

BARTON DRIVE 2019 ENGAGEMENT SUMMARY



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

Summary Outline

Engagement Overview

September 19, 2019 Meeting Overview

- Open Discussion – Topic Summary
- Open-ended Feedback – Written Comments from Meeting Feedback Forms
- Polling Activity Summary

Online Engagement

- Polling Activity Summary – A2 Open City Hall
- Open-Ended Feedback – Email

Appendix A: 9/19/19 Sign-In Sheet

Appendix B: 9/19/19 Demographic Results

Appendix C: 9/19/19 Open Discussion – Complete Notes

Appendix D: A2STEAM Survey Responses

ENGAGEMENT OVERVIEW

The City of Ann Arbor held a public meeting on September 19 and an online feedback opportunity (a2gov.org/services/pages/opencityhall.aspx) from September 20 – October 4 to share information on and gather feedback pertaining to the Barton Drive Resurfacing and Water main Replacement Project and associated transportation features along Barton Drive.

The project team will consider feedback results and engineering best practice recommendations as they continue with the project design.

Note: this is not a direct transcription of the meeting discussion – this summary has been prepared from notes taken during the meeting. Only written feedback provided at the meeting and online has been directly transcribed.

For additional materials, including the meeting presentation, and the online polling activity data, please visit a2gov.org/bartondrive.



Questions?
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SEPTEMBER 19, 2019 MEETING OVERVIEW

Date: Thursday, September 19, 2019
Time: 6:30 – 8:30 p.m.
Location: Northside STEAM, 912 Barton Drive, Multipurpose Room
Attendees: Public Present: 74; refer to Appendix A for sign-in sheet and Appendix B for results of the demographic questionnaire provided at the sign-in table.
City Staff Present: 5; Jane Allen, Kayla Coleman, Nick Hutchinson, Luke Liu, Nani Wolf

Meeting Agenda

- I. Welcome, Introductions & Meeting Purpose
- II. Project Overview
- III. Proposed Active Transportation Improvements
- IV. Breakout Session & Feedback
- V. Construction Impacts
- VI. Open Discussion, Q&A

The meeting covered the following topics:

- Replacement of the existing water main with a larger water main to increase capacity from Northside to Pontiac.
 - Replacement of the existing pavement from M-14 to Pontiac.
 - Replacement of some existing curb, sidewalk and ramps to comply with the Americans with Disabilities Act (ADA).
 - Possible safety improvement features, including constructing new bike lanes, filling sidewalk gaps, installing new crosswalks, and altering intersection configurations.
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SUMMARY OF TOPICS

The following topics were identified by meeting participants during the open discussion periods of the meeting. The complete notes from open discussion during the meeting are provided in Appendix C.

- Zone 2 & 4 sidewalks and/or crosswalks
 - Informal Brede crosswalk
 - Crosswalk placement
 - Sidewalk maintenance
 - Barton vehicle traffic and character of traffic
 - Brede width and cut-through traffic
 - Snow removal at Starwick and Brede
 - Chandler intersection arrangement
 - Barton width and bike lanes
 - Crosswalk signage in lane (pedestrian gateway treatment)
 - Tree coverage and foliage (Hilldale back lots)
 - Streetscape/neighborhood feel
 - Michigan Department of Transportation (MDOT) M-14 ramp
 - Northside cut-through
 - Road footprint
 - Northside rain garden
 - M-14 crosswalk and boardwalk connection
 - Major road designation – sidewalks and bike lanes
 - Project duration and staging opportunities
 - Barton/Pontiac hydrant
 - Hillsdale backlot construction impacts
 - Barton property easements
 - Citizen petitions
 - Zone 1: pedestrian use volume
 - Crosswalk risk designation
 - Cut-through traffic enforcement
 - Left-hand turn lane northbound on Barton at Pontiac
 - Survey results analysis
 - Parking spaces on Barton
 - Pedestrian safety
 - Safe Routes to School vote
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OPEN-ENDED FEEDBACK

Written Comments from Meeting Feedback Forms

Feedback forms were provided at the meeting, 30 were returned. The following written comments and questions have been transcribed as written to the best of staff ability and categorized according to major topic. Categories include Sidewalk and Bike Lane Design, Property/Funding Concerns, Crosswalks, Traffic Enforcement, and Other. Feedback that applies to more than one category has been categorized according to the best possible fit. Staff responses are in *italics* where provided.

Sidewalk and Bike Lane Design

- A sidewalk along Barton is an absolute necessity to improve the safety of pedestrians in the area. Secondly, it would improve the walkability of the neighborhood and perhaps give it a more neighborly feel (not just for getting to know your neighbors) but for cars flying through off/onto the highway. Thank you for your consideration!
 - Living on Barton, by M-14, I would really like safe access to the boardwalk. With 2 children under 3, it seems wildly dangerous just to walk them to the park.
 - I would really appreciate functional sidewalks and bike lanes. I live just north of the area but walk in the area and my kids walk and bike to A2STEAM and to friends' houses and parks in the area. I dislike the current setup both as a pedestrian and a motorist. It's not safe right now and the system is a hodgepodge and without comprehensive action will only get worse as more development happens on north Pontiac Trail.
 - New design of Starwick Dr. /Chandler is excellent! Lots of current jaywalking to avoid the Starwick Drive sidewalk gap. West side how we can build the left turn lane at Barton Dr. and Pontiac Tr. Great to build sidewalk opposing the boardwalk as the boardwalk is slippery in the winter.
 - A majority of residents from 75-221 Barton Drive do NOT want a sidewalk
 - Please focus on bike lanes and sidewalks. Infrastructure improvements are great, but we need pedestrian improvements more than anything.
 - Sidewalks on Barton are needed! Starwick and Barton especially. Safe routes to school was a disappointment and this is a move in the right direction. Crosswalks.
 - All residents on Hilldale Dr. do not want a sidewalk
 - Please proceed with sidewalks and intersection improvements for Zone 3 at Barton and Starwick. This is right by A2STEAM and is a major gap in providing a safe route to school. This would be the best route for my daughter to walk to school – if it existed – as it doesn't, the safest option would be for her to backtrack to the Barton and Pontiac Trail intersection, but it doesn't feel any safer – it is in need of traffic calming, as cars frequently whip around the corner and go up over the curb.
 - Sidewalks in general are a good thing, but some situations call for increased scrutiny before considering or implementing new sidewalk construction. Zone 4 especially and Zone 2 are prime examples. There are serious safety concerns for pedestrians and cyclists with the proposed changes.
 - Bike lanes on Barton will not be respected
 - Please consider safety improvements at Pontiac Trail and Barton on all corners, especially for pedestrians. Vehicles repeatedly turn over curbs/up on the sidewalk and our children walking to school in the morning need to be SAFER!!!! Roughly 10% of A2 Steam's students live north of Barton and West of Pontiac Trail. We currently advise
 - Bike lane on south side of Barton would eliminate heavily used access to park from that segment of the street. Bike lane on the north side would also be useful. Proposed center turn lane is great. Zone 2 sidewalk would be very helpful to alert drivers that they are entering a residential area and a crosswalk at the M-14 and Barton intersection would not only help pedestrian traffic, but also alert traffic of the residential zone.
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- Why would I want a bike lane which takes me to M-14 and again why would I want to walk to M-14? Anticipate problem with 3 way stop at M-14 and adding pedestrian walk. Live on Hilldale and concerned about maintaining sidewalk I can't access. Still need to cross Barton to boardwalk. *The city maintains other back-lot sidewalks and if the sidewalk in Zone 4 is built it would be shoveled at the same time as the boardwalk.*
- Thanks for the update. I'm all for sidewalks and bike lanes. I liked the clickers – hopefully better luck next time. It would be good to cover the impact (if any) to property owners of sidewalks and/or bike lanes.
- Barton between M-14 and Pontiac Trail is too narrow and dangerous for any bike lane. *The bike lane would occupy the space currently being used by parked cars between Pontiac and Brede and would a new paved shoulder from Brede to M-14. The width of the lanes for vehicular traffic would not be decreased.*
- I am very concerned about the intersection of Barton Drive and Pontiac Trail. When kids are walking to/from school at A2STEAM, there have been multiple instances where large trucks turn at that intersection, driving over the curb, and becoming dangerously close to pedestrians waiting at the intersection to cross. PLEASE make the necessary changes to improve safety for pedestrians at that intersection. Thank you! Also, because of the level of danger with speeding cars on Barton, I'd highly recommend flashing (overhead) lights at crosswalks on Barton. *Reconstruction of the intersection of Barton and Pontiac is not within the scope of this resurfacing project, but the city will try to make improvements at the intersection when possible. Overhead flashing lights, also known as Rectangular Rapid Flashing Beacons (RRFBs), are reserved for mid-block crossings and are not used at intersections that have existing traffic and pedestrian signals.*
- Bike lane between Brede and highway entrance is a bad idea, unsafe. Bikes use the boardwalk! The petitioned sidewalk is unnecessary and only a few people will use it – waste of money. You should focus on SAFE crosswalks across Barton so we can access the boardwalk.
- A Barton crosswalk is needed at Northside on Longshore. This is a high priority safety item for the pedestrian traffic to Bandemer Park.
- I am in full support of improvements to pedestrian safety, especially sidewalks and crosswalks.

Property/Funding Concerns

- I fear that opposition to special assessments will keep being an obstacle. If new sidewalk funding came from a millage the way sidewalk repairs have since ~2011, opposition may significantly decrease.
- There is NOT room for the proposed improvements without taking a considerable amount of land from Hilldale back lots. *The proposed sidewalk would be built within the public right-of-way (ROW) and would not take any property any from Hilldale residents.*
- I don't think individual homeowners who don't want to pay a special assessment should prevent the whole neighborhood from having proper pedestrian street improvements.
- Zone 4 sidewalk --- the space for this must come from the roadway. It is a high priority to protect the trees that buffer the yards of the Hilldale addresses. *The proposed bike lane and sidewalk will be in the public right-of-way (ROW), no private trees would be impacted. Trees within the public ROW are administered by the city's Forestry Department.*
- If sidewalk built west of Brede, the trees separating the houses from road should not be cut.

