



## **Request for City Council Committee Action from the Department of Public Works**

**Date:** July 23, 2013

**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

**Referral to:** Honorable Betsy Hodges, Chair Ways and Means/Budget Committee

**Subject: Fillmore Bike Walk Street (Presidents/Stone Arch Bridge Bicycle Boulevard) & Southern Bike Connection**

### **Recommendation:**

- A. Approve project layouts for the Fillmore Bike Walk Street (Presidents/Stone Arch Bridge Bicycle Boulevard) and the Southern Bike Connection.
- B. Approve federal aid design exceptions for roadway striping on E 24<sup>th</sup> Street and Bloomington Avenue.
- C. Authorize City officials to accept NTP federal grant amendments of \$61,000 for the Fillmore Bike Walk Street (Presidents/Stone Arch Bridge Bicycle Boulevard) (G3901FILLMORE) and \$57,000 for the Southern Bike Connection (G3091SBIKECTN).
- D. Passage of the accompanying resolution increasing the Public Works – Transportation Agency appropriation in the Federal Grant Fund (01300-9010943) by \$118,000 and increase the revenue source (01300-9010943 – Source 321012) by \$118,000, to be reimbursed by Federal Aid grant funding.

### **Previous Directives:**

- May 15, 2012 – Authorized acceptance of grant amendments and appropriated funds for the Fillmore Bike Walk Street (\$69,000) and Southern Bike Connection (\$73,000).
- July 7, 2009 – Authorized acceptance of original Southern Bike Connection award in the amount of \$400,000 and appropriated funds
- December 8, 2008 – Authorized acceptance of original Fillmore Bike Walk Street award in the amount of \$325,000 and appropriated funds

### **Department Information:**

Prepared by: Shaun Murphy, Bicycle & Pedestrian Coordinator

Approved by: \_\_\_\_\_

Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Shaun Murphy

**Financial Impact** *(delete all lines not applicable to your request)*

- Action requires an appropriation increase to the Capital Budget or Operating Budget  
Dept Name: Public Works  
Fund Name: 01300-9010943 Federal Grant Fund  
Project Name & Number (if capital budget): G3901FILLMORE & G3901SBIKECTN  
Amount: \$118,000
- Action provides increased revenue for appropriation increase  
Dept Name: Public Works  
Fund Name: 01300-9010943 Federal Grant Fund  
Project Name & Number (if capital budget): G3901FILLMORE & G3901SBIKECTN  
Amount: \$118,000

Action is within the Business Plan

- Request provided to the Finance Department

**Community Impact**

- Neighborhood Notification: Neighborhood organizations and residents along the projects have helped to guide the project design
- City Goals: Satisfies health and transportation sustainability indicators
- Comprehensive Plan: Satisfies multi-modal transportation goals

**Supporting Information**

Layout Approval (Recommendation A)

The Fillmore Bike Walk Street and Southern Bike Connection are two federally funded bicycle projects. These projects were originally awarded funds in 2008 and 2009 by Transit for Livable Communities through the Non-Motorized Transportation Pilot Program, which aims to increase rates of bicycling and walking and decrease driving.

The neighborhood review process for these projects has been extensive. Five general public meetings were held, in addition to over 20 meetings centered on specific traffic calming features. Two working group (pedal) tours were held with bicyclists. Hundreds of comments were collected from residents, business owners, schools, places of worship, bicyclists, motorists, and other interested parties. Comments were also received from Hennepin County, Transit for Livable Communities, MnDOT, and the Minneapolis Park & Recreation Board. The result is two projects which make lengthy strides to improve conditions for bicycling (and walking), while respecting the needs of neighborhoods and other agencies.

The major changes for each project are included in the maps in Attachment A and B. Public Works seeks layout approval for these changes, which include traffic safety and calming features such as speed bumps, curb extensions, median refuge islands, and miniature traffic circles. In addition, major traffic control changes such as crosswalk painting, stop sign changes, and parking removal are highlighted.

In the process of community review for the Fillmore Bike Walk Street project, the name was changed to reflect neighborhood preference and route selection. North of East Hennepin Avenue, it is now referred to as the "Presidents Bicycle Boulevard," named after these three streets it runs along (Fillmore St NE, Polk St NE, and Tyler St NE). South of East Hennepin Avenue, the project is now called the "Stone Arch Bridge Bicycle Boulevard" to reflect the connection this bicycle route makes to the Stone Arch Bridge, primarily along 6<sup>th</sup> Avenue SE. Hereafter the "Fillmore Bike Walk Street" will be referred to as the "Presidents/Stone Arch Bridge Bicycle Boulevard."

