

**CITY OF BIRMINGHAM MULTI-MODAL
TRANSPORTATION BOARD THURSDAY,
June 6, 2019
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, June 6, 2019.

Vice-Chairperson Lara Edwards convened the meeting at 6:03 p.m.

1. ROLL CALL

Present: Vice-Chairperson Lara Edwards; Board Members Amy Folberg, Katie Schafer (arrived at 6:09 p.m.), Doug White; Alternate Board Member Daniel Isaksen; Student Representatives Chris Capone, Bennett Pompei

Absent: Chairperson Johanna Slanga; Board Members Daniel Rontal, Joe Zane

Administration:

Jana Ecker, Planning Director
Scott Grewe, Police Commander
Paul O'Meara, City Engineer
Austin Fletcher, Assistant City Engineer
Laura Eichenhorn, Transcriptionist

Fleis & Vanderbrink ("F&V"):

Julie Kroll

2. Introductions (none)

3. Review Agenda

Maple Road and Southfield Pedestrian Improvements was heard before Willits / Oakland and N. Old Woodward – Pedestrian Improvements.

4. Approval of MMTB Minutes of May 2, 2019

Austin Fletcher was present at the May 2, 2019 meeting and requested the minutes be updated to reflect his attendance.

**Motion by Mr. White
Seconded by Mr. Isaksen to approve the MMTB Minutes of May 2, 2019
as presented.**

**Motion carried, 4-
0.**

VOICE VOTE

Yeas: White, Isaksen, Edwards, Folberg

Nays: None

5. Smith and Cummings Stop Sign Request

Police Commander Scott Grewe presented the item.

Mr. Isaksen said the problem with the intersection is that there is a two-way stop at the intersection of two streets of similar character. He suggested that given the similar character of the streets, it is not always clear to a driver whether it is a two-way or four-way intersection. In those cases, a driver may think it is a four-way stop, and that may be what causes the accidents because the driver does not know to yield the right of way.

Mr. Isaksen suggested some possible remedies to the situation:

- The stop signs at the intersection could have "Cross Traffic Does Not Stop" added to the signage.
- The stop signs could be converted to yield signs, which could reduce the confusion regarding whether the intersection is a two-way or four-way stop.

Police Commander Grewe explained that the accident data from the last ten years of the intersection showed two accidents, both of which resulted from failure to yield.

Ms. Folberg said she drove around the intersection and noted that it was slightly challenging to see oncoming traffic due to the density of cars parked on the street. Acknowledging the infrequency of accidents at the intersection, Ms. Folberg said Mr. Long's assertion that there are many near misses still seemed plausible to her after viewing the conditions. As a result, Ms. Folberg said she would not be opposed to making the intersection a four-way stop. Opining that Mr. Isaksen's suggestion to convert the stop signs to yield signs could also be useful, Ms. Folberg stated that it would be prudent for the MMTB to recommend the intersection experience some change given the level of confusion the current signage seems to cause.

Planning Director Ecker said the "Cross Traffic Does Not Stop" suggestion could address the issue, given that similar signage has resulted in clearer intersections elsewhere in the City.

Vice-Chairperson Edwards said her thoughts aligned with Mr. Isaksen's, and asked if it would be necessary to study whether yield signs were warranted.

Police Commander Grewe cautioned the Board that replacing the stop signs with yield signs may be perceived as reducing the level of traffic control at the intersection, which would likely not be well-received by the residents.

Ms. Folberg said "Cross Traffic Does Not Stop" would add the necessary clarity to the intersection.

Motion Mr. Isaksen

Second Ms. Folberg to install "Cross Traffic Does Not Stop" signs on the stop signs at the intersection of Smith and Cummings.

City Engineer O'Meara stated that when he sees signage like "Cross Traffic Does Not Stop", it often seems to indicate that there is something unique about the intersection. He asked Police Commander Grewe whether that is a correct interpretation for this intersection.

Police Commander Grewe said he was unsure about the specific implications of the signage, and asked Ms. Kroll whether she knew.