Crosswalks

- A crosswalk is essential at Northside or Lakeshore. The current situation is very dangerous for pedestrians.
- I'm concerned by the extremely poor visibility at the Brede intersection. This is not just about a crosswalk. I see cars regularly pulling out from Longshore only to brake suddenly to avoid a collision. I don't see the point of shunting pedestrians down to Brede if there's no crosswalk since people will cross regardless.

- Barton Crosswalks – suggest crosswalk closer to Longshore than to Northside for actual use as feeder of boardwalk pedestrian traffic south and north across Barton. Use flasher activation to assist? Barton/Pontiac lead up intersection not wide enough for bike lanes and left turn onto N. Pontiac Tr. Also narrowing westbound Barton at that intersection will cause traffic running over northwest Pedestrian crosswalks, safety risk for school children. Will crosswalk at M-14/Barton have ADA [Americans with Disabilities Act] connection to boardwalk? *Even with Rectangular Rapid Flash Beacon (RRFB), the city has determined that the sight distance issues at that curve would prevent a safe crossing closer to Longshore. Instead of dedicated bike lanes at the intersection of Barton and Pontiac, the concept presented at the meeting shows a shared lane for people driving vehicles and people riding bicycles. Advisory bike lane pavement markings highlight the area that people riding bicycles may occupy, which helps people driving cars give them sufficient space. If a bike is not present, the vehicles can pull up to the stop bar. If a crosswalk is installed near M14, it would have ADA compliant access to the boardwalk.*
- Instruct crossing guard at Northside school not to hold up traffic for such long stretches. It causes problems in both directions at a critical time of day.

Traffic Enforcement

- Need better enforcement of speed limits on Pontiac Trail and Barton Drive, and the exit ramp from westbound M-14 to Barton Drive says NO THRU TRUCKS but lots of trucks use it. Need better enforcement!!! *The Ann Arbor [Traffic Complaint Questionnaire](#) is available for requesting targeted enforcement.*
- Additional police pressure when project is done.

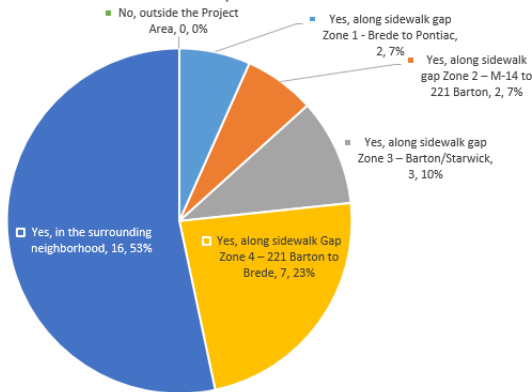
Other

- Thank you so much for hosting and tolerating us! Online polling. 1 vote per household. Mail people a private ID, so neighbors don't accidentally take a neighbors vote.
- I strongly agree with the addition of a left turn lane for Barton to Pontiac intersection as shown. I am concerned about access to the freeway during the project. We need more information on detour routes. There is a huge number of cars that use Barton to access the freeway each day including those that live in the neighborhood. I would favor staging the project to maintain as much freeway access as possible during the project, especially for local residents.
- How old is the water handling system? *The existing 4 inch main the city will be replacing from Northside Avenue to Pontiac Trail was built in 1940.*
- Barton Dr. could use regrading so that traffic is not thrown to right in front of 823 Barton.
- Has there been any analysis about changes in traffic volume after this project is completed? Traffic in the area is horrible already. *There is no anticipated change in traffic volumes on Barton Drive as a result of this project.*
- Please consider the balance of the 2 issues with Brede (a) (b) Narrowing the entrance for (a) traffic calming may lead to an increase in (b) accidents during snowy days. The incline on Brede leads to frequent stranded vehicles on snowy days, sliding into the curb and dangerous situations. Brede is so heavily salted that the road surface from Barton to Hilldale is pock mark & rutted much more badly than Barton.
- Survey all affected residents when a petition is submitted and before action is taken
- 9-time ex-mayor of Oak Park, MI says they only built concrete streets because they are more economical in the long term. Why do we continue to use asphalt that lasts less than 10 years? *This assessment is accurate but, unfortunately, there is a higher up-front cost to build roads in concrete. As budgets are tight, switching to concrete pavement only would lead to less resources available to address the many pavement needs throughout the city in the short-term. The city does use concrete pavement in selected areas, often in high volume intersections, and will continue to explore the use of more concrete pavement in the future.*

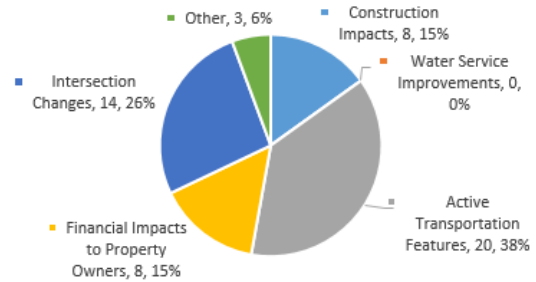
- When will the city do the inevitable, knock down a bunch of houses, and turn this into a cloverleaf? When dead motorists' families sue? Presuming this comment is referring to the M-14/Barton interchange, that is under the jurisdiction of the Michigan Department of Transportation (MDOT), not the City of Ann Arbor.
 - Please move the fireplug at Pontiac and Barton/ Even school buses cannot make this turn. The fire hydrant was relocated down Barton Drive 8/19/2019.
 - Crosswalk on Chandler not shown to Plastic Crosswalk? The pavement markings of the Chandler crosswalk were omitted from the drawing, but they will be installed with the project.
 - Biggest problem: backup on Barton drive Solution: install roundabouts(mini) at M14 exit and Pontiac and Barton. 2nd problem: crashes on M14 exit Solution: delete northbound entrance to M14 put that traffic up Whitmore Lake Rd and a new entrance off Nixon. 3rd problem: crossing Barton by foot at Brede Solution – a crosswalk with warning to drivers around the curve. Reconstruction of the Barton/M14 intersection is not within the scope of this resurfacing project and is under the jurisdiction of the Michigan Department of Transportation (MDOT). If and when MDOT improves the M-14 ramps, we will work with them to improve traffic flow at that intersection.
 - Put in roundabouts at: 1. M14 exit 2. Barton and Pontiac 3. Barton and Brede – Reasons: 1. Smooth flow of traffic 2. Cut out decision = waiting time at stop signs 3. Cut out waiting time at stop lights
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POLLING ACTIVITY SUMMARY

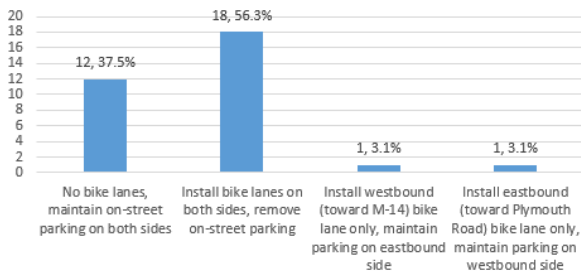
Do you live or own property near the project area (Barton Drive from M-14 to Pontiac)?



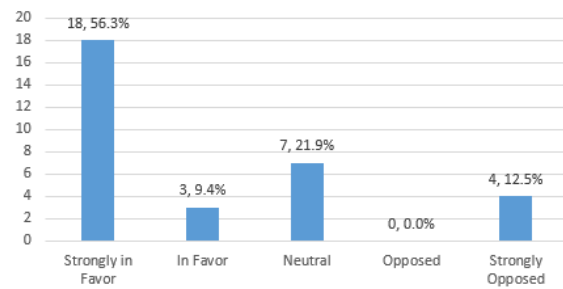
What part of this project are you most interested in? (choose 2)



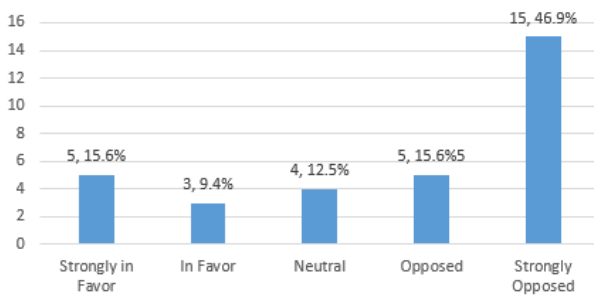
What is your preference for the proposed bike lane(s) on Barton Drive between Brede and Pontiac?



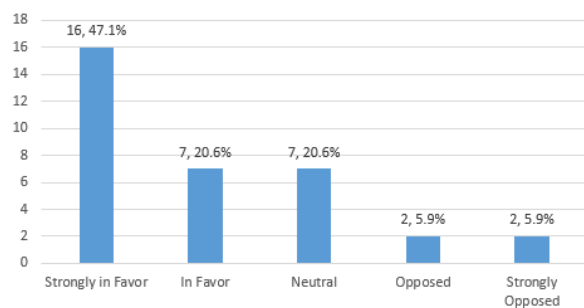
Zone 1 Sidewalk - Brede to Pontiac



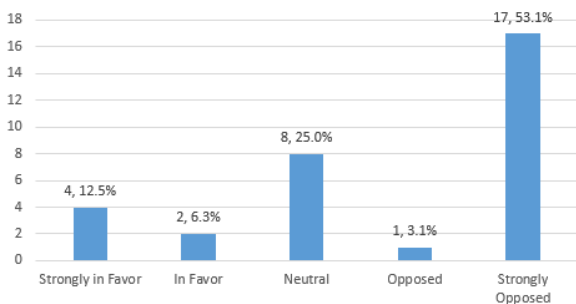
Zone 2 Sidewalk - M-14 to 221 Barton



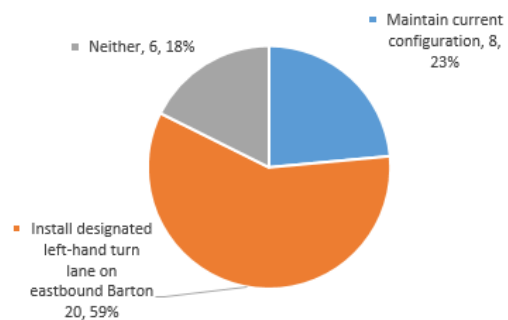
Zone 3 Sidewalk - Barton and Starwick



Zone 4 Sidewalk - 221 Barton to Brede



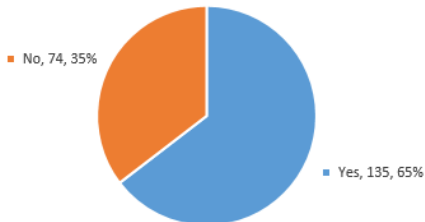
Pontiac intersection?



