

MOTION TO AMEND RESOLUTION 15-666R

BY PRESIDENT LARSON, COUNCILOR JULSRUD AND COUNCILOR SIPRESS:

We move to amend Resolution 15-666R as follows:

WHEREAS, the city of Duluth wishes to encourage bicycling as an alternate mode of transportation; and

WHEREAS, the city adopted a Bikeways Plan in 2013 that indicated Superior Street as a location for on-street bike lanes; and

WHEREAS, the Superior Street Reconstruction Project's Preliminary Design Phase has studied Superior Street as a location for an on-street bike facility and found that such facility would reduce parking and desired amenity spaces;

WHEREAS, a Downtown Bikeways Study was conducted that included a public meeting, a survey with 640 responses, and meetings with stakeholders, and showed that priorities along Superior Street include pedestrian space and on-street parking, with support for bike facilities instead along adjacent downtown streets;

WHEREAS, the Downtown Bikeways Study showed that Michigan Street was the preferred alternative for a bike facility downtown;

THEREFORE, BE IT RESOLVED, that the 2013 Bikeways Plan be amended to change Superior Street from "on road - bike lane" to "on-road bike route" from Sixth Avenue West to Tenth Avenue East.

BE IT FURTHER RESOLVED, that the city of Duluth dedicate resources to plan and design ~~physically separated two-way~~ bike lanes on Michigan Street with the following features:

1. The bike lanes will be located on Michigan Street from Sixth Avenue West to Fourth Avenue East;

2. The bike lanes will be two way;

3. The bike lanes will be designated by a painted or patterned surface, or both; and

4. The bike lanes will include a bumper, barrier, cone or other physical demarcation system;

BE IT FURTHER RESOLVED, that Michigan Street from Third Avenue East to Fourth Avenue East will be signed as a delivery and loading zone only and closed to all motorized traffic not engaged in delivery or loading.

BE IT FURTHER RESOLVED, that a usage study be conducted to assess the feasibility and likelihood of ridership on Michigan Street.

BE IT FURTHER RESOLVED, that ~~and if such design a study~~ finds the Michigan Street alternative to be infeasible, the city of Duluth will dedicate resources to design and construct physically separated bike lanes on First Street.