



MEMORANDUM

TO: Mayor and Council
FROM: Howard S. Lazarus, City Administrator
DATE: January 10, 2020
SUBJECT: Update on Legistar File #19-2079, Resolution to Prohibit On-Street Parking on Both Sides of Barton Drive

The following memo is regarding the follow-up on additional public feedback regarding Legistar File #[19-2079](#) to approve the prohibition of on-street parking on both sides of Barton Drive from Longshore Drive to Pontiac Trail.

The City's Non-motorized plan calls for on-street bicycle lanes. Prior to beginning design work, staff reviewed the plan's recommendations to determine if the construction of bike lanes would be feasible and advisable. The bike lanes on Barton would serve the purpose of continuing to build out the City's bike infrastructure and provide a key link for people riding bicycles between this area and downtown either by on-street bike lanes on Pontiac Trail or by the lower stress off street route through Bandemer Park. Research has proven that Cities who invest in improved bicycling infrastructure have better safety outcomes for all transportation users; installing the bicycle lanes would further the City's Vision Zero, complete streets, and carbon neutrality policies.

Although we know that more people are choosing to ride bicycles in the City, in all weather conditions, the question of whether anyone will use the new infrastructure often comes up. A quick method staff use for understanding non-motorized transportation desires is by using the publically available STRAVA heat maps. Staff consider STRAVA user data to be a sampling of non-motorized activity and useful to help understand relative desire/demand for facilities. The STRAVA data shows that this section of Barton Drive has usage levels similar to Miller Ave., Liberty St., and Pontiac Trail, which all have dedicated on-street bike lanes.

Different options for the proposed street and bike lane layout of Barton between Longshore Drive and Pontiac Trail were presented to public at a meeting on September 19, 2019. Residents were surveyed at that public meeting and also online through A2 Open City Hall. Residents were asked whether the City should: leave the configuration of the road as it is, remove parking from both sides and install bike lanes on both sides, remove parking on the south side (and install bike lanes on one side only) or remove parking from the north side (and install bike lanes on one side only). Additional feedback was also encouraged through the City's project manager.

On November 18, 2019, the Resolution was first presented to City Council. The Resolution was postponed until 1/21/2020, with Council requesting that a new resident survey be conducted prior to this item returning to City Council. In response to this request, staff conducted an additional postcard survey of residents immediately adjacent to the proposed parking removal area.

The results of the full engagement efforts are shown below in Table 1. The results of the Public Meeting Survey and the A2 Open City Hall Survey can also be viewed at the project website at www.a2gov.org/bartondrive.

Table 1 - Percent of Support for Bike Lanes

Population	Number of Respondents	Maintain on-street parking (No Bike Lanes)	Install bike lanes on both sides of Barton, removing on-street parking	Install a westbound bike lane and maintain parking in the eastbound direction	Install an eastbound bike lane and maintain parking in the westbound direction
Public Meeting ¹	32	37.5%	56.3%	3.1%	3.1%
A2 Open City Hall – City-wide	209	13.7%	75.0%	4.4%	6.9%
A2 Open City Hall – Ward 1	133	16.9%	73.1%	5.4%	4.6%
A2 Open City Hall - Neighborhood	67	25.0%	65.6%	6.3%	3.1%
Postcard Survey – Affected Homeowners ²	9	88.9%	0%	11.1%	0%

1. September 19, 2019

2. Property owners adjacent to current on-street parking

The removal of the on-street parking on the both sides of Barton Drive from Longshore Drive to Pontiac Trail and installation of bike lanes was recommended by the Transportation Commission for City Council approval. A Resolution from the Transportation Commission supporting this recommendation is attached to the Resolution.

Based on the above information, staff have determined that the Non-motorized Plan’s recommendation for adding bike lanes on Barton Drive is still valid and advisable to pursue. In order to incorporate the bike lanes east of Longshore Drive, it is necessary to eliminate on-street parking from both sides of the road.

Chapter 10 of City Code requires Council approval for the permanent or temporary restriction of parking for more than one block. Therefore, the original resolution presented to City Council in November 2019 to prohibit on-street parking on both sides of Barton Drive from Longshore Drive to Pontiac Trail is being re-submitted to City Council.

In addition to the polling questions asked at the public meeting and on A2 Open City Hall, staff asked any comments from the affected residents that received the polling postcard. A summary follows:

Comments:

- Residents from Pontiac trail to M-14 on Barton need on street parking
- This stretch is very narrow and curves and heads downward and visibility is poor and unsafe to support a bike lane. People speed through the intersection
- It is a vehicular path to highway and safer alternatives are used by bikers/etc. to access boardwalk/parks. I live at 709 Barton Dr and have witnessed accident after accident in 22 years. Listen to those that live on this road. We know the dangers and it is not needed!
- Pontiac Tr and Barton Dr is a choke point! There is no room for cars! Barton Dr from Brede Pl to M-14 is horrifying!
- While initially supportive of bike lanes, I now believe that adding bike lanes/eliminating parking w/o any additional improvements will increase already excessive speeding and aggressive driving, especially at Barton/Pontiac Trail intersection.
- As long as there is the X way on/off, and so much traffic it doesn't make sense to have bike lanes. The alternatives of Longshore Dr and its walkway (?) is best bet for bikers
- Keep Barton Dr safe thank you

As always, please do not hesitate to contact me if I can be of further assistance on this matter.

cc: C Hupy
N Hutchinson