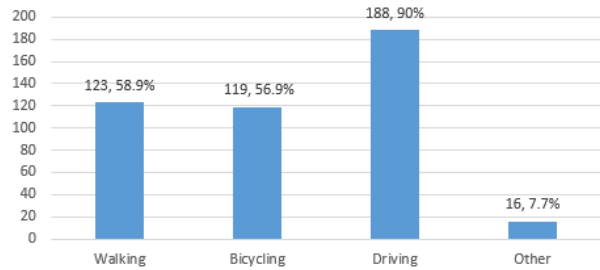
ONLINE ENGAGEMENT OVERVIEW

POLLING ACTIVITY SUMMARY A2 Open City Hall

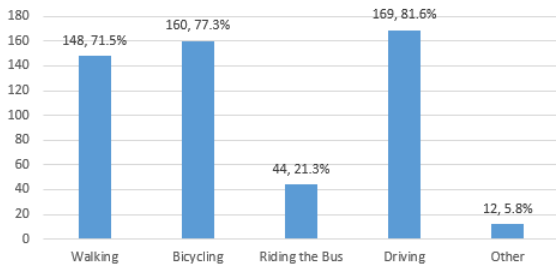
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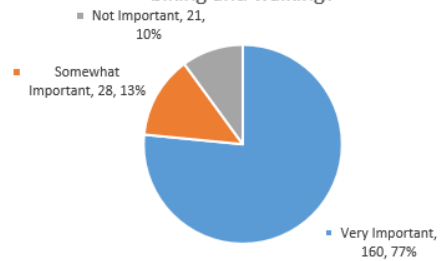
How do you currently use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply)



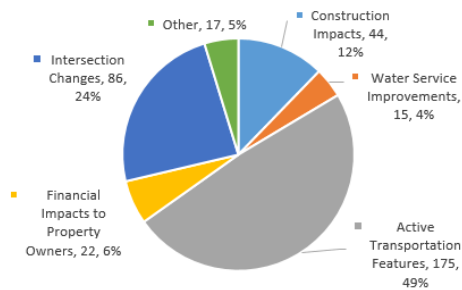
How would you like to use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply)



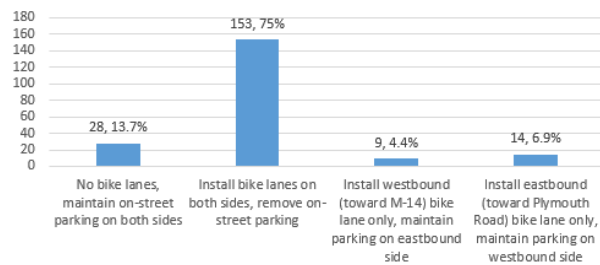
How important is it to make road changes along Barton Drive that improve conditions for people biking and walking?



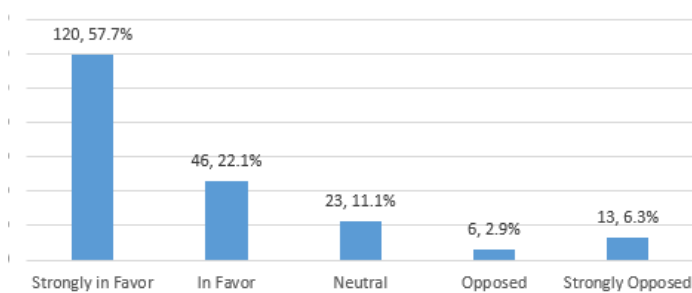
What part of this project are you most interested in? (choose 2)



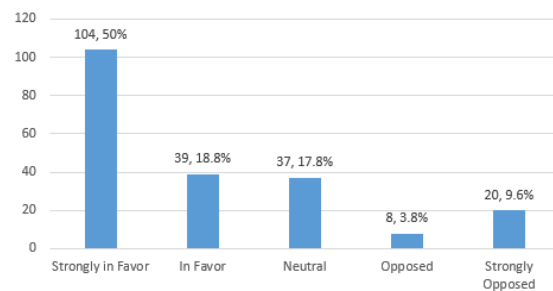
What is your preference for the proposed bike lane(s) on Barton Drive between Brede and Pontiac?



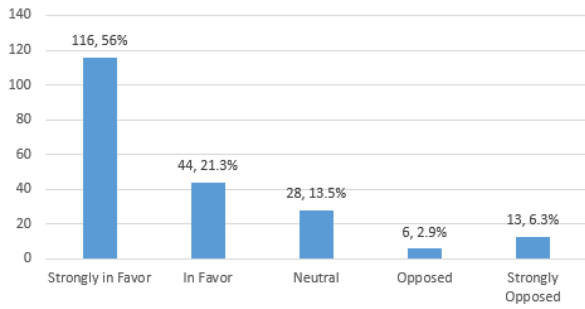
Zone 1 Sidewalk - Brede to Pontiac



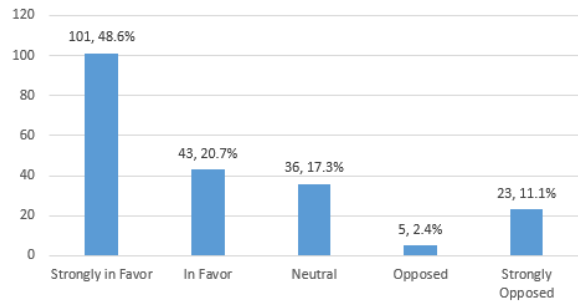
Zone 2 Sidewalk - M-14 to 221 Barton



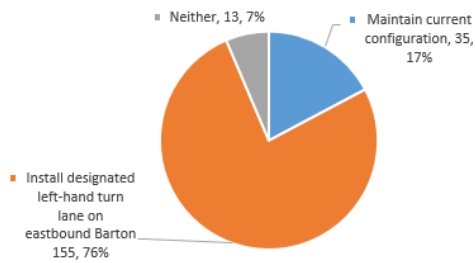
Zone 3 Sidewalk - Barton and Starwick



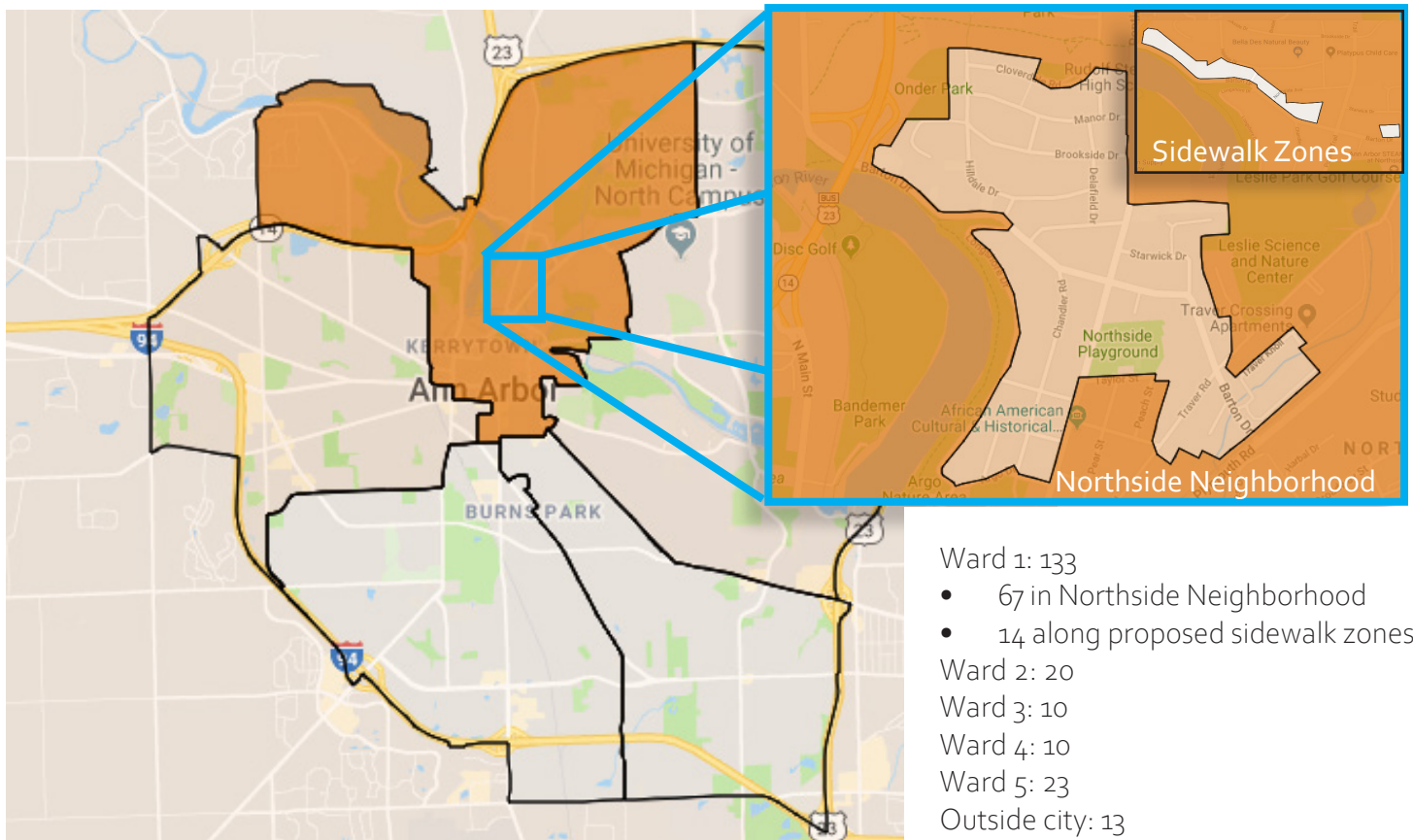
Zone 4 Sidewalk - 221 Barton to Brede



What is your preference at the Barton and Pontiac intersection?



