



Request for City Council Committee Action From the Department of Public Works

Date: April 8, 2008

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

Referral to: Honorable Paul Ostrow, Chair Ways & Means Budget Committee

Subject: **Non-Motorized Transportation Pilot Program (NTP) Solicitation Submittal (Second Round)**

Recommendation:

Authorize Public Works to submit pedestrian and bicycle projects to Transit for Livable Communities (TLC) for the Non-Motorized Transportation Pilot Project (NTP) second round solicitation

Previous Directives:

- September 14, 2007 City Council – Authorized acceptance of 24 NTP competitive awards
- April 3, 2007 – Authorized acceptance of two NTP direct grant awards
- March 9, 2007 City Council – Approved the city's ranking criteria for NTP applications
- January 26, 2007 City Council – Authorized Amendment #1 to grant agreements
- August 4, 2006 City Council – Authorized original grant agreements and appropriations

Prepared by: Shaun Murphy, NTP Project Coordinator
Jon Wertjes, Director of Traffic and Parking

Approved by:

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

Presenters: Shaun Murphy

Reviews

Permanent Review Committee (PRC):	Approval	N/A	Date
Civil Rights Affirmative Action Plan	Approval	N/A	Date
Policy Review Group (PRG):	Approval	N/A	Date

Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget (If checked, go directly to Background/Supporting Information)
- Action requires an appropriation increase to the Capital Budget
- Action requires an appropriation increase to the Operating Budget
- Action provides increased revenue for appropriation increase
- Action requires use of contingency or reserves

- Business Plan: Action is within the plan. Action requires a change to plan.
- Other financial impact (Explain): *The NTP projects selected will result in increases needed for the respective operating budgets. After the City learns about which projects are selected, Public Works will bring forth the appropriate operating and capital budget appropriations needed.*
- Request provided to department's Finance Dept. contact when provided to the Committee Coordinator

Community Impact

Neighborhood Notification: Not Applicable
 City Goals: Satisfies multi-modal transportation goals
 Comprehensive Plan: Not Applicable
 Zoning Code: Not Applicable

Background/Supporting Information

Transit for Livable Communities (TLC) recently released its 2008 NTP solicitation for applications that is focused on improving bicycle and pedestrian mode share. Applications are due April 29 as noted in the timeline below which was previously shared with the City Council and the public.

February 25, 2008	Request for Applications released by Transit for Livable Communities, as well as TLC informational meeting for potential applicants.
March 3, 2008	Notice sent out to neighborhood organizations, Bicycle & Pedestrian Advisory Committee members, City Council, and City staff, soliciting basic project ideas
March 14, 2008	All basic project ideas due to Public Works resulting a comprehensive list of potential solicitation projects
March 28, 2008	Project ideas further developed and prioritized by Public Works, using City Council criteria (Attachment B)
April 2, 2008 10AM-11:30AM 241 City Hall	BAC Meeting for review and comment on the prioritized list of solicitation projects
April 2, 2008 3PM-4:30PM 333 City Hall	PAC Meeting for review and comment on the prioritized list of solicitation projects
April 8, 2008	T&PW Committee -- Public Works will submit the requested action
April 14, 2008	W&M/B Committee
April 18, 2008	City Council approval
April 29, 2008	Applications due at Transit for Livable Communities by 5 PM

A balance of bicycle and pedestrian projects/funding has been sought between the two planned NTP solicitations. An effort will be made to ensure that the best possible projects will be submitted for both bicycles and pedestrians. The City of Minneapolis will provide letters of support to adjacent communities and regional partners for proposals that can demonstrate benefit to the City of Minneapolis.

NTP Solicitation Criteria used by PW Staff, with BAC and PAC Review

In order to ensure a fair citywide system approach, and to focus on projects suitable for the NTP program, criteria were developed by Public Works to help staff with reviewing basic project ideas. The project ideas were then ranked in order to create a list of applications for this solicitation submittal. The ranking criteria used are described in the memo dated March 6, 2007 (Attachment B) developed and used for Solicitation #1.

