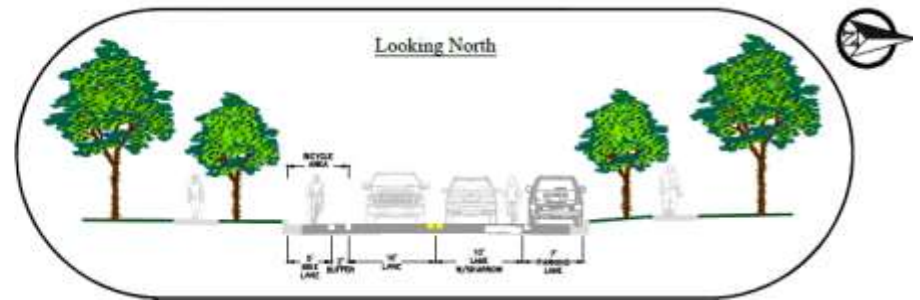


North Seventh Street – Huron Street to Miller Avenue

Bicycle Lane Project Update

Recommendation

Based on comments received from the community and overall feasibility, city staff recommend implementation of Concept 1 for North Seventh Street between Huron St. to Miller Avenue. This concept includes a bike lane and buffer on the west of the road; share the road arrows on the east side of the road; and maintains existing parking on the east side of the road.



Background

Seventh Street from Huron Street to Scio Church Road was scheduled to be resurfaced in 2018. As part of the project, the City incorporated buffered bike lanes and high visibility crosswalks. Stakeholders along the corridor and the City's Non-motorized Plan supported the incorporation of better bicycle and pedestrian facilities. This work was completed at the end of August 2018.

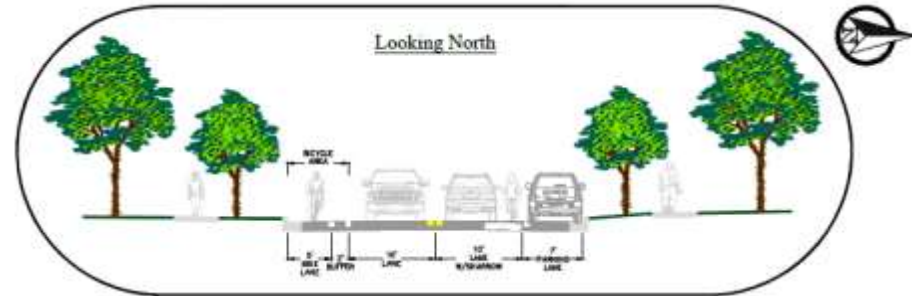
As the Seventh Street between Huron and Scio Church project was underway, there were requests from community members to continue bicycle facilities north of Huron to Miller Avenue. The City's Non-motorized Plan calls for bike lanes for this segment of Seventh Street and specifically calls for the elimination of on-street parking.

More detailed information about the project history can be found at the project website: www.a2gov.org/seventh

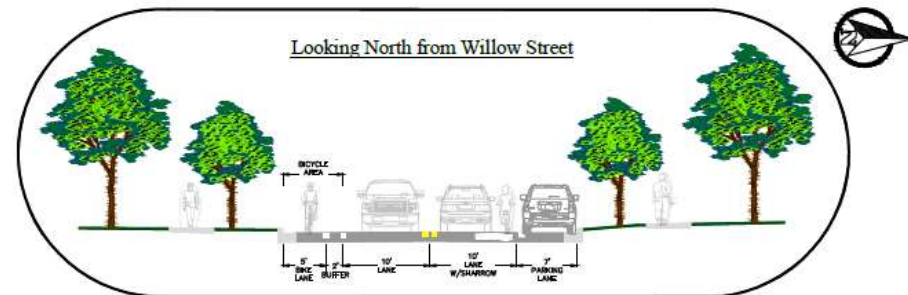
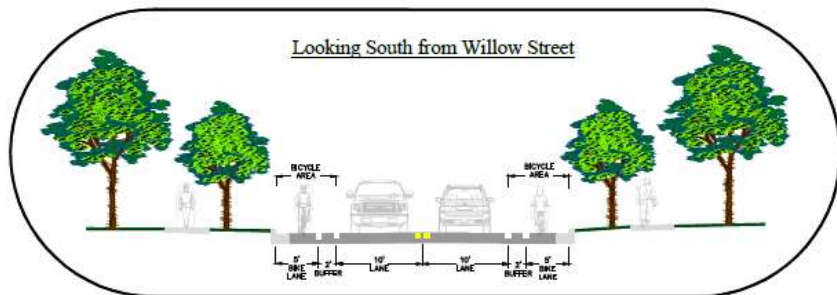
Concepts

Staff developed four different concepts for consideration that made differing levels of accommodation for bicyclists and existing on-street parking. More detailed information about the project concepts can be found at the project website: www.a2gov.org/seventh

Concept 1: Bike lane and buffer – west side; share the road arrows – east side; maintain existing parking – east side.