### Approval of Federal Aid Design Exceptions (Recommendation B)

On May 18, 2010, the City Council approved federal aid design exceptions for 10.5' travel lanes and 7' parking lanes, among others. A design exception is an approval granted by MnDOT for a requirement which is different from the accepted MnDOT State Aid standard. These exceptions were pursued to add bicycle lanes to streets which would otherwise not be striped without widening the street (moving curbs). Since the fall of 2011, when these changes were implemented, Public Works staff has monitored these narrower travel lanes and parking lanes, including how they function next to the associated bicycle lanes. The preliminary results have been positive with respect to improved safety and driver/rider predictability.

In light of these positive results, Public Works staff discussed additional design exceptions on the Southern Bike Connection project with MnDOT staff. Two locations were examined (these areas are noted as Design Exceptions on the map in Attachment B):

<b>Street</b>	<b>Segment (Length)</b>	<b>Minimum Rule</b>	<b>Design Exception Recommended</b>
24 <sup>th</sup> Street E	Bloomington Avenue to 18 <sup>th</sup> Avenue S (0.12 miles)	11' travel lane, 8' parking lane, 6' bike lane (One lane may be 1' less than minimum)	All three lanes are 1' less.
Bloomington Avenue	Bridge over Highway 62 (0.12 miles)	11' travel lane, 6' bike lane (One lane may be 1' less than minimum)	Both lanes are 1' less.

Public Works and MnDOT staff thoroughly reviewed these design exceptions and considered each location on its own merit. As a condition of these design exceptions, Public Works will add these areas to the list of previous design exception locations, which are regularly monitored to understand the implications of the designs. In the future if Municipal State Aid funds are involved in a repaving or reconstruction project on these street segments, a variance would be required at that future date to continue these designs. Public Works seeks approval for these design exceptions.

### Funding (Recommendations C & D)

The Presidents/Stone Arch Bridge Bicycle Boulevard project was originally awarded \$325,000 in 2008, and the Southern Bike Connection was originally awarded \$400,000 in 2009. On December 5, 2011, Transit for Livable Communities notified the City of two additional awards amending those grants. Each project was awarded an additional \$130,000 to increase the impact of these bicycle routes, primarily through traffic calming and associated planning work. The resulting federal funding was \$455,000 for the Presidents/Stone Arch Bridge Bicycle Boulevard and \$530,000 for the Southern Bike Connection.

On May 15, 2012, the City Council accepted the preliminary engineering portion of these grant amendments, in the amounts of \$69,000 for the Presidents/Stone Arch Bridge Bicycle Boulevard project and \$73,000 for the Southern Bike Connection. Today, Public Works seeks authorization to accept the \$118,000 remainder of the 2011 grant amendments, in the amounts of \$61,000 for the Presidents/Stone Arch Bridge Bicycle Boulevard and \$57,000 for the Southern Bike Connection.

Both of these construction projects were advertised to contractors, bids were received, and they exceed the Federal grant funding. Federal funding covers approximately 77% of both projects, resulting in a funding gap.

Thus Public Works has explored opportunities to close this funding gap. The 2013 Traffic Safety Capital Improvement funds have been identified and \$153,000 can be used to accomplish some additional traffic safety and calming improvements which are beyond the Federal aid funding cap. With the combination of Federal and City resources, these funds would cover approximately 87% of both projects. Attachments A and B reflect the items which would be funded with federal and local funding.

The respective bid awards for each project will be a separate City Council action.

The current project schedule anticipates construction would begin in early September.

#### Attachments

Attachment A: Presidents/Stone Arch Bridge Bicycle Boulevard Map

Attachment B: Southern Bike Connection Map

Cc: Council Member Hofstede, Ward 3

Council Member Schiff, Ward 9

Don Elwood, Jenifer Hager, and Larry Veek; Transportation Planning & Engineering

Mike Kennedy, Steve Collin, Larry Matsumoto, Dan Bauer; Transportation Maintenance & Repair

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Amending The 2013 Capital Improvement Appropriation Resolution

Resolved by The City Council of The City of Minneapolis:

That the above-entitled resolution, as amended, be further amended by increasing the PW-Transportation Capitol Agency in the Permanent Improvement Projects Fund (01300-9010943) by \$118,000 and increasing the revenue source (01300-9010943 – Source 321012) by \$118,000.