RESPONSE AREA



OPEN-ENDED FEEDBACK

Email

Respondents who took the A2 Open City Hall survey were offered the opportunity to email any additional feedback to the project lead, Jane Allen (JAllen2@azgov.org). Below are the collected questions and comments received from community members and the staff responses (in italics when provided). Names have been redacted to maintain respondents' anonymity.

Subject: Barton Sidewalks

Thursday 9/19/2019, 7:12 p.m.

I am an A2 Steam parent. We badly need sidewalks for the kids. Please prioritize this work.
Thank you!

Subject: Barton resurfacing and sidewalk project 2019-005

Friday 9/20/2019, 11:01 a.m.

Ms. Allen,

Thank you for meeting with the community last night to discuss the Barton Dr. Project.

I am sure your team will be wrestling with many decisions with this project from many different views.

I am in favor of bike lanes and sidewalks to make the city more bike and pedestrian friendly. I ride my bike to work on most days. I would appreciate bike lanes on both sides of Barton to M14 however I do not see how that would be safely possible without significantly widening Barton Drive from Brede to M14.

While not adamantly opposed to adding sidewalk to the northside of Barton I question its value to the city for only eight properties of which only two seem to embrace the project. Other than those properties this is a sidewalk to nowhere with a very good boardwalk on the opposite side of Barton.

My strongest objection to the sidewalk project between Brede and M14 is cost and maintenance. While I have a backlot to the project and we were assured there would be 0% assessment, someone must pay and I do not feel it is the most responsible use of taxpayers money for such small gains.

Additionally I worry about maintenance of the sidewalk. a couple of years ago the residents with backlots along Barton Dr. were instructed to cut back the natural growth along Barton Dr. or face fines. If we must maintain the natural growth why would I believe we would not be responsible for the maintenance of the sidewalk, both snow removal and overgrowth of foliage. We intentionally bought where there were no sidewalks to avoid the maintenance. We designed our remodel with aging in place as a primary consideration. Traveling a quarter mile without sidewalks to maintain a sidewalk doesn't make sense. While not salient to the project we heated our driveway to avoid snow maintenance, now we must traverse a 1/4 mile to shovel snow, or pay to have it done.

I encourage a strong review of zone s 2 & 4 of this project.

Once again thank you for your consideration of the residents affected by this project.

Subject: RE: Barton Drive, M14 to Pontiac Water Main Replacement and Resurfacing Public Meeting Follow-up

Friday 9/20/2019, 6:01 p.m.

Dear Ms. Allen,

When I completed the new survey I was surprised to see that you note the Barton 221 to Brede sidewalk was in response to a "petition" (a letter from two people) but there is no mention of a much more extensive petition that includes almost all of those affected and are opposed to that segment of the sidewalk.
Respectfully

Monday 9/23/2019, 8:44 a.m.

From: Jane Allen

The segment of sidewalk gap that was petitioned for was 135 Barton to 221 Barton. I was explaining why each segment was included in the proposed project. The section you refer to was included to connect the one above to the one that was in the original scope, and we were only discussing it to get your feedback. The petition sent before the meeting is valuable information, but we still wanted to talk about it at the meeting to get the opinion of the neighborhood as a whole.

As Councilmember Anne Bannister pointed out, if the section from 221 Barton to Brede moves forward, any future resolution regarding that segment would need a super majority vote from Council because more than 50% of the residents are opposing it.

Subject: Re: Barton Drive, M14 to Pontiac Water Main Replacement and Resurfacing Public Meeting Follow-up

Friday 9/20/2019, 9:45 p.m.

Dear Ms. Allen,

I was unable to attend yesterday's meeting, and I took the online survey, though I'm not sure if my responses were recorded since I declined to sign up/sign in.

In any event, the survey did not provide an opportunity to weigh in on the following three matters:

1. While I am generally in favor of more sidewalks, assessing individual homeowners for a public benefit that happens to be in front of their house seems very unfair. I know this is probably out of your control but I would strongly urge you to talk to city council and ask them to revise the city code so that the cost of new sidewalks is spread among all city residents, just as the cost of streets and other public services are.

2. I am also generally in favor of bike lanes, but I am also sensitive to the inconvenience that loss of on-street parking may cause to residents. On-street parking in front of my house on Pontiac Trail was removed some years ago in order to put in a bike lane, and it has been a substantial inconvenience, especially since the creation of parking restrictions on Wright and Kellogg streets. Similarly, there are not a lot of other on-street parking options for residents on that stretch of Barton. I urge you to carefully inform and listen to residents who would be affected.

3. More important to me than the question of a dedicated left turn lane on Barton at Pontiac is the very sharp and narrow turn that vehicles must make when turning right from eastbound Barton to southbound Pontiac. I don't know how many actual incidents there have been, but it feels like a dangerous turn, both from the perspective of a car making the turn and from the perspective of a car waiting to turn left from northbound

Pontiac to westbound Barton. If something could be done to create more room for vehicles making that turn, that would be my priority over everything.

Thank you for your consideration.

Monday 9/23/2019, 9:13 a.m.

From: Jane Allen

I don't believe your answers are saved if you don't sign in - I found the following on the A2 Open City Hall website:

"What happens if I don't want to sign in?

If you choose not to sign in and show your statement on A2 Open City Hall, your comments will not be viewable on the forum, nor accessible to City of Ann Arbor staff for consideration unless you download your statement, and submit by email to feedback@a2gov.org, fax (734) 794-6159 or mail to Larcom City Hall, Communications Office, 301 E. Huron St., Ann Arbor, MI 48104. Comments submitted on paper will not be included in the A2 Open City Hall topic summary but will be taken into consideration by the staff project team."

However, I will share your thoughts expressed here with our design staff.

Staff prepared a resolution for City Council to explore other funding options regarding first time sidewalk installation recently, so your first point below is underway. Regarding the loss of on-street parking, it was made very clear that the proposed bike lanes would take the place of the on-street parking at last week's meeting. In addition, the removal of on-street parking would need to be approved by City Council, and I will send letters to affected property owners informing them of the Council Meeting date if such a resolution is introduced. Finally, I have copied our design engineer regarding the Barton/Pontiac intersection. Although we were not planning on relocating curbs on this project, there may be something we can do to improve the eastbound right turn lane.

Subject: Barton Drive Feedback

Saturday 9/21/2019, 11:20 a.m.

Hello,

I'd like to provide feedback on the bicycle lanes.

Can we:

* Please focus on building out protected bicycle lanes with some sort of physical barrier protecting bicycle riders from cars driving in the bike lane? This is a consistent issue and major safety hazard for bicyclists. I've personally been hit twice by drivers driving into me while I was riding in a bicycle lane. In addition, according to a recent study from Fred Feng at UMTRI, drivers are more likely to pass cyclists closer when there is a bicycle lane.

** You can see an example of a protected bike lane here -- https://ggwash.org/images/made/images/posts/_resized/20181007_132811_1200_675_90.jpg

** I think a protected bicycle lane on the South side of Barton would be a better solution than two non-protected (vulnerable) bicycle lanes on both sides of Barton

* Can we ensure that the bicycle lane does not disappear when it reaches the entrance ramp to M14? So that bicyclists are not forced to dangerously merge with traffic driving past in the "slip stream".

I will not be able to attend a public feedback meeting, but I live in this ward near Argo Park and consistently use this corridor 3-4 times a week.

Thank you

Monday 9/23/2019, 10:10 a.m.

From: Jane Allen

Thank you for your comments, I have copied our design engineer for his inclusion of your suggestions. However, without relocating the road, which is not part of a resurfacing but rather a reconstruction, I do not believe a bike lane on the south side of Barton can be built west of Brede. Of course, a shared use path already exists on the south side as the boardwalk. A protected bike lane could be a possibility where we currently have on-street parking, but it would require the removal of that parking on both side of the street. Removal of on-street parking requires a vote from City Council so I encourage you to express your desire to your Ward 1 Councilmembers.

Subject: Fwd: Announcements from the City of Ann Arbor for 09/21/2019

Sunday 9/22/2019, 1:59 p.m.

Hello -

I couldn't see where to enter additional feedback on the survey so am e-mailing instead.

We need a crosswalk with a flashing light across Barton Drive by the walking path where Breede Street empties out of the Northside neighborhood.

Cars race around the curve on Barton going east toward Pontiac Trail while people, often with dogs and strollers or children, risk their lives crossing Barton to the walking bridge/path next to the river. We are careful but have nearly been hit by speeding drivers on multiple occasions.

Also, the traffic on Barton and Pontiac both is a mess in either direction - totally backed up - most days. The city needs to do something about the huge volume of traffic both on Barton and on Pontiac Trail, which is surely to increase given the rampant building out on Pontiac Trail. Though neighbors attended City Council meetings to voice opposition to the student housing development on Pontiac, evidently that is going ahead anyway. Many of us are angry about this and don't think the city has made ANY plans to deal with the volume of traffic this will mean on Pontiac Trail and Barton, roads already over burdened.