The Minneapolis Bicycle & Pedestrian Advisory Committees, which met on April 2, 2008, reviewed the prioritized list of projects based upon the criteria provided. One motion was passed by the Bicycle Advisory Committee:

“The BAC supports the staff recommendations but encourages the inclusion of a Bike Walk Street project in Ward 13 in substitution for a Bike Walk Street project in the Southeast quadrant of the City, preferably project #5 (32nd Street E, West River Pkwy to 18th Avenue).”

City staff concurs with this recommendation, and have altered project #5 to encompass 49th Street W instead of 32nd Street E. Two motions were passed by the Pedestrian Advisory Committee:

“The PAC supports the staff recommendations but encourages greater innovation in the design of the projects. The projects should show a clear benefit to pedestrians.”

“All projects of the city should be complete projects and pedestrian and bicycle components should be integrated elements with respect to planning, design, funding, construction, and maintenance.”

City staff also concurs with these recommendations. In order to address the need for greater innovation in the pedestrian-related components of these projects, staff will gather innovative ideas from Mia Birk, who will be in Minneapolis on April 8th. Ms. Birk is a nationally recognized expert on pedestrian issues.

Pedestrian and Bicycle Projects for the NTP Second Round Solicitation

TLC allocated \$5 million in this second NTP Solicitation split among two project types: \$3,000,000 for Livable Streets projects (maximum project cost = \$750,000) and \$2,000,000 for Bike Walk Streets projects (maximum project cost = \$250,000).

According to the TLC solicitation, Livable Streets projects are characterized by existing arterial or collector roadways, which would benefit from improvements such as wider sidewalks, bicycle lanes, street trees and landscaping, bicycle and pedestrian friendly traffic signals, and bicycle racks. Bike Walk Streets projects are characterized by existing local residential roadways, which would benefit from improvements such as bicycle and pedestrian shortcuts, lower speed limits, prominent signs and pavement markings, safe crossings at major arterials, and traffic calming measures.

Overall, the City of Minneapolis will submit project applications totaling an estimated \$9,000,000 among the two project types:

- Livable Streets Projects = 9 projects, estimated \$6,750,000
- Bike Walk Streets Projects = 9 projects, estimated \$2,250,000

Proposed Pedestrian and Bicycle Projects (Table 1)

TOTAL CITY SOLICITATION PROJECTS		\$9,000,000
	LIVABLE STREETS PROJECTS	AMOUNT
Map #	Total Livable Streets	\$6,750,000
1	Washington Avenue S	\$750,000
3	Hennepin & 1st Avenues Downtown	\$750,000

4	Cedar Avenue	\$750,000
6	38th Street E	\$750,000
7	Lake Street W & Lagoon Avenue W	\$750,000
11	Penn Avenue N & Osseo Road	\$750,000
14	Main Street & Marshall Avenues NE	\$750,000
15	Penn Avenue N & Broadway Avenue	\$750,000
18	Citywide – Bike/Walk System & Spot Improvements	\$750,000
BIKE WALK STREETS PROJECTS		AMOUNT
Map #	Total Bike Walk Streets	\$2,250,000
2	18th Avenue S	\$250,000
5	49 th Street W	\$250,000
8	Pleasant Avenue S	\$250,000
9	33rd Avenue N	\$250,000
10	Fillmore Avenue NE/6th Avenue SE	\$250,000
12	29th Avenue S	\$250,000
13	30th Avenue S	\$250,000
16	11th Avenue S	\$250,000
17	Oak Park Avenue N	\$250,000

More detailed project descriptions and the ranking criteria will be summarized at the April 8, 2008 T&PW Committee Meeting. Further cost estimate refinements will be made as city staff prepare the grant submittal applications and meet the solicitation guidelines and project funding caps. This may result in project limits being modified and/or projects being submitted as phases (phase 1, phase 2, etc).

We understand that the Minneapolis Park and Recreation Board may be submitting applications for the following four projects:

- Reconstruction of the Cedar Lake Parkway multi-use path between I-394 and the Cedar Lake Trail;
- Installation of a multi-use path along Main Street in BF Nelson Park between 4th and 6th Avenues NE;
- Lighting along the West River Road North multi-use path between Plymouth and 22nd Ave N;
- Installation of bike and pedestrian accommodations in the Missing Link project area.

