The City of FARMINGTON Founded 1824

GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY MEETING
Thursday, April 10, 2014 – 8:00 a.m.
Conference Room A – City Hall
23600 Liberty Street
Farmington, MI 48335

AGENDA

1. CALL TO ORDER

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES
   A. Grand River CIA Minutes of February 13, 2014

4. CONSIDERATION TO APPROVE CONTRIBUTION OF FUNDS FOR THE GRAND TRAFFIC ANALYSIS

5. SITE PLAN REVIEW – 30760 GRAND RIVER AVENUE, GRAND PLAZA

6. SITE PLAN REVIEW – 32305 GRAND RIVER AVENUE, STARLIGHT CELEBRATION

7. GRAND RIVER CORRIDOR OVERLAY DISTRICT

8. PUBLIC COMMENT

9. BOARD COMMENT

10. ADJOURNMENT

CITY OF FARMINGTON
GRAND RIVER CORRIDOR IMPROVEMENT AUTHORITY
MINUTES
February 13, 2014

CALL TO ORDER

The Farmington Grand River Corridor Improvement Authority meeting was called to order at 8:35 a.m. by Economic and Community Development Director Christiansen.

Members Present:	Carron, King, Scott, Thomas, Anthony
Staff:	Christiansen, Pastue

APPROVAL OF AGENDA

Motion by Carron, supported by Thomas to approve agenda as amended (Election of Officers agenda item added).

APPROVAL OF M INUTES

A. Motion by Scott, supported by Thomas to approve January 9, 2014 minutes as submitted.

DRAFT GRAND RIVER CORRIDOR DEVELOPMENT AND TIF PLAN REVIEW

Christiansen reviewed the revised/amended draft Development and TIF Plan. Motion by Anthony, supported by Carron to approve the Grand River Corridor Development and TIF Plan as revised and amended dated 2/5/14 and to forward it to City Council for their review and consideration. Motion passed unanimously.

PUBLIC COMMENT – None.

BOARD COMMENT – Comments made regarding the Orchard Lake Focus Area Plan and the redevelopment status/potential of King's Garage and Kathy's Kloset.

ELECTION OF OFFICERS

Motion by Scott, supported by Thomas to elect the following Grand River Corridor Improvement Authority Board Officers for 2014: Chairman – King, Vice Chairman – Anthony, Secretary – Carron. Motion passed unanimously.

CLOSED SESSION – LAND ACQUISITION

- Introduced by Christiansen
- Motion by Scott, supported by Anthony to enter Closed Session.
- Motion by Anthony, supported by Thomas to exit Closed Session.

ADJOURNED AT 9:30 a.m.

Farmington City Council Staff Report	Council Meeting Date: March 17, 2014	Reference Number (ID # 1508)

Submitted by: Vincent Pastue, City Manager

Description: Consideration to Approve Proposal Regarding Grand River Traffic Analysis

Requested Action:
Move to approve proposal submitted by Orchard Hiltz & McCliment (OHM) to conduct a traffic analysis along Grand River from Shiawassee Road east to Orchard Lake Road

Background:
One of the goals established by the City Council is to evaluate the opportunity to create more on-street parking along Grand River Avenue and to examine whether it is feasible to utilize the surplus lanes for other modes of transportation. Since this is a Michigan Department of Transportation (MDOT) trunkline, it is necessary to conduct a traffic analysis to determine whether this can be accomplished without a significant loss of service.

Matt Parks and Steve Dearing from Orchard Hiltz and McCliment (OHM) attended the City Council's March 3 study session to discuss the content of the proposal and answer any questions. The study area begins at Shiawassee and Grand River, and proceeds east to Orchard Lake Road. As discussed, it is necessary to evaluate traffic conditions beyond these points to insure no problems will be created as changes are recommended.

Financial Considerations - The estimated cost for this is $35,000. I will be requesting that the Corridor Improvement Authority contribute $10,000 toward this study, the same amount from the Downtown Development Authority, with the remainder coming from the Major Street Fund.

Other Considerations - During the study session, the importance of having this work coordinated with the proposed study considered by the joint Corridor Improvement Authority (CIA) east of Orchard Lake Road. OHM is preparing a proposal for consideration by the joint CIA Board.

