CITY OF BIRMINGHAM
MULTI-MODAL TRANSPORTATION BOARD
THURSDAY, NOVEMBER 1, 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, November 1, 2018.

Vice-Chairperson Lara Edwards convened the meeting at 6:04 p.m.

1. ROLL CALL

Present: Board Members Vice-Chairperson Lara Edwards, Amy Folberg, Daniel Rontal, Katie Schafer, Doug White; Alternate Board Member Daniel Isaksen

Absent: Chairperson Johanna Slanga; Student Representative Alex Lindstrom

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

Fleis & Vanderbrink ("F&V"):
Justin Rose, Traffic Engineer

MKSK: Brad Strader

2. INTRODUCTIONS

Mr. Strader introduced Scott Shogan from WSP who is their national speaker on autonomous connected vehicles.

3. REVIEW AGENDA (no change)

4. APPROVAL OF MINUTES, MMTB MEETING OF OCTOBER 4, 2018

Motion by Ms. Folberg
Seconded by Mr. Rontal to approve the MMTB Minutes of October 4, 2018 as presented.

Motion carried, 6-0.

VOICE VOTE
Yeas: Folberg, Rontal, Edwards, Isaksen, Schafer, White
Abstain: None
Nays: None
Absent: Slanga

5. MAPLE RD. IMPROVEMENTS - SOUTHFIELD RD. TO WOODWARD AVE.

Mr. Strader recalled that since they last met and this board made recommendations, they went to the City Commission and the Commission agreed with most of the recommendations. However, there were some that they wanted to revisit in more detail, so MKSK and F&V have been working to respond to those and to the Commission's additional ideas as well. He offered the refined design in a PowerPoint presentation.

- Direction from the City Commission on the following topics and locations:
  - Parking spaces - MKSK and F&V went with the Xs and proposed a barrier free design. The City Commission felt the barrier free design intruded too much on the sidewalk and they wanted to go with the standard design with a wider sidewalk.
  - The street trees were revised to delete the columnar trees. Zelkova trees are now being recommended, in addition to Honey Locusts.
  - The City Commission wanted more detail on the Southfield Rd./Maple Rd. Intersection.
  - The Commission wanted to terminate the view at the intersection of Maple Rd. and Henrietta.
  - They requested clarity on the amenities.
  - Also, they requested additional options for the intersection at Maple Rd./Park/Peabody to meet MMTB goals.

- MKSK and F&V are still on their time line; coming back to this board in November for the final design recommendations, then beginning the engineering drawings and looking at a 2020 construction.

- Only five overall parking spaces will be lost after working with MDOT, City staff and the design team. Initially they thought 25 spaces would be lost. They were able to keep the Xs between parking spaces.
- There is very good coverage on barrier-free spaces along Old Woodward Ave. with one ADA accessible space for every 25 spaces in a block. With the angled parking, extra barrier space is allowed for van accessibility.
- The City Commission agreed with the flush tree grates if they are needed to get as much sidewalk width as possible. However, they think after working with MDOT that there is now enough width so the grates may not be needed.
- Mr. Rose took over the presentation at this point. He advised that the City Commission endorsed the mast arm signal recommendation and requested more design details to

ease pedestrian crossing but still accommodate truck turns. Their data collection consultant is scheduled to determine what size trucks need to be accommodated.

- Ms. Ecker commented that they don't want the big trucks to go through Downtown. However, once the truck counts are received they will see if it is worth dedicating all of that pavement to them.
- Mr. Rose said they are looking at something to differentiate and guide the passenger vehicles into the normal concrete but allow trucks to go over it.
- Mr. O'Meara verified that they have asked F&V to explore a couple of other ideas that are still in the design stages before this gets to the Commission.
- Mr. Rontal suggested if they do away with the bumpout on the SE corner and add a pedestrian refuge in between, it would effectively cut the crosswalk distance in half.

- Mr. Strader said at the intersection of Maple Rd. and Henrietta the terminating vista treatment could be a large art sculpture, seating, and/or enhanced landscaping.
- The amenities in Phase 1 will be included in Phase 2, such as bike racks near tapered zones, benches at intersections, and mid-block crossings.
- For the intersection at Maple Rd./Park/Peabody Mr. Rose recalled that everyone was in agreement that Option 4 which is a fully signalized intersection where there is stop control for the right turns heading WB would work the best. However, the City Commission's issue was the width of the sidewalk on the south side of Maple Rd. between Woodward Ave. and Park/Peabody. They asked that several different options be explored. However, every option to reduce the number of lanes forced cars to become backed up. So the conclusion was that five lanes are important. Also, eliminating the right turn lane ended up being a catastrophe.
    - Then they went to MDOT and asked what else they could do. MDOT was open to reducing the five lanes to 10 ft. in width for that one block. That enabled them to get 11.5 ft. of sidewalk to the south which is enough room to continue all of the streetscaping elements.
    - Discussion concluded that a gateway treatment at both the east and west would be a good idea.
- The City Commission wondered if they could include a pedestrian crossing on the east leg of the Park/Peabody intersection. However, anaylsis showed that if that crossing was added it would not work for vehicles or pedestrians.

