

**CITY OF BIRMINGHAM  
MULTI-MODAL TRANSPORTATION BOARD  
THURSDAY, JANUARY 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, January 4, 2018.

Chairperson Vionna Adams convened the meeting at 6 p.m.

**1. ROLL CALL**

**Present:** Vionna Adams, Chairperson, Board Members Lara Edwards, Amy Folberg, Vice-Chairperson Andy Lawson, Daniel Rontal, Johanna Slanga, Michael Surnow; Alternate Board Members Katie Schafer

**Absent:** Board Member Johanna Slanga; Alternate Board Member Daniel Isaksen

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

**Also Present:** Julie Kroll from Fleis & Vandenbrink ("F&V"), Transportation Engineering Consultants  
**Daniel, Issaksen, Alternate Member**

**2. INTRODUCTIONS**

Ms. Ecker introduced Tiffany Gunter, Assistant to the City Manager.

**3. REVIEW AGENDA (no change)**

**4. APPROVAL OF MINUTES, MMTB MEETING OF DECEMBER 7, 2017**

Chairperson Adams made the following correction:  
Page 1 - Add her name to the list of attendees.

**Motion by Ms. Edwards**

**Seconded by Ms. Schafer to accept the MMTB Minutes of December 7, 2017 with the one change.**

**Motion carried, 7-0.**

VOICE VOTE

Yeas: Edwards, Schafer, Adams, Folberg, Lawson, Rontal, Surnow

Nays: None

Absent: Slanga

**5. PUBLIC HEARING  
Ruffner, Chapin and Bennaville Street Improvements**

The public hearing opened at 6:05 p.m.

Mr. O'Meara provided background. At the meeting of December 6, 2017, the MMTB reviewed the revised plans for design modifications to three local streets planned for reconstruction in 2018. Having reached agreement on the suggested improvements, the following resolution was passed:

*To schedule a public hearing at the regularly scheduled meeting of the MMTB of January 4, 2018 at 6 p.m. to consider the multi-modal improvements as a part of the City's planned 2018 Local Street Paving Program.*

*Also to notify the adjacent impacted property owners accordingly, especially the options on Ruffner Ave. and Chapin Ave.*

Following the meeting, staff mailed notices to impacted homeowners, along with all of the Woodward Ave. commercial properties located on the blocks immediately north and south of Ruffner Ave. and Chapin Ave.

Mr. O'Meara noted the Multi-Modal Master Plan did not speak to any of these streets. Staff looked at them and thought they should consider the current standards for street widths.

Bennaville Ave.

Reconstruct at a 26 ft. wide section from Edgewood Ave. to Grant St. This will tend to slow traffic because the street will feel narrower.

Ruffner Ave.

Reconstruct the residential section at 26 ft. wide from Grant St. to the Woodward Ave. alley, maintaining the 32 ft. wide existing width on the commercial section adjacent to Woodward Ave. and adding a 3 ft. wide bumpout gateway treatment and maintaining the 28 ft. wide street width on the commercial section. Narrowing the road will help the

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City to save as many of the trees as possible by adding space in front of the trees to build the new road.

### Chapin Ave.

Reconstruct the residential section at 26 ft. wide from Grant St. to the Woodward Ave. alley with the addition of a 3 ft. wide bumpout gateway treatment and maintaining the 28 ft. wide street width on the commercial section. This would also help with some of the existing trees that would be in conflict with the new road if it wasn't narrowed.

After receiving input from the public, the MMTB will have the opportunity to finalize a recommendation to the City Commission, if they are so inclined.

Dr. Rontal advised that in the winter at 26 ft. with cars parked on either side of the street and plows coming through it gets pretty tight and only one car can get by. Mr. Surnow added that even in the summer Chapin Ave. is tight with cars parked there.

Ms. Ecker noted that one letter has been received from a Ruffner Ave. resident regarding Ruffner Ave. from Grant to Woodward Ave. The resident was in favor of anything that would slow traffic.

Commander Grewe advised that a snow emergency is declared when snow depth reaches 5 or 6 in. and no cars are allowed to be parked on the street.

At this time the chairperson invited comments from the public.

Mr. Tom Hubbard, 440 Bennaville Ave., received clarification from staff that cost is not the number one factor for the City narrowing the streets. He noted that it is not comfortable to drive on a 26 ft. wide street that has parking. Cars must slow down. He was in favor of leaving his street wider because of safety concerns.

