry school busses.

Ms. Ecker explained for Ms. Folberg that generally bike lanes are not seen on residential streets that carry less than 1500 vehicles a day because there is already very little traffic and it is going slowly enough for a bike to ride down the street in the existing condition.

Chairperson Slanga opened up discussion to the public at 6:40 p.m.

Mr. John Martin was present with his wife, Chris Martin. They reside on the corner of Lyonhurst and Raynale St. Mr. Martin said they don't experience speeding. The street width allows them to back out without being concerned about an accident. There is no one living on Raynale St. or N. Glenhurst Dr. that in any way supports this design. Most residents have a concern about spending City money to fix something that is a non-problem. Mr. O'Meara verified there is a slight savings by narrowing the street but it is not a major decision factor.

Ms. Debby Greene, 1388 Kenwood Ct., noted that the notification signs were removed from their neighborhood the day after the last meeting and have not been up for a month. Otherwise there would be more residents in attendance. Repair the streets, but do not create an issue where there is none.

Ms. Suzanne Lasser, 1120 N. Glenhurst Dr., said the parking count there is fallacious because of circumstances that occur. When the plan was done it accommodated smaller cars that got better gas mileage. Now that has all changed. GM and Ford are no longer

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going to manufacture sedans. It will all be vans, trucks and SUVs. That will create a more dangerous situation when they are parked on narrow streets. Their streets are wider. Keep them as they are.

Ms. Dianne D'Angelo, 1235 N. Glenhurst Dr., said three other families that couldn't be present tonight agree with her comments. What she is hearing is the reason to do this is for safety and because everybody else is doing it. She doesn't see a problem with being different. As far as safety goes, speeding has not been an issue. Many of the residents have two-car garages and the third car is parked on the street. She thinks that more narrow would be less safe, especially for emergency vehicles. In response to her question about how many people have been injured on N. Glenhurst Dr. because of speeding, Commander Grewe stated there have been no injury accidents in the last three years. Ms. D'Angelo added there are better ways to spend the money. She gets the feeling this smacks of totalitarianism. She doesn't know anyone on her street that wants this done.

Ms. Barbara Trunski, 1220 N. Glenhurst Dr., mentioned that those who live north of Raynale St. were never informed about what is going on. She feels that whatever is done south of Raynale St. will impact them. Further, as people have said, there was no notice about tonight's meeting. She feels they are one of the few areas in the City that has decent streets. That is why they picked their house. With all the cars parked on the narrow streets it is not possible to get by and they are terrible to drive on. Why make their roads bad so they are like the rest of the City. Because houses are constantly being knocked down or having major renovations there are always going to be huge construction and delivery vehicles parked everywhere.

Mr. John Greene, 1388 Kenwood Ct., noted that his wife spoke earlier. He added that with the notice signs being down it feels to him as a citizen that they are trying to wear everyone down by having the same meeting without publicity. Kenwood Ct. is 24 ft. in width and there have been times when they have had to leave their car down the street because of not being able to get through to their driveway. No one has come forth that wants to go to the narrow streets.

Mr. Steve Hall, said he and his wife Susan live at 1120 Lyonhurst. Fourteen residences abut Raynale St. None of them are in favor of this project. They don't know of any speeding or accidents that have happened on Raynale St. They live in Harrowgate Estates. The proposal is to narrow half of Raynale St. in Harrowgate Estates and half of N. Glenhurst Dr. in Harrowgate Estates. The comment made in the proposed project is that in the year following those other halves will be taken care of; but they will require a Special Assessment District because they are unimproved roads. The problem is there must be approval from all of Raynale St. and all of N. Glenhurst Dr. before starting. That will be a big hurdle. If complete approval is not obtained then half the street would be narrow and half would be wide. Therefore, he suggests that the whole neighborhood plan needs to be in place before tackling any one piece.

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Additionally, there is the issue of schools. He thinks their street gets three busses in the morning and three in the afternoon. What the policy doesn't address is that to get to the school other streets must be used. Quarton School has made a big effort to recruit students from outside the area. That drives traffic. Covington is a special school and gets its students from a larger area.

If a school is going to be drawing from a big area, it impacts traffic and that issue is not addressed in the policy statement. Also he doesn't see anything in the policy statement that talks about the future. Half of the residents on Raynale St. have been there for forty years and as they age they will be using more and more contractors for everyday maintenance. Furthermore, houses will be torn down and new ones built, all with associated construction traffic.

Therefore, he suggests that the planning process, given this new policy, needs to change to work on a neighborhood basis before embarking on a project; otherwise there will be a risk of not maintaining the consistent streets policy for a neighborhood.

