

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, APRIL 21, 2016
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, April 21, 2016.

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

1. ROLL CALL

Present: Chairperson Johanna Slanga; Board Members Vionna Adams, Lara Edwards, Amy Folberg, Andy Lawson, Michael Surnow, Amanda Warner

Absent: Board Members

Administration: Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Commander Scott Grewe, Police Dept.
Paul O'Meara, City Engineer

Also Present: Mike Labadie and Julie Kroll from Fleis & Vandenbrink ("F&V"), Transportation Engineering Consultants

2. INTRODUCTIONS

Ms. Folberg, resident at large, introduced herself for those who were not present at the last meeting.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF FEBRUARY 11, 2016

Motion by Ms. Warner

Seconded by Ms. Edwards to approve the Minutes of February 11, 2016 as presented.

Motion carried, 7-0.

VOICE VOTE

Yeas: Warner, Edwards, Adams, Folberg, Lawson, Slanga, Surnow

Nays: None

Absent: None

5. HAMILTON AVE. AND PARK ST. INTERSECTION

Mr. O'Meara provided background for Park St., Hamilton Ave. to Maple Rd. He noted the City has received federal funds to reconstruct Maple Rd. from Bates St. to Woodward Ave. in 2018. Since Maple Rd. traffic will be disrupted at that time, the plan is to reconstruct the Maple Rd. and Park St. intersection as a part of that project such that Park St. can accommodate two-way traffic from that point on. A City Commissioner requested that the MMTB look at having a stop sign in all four directions at the intersection to make it more pedestrian friendly.

Mr. Labadie added that the Michigan Manual of Uniform Traffic Control Devices ("MMUTCD") is put together by the State Police, and MDOT with input from county road commissions and city engineers. Also, there is a Federal Manual of Uniform Traffic Control Devices and the two mostly match. According to the Manuals, pedestrian friendly or controlling speeds in neighborhoods are not criteria for installing stop signs. F&V was asked to study the intersection as it currently operates and make recommendations relative to the advisability of making this a four-way stop controlled intersection at this time. Their warrants analysis is that current crash patterns suggest that some of the vehicle crashes could be corrected by the addition of a STOP sign, but not enough to conclude that a STOP sign is warranted. Also, over the most recent four years where data is available there have been zero pedestrian conflicts reported at this intersection.

Therefore, he recommended no changes to this intersection until such time as Park St. is two-way, when it can be revisited.

Mr. O'Meara advised the current project is being implemented to address the poor condition of the pavement. As noted, this block of Park St. is planned for significant changes in its traffic pattern once the Maple Rd. intersection is reconstructed in two to three years. Secondly, an analysis of the current traffic counts and crash history reveals that the current traffic controls for the Hamilton Ave. intersection are appropriate. Once they are redesigning the Maple Rd. intersection, they plan to have the entire block's traffic design reviewed and confirmed prior to recommending a final design. The traffic controls at both intersections will have to be changed at that time anyway. It is staff's recommendation that no changes be made to the existing traffic controls at the Hamilton Ave. and Park St. intersection.

There was no public present to comment on this matter.

Motion by Ms. Warner

Seconded by Mr. Lawson that the Multi-Modal Transportation Board recommends that the Hamilton Ave. and Park St. traffic controls remain as-is at this time. In the future, when the City is prepared to introduce a southbound lane on Park St. south of Hamilton Ave., the entire block's traffic controls should be reviewed at that time.

Motion carried, 7-0.

ROLLCALL VOTE

Yeas: Warner, Lawson, Adams, Edwards, Folberg, Slanga, Surnow

Nays: None

Absent: None

6. CROSSWALK PAVEMENT MARKING STANDARDS

Mr. O'Meara recalled that historically the City had no standard on the design of the pavement markings used for pedestrian crosswalks. In 2009, the City started going to the Continental style crosswalks. Current Mayor Pro-Tem Mark Nickita suggested that the City should standardize the pavement markings to make sure the width of the bars versus the spacing between the bars is standard. The removal of all of the older style pavement markings will continue to take several years.

