

# City of Minneapolis

## 2006 BICYCLE PROGRAM ACCOMPLISHMENTS

<b>Table of Contents</b>	<b>Page</b>
BAC Issues Discussed	2
Bicycle Program Outreach	3
2006 Events	3
Planning Initiated/On-Going Planning	3
Funding Secured in 2006	4
On-Going Design/Pre-Construction Work	4
Design/Pre-Construction Work Completed/Waiting for Construction	5
Projects under Construction	5
Projects Completed	5

## 2006 Accomplishments - Minneapolis Bicycle Program

Each year the Bicycle Advisory Committee (BAC) reviews the accomplishments of the previous year and sets goals for the upcoming year. The following is a summary of projects and initiatives that were accomplished in 2006:

### **BAC Issues Discussed:**

- Creative operations and maintenance funding solutions – Each month the Bicycle Advisory Committee discussed creative methods of funding the operations and maintenance of existing and proposed facilities. Some options that were explored include trail advertising, trail naming rights, a sales tax for bicycles, merchandising, imposing user fees, maintenance endowments, cutting existing service, and create ways to reduce operations and maintenance funding through better capital investments.
- Safe Routes to School – The BAC provided Public Works and Minneapolis Schools with guidance on how to proceed with two funding grants, which were both successful.
- Tall bicycles – The BAC explored safety and legal issues associated with tall bicycles. Education and enforcement follow-up ensued.
- Strategic planning – The BAC has been working for several months to better define its role in bicycle advocacy. Roles and responsibilities will be defined in 2007.
- Bicycle advocacy – Many BAC members have been working to create an independent bicycle advocacy group that is not affiliated with the city, but would work directly with the BAC to address bicyclist's needs. A bicycle advocacy group would be better positioned to lobby and would provide a forum for residents to become more active in bicycling advocacy.
- Bicycle way-finding and signage guidelines/standards – Considerable discussion in 2006 occurred relative to the creation of bicycle guidelines and standards that help bicyclists negotiate the on-street and off-street bikeways network.
- Collaboration with the Library Board – The BAC worked with the Library Board to ensure that there was ample bicycle parking at the new downtown library in addition to library improvements at the East Lake Library and North Regional library sites.
- Bicycle gap study – Public Works worked closely with the BAC to identify both on-street and off-street bicycle system gaps as part of the cities 10-Year Transportation action Plan
- Bicycle Parking Study – Public Works conducted a citywide inventory of all bicycle racks accessible to the public in Fall of 2006. The BAC provided guidance in how this information could be used to identify new rack locations.
- Bicycle programs for city employees – The BAC began discussions on how the city can promote bicycling to its own employees.
- Bicycle crash study – Each year Public Works presents the BAC with a crash report. Trends and crash reduction measures are discussed.
- MnDOT Bicycle Design Manual input – MnDOT asked the BAC and Public Works staff to review and comment on the newest iteration of the MnDOT Bicycle Design Manual, which will become the standard for all bicycle facilities statewide. It is expected that this new edition will be approved in 2007.
- Collaborating bicycle projects with open space opportunities – The BAC has taken an active role in working with city agencies and neighborhood groups on partnership projects that enhance the bicycling experience.

### **Bicycle Program Outreach:**

- City of Minneapolis Public Works staff participated in the National Committee on Uniform Traffic Control Devices (NCUTCD).
- CPED and Public Works staff collaborated with U of M students and professors on several bicycle related studies and papers.
- Meetings with the City of Richfield, Bloomington, Edina, and Three Rivers Parks District were held to better coordinate the planning of bicycle routes within the four cities.
- Meetings with the City of St. Paul, Lauderdale, Falcon Heights, Roseville, and Ramsey County were held to better coordinate the planning of bicycle routes within the area.
- Worked with MnDOT, Transit of Livable Communities, and the Rails to Trails Conservancy on the Non-Motorized Pilot Program.

