

**CITY OF BIRMINGHAM MULTI-MODAL
TRANSPORTATION BOARD THURSDAY,
February 6, 2020
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 6, 2020.

Vice-Chairwoman Lara Edwards convened the meeting at 6:06 p.m.

1. ROLL CALL

Present: Vice-Chairwoman Lara Edwards; Board Members Amy Folberg, Tom Peard, Katie Schafer (arrived 6:07 p.m.), Doug White, Joe Zane

Absent: Chairwoman Johanna Slanga; Board Member Daniel Rontal

Administration: Jana Ecker, Planning Director
Scott Grewe, Police Commander
Austin Fletcher, Assistant City Engineer
Nicole Ciurla, Assistant City Planner
Laura Eichenhorn, Transcriptionist

Fleis and Vandenbrink:

Julie Kroll
Justin Rose

MKSK: Ben Palevsky

2. Introductions

The MMTB welcomed Mr. Peard to the Board.

3. Review Agenda

No changes.

4. Approval of MMTB Minutes of January 2, 2020

**Motion by Ms. Folberg
Seconded by Mr. White to approve the MMTB Minutes of January 2, 2020 as
submitted.**

Motion carried, 6-0.

VOICE VOTE

Yeas: Folberg, White, Schafer, Edwards, Peard, Zane

Nays: None

5. Stop Sign Warrant Studies

Police Commander Grewe presented the item.

a. Glenhurst & Oak

Ms. Kroll recommended a road safety audit (RSA) at this location, and not a stop sign, in order to determine the best course of action for improving safety at this intersection. Ms. Kroll also provided an overview of how an RSA proceeds which can also be found in the agenda packet for this evening's meeting.

Ms. Kroll said she suspected the safety of the intersection is being impacted by the traffic flow at the school drop-off area, and she said an RSA would help clarify exactly what the issue could be and how it could be remedied. She said that on average the cost of an RSA is \$15,000. While MDOT could provide some funding to perform the RSA, the funding would not be available until FY 2022.

Dr. Schafer said that Safe Routes to School could be a potential source of funding for this RSA.

Planning Director Ecker said it might be, and that there may be other grants that could also help with the funding.

Motion by Ms. Folberg

Seconded by Mr. White to not install a multi-way stop sign at the Glenhurst and Oak intersection, and to recommend the authorization of a road safety audit by the City Commission for the Glenhurst and Oak intersection.

Police Commander Grewe stated that there have only been three complaints regarding this intersection over the last six months. He noted that there may not be a lot of possibility for other improvements at the intersection. He asked Ms. Kroll whether it might be appropriate to install a stop sign at the intersection on a trial basis in order to see if it resolves some of the issues.

Ms. Kroll said that once the stop sign is installed it would be more difficult to remove it even if the trial determined that would be the best course of action. She said there are new pedestrian guidance that could be helpful at the intersection to increase pedestrian safety, and that improving the traffic circulation of the school could also have positive results. She cautioned that unwarranted stop signs could increase crashes and speeding, so that it was worth exploring other options before considering putting in the stop sign.

Ms. Folberg noted that whenever a concern about an intersection is raised in Birmingham the first resident request is for a stop sign. She said it could establish a difficult precedent for future intersection discussions if a stop sign were installed at this intersection on a trial basis. Ms. Folberg

noted that flashing lights to indicate a pedestrian was in the crosswalk is consistently very effective, and may be worth considering for this intersection.

Ms. Kroll said the City could consider implementing some of the inroad pedestrian improvements that MDOT is now recommending, which she said could be done inexpensively and immediately. Ms. Kroll said she could return to the MMTB for their March 5, 2020 meeting with recommendations for interim mitigation options. She continued that even though those improvements could help, undertaking the RSA would still be prudent in order to determine the underlying issue in the intersection and to implement a more lasting resolution.

In reply to Dr. Schafer, Mr. Peard said there are no signs to indicate to vehicles coming from the west that they are approaching a school.

Dr. Schafer said putting in such signage could improve the safety in the intersection and the area. She said she would like to see an intermediate option between a stop sign and an RSA that could improve the safety of the intersection. Dr. Schafer explained that a stop sign seemed inappropriate, while an RSA seemed like it could be in excess.

