T+PW 1/18/11 #14A

CITY DEFINTIONS FOR THE CRITERIA

Network Gap – The lack of connection for bicyclists and/or pedestrians in the existing bicycle and pedestrian infrastructure network, as defined by:

- High –
  - A large barrier (such as a freeway or body of water), which is an effective block size double the size of a standard city block, as identified in the Pedestrian Master Plan (see page A-14); or
  - a connection which has intersecting facilities at one or more points, particularly where high traffic streets exist; or
  - where no reasonable alternatives exist for bicycle and/or pedestrian travel.
- Medium –
  - A medium barrier, which is about the size of a typical city block; or
  - a connection which has intersecting facilities at one or more points, where medium traffic streets exist; or
  - where one reasonable alternative exists for bicycle and/or pedestrian travel.
- Low –
  - The lack of connection which creates a small barrier, which is smaller than a typical city block; or
  - a connection which has intersecting facilities where low traffic streets exist; or
  - where two or more reasonable alternatives exist for bicycle and/or pedestrian travel.

Equity – The presence of a project for bicyclists and/or pedestrians in an area which has an identified lack of facilities or an area which has been underserved in other ways, as defined by:

- High (meets at least 2 of the 3 items below)
- Medium (meets 1 of the 3 items below)
- Low (meets 0 of the 3 items below)

  - An area which has a concentration of sidewalk gaps, as identified in the Pedestrian Master Plan (see page A-13); or
  - An area which is not closely served by a bicycle facility, as identified in a bikeway buffer analysis (see page 2); or
  - An area which has a high concentration of *at least two* of the following: minority populations, low income households, low car ownership.

Mode Shift – The potential a pedestrian or bicycle project results mode shift (or reduced VMT) from auto to ped/bike, or contributes to other significant mode benefits.

Other Key Parameters – Some key parameters that influence the Category 1 Planning Projects include, but not limited to, results in a 2011/2012 project implementation, other studies, other jurisdictions, ROW challenges, reality of federal funding, ability to compete for federal funding, ability to operate and maintain.