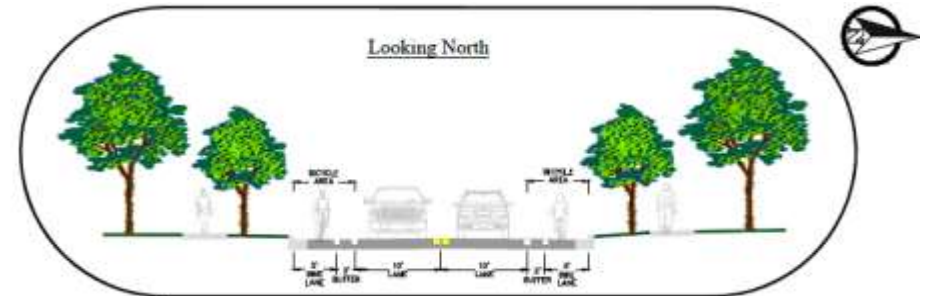


Concept 2: Bike lane and buffer – west side; bike lane and buffer transitions to share the road arrows – east side; maintains a portion of east side parking along West Park.

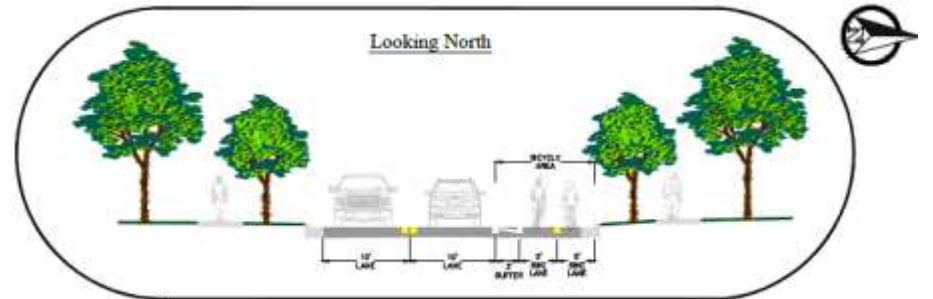




Concept 3: Bike lane and buffer on both sides of the street; remove all on-street parking.



Concept 4: Bi-directional bike lanes (cycle track) on east side; remove all on-street parking.



Public Engagement

Staff organized several different outreach opportunities to get feedback on these concepts. An overview of the results is as follows (more detailed information about the comments received can be found at the project website: www.a2gov.org/seventh):

Open House sessions:

City staff presented informational boards with the design concepts and descriptions. Attendees were asked to complete feedback forms on their preferences and share additional thoughts. There were three different open house sessions:

July 25 – Civic Band Concert, West Park entrance (along N. Seventh St. near Willow St.)

August 1 – Kerrytown Farmer’s Market (315 Detroit St.)

August 1 – 1st floor lobby of City Hall (301 E. Huron St.)

65 feedback forms were received during these sessions. Upon applying a weighting factor to the rankings provided by the respondents, concept 1 was the preferred concept among those who attended the open house sessions.

Concept 1 – 151 points

Concept 3 – 120 points

Concept 2 – 117 points

Concept 4 – 105 points

Online Survey

An A2 Open City Hall survey was available online from July 27, 2018 to August 10, 2018 and posed the same questions as feedback gathered at the open house sessions. 281 responses were received from the online survey. Upon applying the same weighting factor to the rankings, concept 1 emerged as the preferred concept among online survey respondents.

Concept 1 – 619 points

Concept 3 – 569 points

Concept 2 – 509 points

Concept 4 – 461 points

The combined results of the open house sessions and online survey are as follows:

Concept 1 – 770 points

Concept 3 – 689 points

Concept 2 – 626 points

Concept 4 – 566 points

Parking Removal Postcard

Removal of on-street parking for more than one block requires City Council action. It is standard practice for the City to send a postcard survey to adjacent properties which might be affected by the removal of on-street parking. This information is then presented to City Council for their consideration.

Letters explaining the project accompanied by prepaid postage postcards were sent on August 22, 2018 and responses were requested by September 7, 2018. Of the postcards that were returned by the deadline, 22 respondents opposed removal of parking; 2 were in favor of the removal for improved bicycle facilities.

Other Considerations

There were many thoughtful suggestions that came through the public engagement process. Staff explored a variation on Concept 1 that would buffer the bike lane with the on-street parking. Staff also explored a new concept that would allow parking on both sides near West Park with the intent of creating a traffic calming effect. Ultimately, the constraints of the right-of-way width (typically 34') precluded these options from advancing further.