Cc: Mayor and City Council Members

Attachments:

- A - Non-Motorized Transportation Pilot Program Solicitation #2 Proposed Project Summaries
- B – Solicitation #2 Projects Map
- C – Memo on NTP Solicitation Ranking Criteria dated March 6, 2007

Attachment A

Non-Motorized Transportation Pilot Program Solicitation #2 Proposed Project Summaries

LS Project 1: Washington Avenue S – Chicago to 19th Avenues

This project will connect downtown with the Cedar Riverside neighborhood, using mostly pedestrian streetscape improvements. I-35W is a large barrier to foot travel in this area. This project is recommended in the Washington Boulevard and Access Minneapolis Downtown Action Plans. This may include changes such as street trees and landscaping, curb extensions, pedestrian countdown timers, pedestrian lighting, better pedestrian crossings, and street furniture. Bicycle improvements may include bicycle racks and better bicycle access through major intersections.

BWS Project 2: 18th Avenue S – Minnehaha Pkwy to 24th Street

This project will connect the Phillips, Powderhorn, and Nokomis communities. 18th Avenue runs one block west of and parallel to Cedar Avenue. A signed bicycle route is recommended for a portion of this street in the City's Master Bicycle Plan. 18th Avenue Bike Walk Street improvements may include prominent signs and pavement markings, safer crossings of major arterials, greater travel efficiency for cyclists, traffic calming, curb extensions, and street trees and landscaping. Supplemental funding may be available for additional green space, through the City's Stormwater Enterprise Funds, as well as the Minnehaha Creek Watershed District. Additionally the City's Health Department, through its Steps to a Healthier Minneapolis initiative, is working to encourage physical activity in the Phillips community.

LS Project 3: Hennepin & 1st Avenues – Mississippi River to Lyndale Avenue

This project will make further improvements for cyclists and pedestrians, in concert with the upcoming two-way conversion recommended in the Access Minneapolis Downtown Action Plan. Where pedestrian improvements are needed, these may include street trees and landscaping, curb extensions, pedestrian countdown timers, pedestrian lighting, better pedestrian crossings, and street furniture. Bicycle improvements will originate in forthcoming recommendations from the Hennepin Avenue Bicycle Planning study, which will be completed later this year. Those may include improvements such as improved transitions at Washington Avenue, 2nd Street, and 11th Street, signal improvements for bicyclists, bicycle boxes, and relocation of the existing lanes.

LS Project 4: Cedar Avenue – 6th Street to Washington Avenue

This project will make improvements to the pedestrian environment along Cedar Avenue, with a particular focus on the intersections of Cedar with Washington Avenue, Riverside Avenue, and 5th Street. These intersections are high pedestrian-vehicle crash locations. Improvements may include curb extensions, pedestrian countdown timers, new curb ramps, changes to intersection geometries, street furniture, and replacement of outdated sidewalk surfaces. This project may also include a new sidewalk adjacent to the former Dania Hall site along 5th Street, as well as an improved pedestrian way finding connection between the Cedar Riverside LRT station and Cedar Avenue. Bicycle improvements may include bicycle racks and better bicycle access through major intersections.

BWS Project 5: 49th Street W – Upton to Pleasant Avenues

This project will provide a northerly alternative to 50th Street W in the Southwest community. 49th Street runs one block north of and parallel to 50th Street. A signed bicycle route is recommended in the City's Master Bicycle Plan. 49th Street Bike Walk Street improvements

may include prominent signs and pavement markings, safer crossings of major arterials, greater travel efficiency for cyclists, traffic calming, speed tables, curb extensions, and street trees and landscaping. Supplemental funding may be available for additional green space, through the City's Stormwater Enterprise Funds, as well as the Minnehaha Creek Watershed District.