CATEGORY 1 -- PLANNING AND DESIGN STUDIES THAT LEAD TO REQUESTING FUTURE FUNDING

Planning Study Candidate Name	Jurisdiction	Submitter	Project Description/ Location	Network Gap	Equity	Mode Shift	Score & Rank	Special Consideration	Comments & Rationale
10th or 11th St. connector to Powderhorn Park	City of Minneapolis	Midtown Greenway	Bike Blvd type project to connect schools and park to Midtown Greenway	Medium	Medium	Low	5		
18th Ave NE/ 24th Ave N. Bridge (BNSF)	City of Minneapolis	Mpls Riverfront Corp.	Bridge over Mississippi River on railroad to connect key bike facilities	High	High	High	9	X	not viable by 2012, complicated railroad/ROW challenges, funding challenges for match and operating,
22nd Street - Minnehaha to Milwaukee Ave	City of Minneapolis	Seward Redesign		Low	Low	Low	3		
24th St - Minnehaha to River	City of Minneapolis	Mpls PW / Seward Redesign	Minnehaha Ave to W. River Road	Medium	Low	Medium	5	?	**Combine with Franklin Avenue further below**
27th Ave NE	City of Minneapolis	Mpls Riverfront Corp.	Trail proposed from Fillmore to Marshall Ave NE	Medium	High	Low	6		
29th Ave South - Franklin to the Greenway	City of Minneapolis	Seward Redesign	Seward Neighborhood	Low	Low	Medium	4		
2nd Street S Connection	City of Minneapolis	Mpls PW	2nd Ave to Hennepin	Medium	Medium	Medium	6		
32nd Street S on-street	City of Minneapolis	Mpls Riverfront Corp.	20th Ave to W. River Parkway	Low	Medium	Low	4		
38th Street	City of Minneapolis	BWTC	King's Highway to W. River Pkwy	Medium	High	Low	6		
3rd Ave Bridge to West River Road	City of Minneapolis	Mpls Riverfront Corp.	Connect trail to bridge without need for stairs	Medium	Medium	Low	5		
40th St Ped Bridge over 35W	City of Minneapolis	Mpls PW	replacement bridge over 35W	Low	Medium	Low	4		
44th, Penn, Osseo Intersection	Hennepin County	Mpls PW	Three roads come together at this important intersection	High	High	Medium	8	?	**Neighborhood has a concept plan, TLC already expend consultant time, County & City staffs have had initial discussions but further planning work is intended for 2011, need broad stakeholder discussions and concurrence for the concepts, priorities and the appropriate resources; implementation doubtful for regional federal funding but possible with NTP Nov 2011 Category 2**
49th Ave North Trail	City of Minneapolis	Mpls PW		Medium	Low	Low	4	?	**Also a Category 2 submitted project**
4th or 6th Street Green Corridor	City of Minneapolis	Mpls PW	29th Ave N to 34th Ave N	Medium	High	Low	6	X	Premature, do green streets intiative first
54th St W / Diamond Lake Road/ 55th St E	City of Minneapolis	Mpls Bike Coalition	Connector from Edina 54th St. project	High	Low	Medium	6		
8th Ave N Pedestrian Extension	City of Minneapolis	Mpls PW	Washington Ave N to West River Pkwy	High	Medium	Medium	7		
Bike Counting Equipment	City of Minneapolis	Mpls PW	citywide	n/a	n/a	n/a	0	0	Does not fit the typical definition of a project, but would serve to provide better bicyclist info
Bluff Street Trail	City of Minneapolis	Mpls PW	bridge 9 to 2nd Street S - extend trail and add bike lanes	Medium	High	High	8		
Broadway St. NE	Hennepin Cty & Mpls	BWTC	Crossing of 280 to Central Ave NE	High	Medium	Low	6	?	**280 crossing serves limited residential area, facilities on Larpentuer and NE Diagonal, requires a MnDOT change, explore after Plymouth and Lowry bridges open**
Cedar Ave Transit Corridor	City of Minneapolis	Mpls PW	7-Corners to I-94	Medium	Medium	Medium	6		correlates with CCLRT and 7-Corners needs
Cedar Riverside Ped Improvements	City of Minneapolis	Cedar Riverside Partnership	6th St. S from Cedar to 15th Av; 15th Ave, 4th St.	Medium	Medium	Low	5		a portion is part of a possible Mpls CIP project for 2012/2013
Central Avenue / Hwy 65	Mn/DOT, Columbia Hgts	BWTC, MBC, ALRC	Hennepin Ave to northern border of Columbia Hgts	High	Medium	Medium	7	X	MnDOT route; MnDOT and City staffs are currently working through the implementation related to the current planning study, no further consultant work needed as this time
Chicago Ave corridor	City of Minneapolis	Mpls Riverfront Corp.	Riverfront and LRT Trail, downtown	Low	Medium	Low	4		
Downtown Minneapolis Bike Station	City of Minneapolis	Hennepin County	Determine best location, costs, feasibility, etc. for bike station	Low	Low	Medium	4	?	**Does not fit the typical definition of a project, but would serve to reduce the barriers of parking and maintenance for downtown bicyclists, not sure of need due to Nice Ride**
East River Road at UM to Main Street/6th Ave S	City of Minneapolis	Mpls Riverfront Corp.	Bridge #9 to Main St. SE on north side of river (under 35W)	Medium	Medium	Medium	6		
Franklin Ave E	Hennepin County	BWTC	Hiawatha to Hennepin	Medium	Medium	Medium	6	?	**Versus 24th Street, combine with Franklin to examine both routes**
Hennepin Ave S	City of Minneapolis	Mpls PW	11th to Lyndale	High	Medium	Medium	7		
Hennepin Ave SE / 1st Ave Bridge to Central	Hennepin County	Council member/ MBC	Washington Ave to Central Ave	High	Medium	Medium	7	X	Study already completed, will be reassesed as part of the Streetcar AA study
Hiawatha Trail Extension to Lake Street	Hennepin Cty & MnDOT	Henn. CWT	Off-street trail on east side of Hiawatha connecting Midtown Greenway to Lake St	High	Low	Low	5		