Perhaps widening Pontiac at Plymouth Road to allow for a right turn lane earlier would alleviate some of the morning backup at that intersection.

Thanks

Monday 9/23/2019, 10:23 a.m.

From: Jane Allen

Thank you for your comments. I have copied our design engineer and transportation engineer for their inclusion of your suggestions. Although people do cross Barton at Brede, we do not feel that is a safe location for a crosswalk, regardless if it had the flashing lights. We would like to install sidewalk on the north side of Barton and place a crosswalk closer to Northside Ave., see attached.

Can you clarify at which intersection you like a right turn lane installed? Plymouth and Pontiac do not intersect, and Plymouth Road is outside the scope of this water main replacement project. I have added you to the project email distribution list too.

Monday 9/23/2019 10:31 a.m.

Dear Jane -

Thanks so much for your message. I absolutely see your point about that spot never being a safe crossing spot and would welcome a crossing at Barton and Northside.

Sorry about the confusion: I meant the intersection at Barton and Plymouth. Traffic backs up there because it's one lane until almost to the light by the railroad tracks. If traffic could separate into two lanes sooner it would surely help with how backed up that is. Some mornings after 7, cars are backed up all the way to and past Pontiac and Barton and if a train comes by it's even worse. Too much traffic volume.

Thanks so much

Monday 9/23/2019, 2:40 p.m.

From: Jane Allen

From our Transportation Engineer:

Thank you for the follow up and the suggestion for Barton approaching Plymouth. As you stated, morning commute along Barton and Pontiac is often congested. Safe and efficient travel through this area is met with the challenge from continued increase in travel demand. City is conducting a mobility study, under the name Lower Town Area Mobility Study, which includes the intersection of Barton & Plymouth. Attached is an area map with dark lines showing all the streets included in the study. The study will begin this fall. Staff has noted your suggestion and will consider it as part of the mobility study.

Subject: Barton and Pontiac Trail Feedback session.

Sunday, 9/22/2019, 8:48 p.m.

Sorry I was unable to make the meeting last Thursday I greatly appreciate the opportunity for input and that the survey results from the meeting were made available.

I am wondering are hoping that you could contextualize some of that survey data paste on what may have been shared at the meeting.

Primarily I'm wondering what The reasoning was for the strong opposition To the zone 4 part of the project was?

As these are sidewalks being at to back lots there is no special assessment correct?

There was also much more opposition numerically to the zone 2 component than represent residents on that street who would be charged a special assessment....and I am aware that apparently some of those residents requested that a sidewalk be added, so again curious to understand why people are so clearly not interested in closing that sidewalk gap.

Thanks for your time.

Monday 9/23/2019, 10:33 a.m.

From: Jane Allen

Although the sidewalk have not been design yet, the people in zone 4 were convinced that a majority of their trees and brush along Barton Drive would be removed and they would lose privacy. In addition, I understand that they cannot walk through their property and in order to shovel the sidewalks in the winter, they'd have to walk along Hillsdale and Brede, which don't have sidewalks, just to get you their new sidewalks. Or they would have to hire it out. However, the City Engineer did say at the meeting that there are some locations in the city where the city shovels sidewalks of backlots, so that could be a possibility.

I believe the opposition to Zone 2 was due to the expense of new sidewalks on front-lots.

Subject: Barton
Monday 9/23/2019, 9:24 a.m.

Hello,

I filled out the survey but there weren't options to clarify a few things:
I am an AAPS parent, so we need to use that road to get to school at Northside STEAM (even if I am out of the neighborhood). More people could bike and walk to school and reduce traffic if it were safer with the bike lanes and added sidewalks.

NOTE: In a prior speed control committee meeting at the city we discussed how the Barton/Chandler intersection promotes speeding because it inspires people to pull off of Barton and speed through that neighborhood. Cynthia suggested we could reconfigure that intersection to make it less of a "swoop" into the neighborhood and maybe even install a barrier in the middle so that residents and bikes and people trying to stay off of Pontiac Trail can use it as an alternate route but cars will not. You could get all the way to the river down that road if the biking were made accessible and parking only on one side.

When you are biking with kids, those intersections off of Barton between M14 and Pontiac Trail are weirdly wide and at weird angles that make it feel unsafe because cars can swoop in and out very fast without noticing you and there's not really crosswalk designation and I think one place is missing a curb cut. It's very awkward to bike those few blocks...

*Monday 9/23/2019, 10:39 a.m.
From: Jane Allen*

Thank you for taking the survey and your feedback. We are planning to improve each intersection along Barton to make the connections more perpendicular and narrower, see attached. You can find the whole presentation at www.azgov.org/bartondrive.

Subject: Barton Road Project
Monday 9/23/2019, 10:18 a.m.

Hi, I just completed the survey about the Barton Road project. I did not find a place to enter my main concern. My grandson attends Northside elementary, He is an eighth grader. Since we do not live close to the school we have to drive him to school in the morning and have to pick him up occasionally at the end of the school day.

Travel from the west side of Ann Arbor to STEAM is currently a big issue whether we go via M14/Barton or through town to Division/Broadway/Barton. When you remove the direct entrance to M14 from Barton, I believe that traffic will revert to Plymouth/Depot/Main or to Plymouth/M23. Thus, causing even more congestion on Plymouth.

Please don't close Barton until School at Northside is complete for this school year!!!!

*Monday 9/23/2019
From: Jane Allen*

You make a good point. Depending on what features are included in the project, the schedule will change. If we can complete the work during the summer break, I will make that a requirement in the Project Schedule. Would you like to be added to the project email distribution list?

Monday 9/23/2019, 10:57 a.m.

Given the existing wooden path on the south side of Barton up to m14, I see no need for bike lanes in that stretch. Also have you considered the south bound impact on Pontiac trail and traverwood as people try to get to main street? All of that existing Barton traffic has to go somewhere else...the big round about detour will become a nightmare...

Yes, I would like to be on the email list...

Subject: Barton survey response

Monday 9/23/2019, 11:21 a.m.

Good morning JAne, I didn't find a place to comment on the last question asked in the survey.

What is your preference at the Barton and Pontiac intersection?

Maintain the current configuration.

Install designated left-hand turn lane on Barton going eastbound (toward Plymouth Road)

Neither

I'd prefer improve non-motorized passage, with no other surface change to the intersection.

Monday 9/23/2019, 11:46 a.m.

From: Jane Allen

Do you mean install the bike lanes on both sides, but keep just one lane in each direction for vehicles?

Monday 9/23/2019, 11:39 a.m.

Yes, I'd prefer that.

Subject: Barton resurfacing project

Monday 9/23/2019, 3:19 p.m.

Hi City folks,

I just completed the online survey; thank you for making that available to us to complete! I also appreciate the opportunity to have an in person meeting about this project proposal.

Overall, I'm thrilled that the city is putting energy and planning into the Barton/Pontiac Trail intersection.

I want to make a note about one piece of the proposal: removing street parking on Barton leading up to the Pontiac Trail intersection.

Every day, I see cars running over the curbs at various parts of this intersection, including into my lawn. In fact, we went without a fire hydrant for nearly three years after it was flattened by a semi (it was finally replaced last month, and moved to about 30 feet west of the actual intersection). In addition, we have a tree in the grass strip between street and sidewalk with a large chunk out of it's trunk due to a van, and had the crosswalk sign flattened into our yard by a passing truck.

So my concern is twofold:

1. Street parking is literally the only thing I've seen that slows traffic at this intersection--or on any street! I'd love the city to measure speeds when cars are parked on the street versus when they're not--my estimate is it's about a 10 mph increase when cars are not there, with about 30% more red light running.
 2. If there is a bike lane all the way up to the intersection, that is not safe--it's going to be much more dangerous for bikers. Right now, all that's getting flattened are hydrants, trees, and crosswalk signs. If there is a bike lane there instead of a car lane, those cyclists are much more liable to be hit.
- can we do to make this a safe place for families? Right now it's incredibly dangerous.

I look forward to hearing more about next steps in this process and appreciate all you are doing to make our roads and communities safer.

Sincerely

:

Subject: Re: Barton resurfacing project

Hi all,

The traffic signal/crosswalk sign just was plowed over and is now laying in our yard. Cars are continuing to speed by, take the turn onto Pontiac too fast, and put my kids at risk.

I really don't think a bike lane, or a turn lane, or anything to do with lanes is going to help at this point. What

Subject: Re: Announcements from the City of Ann Arbor for 09/21/2019

Monday 9/23/2019, 3:46 p.m.

Hi Jane,

I used to live right in this area at 304 Hilldale. I think bike lanes along the portion of Barton Drive from Pontiac trail to Longshore Dr would be really needed, beyond Longshore it is not needed as there is the boardwalk. PS there is no obvious place to fill in a survey so I am emailing you

Subject: Process for handling citizen petitions for sidewalk construction

Wednesday 9/25/2019, 3:50 p.m.

I completed the survey for the Barton Drive resurfacing project, but didn't see a place to write general comments about the process. I was struck by the fact that one person on Barton Drive west of Brede could write a letter, with just the endorsement of one other household on that block, and have it go as far as it did before notifying neighbors and others directly affected. I originally assumed all adjacent houses were in favor of the proposal to add a sidewalk there, but after talking to those neighbors, found out that they refused to sign the petition and that most were opposed. I question the process that moves into planning a proposal that is so weakly supported by those directly involved. I suggest involving those affected earlier in the process, or requiring a majority of affected residents to endorse a proposal before spending dollars toward design and feasibility.

I appreciate that there was a way for our voices to be heard in the end, but looking forward, I imagine a better process for evaluating requests could be crafted.

Thank you.

Thursday 9/26/2019, 10:27 a.m.

