

**CITY OF BIRMINGHAM MULTI-MODAL TRANSPORTATION BOARD**  
**Thursday, June 4, 2020**  
**Held Virtually Via Zoom and Telephone Access**

Minutes of the virtual regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, June 4, 2020.

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

**1. ROLL CALL**

**Present:** Chairwoman Johanna Slanga; Board Members Tom Peard, Katie Schafer, Doug White, Joe Zane; Alternate Board Member Andrew Haig

**Absent:** Board Member Daniel Rontal

**Administration:** Jana Ecker, Planning Director  
Eric Brunck, IT Manager  
Laura Eichenhorn, Transcriptionist  
Austin Fletcher, Assistant City Engineer  
Scott Grewe, Police Commander

**Fleis & Vandenbrink (F&V):** Julie Kroll  
Justin Rose

**MKSK:** Ben Palevsky  
Brad Strader

Chairwoman Slanga reviewed the appropriate parliamentary procedures for a virtual meeting. She thanked everyone for their participation and cooperation in advance.

**2. Introductions**

None.

**3. Review Agenda**

No changes.

**4. Approval of MMTB Minutes of May 7, 2020**

**Motion by Mr. White**

**Seconded by Mr. Zane to approve the MMTB Minutes of May 7, 2020 as submitted.**

**Motion carried, 6-0.**

ROLL CALL VOTE

Yeas: White, Zane, Haig, Peard, Slanga, Schafer

Nays: None

**5. Brown Street Design Options**

Mr. Palevsky presented the item.

Commander Grewe reported that he met with DPS regarding the signage for Brown Street that was approved as a temporary measure at the last MMTB meeting. He said during the meeting concerns arose about where to install the signs, noting that once parking is reinstated along the south side of the road eastbound traffic would not be able to see the signage on the right side of the road. He explained that westbound traffic would still see the sign and that eastbound traffic would still see the sign on the north side of the road. He said the sign could be installed on a cement pad in the easement area in the future if the MMTB decides to make the sign permanent.

Ms. Kroll said maintaining the gateway feel of the signs is important and said that her team could work with Commander Grewe and DPS to determine the best place to install the signs. She said they could also consider pulling back some of the parking on the south side to increase signage visibility.

Mr. Haig asked if there would be any way to hang the sign directly above the location where it would have otherwise been placed curbside to achieve the correct effect in the originally intended location. He cautioned that installing the signs after the juncture may not allow the signs to have the intended effect.

Commander Grewe said DPS would be reaching out to the sign manufacturer to see if there were any narrower sign base alternatives or ones with a shorter bolt that would not cause damage to the curb. He said DPS was concerned that installation of the sign on the six-inch curb could cause the curb to fracture. He explained that if the cement pad were pursued upon a permanent approval, it would only move the sign six to ten inches away from the original spot. He said that while installing it on a bump-out would be another option, that would result in it needing to be removed every winter. For this reason Commander Grewe stated that a permanent installation of the sign would be best either on top of or inside the curb.

Mr. Strader noted that the parking on the south side of the road has gaps in it, so that if it was pushed back as Ms. Kroll said might be an option it could be done without losing any parking spaces.

Commander Grewe said pushing the parking back could add to the visibility of the pedestrian crossing signs that will be installed there as well. He told the MMTB that the 'cross traffic does not stop' signs have been on order since the May 2020 MMTB meeting and that the City would install them as soon as they arrived.

Chairwoman Slanga invited Board comment.

Dr. Schafer said the proposed changes to make the crosswalk markings wider and brighter would significantly increase pedestrian safety. She said she has found that the gateway treatments on Eton, near her office, are often hit by vehicles and in poor repair. She said she has largely found them to be ineffective and aesthetically displeasing.

Mr. Zane said Phase One seemed like a good start towards getting the City to where it wants to be at this intersection.

**Motion by Mr. Zane**

**Seconded by Mr. White to recommend that the City Commission approve the implementation of the following Phase One options as outlined in the MKSK report dated May 28, 2020:**

- 1. Advance Stop/Yield Lines – Yield lines on Brown St to be painted 20 to 50 feet in advance of each unsignalized pedestrian crossing. Stop lines would be painted farther back from crosswalks on Chester, Bates and Henrietta.**
- 2. Painted Curb Extensions/Parking Restrictions at Crossing Locations – Curb extensions to be painted on the street at intersections with pedestrian crossings. On street parking will be removed within 30' of the crossing on both sides of Brown Street.**
- 3. Gateway Treatments – Additional signs to be installed on the centerlines and on both sides of the curb, on both sides of each intersection with a pedestrian crossing.**
- 4. High-Visibility Crosswalk Markings – Repaint all existing crosswalks in the corridor in continental style according to the City's guidelines.**

**Motion carried, 6-0.**

**ROLL CALL VOTE**

Yeas: Zane, White, Haig, Peard, Schafer, Slanga

Nays: None

Chairwoman Slanga recommended that when this motion is presented to the City Commission that the removal of 30 feet of on street parking on Brown be rephrased in terms of parking spaces that will be lost.

**6. Bike Rack Installation**

Planning Director Ecker reviewed the item.

In reply to Mr. White, Planning Director Ecker explained that she could return with cost estimates for the potential installation of more bike maintenance stations if the Board were interested.

In reply to Mr. Haig, Planning Director Ecker stated that the Planning Department would meet with DPS if this item gains approval to determine the exact locations for the bike rack installations. She explained they would need to work together to make sure no utilities or other essential City operations would be negatively impacted by their placement. She also explained that the concrete pads under the bike racks would likely be no more than one to two sidewalk squares in size.

**Motion by Mr. White**

**Seconded by Mr. Peard to endorse the installation of 24 new bike racks at 14 existing Neighborhood Destinations as outlined in Phase 5 of Bicycle Parking Plan.**

**Motion carried, 6-0.**

ROLL CALL VOTE

Yeas: White, Peard, Zane, Haig, Schafer, Slanga

Nays: None

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

**8. Miscellaneous Communications**

**9. Next Meeting – July 9, 2020**

**10. Adjournment**

No further business being evident, the board members adjourned at 6:58 p.m.

Jana Ecker, Planning Director

Austin Fletcher, Assistant City Engineer

APPROVED