LS Project 6: 38th Street E – Chicago to Minnehaha Avenues

This project will provide a pedestrian-friendly corridor in the Powderhorn and Longfellow communities, connecting to the 38th Street LRT station. Such a corridor was recommended in the 38th & Chicago Small Area Plan. Additionally, a signed bicycle route is recommended in the City's Master Bicycle Plan. 38th Street Livable Streets improvements may include changes such as street trees and landscaping, curb extensions, pedestrian countdown timers, pedestrian lighting, better pedestrian crossings, and street furniture. Bicycle improvements may include bicycle racks and better bicycle access through major intersections. Supplemental funding may be available for additional green space through the City's Stormwater Enterprise Funds.

LS Project 7: Lake St W & Lagoon Avenue – Lake Calhoun Pkwy to Dupont Ave

This project will provide a pedestrian-friendly corridor in the Uptown area, connecting Lake Calhoun to the Lake & Lagoon business corridor. Such a corridor was recommended in the Uptown Small Area Plan. Improvements may include changes such as street trees and landscaping, curb extensions, pedestrian countdown timers, pedestrian lighting, better pedestrian crossings, and street furniture. Bicycle improvements may include bicycle racks and better bicycle access through major intersections. This project may also include pedestrian streetscape improvements to Girard Avenue between Lake Street and Lagoon Avenue.

BWS Project 8: Pleasant Avenue S – Minnehaha Pkwy to Franklin Avenue

This project will provide an alternative to 1st & Blaisdell and Bryant Avenue corridors through the Southwest community and Lyndale and Whittier neighborhoods. Pleasant Avenue runs two blocks west of and parallel to Blaisdell Avenue. A signed bicycle route is recommended in the City's Master Bicycle Plan. Pleasant Avenue Bike Walk Street improvements may include prominent signs and pavement markings, safer crossings of major arterials, greater travel efficiency for cyclists, traffic calming, speed tables, curb extensions, and street trees and landscaping. Improvements may also include clear access through the Lyndale School property. Supplemental funding may be available for additional green space, through the City's Stormwater Enterprise Funds, as well as the Minnehaha Creek Watershed District.

BWS Project 9: 33rd Avenue N – Victory Memorial Pkwy to 4th Street

This project will provide an alternative to the Lowry Avenue corridor through the Cleveland, Folwell, and McKinley neighborhoods. 33rd Avenue runs one block north of and parallel to Lowry Avenue. A signed bicycle route is recommended in the City's Master Bicycle Plan. Lowry Avenue Bike Walk Street improvements may include prominent signs and pavement markings, safer crossings of major arterials, greater travel efficiency for cyclists, traffic calming, speed tables, curb extensions, and street trees and landscaping.

BWS Project 10: Fillmore Avenue NE – Stone Arch Bridge to 37th Avenue

This project will provide an alternative to the Central Avenue corridor through the Northeast community and the Marcy Holmes neighborhood. Fillmore Avenue (as well as 6th Avenue SE in Marcy Holmes) runs between 3 and 5 blocks east of and parallel to Central Avenue. A signed bicycle route is recommended in the City's Master Bicycle Plan. Fillmore Avenue Bike Walk Street improvements may include prominent signs and pavement markings, safer crossings of major arterials, greater travel efficiency for cyclists, traffic calming, speed tables, curb extensions, and street trees and landscaping. Improvements may also include a connection along Hennepin Avenue E between 5th Avenue SE and Pierce Street NE. Supplemental funding

may be available for additional green space, through the City's Stormwater Enterprise Funds. The City's Health Department, through its Steps to a Healthier Minneapolis initiative, is working to encourage physical activity in the Northeast neighborhood.

LS Project 11: Penn/44th Avenues N & Osseo Road Intersection

This project will provide pedestrian-related improvements at and near to the Penn/44th/Osseo intersection in the Camden community. Pedestrian access at this intersection is currently restricted in several directions. Pedestrian improvements will be recommended in a study funded through the Great Streets Neighborhood Business District Program. This may include changes such as street trees and landscaping, curb extensions, pedestrian countdown timers, pedestrian lighting, better pedestrian crossings, and street furniture. Bicycle improvements may include bicycle racks and better bicycle access through this intersection. Supplemental funding may be available for additional green space, through the City's Stormwater Enterprise Funds.