Vice-Chairman Edwards recommended the Board vote on the present motion and then continue their conversation.

Motion failed, 3-3.

VOICE VOTE

Yeas: Folberg, White, Zane
Nays: Edwards, Peard, Schafer

**Motion by Ms. Edwards
Seconded by Dr. Schafer to not install a multi-way stop sign at the Glenhurst and Oak intersection at this time.**

Motion carried, 6-0.

VOICE VOTE

Yeas: Edwards, Schafer, Peard, Folberg, White, Zane
Nays: None

The MMTB requested that Ms. Kroll return to their next meeting with recommendations for signage that would alert vehicles to the existence of the crosswalk and recommendations for ways to mitigate the pedestrian safety concerns in the area.

b. Bennaville & Edgewood and Bennaville & Grant

Police Commander Grewe recommended the Board considered these stop signs together as one item, and the Board accepted.

Police Commander Grewe reviewed the information provided in the agenda packet regarding these two intersections for the Board.

Seeing no Board discussion, Vice-Chairwoman Edwards invited a motion.¹

**Motion by Ms. Folberg
Seconded by Mr. Zane to follow F&V's recommendations to install stop signs at
Bennaville and Edgewood and Bennaville and Grant.**

Motion carried, 6-0.

VOICE VOTE

Yeas: Folberg, Zane, Edwards, Schafer, Peard, White

Nays: None

6. Bicycle Parking in Public Parking Decks

Planning Director Ecker presented the item to the MMTB.

In reply to a question from Ms. Folberg, Planning Director Ecker said that as more cycling amenities have been installed around the City, cyclists' use of those amenities has been increasing. She said she could not state the exact demand, but that the Planning Department's recommendation would be to start small with any of these solutions and then build from there as demand is determined.

**Motion by Mr. Zane
Seconded by Mr. Peard to direct City Staff to research and subsequently present
recommended bike parking solutions for each of the City's five municipal parking
structures.**

Motion carried, 6-0.

VOICE VOTE

Yeas: Zane, Peard, Folberg, Edwards, Schafer, White

Nays: None

In reply to a question from Mr. Zane, Planning Director Ecker said she could look into how Ann Arbor prices access to similar cycling amenities and report back to the Board.

7. Meeting Open to the Public for items not on the Agenda

8. Miscellaneous Communications

Ms. Folberg said she would like to see the Board revisit the topic of reducing the width of finished streets that are being repaired.

Planning Director Ecker noted the draft master plan touches on street width, and suggested the Board wait at least six months to see what the final master plan recommends before trying to

¹ The MMTB requested this clarification requested be added at the March 5, 2020 MMTB meeting.

approach it at the MMTB level.

Ms. Folberg said she has come to regret the vote she cast during the last round of discussions on street width that were held at the MMTB level.

Ms. Edwards asked whether there had been any further consideration of making a cycling-focused board within the City that could plan out cycling routes and propose solutions to cycling-related issues, such as locations where there may be a higher likelihood of cyclist-pedestrian conflicts.

Planning Director Ecker said that while there was not specific discussion of starting a new board, the Planning Department is considering the recommendation of sharrows along Maple, W. Lincoln, Oak, and Adams to create a full cycling loop. She said they were also looking at completing the neighborhood connector route, installing cycling lanes and shared paths on portions of Cranbrook and N. Adams. She also stated that this spring the Board would be reviewing the findings from the trial changes made to S. Eton.

Commented [1]: Jana: At this point you said "we are looking at". I guessed you meant Planning, but if not, updating is welcome.

Planning Director Ecker encouraged the Board members to visit thebirminghamplan.com in order to review the preliminary multi-modal recommendations laid out in the draft master plan. She clarified that the multi-modal discussion in the draft master plan is not thorough as the discussion in the multi-modal plan, but that there still are new proposals to consider.

9. Next Meeting – March 5, 2020

10. Adjournment

No further business being evident, the board members adjourned at 7:06 p.m.

Jana Ecker, Planning Director

Austin Fletcher, Assistant City Engineer

Commented [2]: Should Austin replace Paul here moving forward?