Mr. Edmond Deronowitz, 541 Bennaville Ave., joined his neighbor in opposing the narrowing of the street. He hasn't heard any neighbors speak out in favor of narrowing the street, nor has he seen issues with cars speeding down the street. Narrowing Bennaville Ave. will probably decrease safety for bicyclists and pedestrians exiting their vehicles. He urged the board to reject the idea of narrowing the street.

Ms. Ina Brown, 473 Bennaville Ave., said her experience with streets east of Grant is that she can barely get through, such as on Floyd north of Lincoln. She cannot imagine how service vehicles can make it through. Further, she was curious about the five month period for the City to complete one block. Also she was concerned about the cost to homeowners for replacing sewer and water lines. Mr. O'Meara advised there will be another public hearing when they know the costs for the sewer and water.

Mr. Barry Harrison, 441 Bennaville Ave., did not think that narrowing Bennaville Ave. makes sense. The liability is increased for a pedestrian stepping out into traffic. Also,

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turning into a driveway would take two moves. Presently they have one of the nicest blocks in the City.

Mr. Carl Peterson, 425 Bennaville Ave., said he is opposed to narrowing Bennaville Ave. It is already difficult for his daughter to back out of their driveway and maneuver around the street.

Ms. Janie Peterson, daughter at 425 Bennaville Ave., said they have four cars in their driveway and she has no choice other than to park on the street. It is already difficult to pull out and she is opposed to the narrowing.

Ms. Victoria Peterson, another daughter who also lives at 425 Bennaville Ave., was also opposed. Their street is beautiful. It is very difficult to drive on streets east of Grant where the roads are narrower, As far as she has seen, Bennaville Ave. does not have a problem with speeding vehicles.

Mr. Frank Colosanti Jr., 1115 Chapin Ave., stated that with the snow and the parked cars he struggles to get in and out of his driveway. Downsizing to a 26 ft. width would make it even more difficult. So, he is definitely opposed to shrinking the width from 28 ft. to 26 ft. Further, adding the proposed bumpouts would take the entry into their street down to a width of 20 ft. This may cause backups on Woodward Ave. and into the neighborhood, so he is opposed. He noted that he would like to live on Bennaville Ave. because it is nice and wide.

Mr. Tom Hubbard thought signage would be a much preferable route for some of these streets.

It was discussed that when the parkway is widened to 13 ft. because of narrowing the street, it encourages people to park there with the nose of their car hanging over the sidewalk.

Mr. Harrison, 1151 Chapin, noted that garbage trucks will not back up to let a car through. Also people will lose their mirrors. He is opposed to narrowing the street.

At this time public comments were closed.

Board members agreed that opposition to narrowing the street came primarily from residents on Bennaville Ave. and Chapin Ave.

Ms. Folberg said she would like to see Bennaville Ave. kept as it is.

Dr. Rontal agreed. He thought that Bennaville Ave. and the wider section of Catalpa are two of the nicest streets in that neighborhood because of their width. He felt that narrowing Ruffner Ave. to 26 ft. on the residential section would be helpful. He felt less strongly about Chapin Ave.

Mr. Surnow said that from what he has heard from residents, no one wants any of the streets narrowed. He feels to narrow the streets creates a potential danger.

Ms. Edwards thought they should treat Bennaville Ave. as it is or stick with the City standard. Narrowing a street by 1 or 2 ft. achieves slower traffic and ensures that drivers take care. She was comfortable with 26 ft. on Chapin Ave. and Ruffner Ave.

Mr. Lawson agreed. For instance, narrowing his street would make his house look further set back and add some property. He summed up the discussion, noting that on Ruffner Ave. there was one resident in favor of narrowing the street. For Chapin Ave., there were two residents opposed.

Ms. Schafer thought that if narrowing Ruffner Ave. saves trees, then to her it is a no-brainer.

Chairperson Adams favored leaving Bennaville as it is because she didn't want to negatively impact the people who live there.

**Motion by Dr. Rontal**

**Seconded by Ms. Edwards to rebuild Bennaville Ave. with the exact same width as its current right-of-way.**

**Motion carried, 7-0.**

VOICE VOTE

Yeas: Rontal, Edwards, Adams, Folberg, Lawson, Schafer, Surnow

Nays: None

Absent: Slanga

**Motion by Ms. Schafer**

**Seconded by Ms. Edwards to**

**1. Reconstruct Ruffner Ave. and Chapin Ave. from Grant St. to the Woodward Ave. alley at 26 ft. wide, face-to-face of curb, and provide 3 ft. wide curb extensions (bumpouts) on both sides of these streets just west of the intersection with the alley, to provide a residential gateway transition treatment.**

**2. Reconstruct Ruffner Ave. from the Woodward Ave. alley to Woodward Ave. at 32 ft. wide, face-to-face of curb, matching the existing pavement width.**

**3. Reconstruct Chapin Ave. from the Woodward Ave. alley to Woodward Ave. at 28 ft. wide, face-to-face of curb, matching the existing pavement width.**

The Chairperson invited public comments on the motion.