Mr. Alan Lasser, 1120 N. Glenhurst Dr., asked what harm there is in not following the new rules. Why not just follow what the neighborhood wants? Chairperson Slanga answered that the elected officials for this City asked this board to advise them. This board can change the plan if they feel it is necessary.

Mr. Mike Kal said that he and his wife, Marty, live at 1851 Raynale St. He suggested that with the proposed changes Raynale St., based on everything that has been heard over the last two meetings, will be less safe.

The Chair closed the public hearing, and asked for comments from the Board.

Mr. Isaksen stated he is not comfortable with voting against a policy that the City Commission has made official. Maybe this board needs to send a message to the Commission that the policy is not popular with the residents and it needs to be changed on that basis.

Dr. Rontal noted this body has been appointed by the City Commission to study the problem and to listen to the citizenry. The Board is trying to balance those two things. Perhaps the order of events should be to repave to existing widths unless a series of things exist that indicate the infrastructure needs to be changed, such as high speed, frequent accidents, etc. If there is no problem, why make such a huge change.

Discussion revealed that 30 ft. as a maximum street width was introduced at the City Commission level.

Dr. Rontal motioned to send a message to the City Commission that we need to re-visit the City residential street width standards in terms of triggering events for changing the

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width because the citizenry has decided that it is not happy with where we are at. The motion failed for lack of a second.

Motion by Ms. Folberg

Seconded by Dr. Rontal to keep Kenwood Ct. and Brookwood Ln. at their existing width.

Dr. Rontal noted in terms of the idea of spending the City's money and fixing what needs to be fixed, the money to rebuild the streets is going to be roughly the same regardless of the width.

Ms. Folberg said with respect to N. Glenhurst Dr. the pictures reveal that at times during the day parking is sufficiently aggravated that she is not comfortable recommending going down to a 26 ft. width.

Motion carried, 6-0.

VOICE VOTE

Yeas: Folberg, Rontal, Edwards, Isaksen, Slanga, White

Nays: None

Absent: Schafer

Motion by Ms. Folberg

Seconded by Dr. Rontal that N. Glenhurst Dr. and Raynale St. be repaved at their existing width, which is 32 ft.

Ms. Folberg explained the thinking behind her motion is that it makes more sense for that neighborhood, and it will yield more consistent streets. Also, there are no safety issues. Further, it seems to her that wider streets are safer for bicycles.

Public comments on the motion were taken at 7:40 p.m.

Mr. Steve Hall, 1120 Lyonhurst, did not think there would be any problem with the neighbors in supporting the motion.

Ms. Debby Greene, 1888 Kenwood Ct., said the motion is what the residents want. She doesn't think there is anything wrong with that being a valid reason for the decision making.

Ms. Barbara Trunski, 1220 N. Glenhurst Dr., received clarification that the Commission will receive all of the reasons and thinking behind the motion that was made. Ms. Ecker told her notification signs will go up and there will be another chance for public comment when this matter comes before the City Commission.

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Ms. Suzanne Lasser, 1120 N. Glenhurst Dr., complimented the Board for listening to the residents and what they want.

Ms. Edwards said if the City wants the roads repaved at 26 ft. in width and the Board only wants to take the exceptions into consideration, then they don't even need a public hearing because it is set in stone. Ms. Folberg answered that a public hearing is needed to alert them to a change.

Motion carried, 4-2.

ROLLCALL VOTE

Yeas: Folberg, Rontal, Slanga, White

Nays: Edwards, Isaksen

Absent: Schafer

6. REQUEST FOR REMOVAL OF ON-STREET PARKING SPACE FOR ELM ST. SOUTH OF MAPLE RD.

Commander Grewe recalled that at the April 5, 2018 meeting the Board denied the request from a resident of All Seasons to remove the parking spot.

On August 1st, the Police Dept. received an e-mail from Ms. Cindy Zamplas asking that this parking spot be removed. Ms. Zamplas works at Victoria law firm at the corner of Maple Rd. and Elm St. and stated that their driveway is often blocked by Birmingham fire trucks when they respond to All Seasons. Ms. Zamplas stated the removal of this parking spot would allow emergency vehicles space to park along the curb and not interfere with traffic on Elm St. or access to their parking lot.

Asst. Chief Paul Wells of the Birmingham Fire Dept. was contacted who stated this parking spot has caused problems when they respond to a high frequency of medical runs at All Seasons and often multiple runs at the same time. He stated when this happens there is no room for the extra fire vehicles on-site, which causes them to park on Elm St. Wells said when this happens they are forced to park blocking a private driveway and/or traffic on Elm St. He stated eliminating this spot will reduce the impact on traffic and private lot access and make entering and exiting All Seasons parking lot with their vehicles much easier.