Motion by Ms. Folberg
Seconded by Mr. Rontal that with the understanding that the intersection of Southfield Rd. and Maple Rd. still needs some refinement, the Multi-Modal Transportation Board makes the following recommendations relative to the Maple Rd. conceptual design from Southfield Rd. to Woodward Ave.:
1. The crossing of Maple Rd. on the eastern leg at Peabody/Park will not be pursued.
2. Three ADA accessible parking spaces will be provided in the corridor. The spaces shall be sized the same as the other parking spaces in the project area, and located near an intersection so as to be able to make use of the proposed ramps at the intersection.

3. Columnar trees will be deleted in favor of trees similar to those used on the Phase 1 project.
4. The Southfield Rd. intersection realignment will be refined to permit all truck turning movements, as shown.
5. The taper length east of Old Woodward Ave. will be reduced to the minimum required, thereby allowing the addition of two more parking spaces on the E. Maple Rd. block.
6a. The cross-section of Maple Rd. east of Park St. will be reconstructed with five 10 ft. wide lanes, pending approval of a design exception from MDOT.

Motion carried, 6-0.

VOICE VOTE
Yeas: Folberg, Rontal, Edwards, Isaksen, Schafer, White
Nays: None
Absent: Slanga

6. COLLECTOR STREET PAVING PROGRAM IMPROVEMENTS

Park St. – Oakland Blvd. to Hamilton Ave.
Peabody St. – E. Maple Rd. to E. Brown St.
Bowers St. – Woodward Ave. to S. Adams Rd.
Elm St. – Bowers St. to Woodward Ave.

The above commercial street segments are budgeted for maintenance work in 2019. The work varies from asphalt resurfacing to full depth pavement replacement. Other than Park St., no curb and gutter sections are planned for removal, other than patching. With that in mind, no street widths are being changed with this project. As is typically done, staff has reviewed the Multi-Modal Transportation Plan (MMTP) to verify if any multi-modal improvements should be incorporated into the project at this time. The following summarizes this review:

1. Park St. - Oakland Blvd. to Hamilton Ave.: The MMTP does not call for any improvements on this segment.

Staff Recommendation:
- Replace handicap ramps and pavement markings at the Oakland Blvd. intersection with new 12 ft. wide walking surface.
- Replace handicap ramps and pavement markings at the mid-block crossing with new 8 ft. wide walking surface.

2. Peabody St. – E. Maple Rd. to E. Brown St.: The MMTP does not call for any improvements on Peabody St.

Staff Recommendation:

- Require construction of a mid-block crossing at a later date as a part of the new construction as 34965 Woodward Ave.
- At Brown St., replace the handicap ramps and pavement markings to meet the City's current standards at the mid-block crossing at 8 ft. wide.

3. Bowers St. – Woodward Ave. to S. Adams Rd.: The MMTP recommended the addition of sharrows to mark this stretch as a part of a neighborhood connector route.

Elm St. – Bowers St. to Woodward Ave.: The MMTP does not call for any improvements on Elm St. A widened crosswalk is also proposed on Elm St. where it meets Woodward Ave.

Discussion considered eliminating parking along the south side of Bowers St. and adding two bike lanes. Board members discussed adding markings for bicycles at a later date when there are other connections for the neighborhood connector route. Ms. Ecker noted the number one complaint from the Triangle District is the lack of parking. Further, getting rid of the parking would not provide enough room for bike lanes.

Staff Recommendation:

- On Bowers St., replace handicap ramps at the Elm St. and Adams Rd. intersections to meet the City's current crosswalk standards at 8 ft. wide.
- On Elm St., replace handicap ramps at the Elm St. and Woodward Ave. intersection to meet the City's current crosswalk standards at 6 ft. wide.

Motion by Mr. Rontal
Seconded by Ms. Folberg to recommend to the City Commission the following improvements to be included in the Collector Streets Paving Program, in accordance with the Multi-Modal Transportation Plan:

Regarding Park St.:
• Replace handicap ramps and pavement markings to meet the City's current standards such that the Oakland Blvd. crossing has a 12 ft. wide walking surface, and the mid-block crossing has an 8 ft. wide walking surface.