Also recently, Mayor Pro-Tem Nickita has made observations of crosswalks in large cities that he feels should be reviewed and possibly implemented here. The crosswalks are painted with wider painted bars, and in some cases, the bars are much longer than our current standard of 6 to 8 ft. long. F&V was asked to review this issue and make recommendations toward a common standard that can then be used on all future paving projects where marked crosswalks are proposed.

Guidelines developed both in the MMUTCD and by the Michigan Dept. of Transportation ("MDOT") suggest that usually the 12 in. wide painted bar should be spaced with a 24 in. gap between. You can go up to 30 in. on a 12 in. bar. In those areas where pedestrian demand is higher and the 24 in. wide markings are going to be used, Mr. O'Meara recommends somewhere between 24 and 36 in. gaps. Also recommended is that in the major intersections of the Central Business District ("CBD") a 12 ft. wide crosswalk be used and that all of the other minor crossings in the CBD will be 8 ft. wide.

Chairperson Slanga thought the recommendations should be made based on how wide the street is and how much pedestrian traffic there is. The recommended standards seem quite ridged. She suggested 8 to 12 ft. wide crosswalks in the CBD with the tone of maximizing it for the space available and the amount of pedestrians. Further, it was discussed that demographics can change down the road with regard to the volume of pedestrians and the danger involved in crossing the intersection.

Mr. O'Meara agreed to modify the pavement marking standards based on the board's comments and bring them back.

7. 2016 ASPHALT RESURFACING PROGRAM REVIEW

Mr. O'Meara advised that each year, the City budgets funds to resurface some asphalt streets that are still structurally sound, but have a poor or marginal asphalt surface. This year, funding is available to address several local streets located in the southeast corner of the City, as well as a portion of Brown St. near Southfield Rd.

The segment of Brown St. proposed for rehabilitation has been identified in Phase 3 of the Master Plan as part of a neighborhood connector route that is planned to help connect bicyclists from Southfield Rd. through the south side of the Central Business District and east eventually to Eton Rd. No changes are recommended to this project as a result of the Master Plan. It was discussed that in the future it should be confirmed that people in the lower Phase 3 area can connect up to Kenning Park.

After a review of the Master Plan, it appears that no specific recommended changes are suggested on any of the southeast area streets.

The Cheltenham Rd./Dunstable Rd./Hanley Ct. intersection is being resurfaced as a part of this project. Currently there is no designated path for pedestrians that wish to cross from one side of Cheltenham Rd. to the other. Given the fact that the intersection is controlled by stop signs, a designated crosswalk for pedestrians would be an improvement over the current condition. On the north side of the intersection a ramp from the Cheltenham Rd. north side sidewalk is proposed just east of the existing drive approach for 1500 Cheltenham Rd. The stop bar for eastbound Cheltenham Rd. traffic would be moved northwest about 4 ft. to make room for a ramp and sidewalk connection at that point up to the south side Cheltenham Rd. sidewalk. No other ramps are suggested at this time.

Motion by Mr. Lawson

Seconded by Ms. Adams to recommend to the City Commission that the Engineering Dept. proceed with the design of the 2016 Asphalt

Resurfacing Program. All handicap ramps requiring replacement shall be included in the project. Further, new ramps and a crosswalk shall be installed at the Cheltenham Rd./Dunstable Rd./Hanley Ct. intersection to improve pedestrian accessibility and safety at this location.

Motion carried, 7-0.

ROLLCALL VOTE

Yeas: Lawson, Edwards, Adams, Folberg, Slanga, Surnow, Warner

Nays: None

Absent: None

8. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA
(no public was present)

9. MISCELLANEOUS COMMUNICATIONS (items in the packet)

10. ADJOURNMENT

No further business being evident, the chairperson adjourned the meeting at 6:50 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer

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