Agenda Review

Review:
Vincent Pastue **Pending**
City Manager **Pending**
City Council Pending

EXHIBIT A

Understanding of the Project

The City of Farmington has been working on efforts to revitalize the retail climate for the community for the past number of years. Starting with the historic downtown, Farmington has made significant changes to address the balancing of issues, namely, limiting traffic congestion while promoting a vibrant, shopper-friendly business district. The City has successfully completed work on the stretch of Grand River Avenue from just west of Farmington Rd. to Grove St., as well as Farmington Rd from Grand River northwards to Shiawassee. They have programmed improvements for the segment of Farmington Rd. from Grand River southward to Orchard St.

The City now wishes to turn their attention to other portions of Grand River Ave. During construction activities in the summer of 2013, when Grand River Ave. was choked down to only one travel lane in each direction, the City realized that traffic congestion was eminently manageable, and this spurred interest in considering a road diet for most of the balance of Grand River Ave within the City of Farmington.

Our project team recognizes the importance of these issues, and the importance of communication and cooperation, and is committed to ensuring the success of this project. Our scope of service will address and be able to answer the issues posed by the community.

Approach to the Project

Working in conjunction with the City, its DDA and their planners, we will seek to identify a series of measures to promote the goals of the community. We will be examining optional cross sections along Grand River Ave., to look at the interactions between safe and expeditious traffic movements and adding the use of on-street parallel parking and /or bicycle lanes. The evaluations will also look at improving operations at signalized intersections, by considering the addition of signal phases for turning vehicles.

We anticipate the study area is Grand River Ave. from Shiawassee to Orchard Lake Rd. Three options will be evaluated:

1. Existing 4-lane/ 5-lane configuration (do nothing baseline),
2. Reducing Grand River Ave. to 3 travel lanes (one through lane in each direction with a center left turn lane), and
3. An unbalanced 4-lane road with two through travel lanes in one direction, one lane in the opposite direction and with a center left turn lane.

Any parking areas should have marked stalls, and could be delineated in the short term through the use of flexible delineators, similar to what the City of Dearborn had been using on Michigan Ave. But eventually, the areas should be delineated by rebuilding the curb-line to "bump out" and protect the on-street parking areas. We have a clear working understanding of the requirements of the U.S. Access Board for providing barrier-free (handicap) on-street parking as part of these types of roadway improvements to comply with the American for Disabilities Act. We would also work closely with SMART to determine if near-side or far-side intersection bus stops would provide the best transit services to the corridor.

OHM typically would develop a detailed, phased plan for implementation of any measures desired by the City. The phasing plan will break down all the recommended improvements into priorities for the city to tackle, allowing the city to integrate these projects into its Capital Improvement Plan, based on funding availability.

EXHIBIT A

Scope of Services

The main goals for this project are to identify ways to preserve traffic flow consistent with the goals the community. With safety firmly in mind, we would be looking for opportunities to expand on street parking as appropriate. OHM will accomplish this by using a computer model of the corridor, allowing us the ability of evaluating 'what if' scenarios based on different improvement options. Any improvements recommended regarding Grand River Ave. will need to be coordinated between the City and the Michigan Department of Transportation (MDOT).

The following items discuss the various elements of our proposal. As seen in the outline below, the project plan has been organized into five major tasks:

Core Tasks:

1. Data Collection
2. Safety Analysis
3. Analysis of Existing Conditions
4. Develop and Evaluate Alternatives
5. Project Reporting

These core tasks are elaborated below.

Task 1. DATA COLLECTION

Work will begin to review the information provided by the various sources, as well as to conduct additional data collection as outlined below.

Subtask 1.1 - Compile and review existing counts, signal timing data and other related data

For this task, we will collect data from all available sources. We will also incorporate any traffic data and findings from previous studies that the City, Road Commission or MDOT have completed in the project area and additional information that may be relevant to this project. We anticipate collecting as much of the following information as is available:

- Signal timing plans
- Intersection plans
- Machine volume counts
- Manual turning-movement counts
- Operational features necessary for the analysis, such as speed limits, turn restrictions, etc.
- Transit route data

Within the signal timing plans, OHM will focus on information regarding the type of signal, cycle length, offsets, green time, change intervals, flash schedule, minimum pedestrian crossing times and other signal timing requirements by the local agencies.