Mr. Harrison, 1151 Chapin, said the trees have overgrown the curb into the street and over the sidewalks. There are three trees on his property that should come down. He was concerned about what would happen to his property value if the trees are cut down.

**Motion carried, 4-3.**

VOICE VOTE

Yeas: Schafer, Edwards, Adams, Rontal

Nays: Folberg, Lawson, Surnow

Absent: Slanga

The public hearing closed at 7:20 p.m.

**6. CROSSWALK MATERIALS STUDY**

Ms. Chapman recalled that over the last several months the MMTB has been discussing pavement marking material choices. Further research has been conducted by City staff during attempts to find a specification for the new thermoplastic standard to be used in bidding documents. Staff from the Planning and Police Departments contacted a variety of contractors and product manufacturers and visited the City of Ann Arbor. Numerous contractors, a manufacturer, and the City of Ann Arbor all found a newer material, HPS-8, to be a superior product and stated that thermoplastic does not bind well to concrete and only performs for one year. Polyurea is a dependable material for both asphalt and concrete surfaces. Polyurea was the top choice of the MMTB originally but the board selected thermoplastic because polyurea was more expensive. However, further research has found that the two materials are much more similar in cost than originally reported.

HPS-8 is a newer material that has only been on the market for about four or five years.

Ann Arbor uses three types of pavement marking materials for crosswalks: thermoplastic, HPS-8 and polyurea. Ann Arbor prefers thermoplastic on asphalt because it is easier to maintain than polyurea. After the initial installation, they are able to use a different thermoplastic for maintenance, and spray it on top of the existing markings. When the thermoplastic is layered it actually has better retroreflectivity than it did for initial application. Ann Arbor prefers to use polyurea on concrete rather than asphalt because when it needs to be maintained the old marking has to be scraped off, and that makes it less cost effective on asphalt.

Crosswalk markings and other transverse markings are required to be retroreflective, but are not subject to minimum levels. Despite not having a required minimum, all of the marking options that are up for consideration meet the highest minimum level that is required for longitudinal markings.

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Contractors have the devices to put down the materials.

- Waterborne Paint
  - Average estimated lifespan: 1 year
  - Cheapest option
  - Must be reapplied annually so is more expensive in the long-run
  
- Alkyd Thermoplastic
  - Average estimated lifespan: 3-4 years
  - Easy reapplication
  - Good for asphalt
  - Retroreflectivity increases when new material is applied on top of old
  - Not recommended for concrete
  
- Polyurea
  - Average estimated lifespan: 4-6 years
  - Established material
  - Used by M-DOT
  - Recommended by Ann Arbor for concrete
  - Must be scraped off for reapplication
  
- HPS-8
  - Average estimated lifespan: 6-8 years but the challenge is that it hasn't been around that long
  - Newer material
  - Works better on asphalt than concrete
  - Recommended by contractor and manufacturer
  - Recommended by Ann Arbor, but not worth the cost on concrete

Thermoplastic is no longer recommended for major streets uniformly because it drastically underperforms on concrete. Paint continues to be recommended on other streets because it is the cheapest material as far as quotes are concerned. Paint is not recommended on major streets because it needs to be restriped at least once a year.

Commander Grewe advised the contractors don't care what material is used. They will put down whatever the City decides. The one thing that is different between a thermoplastic and HPS-8 is the increased reflectivity of HPS-8. It costs more, and the lifespan is unknown.

Ms. Chapman recalled the board's initial motion required that all crosswalk markings on new roads be recessed, regardless of the material.

### **Motion by Ms. Edwards**

**Seconded by Mr. Lawson to use polyurea on all major concrete streets and HPS-8 on all major asphalt streets within the Central Business District, Triangle District, Rail District; and waterborne paint on all other streets. Depending on visibility needs and average daily traffic, polyurea or HPS-8 may be used for crosswalks adjacent to schools.**

Public comment was taken on the motion.

Mr. Edmond Deronowitz, 541 Bennaville Ave., asked if there is any difference in slippage risk with any of the materials. Ms. Chapman replied slippage on both is minimal. Ms. Ecker added they all meet the standards for retroreflectivity and they think HPS-8 might be even better.