Regarding Peabody St.:
• Postpone construction of a mid-block crossing until new construction at 34965 Woodward Ave. is completed.
• Replace handicap ramps and pavement markings to meet the City's current crosswalk standards such that the Brown St. crossing has an 8 ft. wide walking surface.

Regarding Bowers St. and Elm St.:
• Replace handicap ramps and pavement markings to meet the City's current crosswalk standards such that the Bowers St. intersections of Elm St. and

Adams Rd., as well as the Elm St. intersection at Woodward Ave. have 8 ft. wide walking surfaces.

There was no public present to comment.

Motion carried, 6-0.

VOICE VOTE
Yeas: Rontal, Folberg, Edwards, Isaksen, Schafer, White
Nays: None
Absent: Slanga

7. CONTINUING EDUCATION: AUTONOMOUS VEHICLES

Guest Speaker: Scott Shogan, PE, PTOE
Connected/Automated Vehicle Market Leader, WSP

Mr. Shogan presented background regarding the latest thinking on autonomous vehicles (AV). There is pressure on the companies that are developing this technology to race ahead. There will be opportunities opening up for new users that may not be able to access the system well today, such as the elderly and people with disabilities. The car companies are looking increasingly at how they would provide mobility as a service rather than selling vehicles directly to consumers.

Almost all of these automated vehicles are being built on electric vehicle platforms. So, advancing battery technology will be a big piece going forward. General Motors is talking about next year launching driverless fleets of taxis in three different locations.

Most of the automated vehicles do everything via sensors that are onboard as opposed to connected vehicles which use a cooperative communication system where the vehicles are actually talking digitally to one another, the roadside, and to the cloud interoperable systems that work across all equipment and manufacturers.

It's not just about the technology, there is also the reality of physical street space.

- Mr. Strader spoke about the new mobility era:
  - Ride hailing (Uber, Lyft, car-share)
  - Shared bike systems
  - Rapid bus systems
  - Communication technology
  - On-board vehicle safety features

25% of peak hour traffic in San Francisco is Uber/Lyft.

- Impacts on cities and timing will depend upon:

- Will vehicle travel go up or down?
- Who will own the AVs - individuals or shared use?
- Where will the vehicles park and drop off?
- Will convenience of AVs reduce the willingness to walk or bike?

Self-driving vehicles are likely to increase total vehicle travel, although it depends on the ownership model and the level of supporting infrastructure.

Connected autonomous vehicles will improve the capacity of intersections.

- Impacts to certain land uses:
  - Gas stations replaced by electric charging stations.
  - Will we have fewer or more auto-oriented uses?

- Impacts on street design:
  - Will more narrow lanes be feasible?
  - Demands for curbside space.
  - Cost to upgrade "Smart Transportation" infrastructure.

- Parking Impacts:
  - How will autonomous vehicles affect parking demand?
  - There is likely to be a reduced overall parking demand.
  - Developers and cities may be less willing to build expensive parking structures, or seek alternatives.

Design new garages for flexibility, such as having flat floors to accommodate new uses in the future.

Mr. Rontal questioned if there is anything that can be done to try and future proof some of their plans and make it easier to do conversions down the road. Mr. Shogan suggested:

- Putting in the conduit for fiber optic cable when doing a road project.
- Plan parking structures in terms of re-use.
- Consider drop-off space in design schemes.

Mr. Rose asked what can be done from a traffic signal perspective. Mr. Shogan replied:

- Size the signal control cabinets to be ready.
- Add inexpensive features to the traffic signal controller that would make it easier to add new functionality later.

Ms. Edwards asked if there are any plans for electric vehicle charging stations. Mr. Shogan advised that the range has been increasing a lot. Already they can go 300 miles without a charge. The technology will definitely improve. Mr. O'Meara said there hasn't been enough demand in Birmingham that they would close off parking spaces and make them only available to electric vehicles.

Ms. Edwards asked about cyber security for the connected vehicles. Mr. Shogan said that is a whole industry unto itself because of the disastrous effect if there is vulnerability.

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

9. MISCELLANEOUS COMMUNICATIONS (none)

10. NEXT MEETING DECEMBER 6, 2018 at 6 p.m.

11. ADJOURNMENT

No further business being evident, the board members adjourned at 7:42 p.m.

Jana Ecker, Planning Director

Paul O'Meara, City Engineer