

**CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, AUGUST 3, 2017
City Commission Room
151 Martin Street, Birmingham, Michigan**

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, August 3, 2017.

Chairperson Vionna Adams convened the meeting at 6:04 p.m.

1. ROLL CALL

Present: Chairperson Vionna Adams; Board Members Lara Edwards, Amy Folberg, Vice-Chairperson Johanna Slanga; Alternate Member Katie Schaefer (arrived at 6:10 p.m.)

Absent: Board Members Andy Lawson, Daniel Rontal, Michael Surnow; Alternate Member Daniel Isaksen

Administration: Lauren Chapman, Asst. Planner
Jana Ecker, Planning Director
Austin Fletcher, Asst. City Engineer
Mark Clemence, Police Chief
Paul O'Meara, City Engineer

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

2. INTRODUCTIONS (none)

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MEETING OF July 20, 2017

Motion by Ms. Edwards

Seconded by Ms. Folberg to approve the Minutes of July 20, 2017 as presented.

Motion carried, 4-0.

VOICE VOTE

Yeas: Edwards, Folberg, Adams, Slanga

Nays: None

Absent: Lawson, Rontal, Surnow, Schaefer

5. MULTI-MODAL TRANSPORTATION CONSULTING SERVICES

REQUEST FOR PROPOSALS

Ms. Ecker recalled that in 2014, the City issued a Request for Proposals ("RFP") seeking traffic engineering services, supplemented with knowledge and understanding of designing and advising for multi-modal transportation concepts, particularly in an urban setting.

In September 2014, the firm of Fleis and Vandenbrink ("F&V") was selected as the City's traffic consultant, and has acted as a multi-modal transportation consultant to the MMTB and the City Commission. However, this contract has now expired. On July 24, 2017, the City Commission directed staff to issue an RFP to seek qualified consulting firms, and extended the previous contract with Fleis and Vandenbrink for six months to allow staff time to go through the RFP process.

Accordingly, the City will again be issuing an RFP to solicit multi-modal transportation consulting services to assist the MMTB and the City Commission in reviewing all transportation related projects. The revised RFP includes bringing in some broader planning perspectives and making sure that pedestrians, bicycles and vehicles are included. Ms. Ecker asked the MMTB to review and comment on the draft RFP. Ultimately it will be up to the City Commission to determine whether to direct this board to issue the RFP. The RFP will go out to bid and then there will be a response time for respondents to submit their proposals. Interviews will be done by the MMTB and the top one or two will be sent to the City Commission who again makes the final decision on which consultant they would like to pick.

It was discussed that the interviews will be televised, as this is a public meeting. However, the competitors will not be allowed to watch the interviews of their fellow consultants.

As a general statement, board members talked about encouraging creativity, innovation, and best practices in the RFP in order to prepare Birmingham to be a city of the future. It was noted that firms could partner with other firms if they didn't have a certain knowledge on their staff.

It was discussed that if Chairperson Adams' firm is interested in submitting she should have a discussion with the City Attorney regarding a potential conflict of interest.

General consensus was that the draft RFP should lose the italics on headings. Also, Change advise to advice.

Motion by Ms. Slanga

Seconded by Ms. Folberg to recommend that the RFP for professional multi-modal transportation consulting services be forwarded to the City Commission with the text revisions discussed.

Motion carried, 5-0.

VOICE VOTE

Yeas: Slanga, Folberg, Adams, Edwards, Schaefer

Nays: None

Absent: Lawson, Rontal, Surnow

6. CROSSWALK MATERIALS STUDY

Ms. Chapman explained that at the February 27, 2017 meeting the City Commission voted to adopt the following standard policy for the design of all future crosswalk pavement markings in the City of Birmingham:

All new painted crosswalks installed shall be of the continental style, as outlined on MDOT Detail Sheet PAVE-945-C, Sheet 3 of 3, with the exception that all painted bars shall be 24 in. wide spaced as close to 24 in. apart as possible. Crosswalk widths shall be installed as follows:

On Major Streets within the Central Business District, Triangle District, Rail District, or Adjacent to Schools:

- Total width of the crosswalk shall be 12 to 14 ft. wide. Crosswalks at the upper width limit may be installed when traffic signals are present.
- The following shall be considered Major Streets (within the specific districts noted) for the purposes of this standard: Woodward Ave., Old Woodward Ave., Maple Rd., Southfield Rd., Adams Rd., Oakland Blvd., Chester St., Brown St., S. Eton Rd., E. Lincoln Ave.