### **2006 Events:**

- 2006 Commuter Challenge (BBOP)
- Great River Energy Bicycle Festival
- Midtown Greenway Arbor Day Event
- Minneapolis TMO Commuter Fairs
- 2006 Bike Expo

### **Planning Initiated/On-Going Planning:**

- SEMI (Granary Road Trail) – Public Works and CPED are coordinating the planning and fundraising efforts for the construction of Granary Road near the University of Minnesota Campus. As part of the roadway project a parallel off-street trail will be constructed. This trail will eventually help connect the Stone Arch Bridge to the Gateway Trail.
- 27<sup>th</sup> Avenue NE Trail – Planning was initiated for a possible trail along 27<sup>th</sup> Avenue NE that would connect the Marshall Terrace neighborhood to the Mississippi River.
- 38<sup>th</sup> Street Station Area Planning – On-going planning continued for the redevelopment and enhancements in the 38<sup>th</sup> Street Station Area. Redevelopment scenarios suggest a future trail along the east side of Hiawatha that could connect to trails north and south of this area.
- Minneapolis 10-year Transportation Plan – As part of the City of Minneapolis 10-year Transportation Action Plan, the cities bicycle network was evaluated for system gaps. Downtown Minneapolis was given special consideration relative to other transportation needs.
- Upper Harbor Terminal Study – A request for net debt bonds was submitted to the City Council and Mayor, which has now started the process for redeveloping the site. The reconstruction project includes an off-street trail from the Camden Bridge to the Lowry Bridge.

### **Funding Secured in 2006\*:**

\$3,387,000 in total funding was secured for the bicycle program in 2006

(\$4,940,000 in total funding was secured for the bicycle program in 2005)

(\$4,388,000 in total funding was secured for the bicycle program in 2004)

- \$50,000 for the Ryan Lake Trail
- \$160,000 for the Midtown Greenway Bicycle Station (2007)
- \$40,000 for Bicycle Parking (2010)
- \$1,000,000 Federal Enhancements for funding for the RiverLake Greenway (2010)
- \$1,000,000 Federal Enhancements for funding for the 18<sup>th</sup> Ave NE Trail (Marshall to Monroe) (2010)
- \$1,000,000 Federal Enhancements for funding for the West River Parkway Trail (42<sup>nd</sup> to Godfrey) (2010)

\*Figures do not include Non-Motorized Pilot Program funding

### **On-Going Design/Pre-Construction Work:**

- RiverLake Greenway (East of I35W) – Preliminary engineering was initiated with final design expected to take place in 2009 with construction in the 2010 construction season.
- Upper River Trails (Phase 1) – Right-of-way transfers were completed in 2006, which will allow the Minneapolis Park and Recreation Board to start construction on the west segment of the project in 2007.
- Hennepin/1<sup>st</sup> Ave NE bicycle lanes – Discussions with Hennepin County occurred in 2006 to allow for signage and striping improvements to be made in 2007.
- 18<sup>th</sup> Ave NE Trail – Public Works continued discussions with several neighborhood groups to have the project designed in 2009 with construction occurring in 2010, with some improvements in the Bottineau Neighborhood in 2007.
- Cedar Lake Trail (Phase 3) – Considerable collaboration in 2006 between Hennepin County, the Minnesota Twins, the North Star Project Office, and the City of Minneapolis relating to the design and property acquisition around the stadium site. Authorization was granted to begin negotiations with other property owners along the corridor. Final redesign is expected to take place in 2007 with construction planned in 2008.
- St. Anthony Trail/Columbia Park Trail – The Minneapolis Park and Recreation Board completed a master planning process, which will allow for the reconstruction of the trails in 2007. A new segment between Hayes St NE and Stinson Blvd will be added as part of the project.
- RiverLake Greenway (I35W Pedestrian Bridge) – The neighborhoods near this site started a community-wide effort to complete a preliminary design for this project.
- Ryan Lake Trail – The Victory Neighborhood in collaboration with the Minneapolis Park and Recreation Board and the City of Minneapolis identified an additional \$50,000 for this project.
- 26<sup>th</sup> Avenue North Trail – The Hawthorne Neighborhood requested that Public reconstruct 26<sup>th</sup> Avenue North to allow for the construction of a multi-use trail on the north side of the corridor.
- 50<sup>th</sup> Street Bicycle Improvements – Public Works initiated the final design process for the reconstruction of East 50<sup>th</sup> Street in the Nokomis Neighborhood in 2006. Although bicycle lanes were evaluated, it was determined that signage and edge-line treatments would best address bicyclist's needs in this corridor. Construction of this corridor in 2007.