Subtask 1.2 - Field review of sites

The project area will be visited. General geometric information will be tabulated, including number of lanes, lane uses and widths turn storage, pedestrian crossings, turn restrictions, on street parking limits and time restrictions, and posted speed limits.

Subtask 1.3 - Conduct pedestrian, vehicle volume and turning-movement counts

We anticipate that most, if not all, of the needed traffic data available for our analysis is now so old as to be unacceptable for use. Thus, OHM is planning on conducting additional counts at the following intersections:

- Grand River at Drake
- Grand River at Shiawassee
- Grand River at Farmington
- Grand River at Grove

EXHIBIT A

- Grand River at Power
- Grand River at Orchard Lake (west)
- Grand River at Orchard Lake (east) / 9 Mile

OHM can provide traffic data collection on a lump sum basis. Alternately, we can arrange for counts to be conducted by Traffic Data Collection, Inc. and their effort billed directly to the City. For the purposes of this proposal, we assume OHM staff will conduct the counts.

Task 2 SAFETY ANALYSIS

One of a traffic engineer's most important contributions to traffic safety is the analysis of crash locations and the recommendation of improvements to correct deficiencies and to make the roads safer. However, it is not known if there are safety problems at this location. Further, this project will be evaluating alternatives that are significantly different from current operations, so that the existing crash patterns may not be applicable and germane to the discussion.

OHM proposes a minimal initial review to see it there are any unusual crash characteristics of this location. Crash data will be obtained for the study area from TIA. The data will be for the most recent three years. We will perform a cursory review to check if this location is a crash 'hot spot' relative to county-wide crash statistics and it there are crash patterns that may influence our evaluations

Task 3 ANALYSES OF EXISTING CONDITIONS

The data collected will be used in the analysis of the existing conditions. The traffic patterns within the study area will be analyzed during the a.m. and p.m. peak hours. The turning-movement data and roadway geometric data collected for the roadway network will be input and evaluated in the most recent version of Synchro / SimTraffic™. OHM has used Synchro / SimTraffic successfully for many projects of this nature, and its use is accepted by MDOT.

The corridor traffic deficiencies will be noted based on various measures of effectiveness (MOE's) for the a.m. and p.m. peak hours. It is recommended that the MOE's for this project would include level of service and delay, and will be discussed further at the kick-off meeting.

Subtask 3.1 – Update the existing roadway network model

The City of Farmington is fortunate that a complete Synchro / SimTraffic scaled model of the roadway network of the City is already available from the Road Commission. We will verify that this model has the correct geometric data for the study area, and input any needed changes such as new traffic count data.

Subtask 3.2 - Analyze existing network for MOE's

After the existing conditions network has been verified and all related inputs checked, the software would allow the determination of traffic operation deficiencies, based on various measures of effectiveness (MOE's). It is recommended that the MOE's for this project include level-of-service (LOS) and delay.

The existing network will be evaluated for the a.m. and p.m. periods to determine the baseline MOE's.

OHM will assess, using Synchro, the vehicle queuing at all locations for all periods to evaluate the adequacy of the existing turn lane storage lengths.

Task 4 DEVELOP AND EVALUATE ALTERNATIVES

As part of this task, OHM will endeavor to identify and evaluate any alternatives that would address maintaining the vitality of the project area, pedestrian and vehicle safety and congestion relief. Measures to be considered include: modifications to traffic signals and pavement markings, and roadway improvements sufficient to address the concerns. Preliminary cost opinions will be provided for all

EXHIBIT A

recommendations. Incremental improvements would be noted, with the degree of relief afforded to the deficiencies indicated.

During this task, OHM will develop a detailed, phased plan for implementation. The phasing plan will break down all the recommended improvements into priorities for the city to tackle, allowing the city to integrate these projects into its Capital Improvement Plan, based on funding availability.

Immediate Needs Phase: Will concentrate on improvements that can be implemented at low cost, possibly within existing budget constraints. These improvements usually consist of adjustments of the signal timing and items such as modifications to signs and pavement markings.

Short Term Needs Phase: This may include substantial needed improvements that may require future year budgeting for the outlays, but not beyond the levels associated with requiring special outside funding. Examples here may include signal modifications, and preventative maintenance activities.

Long Term System Needs: This category would encompass any upgrades and improvements needed that are of sufficient scale and scope that funding applications are expected.