From: Jane Allen

Thank you for your input. As discussed at the Public Meeting, we have not yet added zones 2-4 for inclusion in the project. We were using the public meeting and the online survey to gather feedback for all those affected. Individual letters were sent to each affected property owner to encourage their attendance and to visit the project website where the link to the survey can be found. The resolution to move forward with developing specifications and designs for the new sidewalks had to be approved before we could start our public engagement process, but design dollars will not be spent until we get the results from our survey.

Subject: Re: Barton Drive, M14 to Pontiac Water Main Replacement and Resurfacing Public Meeting Follow-up

Thursday 9/26/2019, 9:23 p.m.

Jane,

Thank you for meeting us at the intersection of Barton Dr. and Starwick today. It helped us to see what the plans are for "improvement" at that spot. But it was, also, obvious that we were not happy with the idea of a curb which would make it difficult for us to back into our driveway. But more than that, from our experience with the winter traffic on this curve, we don't think it will accomplish what you are aiming for. I was able to talk with [REDACTED] from [REDACTED] Barton. After you left, and she agrees with us. What they need is a substantial barrier across their property, right where you want a sidewalk. (By the way, [REDACTED] said that they have not agreed to any plans for a sidewalk.)

What this comes down to, is a request to include [REDACTED] and [REDACTED] in another meeting you said you would try to arrange, to further discuss the concerns of this intercession. She gave me [REDACTED] cell number to call at [REDACTED]

We all offer to help with this project as people who have long time experience with this location. We have been here for at least 47 years each.

We appreciate that you are busy so we don't ask for this meeting lightly.

Friday 9/27/2019 1:50 p.m.

From: Jane Allen

Thank you for your suggestions. We met with the City Engineer this morning about your concerns. Everyone believes the proposed intersection will be much safer for all modes of transportation than the current design. Although you may disagree, it is safer for you to remain in the travelling lane, turn on your blinker, put the car in reverse and wait for cars to stop behind you, if cars are present, before reversing into your driveway. Pulling off the road, as you currently do, and then re-entering the travelling lane is not safe for you or others driving westbound.

Another meeting will be scheduled in November, specifically about the sidewalks, but you are welcome to come to discuss this more. The [REDACTED] will be getting an individual invitation to that meeting, as they will be affected by special assessments. The meeting is open to the public, and when it is scheduled, I will put the date on the project website. (www.a2gov.org/bartondrive)

As I said when we met, the [REDACTED] has accepted the sidewalk in the Safe Routes to School project as they signed a temporary grading permit for that work and accepted payment from the city. This is a new project, and the procedures are the same – we meet with affected property owners (November), forward their views to City Council at the following City Council Meeting, and they get to vote on it.

Friday 9/27/2019, 10:06 p.m.

Dear Jane,

We appreciate the effort you are putting into the project at Barton Dr and Starwick.

You were right that we disagree with the group conclusion concerning the curb and your recommendation that we not back into our driveway. It is our thought that if a barrier in front of the [REDACTED] property would take care of the accidents they have, then there would be no need for a curb. Our landscape architect friend, who is coming Sunday, will give us an opinion that we will gladly pass on to you..

We defer to you about the agreement you have with them about the sidewalks.

Subject: Barton Drive
Sunday 9/29/2019, 9:54 p.m.

Hi Jane,

I'd been planning to write regarding the condition of Barton Drive between the M-14 intersection and Pontiac Trail, as I bicycle along this stretch several times a week and (as you know) the road is in terrible condition. However I'm happy to see that resurfacing is now planned. Unfortunately I missed the public meeting but I've now completed the online survey.

I only wish the resurfacing could be completed sooner. In its present condition, the road is truly unsafe for bicyclists, as they must dodge back and forth trying to avoid the major road hazards. Anything that can be done, even on a temporary basis, would certainly help.

Best regards

Subject: Sidewalks special assessments; restructuring Barton M-14
Friday 10/4/2019, 8:23 a.m.

Hello Ms Allen-

I realize you are busy, but having just taken the OpenCityHall survey about Barton Drive got me thinking about some issues that I believe you could help me with.??

I understood from the phrasing of the questions related to sidewalk improvements along Barton Drive that property owners must pay for sidewalk improvements on their property.?? I followed up with some of the criteria of these special assessments.?? But I still have some questions.?? I realize that you did not establish this policy, but I hope that you will be able to help me understand.?? I came away from the OpenCityHall questionnaire with the notion that not all property owners are assessed.?? If I understood correctly, the folks who own property on which the sidewalk will be installed are not responsible for the cost of the sidewalk if the sidewalk is on the back of the property.?? Is this correct?

Is it possible for me to find out how much property owners in the neighborhood are/will be responsible for (under proposals) to the city for sidewalks that run across their properties??? Specifically, I would like to know about the assessments on the 2500 to 2700 block of Pontiac Trail, especially on the East side of the street.?? This sidewalk was installed a couple of years ago, and, if I remember correctly, it had to be re-installed in part.?? If it is not possible for me to know the specific amounts that my neighbors have to pay, is it possible for me to know whether they were assessed at all??? Likewise, I would like to know about the sidewalk currently being installed along Dhu Varren road, on both the North and South sides of the street between Olmstead and Foxridge.

On a different subject, I am wondering whether the city can wait to do the changes along Barton Drive.?? It seems that MDOT will be implementing changes to the M-14 Eastbound entrance/exit, if I understand the situation correctly.?? Wouldn't it be wise to wait until they have their plans well established, so that parts of the work do not have to be done twice?

Thank you for considering my questions.??

Appendix A: 9/19/2019 Sign-In Sheet

SIGN-IN SHEET Barton Drive Water Main and Resurfacing Project

Name/Representative of (please print clearly):
Please provide your name and the name of any group or organization that you represent (if applicable).

- ✓ Ane Bannister
- ✓ Abbie Root
- ✓ Henry Root
- ✓ Erika Jung
- ✓ Bryan Skib
- ✓ Laurent FOURNIER
- ✓ Raphael FOURNIER
- ✓ Margot FOURNIER
- ✓ Carol Lessure
- ✓ Hope Carroll
- ✓ Helmut Unger
- ✓ JENNIE GRIFFIN
- ✓ BOB DEGUS
- ✓ Dan Stachyrc



SIGN-IN SHEET Barton Drive Water Main and Resurfacing Project

Name/Representative of (please print clearly):
Please provide your name and the name of any group or organization that you represent (if applicable).

- ✓ KEITH HAMPTON + Sohnia Hampton
- ✓ JEFF HAYNER
- ✓ ED SAUNDERS
- ✓ Yvonne Pappas
- ✓ ~~Robertson~~ Jansenport
- ✓ Bill Price
Colleen Vance
- ✓ Mich Warschusky R/O
Seth Warschusky and Sandra Finkel
- ✓ Nancy McKinney
- ✓ Mary L. Phoebe Adams
- ✓ Yvonne Blackwell
- ✓ Lidia Romana
- ✓ Josh Wahlstrom
- ✓ Anna Cagern
- ✓ Ralph Katz



SIGN-IN SHEET Barton Drive Water Main and Resurfacing Project

Name/Representative of (please print clearly):
Please provide your name and the name of any group or organization that you represent (if applicable).

- ✓ Harry Davidson
- ✓ Noga Morag-Levine
- ✓ Jonathan Levine
- ✓ Andy Kaufman
- ✓ Lindsay-Jean Hard

SIGN-IN SHEET Barton Drive Water Main and Resurfacing Project

Name/Representative of (please print clearly):
Please provide your name and the name of any group or organization that you represent (if applicable).

- ✓ James Luxon A25TEAM
K-8 School
- ✓ Susan Moran
- ✓ Mehniz Sobodosh

SIGN-IN SHEET Barton Drive Water Main and Resurfacing Project

Name/Representative of (please print clearly):
Please provide your name and the name of any group or organization that you represent (if applicable).

- ✓ Susan Hartman
- ✓ Janet Hohmann-Lamb
- ✓ STEPHEN LAMARCAUX
- ✓ Sadna Claire Lamarcaux
- ✓ Thomas Taylor
- ✓ ~~Frank~~ Austen
- ✓ Brian O'Reilly
- ✓ Jennifer Iyengar
- ✓ Carlene Colvin-Garcia
- ✓ Jen Burris
Laurel Erickson
- ✓ Aida Nigel McGugan
- ✓ Lisa Rombes
- ✓ Jennie Allan
- ✓ Kathy Lunnwood



SIGN-IN SHEET Barton Drive Water Main and Resurfacing Project

Name/Representative of (please print clearly):
Please provide your name and the name of any group or organization that you represent (if applicable).

- ✓ CRISTY STARKWENTRICK
- ✓ Sandra McIntyre
- ✓ Keith McIntyre
- ✓ Jossie Wooten
- ✓ Angela Wooten
- ✓ Frank R. Wooten
- ✓ Jan Adams-Watson
- ✓ Aimee Bednar
- ✓ Dism Basil
- ✓ Anne Warron
- ✓ John Breckenridge
- ✓ Jeanine Center
- ✓ Matt McCumony
- ✓ Ruth Berean
- ✓ Steve Brownell



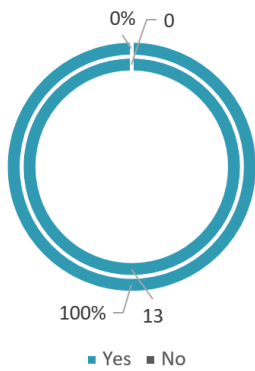
SIGN-IN SHEET Barton Drive Water Main and Resurfacing Project

Name/Representative of (please print clearly):
Please provide your name and the name of any group or organization that you represent (if applicable).