Ms. Kroll stated she would need to consult the MUTCD for a clearer answer.

Mr. Isaksen stated that he looked at the MUTCD for the signage, and that the signage was recommended when it could improve the functioning of the intersection. He explained that signage indicating the intersection was a two-way stop had fallen out of favor, even though signage indicating a four-way stop is often recommended. Because of this, Mr. Isaksen said "Cross Traffic Does Not Stop" remained the best solution.

City Engineer O'Meara restated his comments that signage like "Cross Traffic Does Not Stop" often seems to indicate a particularly unique intersection.

Ms. Folberg said the intersection is sufficiently unclear as to merit the specification that cross traffic does not stop.

Mr. Isaksen read from the MUTCD, quoting that "the placard may be used in combination with a stop sign when conditions are present that are causing or could cause drivers to misinterpret the intersection as an all-way stop." He said that description seems to be exactly the case at the Smith and Cummings intersection.

Vice-Chairperson Edwards called for a vote on the motion.

Motion carried, 5-0.

VOICE VOTE

Yeas: Isaksen, Folberg, White, Edwards, Schafer

Nays: None

6. Maple Road and Southfield Pedestrian Improvements

City Engineer Paul O'Meara presented the item.

Mr. Isaksen said he was comfortable with both suggestions for pedestrian improvements, stating that leading pedestrian intervals (LPIs) seem to be effective elsewhere in the City.

Ms. Folberg asked if there would be a way for the signage to light up when a pedestrian was in the crosswalk.

Staff explained that since this signage would be a temporary measure, the expenditure of installing an illuminated sign would not be the best course of action.

Ms. Folberg said she was unsure if this measure would benefit pedestrian safety.

City Engineer O'Meara told the Board the measure would last until Spring 2020, or less than a year.

Vice-Chairperson Edwards said she thought LPIs were very effective because it allows a driver to view a pedestrian in a crosswalk before the vehicle begins to enter the intersection. She asked whether a four-second LPI would be sufficient.

City Engineer O'Meara said a four-second LPI prevents the level of service of the intersection from being negatively impacted.

Motion by Dr. Schafer

Second by Ms. Folberg to recommend to the City Commission the following improvements at the Maple Rd. and Southfield Rd. intersection, as an interim measure to improve pedestrian safety prior to the reconstruction of the intersection in 2020:

1. Modification of the traffic signal timing to add a 4 second LPI for those using the north/south crosswalk located on the east leg of the intersection.

2. Installation of an R10-15(R) sign stating TURNING VEHICLES YIELD TO

PEDS sign for the northbound right turn lane.

Motion carried, 5-0.

VOICE VOTE

Yeas: Schafer, Folberg, Isaksen, White, Edwards

Nays: None

7. Willits / Oakland and N. Old Woodward – Pedestrian Improvements

Ms. Kroll presented an overview of the item.

City Engineer O'Meara added the recommendation had the extraneous benefit of adding more parking in front of Fleming's Steakhouse.

Motion by Mr. Isaksen

Second by Ms. Folberg to recommend approval of Alternative 8 – Combination of Improvements (1, 2, and 4) as depicted in F & V's report dated May 22, 2019: to add bumpouts at both the NE and NW corners of the Old Woodward and Willits/ Oakland intersection (after the completion of the Maple Road reconstruction project) and provide protected-only phasing for the E/W left-turn movements from Willits.

Motion carried, 5-0.

VOICE VOTE

Yeas: Isaksen, Folberg, Schafer, White, Edwards

Nays: None

8. Meeting Open to the Public for items not on the Agenda (none)

9. Miscellaneous Communications

Dr. Schafer said she was pleased to see the painting on Eton that the MMTB had previously advocated for.

10. Next Meeting – July 11, 2019

Due to possible low attendance, the Board said it would determine whether the July 2019 meeting would be held closer to the date.

11. Adjournment

No further business being evident, the board members adjourned at 6:33 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

APPROVED