Subtask 4.1 – Three-lane Option
OHM will evaluate Grand River Ave. on a 'road diet', modifying it from having a four-lane / five-lane cross section to having three lanes; one through lane is each direction and a center lane for left turn traffic. Changes needed to pavement markings, lane use and turning restrictions would be noted. These proposed changes can then be measured against the existing condition MOE's to determine their impact.

Subtask 4.2 – Unbalanced Four-lane Options
OHM will also analyze the operational impacts of retaining Grand River Ave. as a four-lane road, but changing one of the inside through lanes to a center lane for left turns. As with Subtask 4.1, the signal operation of the intersection will be studied to see if it would be appropriate to add left turn arrows to Grand River. As it is not self-evident whether east or westbound traffic should suffer the loss of a through lane, we will need to evaluate this type of change for both directions.

Task 5 PROJECT REPORTING
OHM takes pride in providing our clients with timely documentation of work progress and results. We will be responsive and prompt in meeting the project reporting requirements.

Deliverables
A considerable amount of information is expected to be collected and analyzed as part of this project. A complete list of the deliverables is shown below:

- Traffic data:
  - Manually taken pedestrian and vehicle turning-movement counts in hard copy. Any diagrams and tables can be provided hard copy as well as computer files.
  - Machine counts in hard copy.
- Crash analysis:
  - Individual intersection crash rates and frequency
- *Synchro* simulation:
  - Model of existing network in electronic form
  - Models of various scenarios in electronic form
  - Summary of MOE outputs by scenario
- Traffic signal operations:
  - Recommendations for modified traffic signal equipment and operations

EXHIBIT A

- Traffic signs and markings:
  - Report on control deficiencies, i.e. needed maintenance, incorrect usage, etc.
  - Recommendations on modifications to change operations, i.e. additional signage, new lane assignments, turn restrictions, parking modifications, etc.
- Roadway geometry:
  - Recommendations on modifications to improve safety and/or operations, i.e. addition of turning lanes or extending lane storage, revised geometry, traffic calming features, etc.
- Cost opinion for recommendations

Subtask 5.1 – Project Report
OHM will submit ten (10) printed copies and one electronic copy in PDF format of the final report summarizing our findings and recommendations. The report will include the deliverables itemized above. The report will also feature the documentation and procedures used for the study.

Subtask 5.2 – Presentation to City / MDOT
OHM proposes to meet with the City to present our final report and recommendations. We will also then be available to meet with MDOT.

Responsibilities of City

The OHM staff will need access to available City records for the study area. The following information and materials will need to be provided in a timely manner:

- A request from the City to the Road Commission to release a copy of the Synchro /SimTraffic network model(s) to OHM.
- Any proposed or approved site development plans in the study area.

Time Schedule

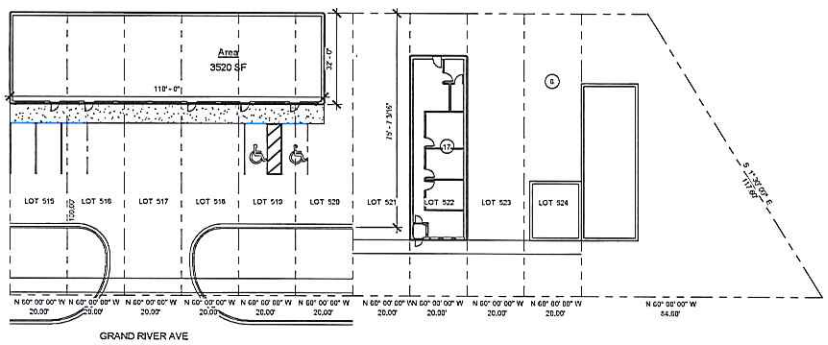
OHM is prepared to begin conducting the initial field review within 10 working days of the notice to proceed. The preliminary report would be available no later than 50 working days after we receive the notice to proceed. The final report would then be available within 10 working days after review comments are received from the City and highway review agencies.

Proposed Fee

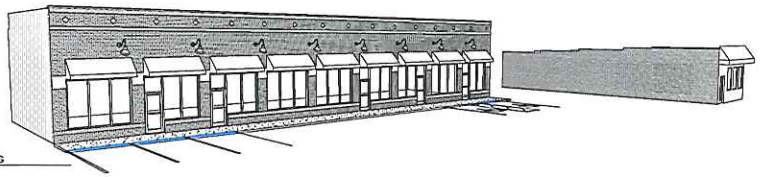
We will invoice the City on an hourly basis monthly like all other projects. We will provide a project budget to the City Manager prior to authorization. A monthly update on progress with invoices will be delivered.

Additional Services

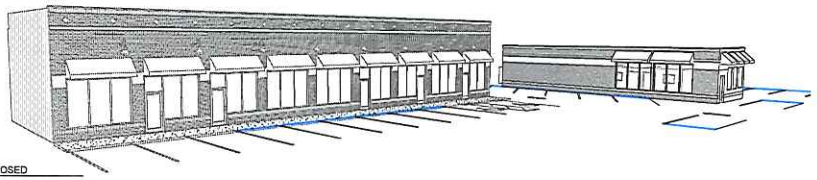
You may wish to request additional services not covered within the scope of this proposal. Examples might include attendance at additional meetings, analysis of possible mid-block crossings once . We would be happy to provide these or any other additional services on a time and materials basis utilizing the existing rate schedule with the City, which is three times payroll cost.



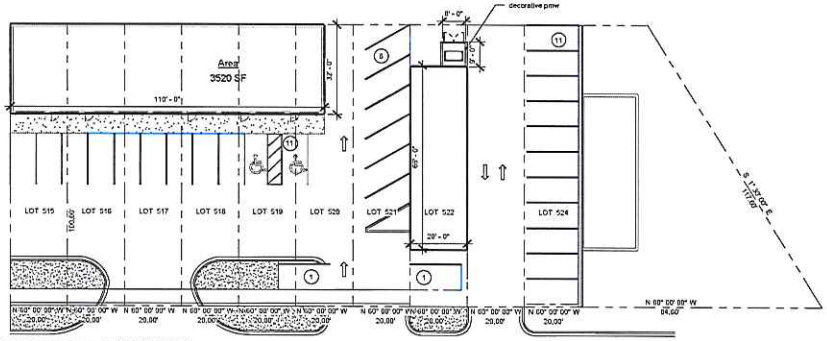
3 EXISTING SITE PLAN
1" = 20'-0"



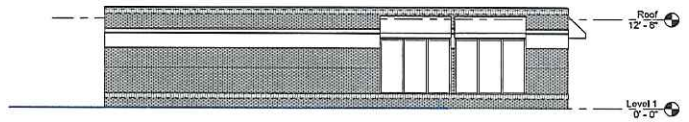
4 EXISTING



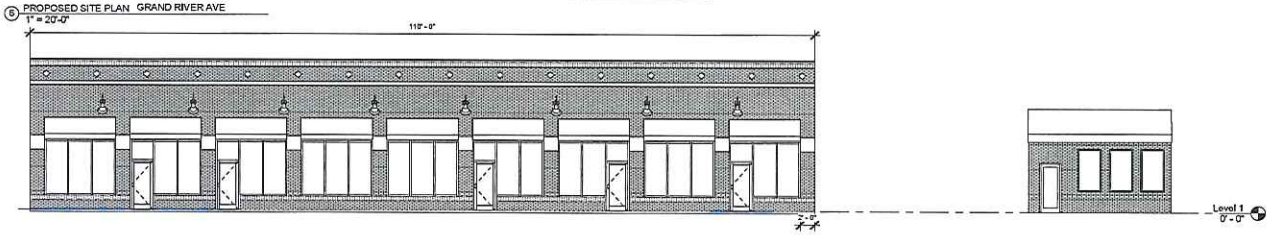
5 PROPOSED



6 PROPOSED SITE PLAN GRAND RIVER AVE
1" = 20'-0"

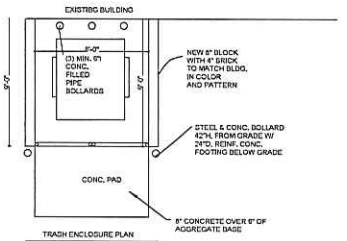


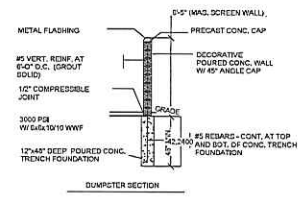
8 NEW SIDE ELEVATION
1/8" = 1'-0"

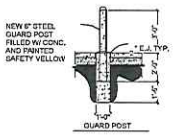


1 EXISTING FRONT ELEVATION
1/8" = 1'-0"

2 PROPOSED FRONT ELEVATION
1/8" = 1'-0"







7 DUMPSTER DETAIL
1/4" = 1'-0"

SCOPE DATA, LLC
361 DEER PATH TRL
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WWW.SCOPEDATA.COM

CONTACT NUMBER
PH: (248) 739-6399
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PROJECT
GRAND PLAZA

ADDRESS
30709 GRAND RIVER AVE

OWNER
PHILLIP MANSOUR

CONTRACTOR

SUBMITTALS

REVISIONS

#	Revision Date

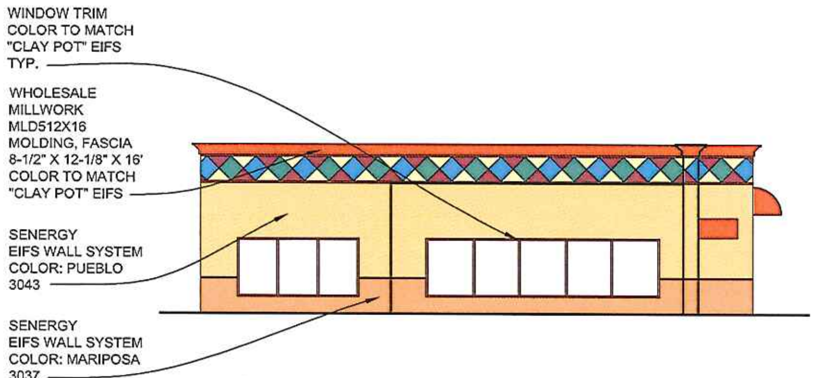
PROJECT NO

DATE
02/01/14

SCALE

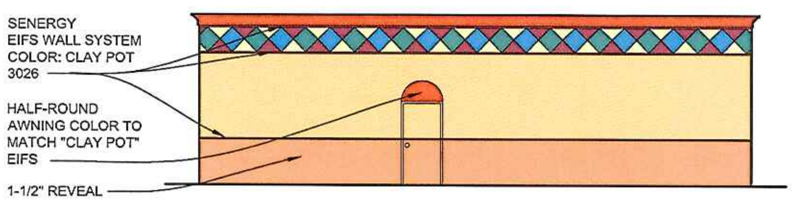
SHEET TITLE
PROPOSE SITE PLAN AND ELEVATION

SHEET #
A101



3 SPA-01 **NORTH ELEVATION**

SCALE: 3/32" = 1'-0"



NOTE:
MATCH COLORS ON DOOR TO ADJACENT EIFS COLOR

2 SPA-01 **SOUTH ELEVATION**

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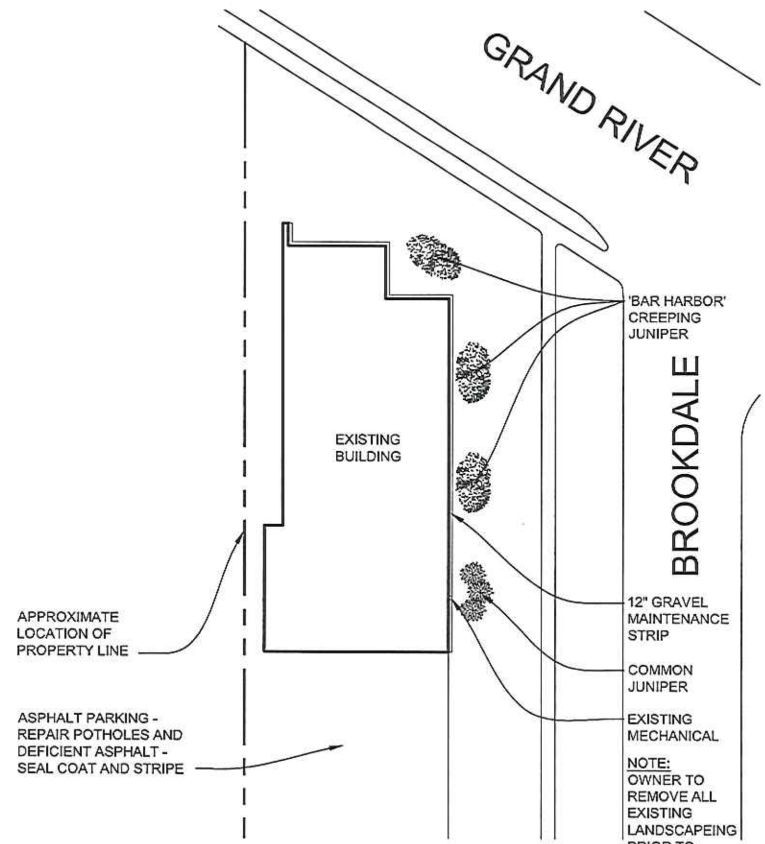


1 SPA-01 **SITE PLAN**

SCALE: 1/32" = 1'-0"

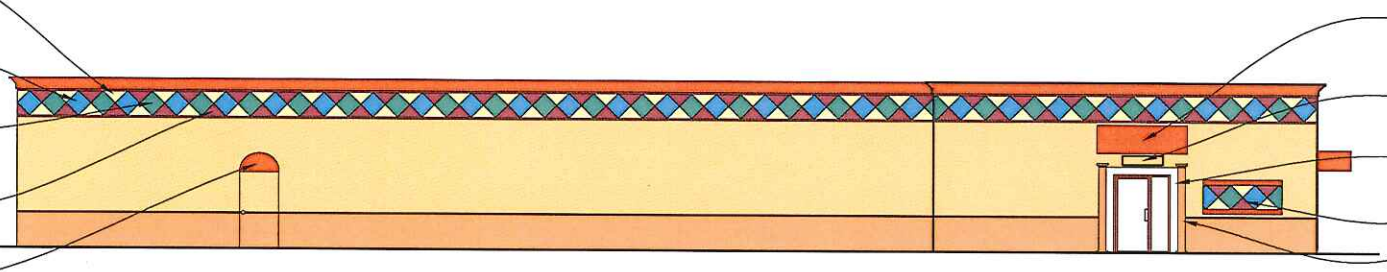
ISSUED	DATE
SPA	04.02.14

S3 architecture

STARLITE CELEBRATIONS

32305 GRAND RIVER, FARMINGTON, MI 48336

Date	03.27.14
Scale	AS NOTED
Drawn by	CB
Approved by	SS
Job	1402
Sheet Name	SITE PLAN AND ELEVATIONS
Sheet No.	SPA-01



NOTE:
MATCH COLORS ON DOOR TO ADJACENT EIFS COLOR

2 SPA-02 WEST ELEVATION

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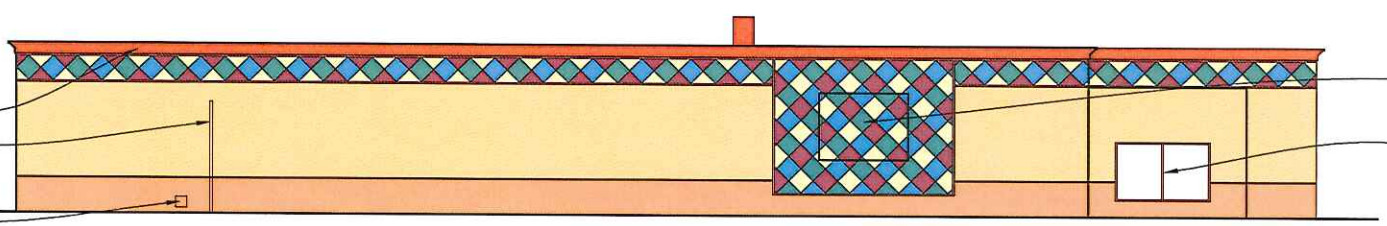

1 SPA-02 EAST ELEVATION

SCALE: 3/32" = 1'-0"

ISSUED	DATE
SPA	04.02.14

S3 architecture

STARLITE CELEBRATIONS
32305 GRAND RIVER, FARMINGTON, MI 48336

Date	03.27.14
Scale	AS NOTED
Drawn by	CB
Approved by	SS
Job	1402
Sheet Name	ELEVATIONS
Sheet No.	SPA-02