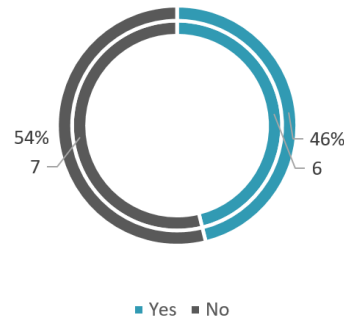
- ✓ Diane Kreger
- ✓ Paula Rexer

Appendix B: Demographic Results

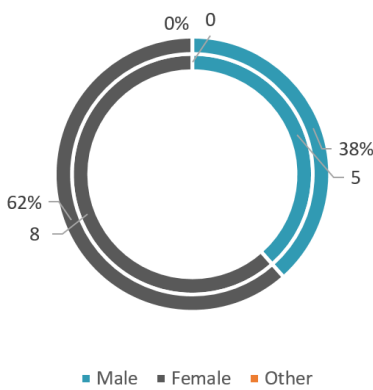
Do you live within the city limits of Ann Arbor?



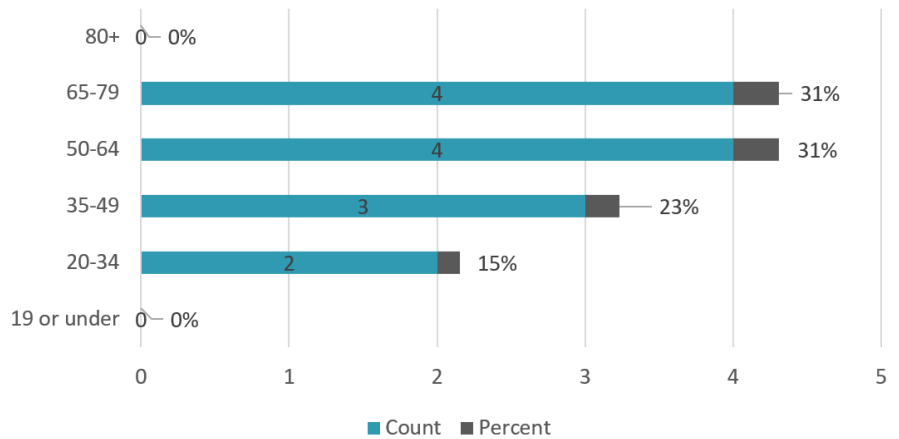
Do you work within the city limits of Ann Arbor?



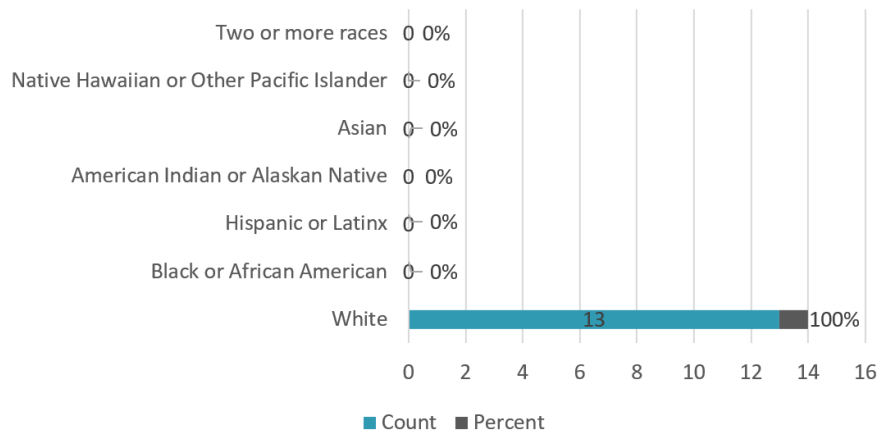
What is your gender?



What is your age group?



What is your race?



Appendix C: Open Discussion Complete Notes

Recorded are all the statements made and questions asked by residents at the September 19 meeting during open discussion time. In-meeting staff responses to questions and comments are noted in *italics*.

- Zone 2 & 4 sidewalks - opposition to their installation.
- Informal Brede crosswalk - suggestion to use the informal crossing by Brede as a guide for permanent crosswalk placement.
- Sidewalk maintenance concerns for Hillsdale's back lots. *Other back lot sidewalks in the city are being maintained by the City of Ann Arbor. That would likely be the case on Hilldale as well.*
- Barton vehicle traffic/character - concern that increased vehicular traffic would detract from the residential feel of the area.
- Brede width - suggestion that the road be narrowed to discourage cut-through traffic.
- Snow (Brede) - concerns that, if the road were narrowed at the intersection with Barton, there would be accidents in the winter.
- Chandler intersection arrangement
- Barton width and bike lanes - concern that there is not enough width in the roadway to accommodate bike lanes safely. *The bike lane would occupy the space currently being used by parked cars between Pontiac and Brede and would a new paved shoulder from Brede to M-14. The width of the lanes for vehicular traffic would not be decreased.*
- Crosswalk signage in-lane - suggestion that pedestrian gateway treatments be installed at crosswalks that cross Barton.
- Tree coverage (Hilldale back lots) - concern that construction would necessitate the removal of trees on private property. *No trees on private property will be removed for sidewalk installation. The sidewalk will be in the public right-of-way (ROW).*
- Plowing - concern that the sidewalks, if installed, would be unusable during the winter because of plow-mound buildup on them. *There will be a grassy extension between the back of curb and new sidewalks providing space for plowed snow to be placed without interfering with pedestrian traffic.*
- Street/neighborhood feel - concern that the proposed alterations would detract from the residential feel of the neighborhood.
- Northside and Brede traffic calming - displeasure with cut-through traffic's use of Northside and Brede to access Barton, request for traffic calming measures. *Traffic calming can be applied for at www.a2gov.org/trafficalming*
- Footprint - concern that the project would necessitate an expansion of the road footprint. *The city will not be moving the existing curb line in this project and the road footprint will remain unchanged.*
- Northside Ave rain garden - concern that intersection alterations would require removing the existing rain garden. *The existing curb line at Northside Ave will not change and the rain garden will not be impacted.*
- M14 crosswalk – desire for the crosswalk proposed near M-14 to connect to the Barton boardwalk. *If a crosswalk is installed at this location, it will connect to the boardwalk.*
- Do major roads typically have sidewalks or bike lanes? *The City of Ann Arbor has an extensive sidewalk system and bike route facilities, much of which lies on major roads.*
- M14 ramp/MDOT improvement - desire to have input into the state-led planning process for the use of the Barton parcel recently purchased by MDOT, adjacent to the M-14 off-ramp.
- What will happen with this feedback? *The city incorporates users' needs and desires into the design alongside engineering best practices.*
- What is the qualification for the City of Ann Arbor staff to make assessments about safety? *The city has a Transportation Division within Engineering that employs 5 members that are educated and trained in matters that involve the safety for the traveling public.*

- Hilldale - inquiry from one resident to Hilldale residents about why they are opposed to a sidewalk installation.
 - Zone 2 & 4 - opposition to zones, desire for a crosswalk to the boardwalk without the sidewalk installations. *If zones 2 and 4 are built then crosswalks will be made available to the boardwalk. The city cannot built crosswalks that do not terminate at a sidewalk on both sides as it is a safety concern.*
 - Project duration/staging opportunities - suggestion that the project be staged over several months to avoid closing Barton completely and that the bulk of the work be done during the summer when school is not in session. *Based on the features installed, the project duration will change. The city will try to do all the work during the summer when school is out.*
 - Barton/Pontiac hydrant - concern that construction will impact emergency access to the fire hydrant. *The hydrant at Barton/Pontiac was relocated down Barton on 8/19/19.*
 - Hilldale opposition - a resident voiced the following reasons for opposing to the Zone 2 sidewalks along the Hilldale backlots:
 - Road is too narrow to accommodate such improvements, concern that private property would have to be taken or easement would have to be granted. *The sidewalk would be entirely in the public right-of-way (ROW), no private property would be seized to accommodate any of the infrastructural changes nor would an easement be requested of Hilldale property owners.*
 - Construction would necessitate the moving of utility poles.
 - Maintenance of sidewalk - concern that overgrowth of brush onto the sidewalk would make it unusable. *Other back lot sidewalks in the city are being maintained by the City of Ann Arbor. That would likely be the case on Hilldale as well.*
 - Bicyclists and pedestrians already use the boardwalk, installation of an sidewalk on the opposite side of Barton would be unnecessary.
 - Petition - expressed feeling that the petition against the proposed sidewalks along Barton was not weighted equally with the petition in favor of them.
 - Zone 1 - observation that the zone gets heavy pedestrian use.
 - Crosswalk designation - desire to have Barton crosswalks designated as "high risk." *The crosswalks along Barton have recently been upgraded to "Standard+" from "Standard" because they are on a school walking route, but do not meet the qualifications to be designated "High Risk."*
 - No-Through - desire for additional traffic enforcement on Northside Ave to discourage cut-through traffic.
 - Snow removal at Starwick - concern that the Starwick corner parcel would no longer be able to serve as an informal snow storage location. *If the intersection at Starwick is altered, public works would not be able to store snow there as they do now.*
 - Residential feel - support for sidewalk and bike lanes because of their contribution to creating a residential neighborhood identity.
 - (L) lane northbound - desire for designated left turn lane on northbound Barton at the intersection with Pontiac.
 - Meeting survey - concern about the validity of the meeting survey due to the limited audience. *The results of the survey will not be sole source of design decisions - an online survey was made available on the city website two weeks and was directly distributed to over 5000 people (as well as the 500 meeting invitees) to gather general community input. Results are included in this summary under "Polling Activity Results - Online."*
 - Zone 4 - resident that petitioned for the zone 2 sidewalk expressed neutrality on zone 4.
 - Pontiac/Barton intersection - concern that removing the parked cars would negatively impact safety by making the roadway seem wider to drivers.
 - Police enforcement - displeasure with current performance of Ann Arbor police on enforcing speed limits along Barton. *Council-member Hayner provided a response supporting the new chief of police and his efficacy.*
 - Bike usage - support for bikes using the roadway instead of boardwalk.
-

- Orangeburg – suggestion that orangeburg sewer pipes be replaced before the resurfacing project. *The city has records of several address on Barton having replaced orangeburg pipe. If you find you still currently have an orangeburg sewer pipe on your property it would be beneficial to replace it prior to the resurfacing project. Please visit the [city's informational page](#) on orangeburg pipes to learn more.*
 - Safety - appreciation for variety of pedestrian safety options.
 - Safe Routes to School (SRTS) - Disappointment over SRTS vote.
 - Zone 3 - desire for zone 3 installation, considered critical to schoolchild safety.
-

Appendix D: A2STEAM Survey Responses

A survey was sent to Northside A2STEAM Elementary staff and parents requesting their feedback on the proposed elements of the Barton Drive project. Included are the 4 returned responses.