Commander Grewe confirmed that removal of this same space was turned down previously by this board. Mr. Isaksen noted there is some new information and the difference for him is the Fire Dept.'s input that they don't like the spot.

Motion by Ms. Edwards

Seconded by Mr. Isaksen to remove one parking spot on Elm St. located in front of 160 Elm.

Motion carried, 6-0.

VOICE VOTE

Yeas: Edwards, Isaksen, Folberg, Rontal, Slanga, White

Nays: None

Absent: Schafer

7. MAPLE RD. AND PIERCE ST. CROSSWALK SIGNING

Mr. O'Meara said they have asked F&V to consider the fact that people have complained about motorists not stopping when they see a pedestrian and they want to make the intersection more pedestrian friendly. The recommendation that came back was to add yellow diamond signs with the pedestrian picture and arrows. Commander Grewe said that stopping for pedestrians is technically a rule within the State law. His opinion was that these signs do a great job by bringing attention to the crosswalk.

Mr. Justin Rose said because it is at an existing intersection this sign should be sufficient.

It was agreed this signage is a matter of people getting used to it.

Motion by Mr. Isaksen

Seconded by Dr. Rontal to install W11-2 signing at the crosswalk on the west side of the intersection of Maple Rd. and Pierce St.

Motion carried, 6-0.

VOICE VOTE

Yeas: Isaksen, Rontal, Edwards, Folberg, Slanga, White

Nays: None

Absent: Schafer

8. MOPED/SCOOTER PARKING DOWNTOWN

Ms. Ecker advised there are unused triangular spaces 100 sq. ft. in size along Old Woodward Ave. in Downtown between the new bump-outs and the angled parking. The City has been asked to examine these spaces as potential parking locations for mopeds. What is being proposed would not change the configuration of the road but there is an opportunity to fit in three scooter, moped, or motorcycle spots.

Birmingham does not have a policy for a required size or dimension of moped spaces or motorcycles. Nor does the City have a requirement for the provision of these spaces.

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Preliminary examples have been drawn into the unused triangular spaces of the Old Woodward Ave. plans for review.

Example 1: Three 3 ft. wide spaces

Example 2: One 4.5 ft. space and one 3 ft. space

Responding to Dr. Rontal, Ms. Ecker said the direction at this point is that there would be no charge for these spots. As of now, no post signs are meant for the spaces. The recommendation is that stencils of mopeds or motorcycles be painted on the ground in each of the spots.

Mr. Isaksen said the 4.5 ft. x 8 ft. spot would fit a large motorcycle. His inclination was toward Example 2 because it offers more options.

Commander Grewe stated that parking over a line in a designated spot is a violation and it would be the same thing here. The determination is made by looking at the ground. If Example 2 is used, anyone could park. If Example 1 is used, they are saying no to motorcycles unless they are small enough to fit. Adding these spots will give mopeds legal places to park, although there aren't a lot of mopeds around town.

Motion by Mr. Isaksen

Seconded by Ms. Edwards that in the unused triangular spaces along Old Woodward Ave. install three 3 ft, x 6 ft. parking spots for mopeds with a stencil of a moped mark on the pavement.

Motion carried, 6-0.

VOICE VOTE

Yeas: Isaksen, Edwards, Folberg, Rontal, Slanga, White

Nays: None

Absent: Schafer

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

Mr. Strader updated the Board on the Maple Rd. design project. F&V, City staff and MKSK have been working on design refinements and will be presenting a refined design to the City Commission for their input. They have had meetings with M-DOT on the issue of losing parking. This Board had said to get rid of the Xs if more parking can be recovered. They have worked through a number of design sequences and have been able to reduce the amount of lost parking from 20 spaces down to 10, even with the bumpouts. That is partly because M-DOT has allowed them to go a little closer to the crosswalks and go with the typical Birmingham design standards. So they are back to the Xs now.

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Additionally, at the Park, Peabody, Maple Rd. intersection they have come up with an alternative they think meets this Board's objectives. The bumpout will be on the NE corner and there won't be an island. Vehicles will stop and there will be a pedestrian activated signal so the pedestrians can press a button and the westbound to northbound traffic will stop.

Ms. Ecker reminded everyone that this will be preliminary conceptual approval by the City Commission and it will then come back to this board.

10. MISCELLANEOUS COMMUNICATIONS (none)

11. NEXT MEETING NOVEMBER 1, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 8:21 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer