



City Commission – Multi-Modal Transportation Board (MMTB)
Joint Meeting Minutes
December 11, 2025 – 6 p.m.
DPS Conference Room, 851 S. Eton, Birmingham, MI
Vimeo Link: <https://vimeo.com/1142282139>

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

2. ROLL CALL

Deputy City Clerk Brown called the roll.

Present: Mayor Baller; Commissioners Haig, Host, Kozlowski (arrived 6:06 p.m.), Longe; MMTB Chair Doolittle; Board Members Davies (arrived 6:06 p.m.), Dobrowitsky, Engelland, Hillberg, Hocker (arrived 6:06 p.m.)

Absent: Mayor Pro Tem Long; Commissioner Kolb

Staff: City Manager Ecker; City Planner Blizinski, Deputy City Clerk Brown, Assistant City Manager Clemence, City Engineer Coatta, Planning Director Dupuis, Operations Captain Kearney

3. PUBLIC COMMENT

Katy Dobrowitsky commented on the appropriate scope of the MMTB.

4. DISCUSSION TOPICS

A. Multimodal Transportation Board (MMTB) Scope

CP Blizinski, the Mayor, and Chair Doolittle provided introductory remarks. Staff answered informational questions.

The following points were raised in the course of Commission-Board discussion:

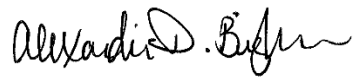
- Future MMTB tasks could include advocating for multi-modal improvements, assisting with Woodward concerns and coordination with MDOT, recommending opportunities for the implementation of universal design principles, collecting data and preparing reports on multi-modal related matters, updating the MMTB Plan and connecting it to other relevant City, regional, and State efforts, learning more about how the Michigan mobility office might inform the work of the MMTB, and learning more about how multi-modal best practices and future practices might be managed, approached, or implemented within the City.
- If the MMTB continues to exist and perform reviews, the Commission and staff should determine whether a given road would be improved or unimproved before MMTB review.
- More items could be provided to the MMTB as read-only in order to prioritize how discussion time in the meetings should be spent.
- The MMTB could have two meetings a month, one for study sessions and one for reviews.
- The ordinance should be changed to clarify what should and should not be referred to the MMTB.
- Topics that are in effect adjustments of City policies should be referred to the Commission.
- It is necessary to clarify whether the purpose of the MMTB is general advocacy or to execute an MMTB Plan.
- The MMTB should continue to exist because it provides opportunity for important resident engagement, because it provides opportunity for multi-modal advocacy, and because its work complements other accessibility- and sustainability-related efforts in the City.
- MMTB members might integrate lived experience into their reviews in a way that broadens the perspective of the professionally-prepared plans.
- Alternatively, the MMTB usually receives already-good plans from City staff and consultants, and often offers comments on smaller aspects that mostly serve to refine these already-good plans. Consequently, the amount of value-add coming from an MMTB review, and whether that warrants the MMTB's continued existence, is worth considering.

- Residents tend to be most concerned about speeding, cut-through traffic, heavy trucks, and sidewalk implementation.
- Speed mitigation and traffic calming are related to multi-modal concerns because residents want to feel they are able to recreate without being at excess risk due to vehicles.
- When a road remains cape seal, fewer speed mitigation options are available. It would be beneficial to ensure that residents are more informed about the limitations of cape seal.
- It might be appropriate for the MMTB to focus on where improvements in the City's multi-modal planning could occur.
- If the MMTB is to advocate for safety across all road projects, the current funding structure likely needs to be modified.
- It is unclear how much, or whether, road improvement projects should be before the MMTB.
- This discussion may be conflating budget and value. While budget and source of funds is not within the MMTB's scope, evaluating the value of certain changes should likely be within the MMTB's scope. When the MMTB discussed 'cost' as part of its evaluation of Wimbledon Part I, it was considering value, not budget.
- During Wimbledon Phase I, the MMTB suggested a framework for evaluating projects. If initial presentations to the MMTB included all of the data required for using the framework, the MMTB evaluation process might be more streamlined.
- Publishing the evaluation framework on the City's website and clarifying what options are and are not available for cape sealed and improved roads could help residents better understand the process.
- Concerns about underground infrastructure improvements should be strictly referred to the Commission or staff for further discussion, and should not be engaged at the MMTB level.
- Staff could provide the MMTB with a list of multi-modal related complaints that have come in to the City.
- The Parks and Recreation Board participates in updating the Parks and Recreation Master Plan every five years, which is a document that has many benefits for the City. The MMTB could be tasked with undergoing a similar, regular process for updating the MMTB Plan.
- Road design projects require balancing the often-conflicting needs of pedestrians, cyclists, and drivers. MMTB recommendations are most helpful when they suggest specific ways of balancing those needs within each road project.
- The Engineering Department and the City's traffic consultant should bring roads with expenditure estimates, that are designed as closely to standards as possible and multi-modal in nature, to the MMTB. The MMTB should then evaluate these proposals and either recommend them to the Commission or recommend changes.
- Other City boards are also presented with proposals and asked to evaluate the proposals. These boards also serve as forums for the public to express their opinions. These boards are not asked to begin with a blank slate. The MMTB should not be involved with discussion about the costs of street design. This is likely the most appropriate model for the MMTB.
- Not every project can be made to align with all of the City's street standards, for a number of different reasons and sometimes including costs to residents. The MMTB should be empowered to directionally consider costs in order to make project recommendations that make sense within the greater context.
- Alternatively, it may not be appropriate for the MMTB to consider costs. How projects are funded and costs are allocated is a decision beyond the MMTB's purview.
- If it were possible, a list of the costs of all road design features could be helpful in weighing road improvement recommendations.
- It is not possible to provide a list of costs of all road design features because costs change significantly from project to project due to market conditions, size of the project, and other factors. The City recently faced this difficulty in trying to estimate the costs for Wimbledon Part I based on the costs of the Arlington and Shirley project.
- Allowing speed remediation efforts in the City to be more experimental could be of benefit. Temporarily installing speed bumps or tables and collecting data on the results could be one example.
- MMTB reviews become fraught when special assessments are involved. Changing the way that special assessments are presented or structured reduce the difficulties they raise for MMTB reviews.
- Some residents living on streets going from unimproved to improved might not be interested in upgraded features that add meaningful cost. This is part of the context in which the MMTB should be empowered to evaluate designs.
- It might be useful to solicit community input on the desired road surface before Engineering presents a road design to the Commission. While this would add a step, it might make the overall process run more smoothly.
- If residents are given around three years' clear advance notice that their street is slated for upgrades, it might also improve resident clarity within the process.
- Upgrading the underground infrastructure in Birmingham must be a top priority given the

age of the water and sewer infrastructure.

5. ADJOURN

The Commission adjourned the workshop at 8:24 p.m.

A handwritten signature in cursive script, appearing to read "Alexandria Bingham".

Alexandria Bingham, City Clerk

A handwritten signature in cursive script, appearing to read "Laura Eichenhorn".

Laura Eichenhorn, City Transcriptionist