### **Design/Pre-Construction Work Completed/Waiting for Construction:**

- Midtown Greenway Bicycle Station – Additional funding was identified in 2006, however the project was postponed until 2007. Redesign for the project was completed in early 2006 to better address vendor and community needs.
- Midtown Greenway Art in Public Places Project – Final design was completed in 2006 with construction and placement of the artwork in 2007.
- Crosstown Project Bicycle Accommodations – Provisions for bicycles and pedestrians were designed in 2005 as part of the project. The project was postponed a year to identify additional funding.
- Main Street NE Bridge – Construction of this county project will begin in 2007. When finished the project will include enough width to stripe continuous bicycle lanes along Main Street NE.
- North Star Commuter Rail LRT Extension/Commuter Rail Platform – Final design was completed for the corridor in 2006. Future trains will accommodate bicycles and bicycle parking will be accessible nearby.
- NE Diagonal – The final design process was completed in 2006 and the project will be constructed in the 2007 construction season.
- U of M Trail (Phase 3) - The final design process was completed in 2006, however right-of-way could not be obtained from the railroad prior to the funding sunset date so the federal funding for this project was lost. Efforts will be made to secure future funding for this project.

### **Projects Under Construction:**

- Heritage Park; Van White Memorial Boulevard Bridge and Trail – Construction of the Van White Memorial Boulevard Bridge and Trail is underway and will continue throughout the 2007 construction season.
- Bikeways Cleanup Project – A number of sub-standard sites were targeted in 2006 for improvement, however the project has not yet been completed.
- Midtown Greenway Bridge Over Hiawatha Avenue – Construction began in October 2007 with much of the concrete work now finished. It is expected that the project will take the entire 2007 construction season to complete.

### **Projects Completed:**

1.75 miles of new trails added in 2006

7.75 mile of new bicycle lanes added in 2006

1 mile of experimental lanes added in 2006

- Central Avenue Trail (0.5 miles) – Multi-use trail from Columbia Parkway to 29<sup>th</sup> Ave NE
- Midtown Greenway (Phase 3) (1 mile) – Separated trail from Hiawatha Avenue to West River Parkway
- Loring Bikeway (Phase 2) (0.25 miles) – Multi-use trail from Groveland to West 15<sup>th</sup> Street near Loring Park. Also included enhancements at the of Hennepin Avenue and Lyndale Avenue interchange.
- Loring Bikeway Art in Public Places Project – Artistic enhancements near the Loring Bikeway Bridge in the Lowry Hill East Neighborhood.

- North Minneapolis Bicycle Lanes (Plymouth Ave, 26<sup>th</sup> Ave N, 42<sup>nd</sup> Ave N, 2<sup>nd</sup> St N) (7 miles) – Bicycle lanes/signage improvements along Plymouth Avenue North from Wirth Parkway to 2<sup>nd</sup> Street North, along 42<sup>nd</sup> Avenue from Victory Parkway to 2<sup>nd</sup> Street North, along 26<sup>th</sup> Avenue North from Wirth Parkway to 2<sup>nd</sup> Street North, and along 2<sup>nd</sup> Street North from Downtown Minneapolis to the Camden Bridge.
- Park Avenue Bridge with bike lane improvements – Bicycle lane improvements along Park Avenue and access improvements to the Midtown Greenway.
- 2006 bicycle rack cost share program installations – Dozens of local businesses each year participate in this program, which adds hundreds of new bicycle parking spaces throughout all Minneapolis neighborhoods.
- Bicycle racks installed as part of site plan review process – Per Minneapolis ordinance, several site renovations and new buildings were required to add bicycle parking as part of the development.
- Service Enhancement – the city added bicycle parking service requests to the 311 one-call system.
- New noteworthy bicycle rack locations – New bicycle racks were placed at the new Guthrie, Central Library, City of Lakes Building, Farmer's Market, and Minneapolis Institute of Art.