

ENGAGEMENT OUTCOME

Barton Drive Resurfacing and Water Main Replacement Project, M-14 to Pontiac Trail

An update on active transportation features proposed for Barton Drive is provided below based on the feedback the City received at the Public Meeting on Thursday, September 19, 2019, the survey at [A2 Open City Hall](#), various emails and phone conversations, and a field meeting on Monday, October 14, 2019 with affected property owners in sidewalk Zone 2. An [Engagement Summary](#) is available.

- **[Bike Lanes](#)**: A single bike lane proposed westbound from Northside to M-14 on a paved shoulder; east of that, a bike lane on both sides. Supported at the public meeting, through the online poll and by the [Transportation Commission](#). City Council will consider a resolution for on-street parking removal for bike lane installation on [November 18, 2019](#).
 - **[Sidewalks Zone 1 & 3](#)**: Included in the original project scope, and proposed for installation. Supported at the public meeting and through the online poll. Each zone will have a separate Special Assessment Districts; Council will vote on each separately. An Administrative Hearing will be scheduled in January, 2020 for affected property owners which will describe the special assessment process and give property owners the estimated cost of the assessment: [Special Assessment Frequently Asked Questions](#).
 - **[Sidewalks Zone 2 & 4](#)**: Not part of the original scope, and not proposed for installation. Sidewalk installation was explored upon receiving a petition from one resident in Zone 2. Less than 50% support for both locations at the public meeting, nearly 70% support for both locations through the online poll. Although Zone 4 does not include a special assessment, all adjacent residents signed a petition opposing sidewalk installation, citing loss of vegetation as a concern. Further investigation by design staff indicates considerable loss of vegetation, and need for a retaining wall to construct sidewalk in this area. In an onsite meeting with Zone 2 residents, staff did not hear much support for the sidewalk beyond the resident that petitioned. Adding a crosswalk at Barton & M-14 was discussed, which could help with the challenge of getting from the north side of the road to the boardwalk on the south side. Based on the technical challenges, cost, impacts on vegetation, and lack of support among affected property owners, sidewalk Zones 2 & 4 are not being added to the project scope at this time. An independent sidewalk gap project could be pursued in the future, potentially with federal funding to reduce the assessment costs.
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- **Crosswalks:** New crosswalks with [Standard+ Design Options](#) are proposed at the three-way stop at M14, crossing Longshore, crossing Chandler, and if sidewalks are installed, crossing Barton at Northside, crossing Barton at Chandler, crossing Northside, and crossing Starwick. Crosswalks on Barton Drive will include positive contrast street lighting as well. After consideration of a crosswalk near Longshore, it was dismissed due to safety concerns. Even if a Rectangular Rapid Flash Beacon (RRFB) were installed, sight distance issues at that curve would prevent a safe crossing at Brede or Longshore. Due to right-of-way constraints and the scope of the project, the curve alignment cannot be straightened at this time, so we will not install a crosswalk at this unsafe location. A crosswalk is proposed closer to Northside Avenue.

Additional engagement will begin in January, 2020 including a Special Assessment Administrative Hearing for affected property owners in sidewalk Zones 1 & 3.

To be added to an email list for further project updates email JAllen2@a2gov.org



Questions?

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