**Motion carried, 7-0.**

VOICE VOTE

Yeas: Edwards, Lawson, Adams, Folberg, Rontal, Surnow, Schafer

Nays: None

Absent: Slanga

7. **33477 WOODWARD AVE.  
REQUEST FOR ONE-HOUR PARKING IN RIGHT-OF-WAY**

Commander Grewe advised that the Police Dept. has received a request from Mr. Duane Barbat of The Barbat Organization to change the parking along the M-DOT right-of-way in front of his business. Mr. Barbat stated several vehicles park daily in front of his business for long periods of time and are not visiting any of the businesses in the area. Mr. Barbat believes drivers are using this area to carpool to town. He is requesting one-hour parking for the six parking spots along the front of his business.

Mr. Barbat completed a petition and obtained signatures from all businesses located in the same building as The Barbat Organization. Three of the four businesses at the south end of the service drive disagreed and did not sign the petition, the fourth is vacant. These four business addresses are south of the requested area to change. 82% of occupied businesses, located along the same service drive, signed the petition in favor of one-hour parking. Mr. Barbat would like to leave the spots on the south side unchanged so as to not affect the businesses that oppose the one-hour restriction. There are currently no parking restrictions in this area.

Mr. Duane Barbat, 33477 Woodward Ave., said his building is mixed use with a mattress retailer and a charter school on the bottom floor. Upstairs there are five office users. There is plenty of parking on-site. The idea is that the street parking would be for parents picking up their children, for customers of the mattress shop, and for tenants



who come in to pay rent to the multi-family property owner upstairs. The one-hour restriction would only need to be in effect from 9 a.m. to 6 p.m.

**Motion by Dr. Rontal**

**Seconded by Ms. Folberg to approve the installation of one-hour parking in the service drive of southbound Woodward Ave. in front of 33495, 33483 and 33477 Woodward Ave., for a total of six parking spaces.**

**Motion carried, 7-0.**

VOICE VOTE

Yeas: Rontal, Folberg, Adams, Edwards, Lawson, Schafer, Surnow

Nays: None

Absent: Slanga

**8. MIDVALE REQUEST FOR NO PARKING  
7 a.m. TO 9 a.m. NEAR NEXT**

Commander Grewe reported that Ms. Chris Braun, Executive Director of NEXT, contacted the Police Dept. regarding available parking. Mrs. Braun submitted a letter expressing the following concerns:

She stated all available street parking is taken up by Seaholm students who arrive around 7 a.m.. NEXT has continued to grow, offering a variety of programs for residents, and bringing in approximately 1,500 visitors a week. NEXT has strategically scheduled programs in an attempt to minimize parking problems, however available parking is still a problem. The age of the population NEXT serves presents additional concerns. Close proximity spots are desired as mobility is often a factor.

Executive Director Braun is requesting "No Parking 7 a.m. to 9 a.m." Monday to Friday between Glenhurst and the western most driveway of their building. This would open up approximately twelve spaces on the road for staff to use on busy days, leaving more parking available in their lot for visitors. Mrs. Braun also stated this would free up parking on the street to be used by preschool parents when picking up their children when the lot is full.

History: On the south side of Midvale there has been "No Parking" from Cranbrook to Argyle since 1993. East of Argyle to Glenhurst there currently are no parking restrictions in place. This request would allow parking anytime on the south side of Midvale from Argyle to the western most driveway of the pre-school (approx. four spots), and no parking from the pre-school driveway to Glenhurst between 7 a.m. and 9 a.m.

Ms. Chris Braun said she would like to have her staff park on the street at 9 a.m. and that would open up 16 or 17 spots in their parking lot close to the doors for their

members in the afternoon. Part of the problem is that surrounding streets are all permit parking.

**Motion by Dr. Rontal**

**Seconded by Ms. Folberg to approve the installation of No Parking signs from 7 a.m. to 9 a.m. (Monday through Friday) on the south side of Midvale from Glenhurst to the western-most driveway of Midvale School.**

**Motion carried, 7-0.**

VOICE VOTE

Yeas: Rontal, Folberg, Adams, Edwards, Lawson, Schafer, Surnow

Nays: None

Absent: Slanga

9. **MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA**  
(no more public)

10. **MISCELLANEOUS COMMUNICATIONS** (none)

11. **NEXT MEETING: TBD**

12. **ADJOURNMENT**

No further business being evident, the board members adjourned at 7:52 p.m.

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Jana Ecker, Planning Director

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Paul O'Meara, City Engineer