BWS Project 12: 29th Avenue S – Franklin to Minnehaha Avenues

In the City's Master Bicycle Plan, a signed bicycle route is recommended for this corridor. In addition, a bike lane route is recommended for the nearby 26th Avenue corridor. 29th Avenue has been chosen because it fits the character of a Bike Walk Street, and because it would provide an alternative to the 26th Avenue corridor. 29th Avenue Bike Walk Street improvements may include prominent signs and pavement markings, safer crossings of major arterials, greater travel efficiency for cyclists, traffic calming, speed tables, curb extensions, and street trees and landscaping.

BWS Project 13: 30th Avenue S – 38th to 56th Streets

This project will provide an easterly alternative to the 28th Avenue corridor in the Nokomis community and Standish neighborhood. 30th Avenue runs two blocks east of and parallel to 28th Avenue. It will also connect to the 38th Street LRT Station. A signed bicycle route is recommended for a portion of this street in the City's Master Bicycle Plan. 30th Avenue Bike Walk Street improvements may include prominent signs and pavement markings, safer crossings of major arterials, greater travel efficiency for cyclists, traffic calming, speed tables, curb extensions, and street trees and landscaping. Supplemental funding may be available through the Minnehaha Creek Watershed District.

LS Project 14: Main Street & Marshall Avenues NE – Hennepin to 37th Avenues

This project will parallel the Mississippi River in the Northeast community, using a combination of pedestrian and bicycle improvements. A multi-use path and bicycle lanes have been recommended for portions of this corridor in the City's Master Bicycle Plan. Improvements may include changes such as street trees and landscaping, curb extensions, pedestrian countdown timers, pedestrian lighting, better pedestrian crossings, street furniture, bicycle lanes, and multi-use path accommodations.

LS Project 15: Penn Avenue N & West Broadway Avenue Intersection

This project will provide pedestrian-related improvements at and near to the Penn & Broadway intersection in the Jordan and Willard-Hay neighborhoods. Pedestrian access at this intersection is currently difficult due to lengthy crossings. Pedestrian improvements have been recommended in the West Broadway Alive plan. Bicycle lanes have also been recommended along Penn Avenue in the City's Master Bicycle Plan. Changes may include street trees and landscaping, curb extensions, pedestrian countdown timers, pedestrian lighting, better pedestrian crossings, and street furniture. Bicycle improvements may include bicycle racks and better bicycle access through this intersection. This project may also include a transit plaza at the southeast corner of the intersection.

BWS Project 16: 11th Avenue S – Andersen Lane to Powderhorn Park/35th Street

This project will provide a connection between Andersen School and Powderhorn Park in the Midtown Phillips and Powderhorn Park neighborhoods. A bicycle and pedestrian connection along this corridor was recommended in the Hennepin County Neighborhood Green Connections Summary Report. 11th Avenue Bike Walk Street improvements may include prominent signs and pavement markings, safer crossings of major arterials, greater travel efficiency for cyclists, traffic calming, speed tables, curb extensions, multi-use path accommodations, and street trees and landscaping. This project may consider additional accommodations into Powderhorn Park.

BWS Project 17: Oak Park Avenue N – Theo Wirth Park to Van White Blvd

This project will provide a middle alternative to Plymouth and Glenwood Avenue corridors in the Willard-Hay and Near North neighborhoods. Oak Park Avenue runs three blocks south of Plymouth Avenue and five blocks north of Glenwood Avenue. Oak Park Avenue Bike Walk Street improvements may include prominent signs and pavement markings, safer crossings of major arterials, greater travel efficiency for cyclists, traffic calming, speed tables, curb extensions, and street trees and landscaping. A multi-use path connection may also be considered into Theo Wirth Park.

LS Project 18: City Wide Bicycle & Pedestrian Improvements

This project may include city wide and localized pilot changes to the bicycle and pedestrian networks. Improvements may include actuation improvements at traffic signals for cyclists and pedestrians, bicycle symbols on street name signs where bike accommodations exist, pedestrian countdown timers, permanent pavement crosswalk markings, the addition of backlit LED signs at existing overhead bicycle/pedestrian crossings, adding overhead signing at existing pedestrian crossings without overhead signing, ADA curb cuts, and filling of critical sidewalk gaps.