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 08, 2019 3:20:25 PM
Last Modified: Tuesday, October 08, 2019 3:28:27 PM
Time Spent: 00:08:02
IP Address: 68.56.149.100

Page 1: Barton Drive Resurfacing and Water Main Replacement

Q1 Do you live or own property near the project area (Barton Drive from M-14 to Pontiac)? **No**

Q2 Are you a parent/guardian, student or staff/faculty member at A2 STEAM (AAPS K-8 School)? **No**

Q3 How do you currently use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply) **Walking**

Q4 How would you like to use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply) **Walking, Driving**

Q5 How important is it to make road changes along Barton Drive that improve conditions for people biking and walking? Check the box that most closely represents your view. **Not important**

Q6 How important is it to make road changes along Barton Drive that improve conditions for people driving? Check the box that most closely represents your view. **Not important**

Q7 What part of this project are you most interested in? (choose 2) **Water Service Improvements, Financial impacts to property owners (i.e., Special Assessments)**

Q8 What is your preference for the proposed bike lane(s) on Barton Drive between Brede and Pontiac? (marked in yellow on the map above) **No bike lanes, maintain on-street parking on both sides**

Q9 Zone 1 - Brede to Pontiac (marked in blue on the map above): This area is identified in the city's Capital Improvement Plan and has a sidewalk prioritization rating of mid/high. Per city code, adjacent property owners be responsible for the full cost of the installation. **Strongly opposed**

Q10 Zone 2 - M-14 to 221 Barton (marked in pink on the map above): Staff has received a petition from residents in this area requesting sidewalk installation. Per city code, adjacent property owners would be responsible for the full cost of the installation. **Strongly opposed**

Q11 Zone 3 - Barton and Starwick (marked in yellow on the map above): This sidewalk is proposed as part of an intersection reconfiguration, requested by Safe Routes to School (SRTS). Per city code, adjacent property owners would be responsible for the full cost of the installation. **Strongly opposed**

Q12 Zone 4 - 221 Barton to Brede (marked in green): This would only be considered if Zone 2 is also installed; subject to technical feasibility. This sidewalk is along the rear of the lot, the City does not typically assess adjacent property owners to pay for sidewalk installation in those instances. **Strongly opposed**

Q13 What is your preference at the Barton and Pontiac intersection? **Neither**

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 08, 2019 8:40:47 PM
Last Modified: Tuesday, October 08, 2019 8:57:25 PM
Time Spent: 00:16:37
IP Address: 68.62.18.241

Page 1: Barton Drive Resurfacing and Water Main Replacement

Q1 Do you live or own property near the project area (Barton Drive from M-14 to Pontiac)? **Yes**

Q2 Are you a parent/guardian, student or staff/faculty member at A2 STEAM (AAPS K-8 School)? **Yes**

Q3 How do you currently use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply) **Walking, Driving**

Q4 How would you like to use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply) **Walking, Driving**

Q5 How important is it to make road changes along Barton Drive that improve conditions for people biking and walking? Check the box that most closely represents your view. **Very important**

Q6 How important is it to make road changes along Barton Drive that improve conditions for people driving? Check the box that most closely represents your view. **Somewhat important**

Q7 What part of this project are you most interested in? (choose 2) **Active Transportation Features (Bike Lanes, Sidewalks, Crosswalks)**

Q8 What is your preference for the proposed bike lane(s) on Barton Drive between Brede and Pontiac? (marked in yellow on the map above) **Respondent skipped this question**

Q9 Zone 1 - Brede to Pontiac (marked in blue on the map above): This area is identified in the city's Capital Improvement Plan and has a sidewalk prioritization rating of mid/high. Per city code, adjacent property owners be responsible for the full cost of the installation.

**In
favor**

Q10 Zone 2 - M-14 to 221 Barton (marked in pink on the map above): Staff has received a petition from residents in this area requesting sidewalk installation. Per city code, adjacent property owners would be responsible for the full cost of the installation.

**In
favor**

Q11 Zone 3 - Barton and Starwick (marked in yellow on the map above): This sidewalk is proposed as part of an intersection reconfiguration, requested by Safe Routes to School (SRTS). Per city code, adjacent property owners would be responsible for the full cost of the installation.

**Strongly in
favor**

Q12 Zone 4 - 221 Barton to Brede (marked in green): This would only be considered if Zone 2 is also installed; subject to technical feasibility. This sidewalk is along the rear of the lot, the City does not typically assess adjacent property owners to pay for sidewalk installation in those instances.

**In
favor**

Q13 What is your preference at the Barton and Pontiac intersection?

Respondent skipped this question

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 08, 2019 8:43:21 PM
Last Modified: Tuesday, October 08, 2019 8:57:30 PM
Time Spent: 00:14:09
IP Address: 68.62.18.241

Page 1: Barton Drive Resurfacing and Water Main Replacement

Q1 Do you live or own property near the project area (Barton Drive from M-14 to Pontiac)? **Yes**

Q2 Are you a parent/guardian, student or staff/faculty member at A2 STEAM (AAPS K-8 School)? **Yes**

Q3 How do you currently use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply) **Walking, Driving**

Q4 How would you like to use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply) **Walking, Bicycling, Driving**

Q5 How important is it to make road changes along Barton Drive that improve conditions for people biking and walking? Check the box that most closely represents your view. **Very important**

Q6 How important is it to make road changes along Barton Drive that improve conditions for people driving? Check the box that most closely represents your view. **Somewhat important**

Q7 What part of this project are you most interested in? (choose 2) **Active Transportation Features (Bike Lanes, Sidewalks, Crosswalks)**

Q8 What is your preference for the proposed bike lane(s) on Barton Drive between Brede and Pontiac? (marked in yellow on the map above) **Respondent skipped this question**

Q9 Zone 1 - Brede to Pontiac (marked in blue on the map above): This area is identified in the city's Capital Improvement Plan and has a sidewalk prioritization rating of mid/high. Per city code, adjacent property owners be responsible for the full cost of the installation.

**In
favor**

Q10 Zone 2 - M-14 to 221 Barton (marked in pink on the map above): Staff has received a petition from residents in this area requesting sidewalk installation. Per city code, adjacent property owners would be responsible for the full cost of the installation.

**In
favor**

Q11 Zone 3 - Barton and Starwick (marked in yellow on the map above): This sidewalk is proposed as part of an intersection reconfiguration, requested by Safe Routes to School (SRTS). Per city code, adjacent property owners would be responsible for the full cost of the installation.

**Strongly in
favor**

Q12 Zone 4 - 221 Barton to Brede (marked in green): This would only be considered if Zone 2 is also installed; subject to technical feasibility. This sidewalk is along the rear of the lot, the City does not typically assess adjacent property owners to pay for sidewalk installation in those instances.

**In
favor**

Q13 What is your preference at the Barton and Pontiac intersection?

Respondent skipped this question

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 09, 2019 11:38:36 AM
Last Modified: Wednesday, October 09, 2019 11:39:46 AM
Time Spent: 00:01:10
IP Address: 207.72.1.122

Page 1: Barton Drive Resurfacing and Water Main Replacement

Q1 Do you live or own property near the project area (Barton Drive from M-14 to Pontiac)? **Yes**

Q2 Are you a parent/guardian, student or staff/faculty member at A2 STEAM (AAPS K-8 School)? **Yes**

Q3 How do you currently use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply) **Walking, Driving**

Q4 How would you like to use the Barton Drive corridor? (M-14 to Pontiac) (check all that apply) **Walking, Driving**

Q5 How important is it to make road changes along Barton Drive that improve conditions for people biking and walking? Check the box that most closely represents your view. **Very important**

Q6 How important is it to make road changes along Barton Drive that improve conditions for people driving? Check the box that most closely represents your view. **Somewhat important**

Q7 What part of this project are you most interested in? (choose 2) **Active Transportation Features (Bike Lanes, Sidewalks, Crosswalks)**

Q8 What is your preference for the proposed bike lane(s) on Barton Drive between Brede and Pontiac? (marked in yellow on the map above) **Respondent skipped this question**

Q9 Zone 1 - Brede to Pontiac (marked in blue on the map above): This area is identified in the city's Capital Improvement Plan and has a sidewalk prioritization rating of mid/high. Per city code, adjacent property owners be responsible for the full cost of the installation.

Strongly in favor

Q10 Zone 2 - M-14 to 221 Barton (marked in pink on the map above): Staff has received a petition from residents in this area requesting sidewalk installation. Per city code, adjacent property owners would be responsible for the full cost of the installation.

In favor

Q11 Zone 3 - Barton and Starwick (marked in yellow on the map above): This sidewalk is proposed as part of an intersection reconfiguration, requested by Safe Routes to School (SRTS). Per city code, adjacent property owners would be responsible for the full cost of the installation.

Strongly in favor

Q12 Zone 4 - 221 Barton to Brede (marked in green): This would only be considered if Zone 2 is also installed; subject to technical feasibility. This sidewalk is along the rear of the lot, the City does not typically assess adjacent property owners to pay for sidewalk installation in those instances.

In favor

Q13 What is your preference at the Barton and Pontiac intersection?

Respondent skipped this question