Main Street on Nicollet Island to BF Nelson	City of Minneapolis	Mpls Riverfront Corp.	Merriam to BF Nelson Park	High	Low	Low	5		
Main Street to northern tip of Nicollet Island	City of Minneapolis	Mpls Riverfront Corp.	Merriam to northern tip of island	Low	Low	Low	3		
Marshall street corrdor	Hennepin County	Mpls Riverfront Corp.	37th to Hennepin	High	Medium	Medium	7	X	County jurisdiction; County and City staff are using existing Marshall Street report
Mobile Speed Bumps purchase	City of Minneapolis	Mpls PW	citywide - traffic calming	n/a	n/a	n/a	0	0	Does not fit the typical definition of a project, but would serve to reduce the widespread barrier of speeding motorists
Osseo Road	Hennepin County	BWTC	44th to Robbinsdale	High	High	Medium	8	X	County presented alternative concept to the existing 4 lane, federal funding would complicate a paving and signal project; ped/bike provisions would be minimal costs except for ped ramps, any curb work, or streetscape elements near 44th. (see 44th project above)
Ped Signal Indications Replacement	City of Minneapolis	Mpls PW	citywide	n/a	n/a	n/a	0	0	Does not fit the typical definition of a project, but would serve to better inform pedestrians about signalized interesection crossings
Penn Ave. N	Hennepin County	BWTC	I-394 to 44th Ave	High	High	Medium	8	?	**County jurisdication, no discussions to date**
Penn Ave. S	City of Minneapolis	BWTC	Richfield to Lake Harriet	High	Medium	Medium	7	?	**entire segment not in draft Bike Plan only south of 54th**
Pleasant Ave S. Bike Boulevard	City of Minneapolis	Mayor's Office	Engage community to explore bike boulevard concept on Pleasant	Low	Medium	Low	4		
Speed Wagons/ Permanent Speed Displays	City of Minneapolis	Mpls PW	citywide - traffic calming	n/a	n/a	n/a	0	0	Does not fit the typical definition of a project, but would serve to reduce the widespread barrier of speeding motorists
Stone Arch Bridge to Downtown	City of Minneapolis	Mpls Riverfront Corp.	5th Ave S at 1st St. to W. River Road	Low	Medium	Low	4		
Street Name Signs for bike routes	City of Minneapolis	Mpls PW	city wide	n/a	n/a	n/a	0	0	Does not fit the typical definition of a project, but would serve to improve understanding of bicycle system
University Ave NE	MnDOT	BAC 2009	on-street or off-street options	Medium	Medium	Medium	6	?	**MnDOT jurisdiction and no discussions to date**
Upper River Trail Corridor - Northeast	City of Minneapolis	Mpls Riverfront Corp.	Boom Island to Camden Bridge	High	High	Medium	8	X	possible duplicative study with the Park Board upper river design efforts, land assembly and ROW needs unknown
Washington Ave over I-35W and west	Hennepin County	BAC 2009	from Cedar Ave to downtown	High	Medium	Medium	7	X	Design should be considered with 3rd/4th St interchange ramp project
West Broadway	Hennepin County	BWTC	Central Ave into Robbinsdale	High	High	Medium	8	X	Explore after the opening of Plymouth and Lowry Bridges

Projects previously presented in TPW letter (15)	**Highest Priority (10)**
New Projects submitted directly to TLC (30)	**Next Priority (6)**
	Lowest Priority (15)
	Eliminate from Category 1 funding consideration (14)
	Questions/comments that may limit the consideration of the project (9)

Note: Three Hiawatha Pedestrian Crossing studies (32nd, 38th, & 45th) were not included on the TLC list due to study/design already underway.

CATEGORY 2 -- HIGH PRIORITY CAPITAL PROJECTS READY FOR IMPLEMENTATION

City Rank	#	Project Name	Jurisdiction	Project Description	$$$ requested	Total Cost	Network Gap	Equity	Mode Shift	Official Support	Comm. Support	PM Readiness	City Public Works Notes
4	II-1	24th Street bike/ped Improvements	City of Minneapolis	Add bike lanes to connect with LRT trail	$31,815	$325,000	Medium	Medium	Low	some	some	Medium	limited segment
3	II-2	49th Ave N Trail	City of Minneapolis	Osseo to Humboldt Av sidepath along 49th Av. N	$1,550,000	$1,550,000	Medium	High	Low	some	some	Low	
2	II-3	Franklin Ave Ped Improvements	City of Minneapolis	curb extensions, crosswalks, countdown timers	$61,125	$61,125	Medium	Medium	Low	some	Yes	Medium	
	II-4												
1	II-5	Nice Ride Expansion	Minneapolis/ St. Paul	Bike sharing system 130 new stations	up to $3.5 million	up to $5.8 million	High	Medium	High	Yes	Yes	High	
n/a	II-6	North Mpls Bike/Walk Center	Cultural Wellness Center	Community bike /walk center - North Mpls	$200,000	$384,000	Low	High	Medium	No	some	Low	City directed to reissue RFP
n/a	II-7	Open Streets - Cyclovia	Bike Alliance of MN	Open Streets on Lyndale June 12 event	$26,517	$26,517	Low	Low	Low	unknown	some	Medium	not an infrastructure project
5	II-8	Seward Community Bike Center	Seward Redesign	Community Bike Center to serve low income	$269,188	$269,188	Low	Medium	Medium	unknown	some	Low	unaware of project
	II-9												
6	II-10	ZAP! System Rewards Program	Mpls TMO	RFID Commuter Tracker with incentives	$123,791	$123,791	Low	Low	Medium	unknown	unknown	Low	unknown value, infrastructure impact questions

T+PW 1/18/11 #14B

DRAFT
RESOLUTION 2011R-XXX
By _____

Supports the Nice Ride Minnesota bicycle sharing program pertaining to the Phase 2 expansion to other locations in the City of Minneapolis and adjacent communities, and efforts to seek additional funding resources.

Whereas, the City of Minneapolis in 2008 began discussions with numerous parties about developing a bicycle sharing program, and

Whereas, Nice Ride Minnesota was formed to plan, develop, implement and operate a bicycle sharing program, and

Whereas, Nice Ride secured significant private resources from Blue Cross Blue Shield and other partners to implement and operate Phase 1 efforts, and

Whereas, the City of Minneapolis enter into agreements with Minnesota Department of Transportation and Nice Ride to fund and implement the Phase 1 efforts through the Federal Non-motorized Transportation Pilot Program Bike Walk Twin Cities; and

Whereas, the Phase 1 project began operation in June 2010 and had a successful initial first year with 70 kiosks and 800 bicycles resulting in over 100,000 rides, and

Whereas, Nice Ride seeks to expand the program and has proposed a Phase 2 effort that includes another 130 kiosks (81 in Minneapolis, 46 in Saint Paul, 2 in Edina and 1 in Robbinsdale) and 1388 bicycles; and

Whereas, Nice Ride has sought community input to implement the Bike Share Phase 2, and

Whereas, Nice Ride will be seeking funding partners to implement the Bike Share Phase 2, and

Whereas, the Nice Ride program supports the City's growth of its multi-modal system, its bicycle friendly community, and meets four City goals:

- *Livable Communities, Healthy Lives*
- *Eco-Focused*
- *Jobs & Economic Vitality*
- *A City That Works;*

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

Supports the Nice Ride Minnesota bicycle sharing program pertaining to the Phase 2 expansion to other locations in the City of Minneapolis and adjacent communities, and efforts to seek additional funding resources.

Adopted _____date_____.
Approved by Mayor Rybak _____date_____.