On Local Streets within the Central Business District, Triangle District, Rail District, or Adjacent to Schools:

- Total width of the crosswalk shall be 8 ft. wide, unless the adjacent sidewalk main walking path is wider, at which point it shall be widened to match the main walking path width.

At All Other Locations:

- Total width of the crosswalk shall be 6 ft. wide.

Pavement markings on roads consist of centerline stripes, lane lines, appropriate striping of no passing zones on two-lane highways, and pavement edge striping. Other pavement markings may supplement the above activities, such as pavement width transitions, approach to obstructions, turn markings, stop and crosswalk lines, and various word and symbol markings. Longitudinal pavement markings are the most widely implemented traffic control devices. A marking material can be selected based upon: durability, workability, drying time or non-track time, accommodation of heavy traffic volumes, and replacement methods considering environmental concerns.

The advantages and disadvantages of various pavement marking materials were discussed.

Ms. Chapman explained polyurea is a plastic that can be sprayed or extruded similar to thermoplastics. Presently, the City uses mostly paint on all streets except major streets where polyurea is recommended. Ms. Ecker clarified that polyurea is also recommended for streets adjacent to schools. She added the City has tried several options in the past and now wants to establish a set standard.

Ms. Slanga observed other cities use thermoplastics which look to be less expensive than polyurea and have longer life on high volume roads along with good night time visibility. It was noted that the recommendation for polyurea came from PK Contracting, the City's current contractor.

Discussion followed and Ms. Ecker summarized that the board would like to know what advantage polyurea has that makes it so much better that it costs so much more. Also, staff will compare polyurea to thermoplastics. She agreed to provide more information for the next meeting. There was consensus that paint is fine for local roads but not around schools.

7. MOPED PARKING POLICY

Chief Clemence reported that the City of Birmingham has recently updated the parking systems for on-street and structure parking. Some people have chosen to drive mopeds and have questioned where such vehicles should be parked. A moped is defined by Michigan law as a two or three wheeled motor vehicle that has a 100cc or smaller engine and a top speed of 30 mph. The City of Birmingham parking structures prohibit motorcycle and moped parking. Some moped drivers have been parking at bike racks in the shopping district. State law and City ordinance prohibits the operation of a motor vehicle on a sidewalk. Furthermore, 257.674 of the Michigan Motor Vehicle Code states the following:

A vehicle shall not be parked, except if necessary to avoid conflict with other traffic or in compliance with the law or the directions of a police officer or traffic-control device, in any of the following places: (a) On a sidewalk.

Staff contacted other cities to determine how they were handling moped parking. Currently the Birmingham Police Dept. has taken the same approach as Royal Oak and Ferndale and has chosen to take no action against a moped parked at a bike rack.

Therefore, rather than having a set policy that says where a moped can or cannot park, they think a common sense approach should be taken. As long as people are not riding the moped on the sidewalk it could be secured on a bike rack along with the other bicycles.

Motion by Ms. Edwards

Seconded by Ms. Slanga to recommend to the City Commission that moped parking be permitted as follows:

- 1. On a paved surface on private property;**
- 2. In any legal vehicle public parking space (on street or in surface parking lots, but not within public parking decks);**
- 3. On public property in alleys, in a manner and location that will not block vehicular service traffic access; and**
- 4. At temporary and permanent bicycle parking racks, provided that mopeds are not permitted to be driven on public sidewalks, and must be walked on the sidewalk to access bicycle parking on or adjacent to the City sidewalk.**

Motion carried, 5-0.

VOICE VOTE

Yeas: Edwards, Slanga, Adams, Folberg, Slanga

Nays: None

Absent: Lawson, Rontal, Surnow

- 8. MEETING OPEN TO THE PUBLIC FOR ITEMS NOT ON THE AGENDA**
(no public was present)
- 9. MISCELLANEOUS COMMUNICATIONS**(none)
- 10. NEXT MEETING SEPTEMBER 7, 2017 at 6 p.m.**
- 11. ADJOURNMENT**

No further business being evident, the board members adjourned at 6:52 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer