Public Meeting for Proposed Bicycle Boulevard on Bryant Avenue S

Minneapolis
City of Lakes

Hosted by
Minneapolis
Public Works

(Feb 9, 2010)

1. Introductions

- Shaun Murphy, Minneapolis Public Works
- Mike Anderson, Alliant Engineering
- Bryant Square Recreation Center Staff
- City Council Members & Staff
- Transit for Livable Communities Staff

Overview

1. Introductions (5 minutes)
2. Project background (10 minutes)
3. What is a bicycle boulevard? (5 minutes)
4. Details of the layout (20 minutes)
5. Discussion/feedback/next steps (~30 minutes)
6. Conversation/mingling (~30 minutes)

General Feedback Form

Feedback Form

Minneapolis Public Works would like to hear your feedback. If you are unable to return this form to us at a public meeting, please return it to:

Shaun Murphy
NTP (Non-Motorized Transportation Pilot) Coordinator
350 S 5th Street, Room 233
Minneapolis, MN 55415
612-333-2450
shaun.murphy@ci.minneapolis.mn.us

Feedback can also be given online at www.ci.minneapolis.mn.us/forms/bicycles/. The project website is http://www.ci.minneapolis.mn.us/bicycles/boulevards.asp.

Please provide your home (or business) address:

_____

If you would like to be contacted by our staff about your feedback, please leave your name and phone number or e-mail address:

_____

Leave your feedback below:

2. Project Background

Our 6 City Goals:

•A safe place to call home
•One Minneapolis
•Lifelong learning second to none
•Connected Communities
•Enriched environment
•A premiere destination

Strategic Directions for "Connected Communities"

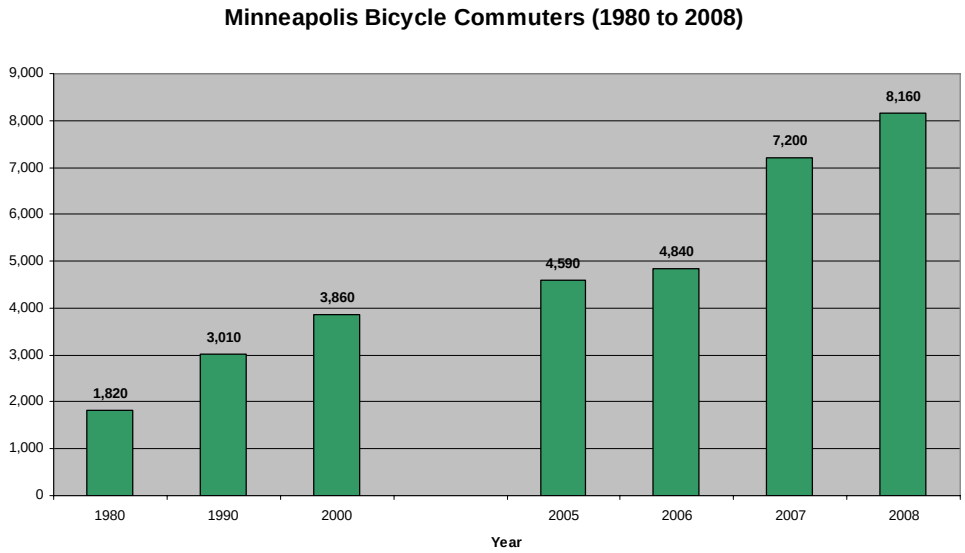
- Walkable (and) bikable
-Integrated, multimodal transportation choices border-to-border
-Customer focused, outcome-based . . .

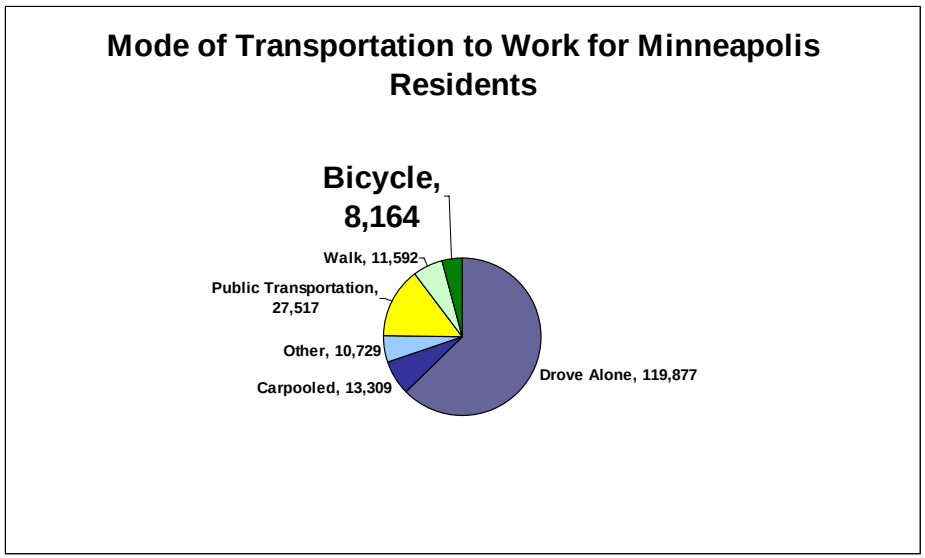
http://www.ci.minneapolis.mn.us/council/goals/

Bicycling is growing in popularity

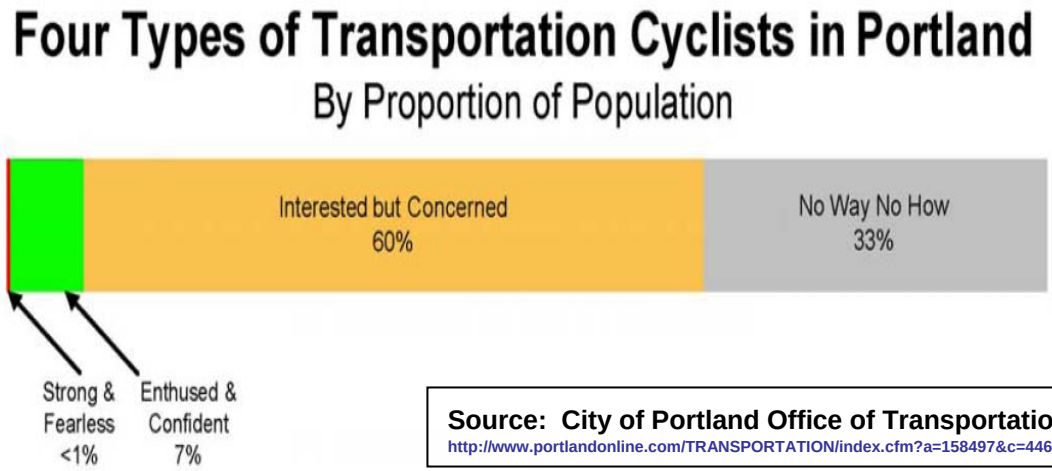
. . .

but it carries a relatively small portion of the transportation load





Source: US Census Bureau
http://www.ci.minneapolis.mn.us/bicycles/Census2007Report.pdf



Source: City of Portland Office of Transportation
http://www.portlandonline.com/TRANSPORTATION/index.cfm?a=158497&c=44671

Top 6 out of 13 Barriers to Bicycling More

1. Weather
2. **Lack of Trails/Bike-Friendly Streets**
3. **Safety (Accidents)**
4. Transporting Items
5. Safety (Crime)
6. Distance

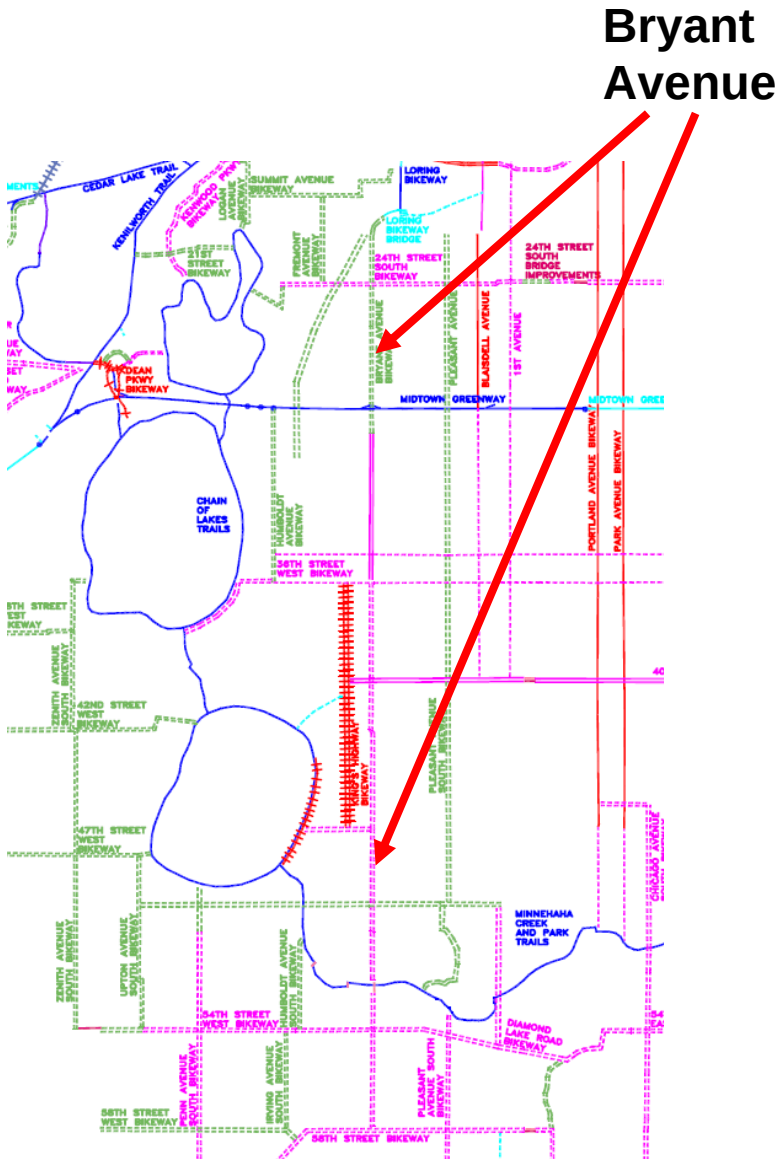
Source: Minneapolis Public Works Department
http://www.ci.minneapolis.mn.us/bicycles/Spring_2007_Bicyclist_Survey.pdf

Many people are interested in bicycling

. . .

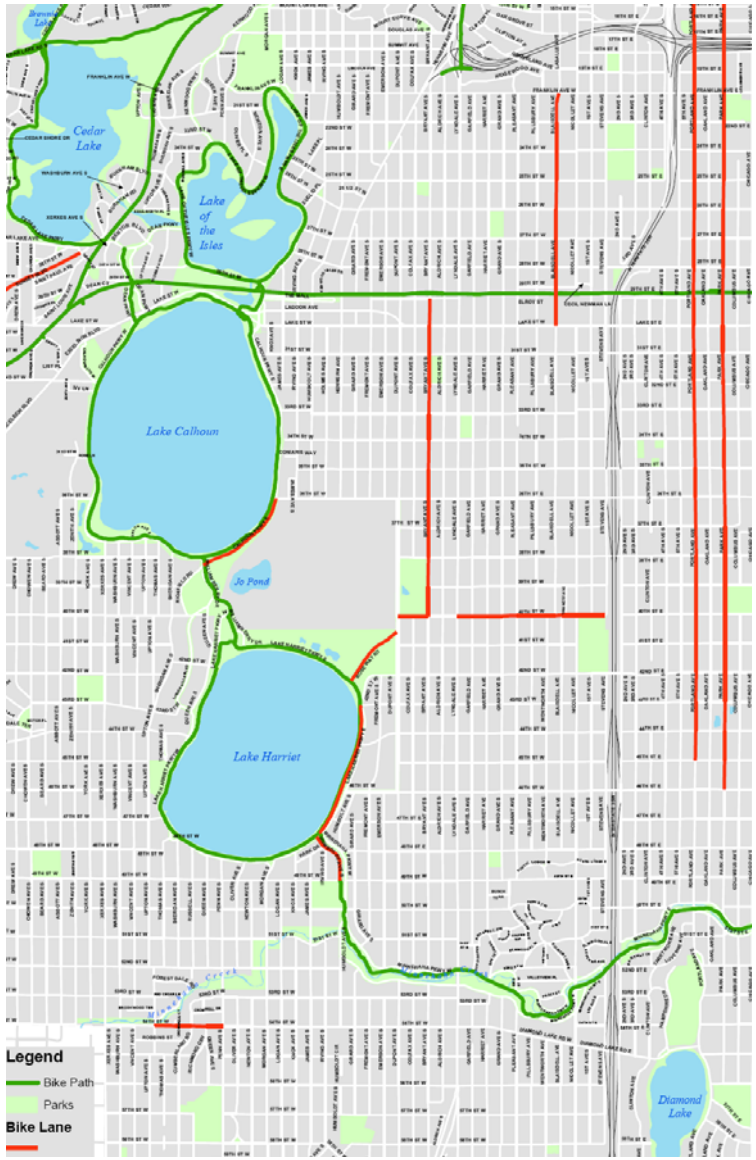
but they are concerned about their safety in traffic

Minneapolis has a 2001 Bicycle Master Plan Map

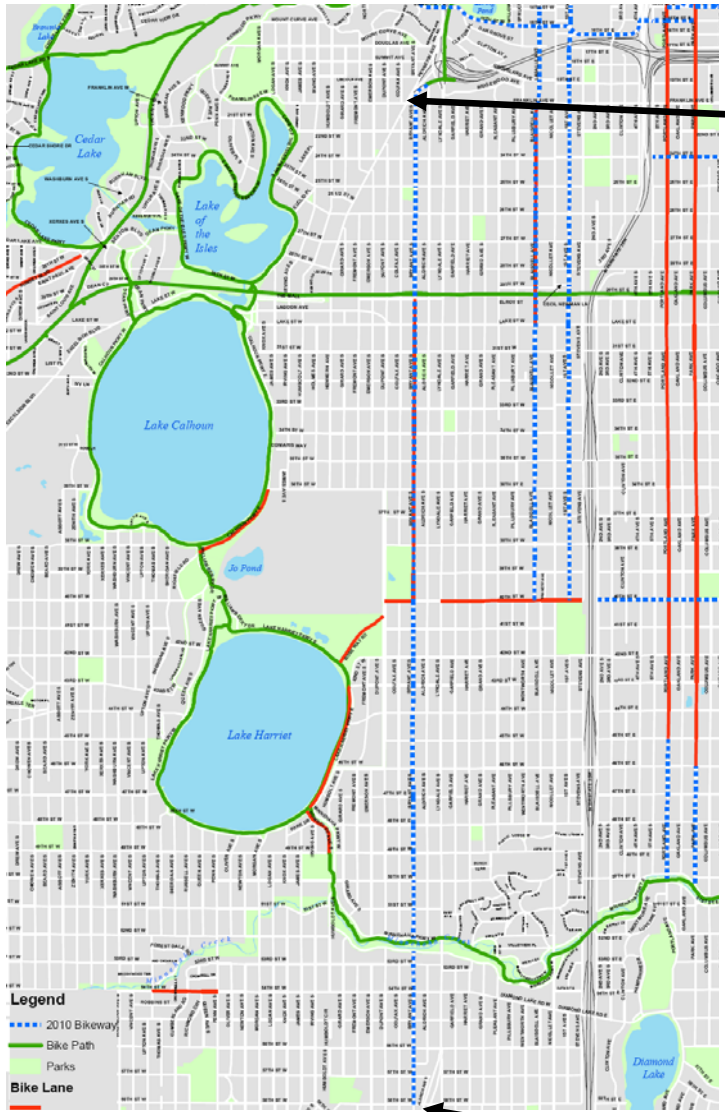


http://www.ci.minneapolis.mn.us/bicycles/BicycleMasterPlan2001.pdf

But in 2010 the network remains mostly incomplete



2010 projects will begin to complete the South Minneapolis bike network



Funding:

Non-motorized

Transportation

Pilot Program

(federal transportation funds)

Bryant Avenue Bike Boulevard: *$200,000*

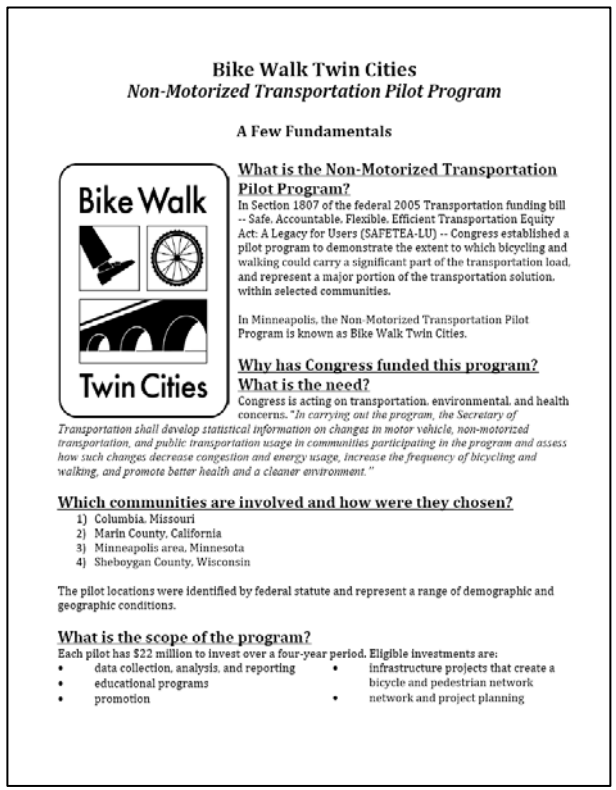
For comparison

I-35W Bridge Construction: *$234 million*

I-94 Rebuild: *$45 million*

Lake Street Rebuild: *$25 million*

Midtown Greenway Construction: *$9 million*



Bike Walk Twin Cities

Non-Motorized Transportation Pilot Program

A Few Fundamentals

Bike Walk Twin Cities

What is the Non-Motorized Transportation Pilot Program?

In Section 1807 of the federal 2005 Transportation funding bill -- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) -- Congress established a pilot program to demonstrate the extent to which bicycling and walking could carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.

In Minneapolis, the Non-Motorized Transportation Pilot Program is known as Bike Walk Twin Cities.

Why has Congress funded this program?

What is the need?

Congress is acting on transportation, environmental, and health concerns. *"In carrying out the program, the Secretary of Transportation shall develop statistical information on changes in motor vehicle, non-motorized transportation, and public transportation usage in communities participating in the program and assess how such changes decrease congestion and energy usage, increase the frequency of bicycling and walking, and promote better health and a cleaner environment."*

Which communities are involved and how were they chosen?

1) Columbia, Missouri
2) Marin County, California
3) Minneapolis area, Minnesota
4) Sheboygan County, Wisconsin

The pilot locations were identified by federal statute and represent a range of demographic and geographic conditions.

What is the scope of the program?

Each pilot has $22 million to invest over a four-year period. Eligible investments are:

- data collection, analysis, and reporting
- educational programs
- promotion
- infrastructure projects that create a bicycle and pedestrian network
- network and project planning

Focus is on low cost improvements that can bring increased bicycling with fewer dollars

http://www.ci.minneapolis.mn.us/bicycles/NTPOverview.pdf

Planning Process

- *Oct 2009 – Jan 2010*: Neighborhood meetings to provide information and collect feedback
- *Sept 2009:* Bike counts
- *Nov 2009*: Bike tour of corridor
- *Dec 2009 – Jan 2010*: Draft plans created

560

24th Street

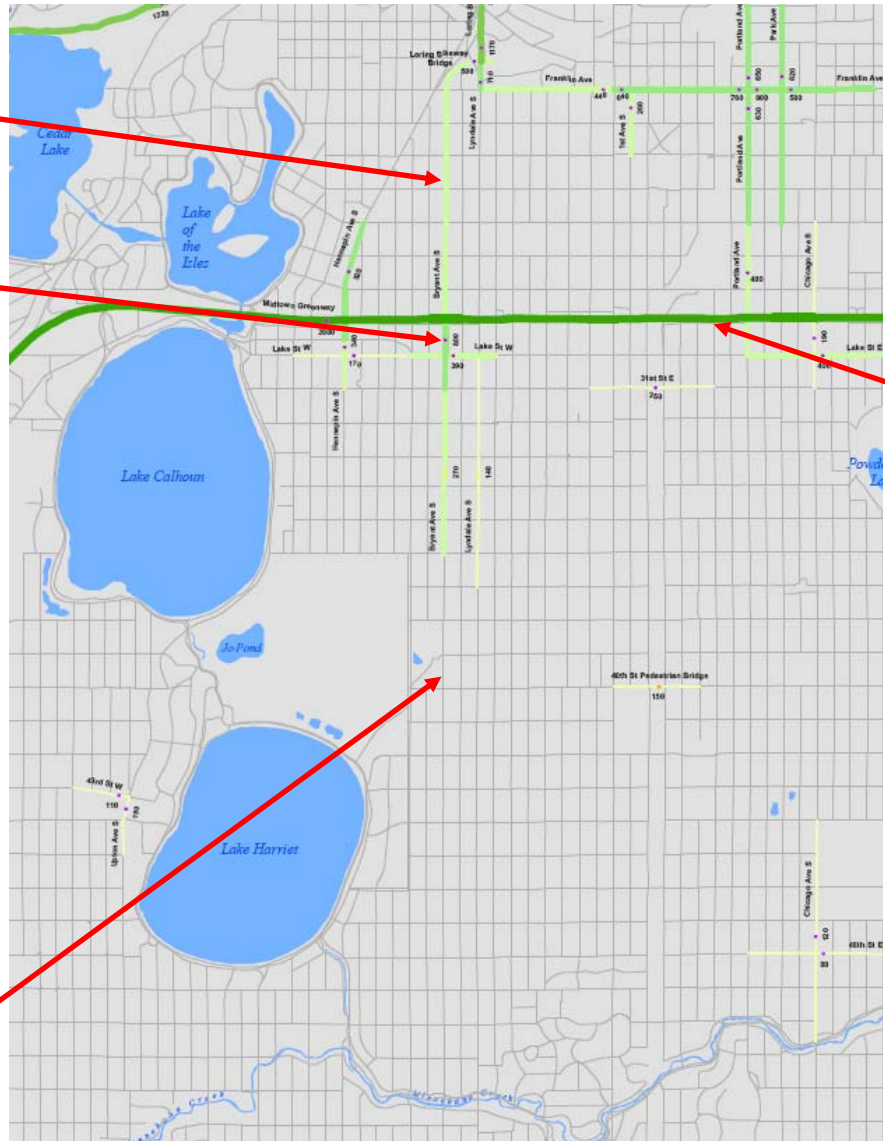
1,190

Lake Street

Bicycle traffic Bryant Avenue is already moderate today in the north

. . .

and light in the south.



2,500

Midtown Greenway

210

40th Street

http://www.ci.minneapolis.mn.us/bicycles/BicycleTrafficMap2008.pdf

3. What is a Bicycle Boulevard?

- New type of bikeway
- On quieter, residential streets
- Caters to the “everyday” bicyclist – a suitable choice for beginners (as well as age 8 to 80)

What a bicycle boulevard is *NOT*:

A bicycle boulevard is *NOT*:

An off-street multi-use path in your front yard

A striped bicycle lane

A "No Parking" zone in front of your house

But a bicycle boulevard does include: 1) Signing and markings to identify the route, encouraging bicyclists to ride in the street

2) Traffic calming, to reduce crashes for all road users:

Traffic Circles

Speed Bumps

Automobile diverters

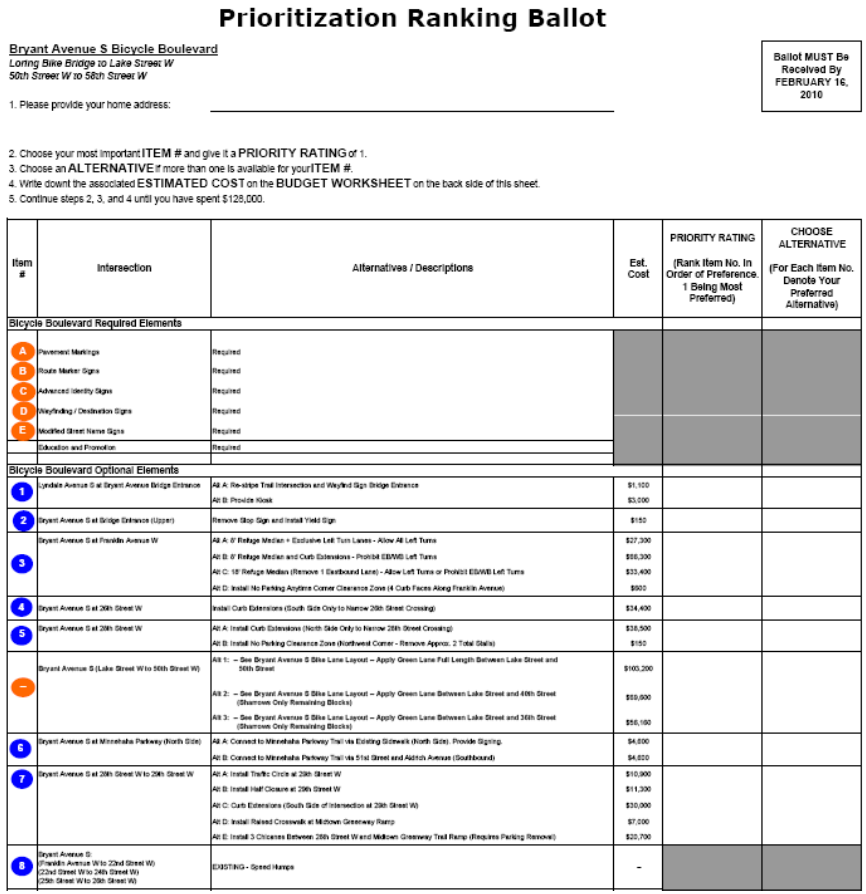
Curb Extensions

3) Safer crossings of busy streets:

Photograph courtesy of www.livablestreets.com

Ranking Ballot

- Available Budget - $128,000
- Ideas total ~ $500,000



Prioritization Ranking Ballot

Bryant Avenue S Bicycle Boulevard
Loring Bike Bridge to Lake Street W
50th Street W to 58th Street W

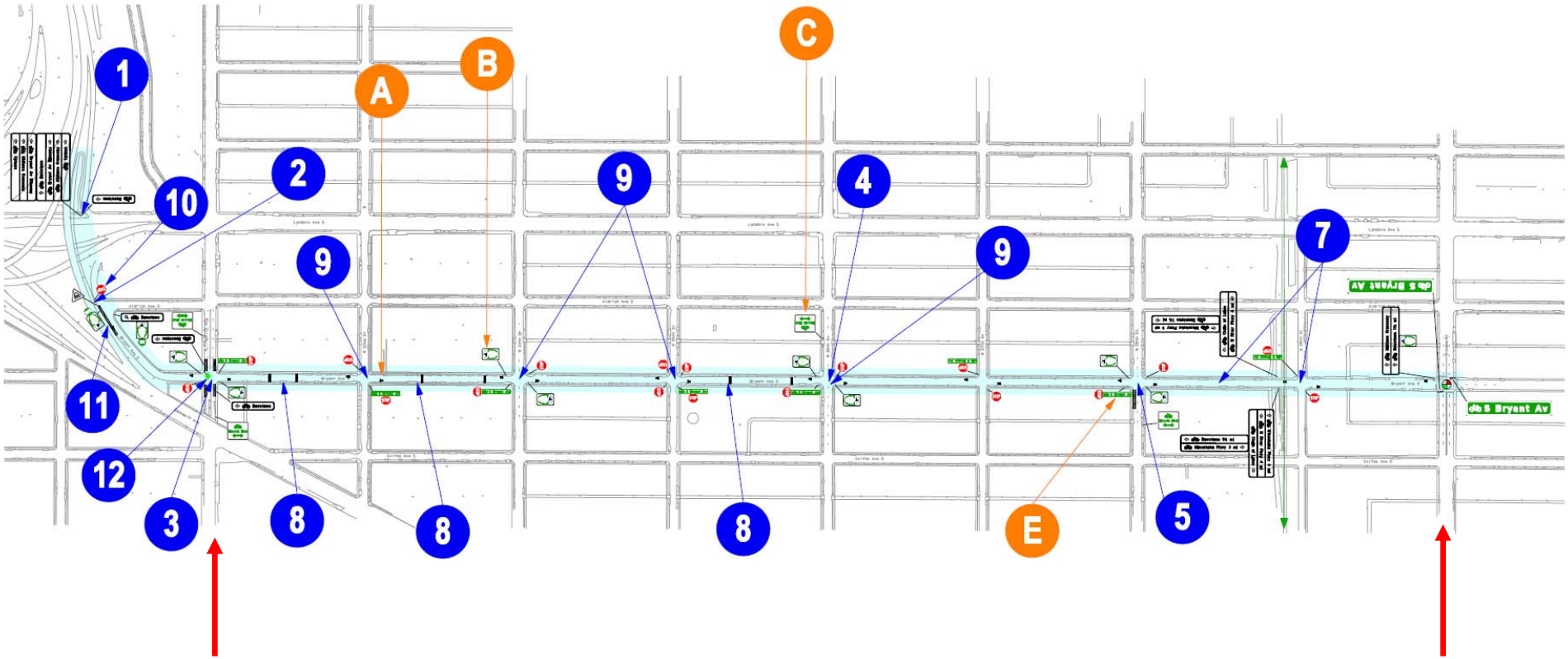
Ballot MUST Be Received By FEBRUARY 16, 2010

1. Please provide your home address: _____

2. Choose your most important **ITEM #** and give it a **PRIORITY RATING** of 1.
3. Choose an **ALTERNATIVE** if more than one is available for your **ITEM #**.
4. Write down the associated **ESTIMATED COST** on the **BUDGET WORKSHEET** on the back side of this sheet.
5. Continue steps 2, 3, and 4 until you have spent $128,000.

Item #	Intersection	Alternatives / Descriptions	Est. Cost	PRIORITY RATING (Rank Item No. In Order of Preference. 1 Being Most Preferred)	CHOOSE ALTERNATIVE (For Each Item No. Denote Your Preferred Alternative)
Bicycle Boulevard Required Elements					
A	Pavement Markings	Required			
B	Route Marker Signs	Required			
C	Advanced Identity Signs	Required			
D	Wayfinding / Destination Signs	Required			
E	Modified Street Name Signs	Required			
	Education and Promotion	Required			
Bicycle Boulevard Optional Elements					
1	Lyndale Avenue S at Bryant Avenue Bridge Entrance	Alt A: Re-stripe Trail Intersection and Wayfind Sign Bridge Entrance	$1,100		
		Alt B: Provide Kiosk	$3,000		
2	Bryant Avenue S at Bridge Entrance (Upper)	Remove Stop Sign and Install Yield Sign	$150		
3	Bryant Avenue S at Franklin Avenue W	Alt A: 6' Refuge Median + Exclusive Left Turn Lanes - Allow All Left Turns	$27,300		
		Alt B: 6' Refuge Median and Curb Extensions - Prohibit EB/WB Left Turns	$66,300		
		Alt C: 18' Refuge Median (Remove 1 Eastbound Lane) - Allow Left Turns or Prohibit EB/WB Left Turns	$33,400		
		Alt D: Install No Parking Anytime Corner Clearance Zone (4 Curb Faces Along Franklin Avenue)	$900		
4	Bryant Avenue S at 26th Street W	Install Curb Extensions (South Side Only to Narrow 26th Street Crossing)	$34,400		
5	Bryant Avenue S at 28th Street W	Alt A: Install Curb Extensions (North Side Only to Narrow 28th Street Crossing)	$36,500		
		Alt B: Install No Parking Clearance Zone (Northwest Corner - Remove Approx. 2 Total Stalls)	$150		
–	Bryant Avenue S (Lake Street W to 50th Street W)	Alt 1: – See Bryant Avenue S Bike Lane Layout – Apply Green Lane Full Length Between Lake Street and 50th Street	$103,200		
		Alt 2: – See Bryant Avenue S Bike Lane Layout – Apply Green Lane Between Lake Street and 46th Street (Sharrows Only Remaining Blocks)	$69,600		
		Alt 3: – See Bryant Avenue S Bike Lane Layout – Apply Green Lane Between Lake Street and 36th Street (Sharrows Only Remaining Blocks)	$56,160		
6	Bryant Avenue S at Minnehaha Parkway (North Side)	Alt A: Connect to Minnehaha Parkway Trail via Existing Sidewalk (North Side). Provide Signing.	$4,600		
		Alt B: Connect to Minnehaha Parkway Trail via 51st Street and Aldrich Avenue (Southbound)	$4,600		
7	Bryant Avenue S at 29th Street W to 29th Street W	Alt A: Install Traffic Circle at 29th Street W	$10,900		
		Alt B: Install Half Closure at 29th Street W	$11,300		
		Alt C: Curb Extensions (South Side of Intersection at 29th Street W)	$30,000		
		Alt D: Install Raised Crosswalk at Midtown Greenway Ramp	$7,000		
		Alt E: Install 3 Chicanes Between 28th Street W and Midtown Greenway Trail Ramp (Requires Parking Removal)	$20,700		
8	Bryant Avenue S (Franklin Avenue W to 22nd Street W) (22nd Street W to 24th Street W) (29th Street W to 35th Street W)	EXISTING - Speed Humps	–		

Bryant Ave Bicycle Boulevard: Franklin (~) Ave to Lake Street



Typical Pavement Markings

A

Typical Route Marker Sign

B

Advanced Identity Signs

C

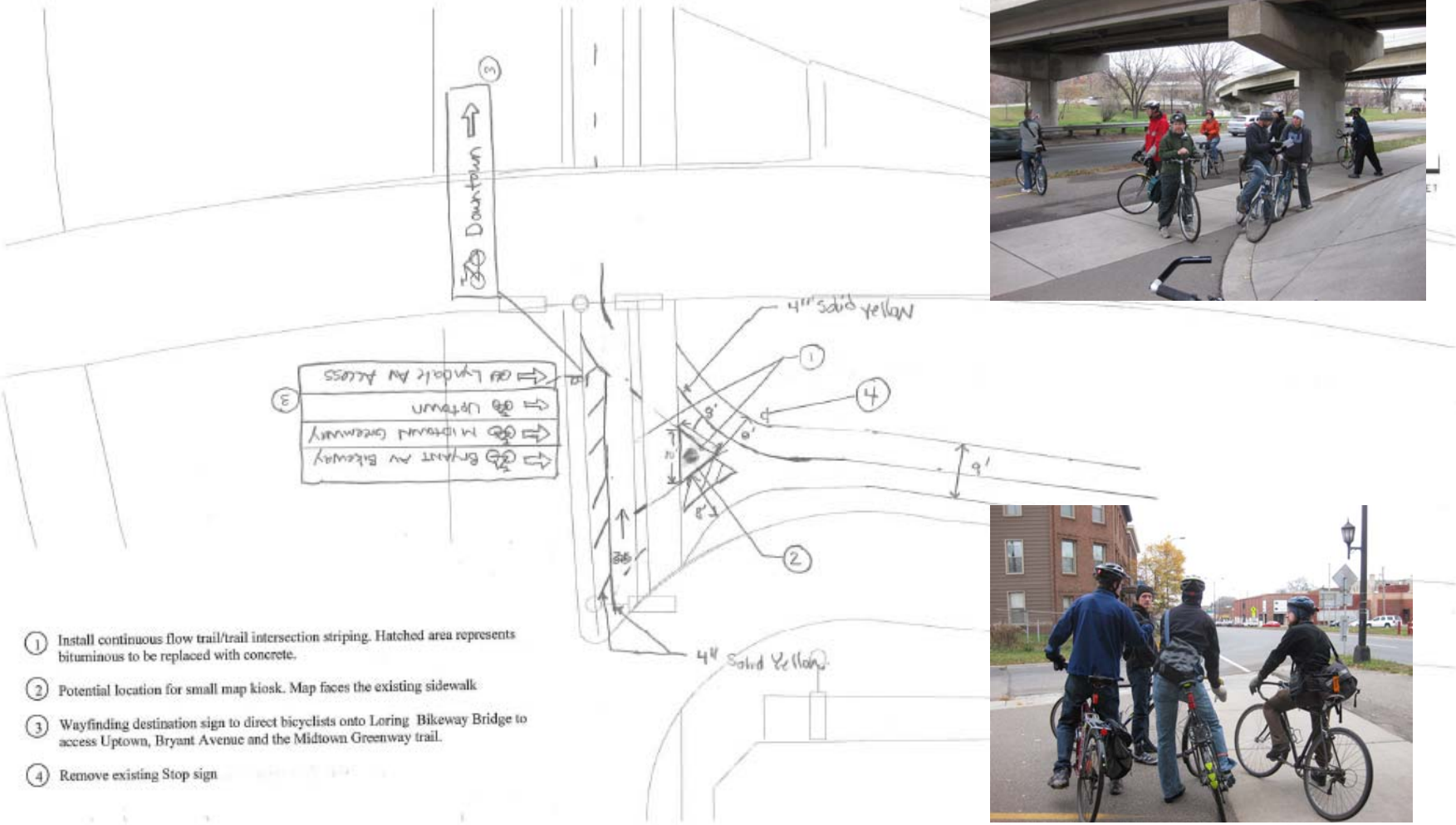
Example Destination Sign

D

Typical Street Name Sign

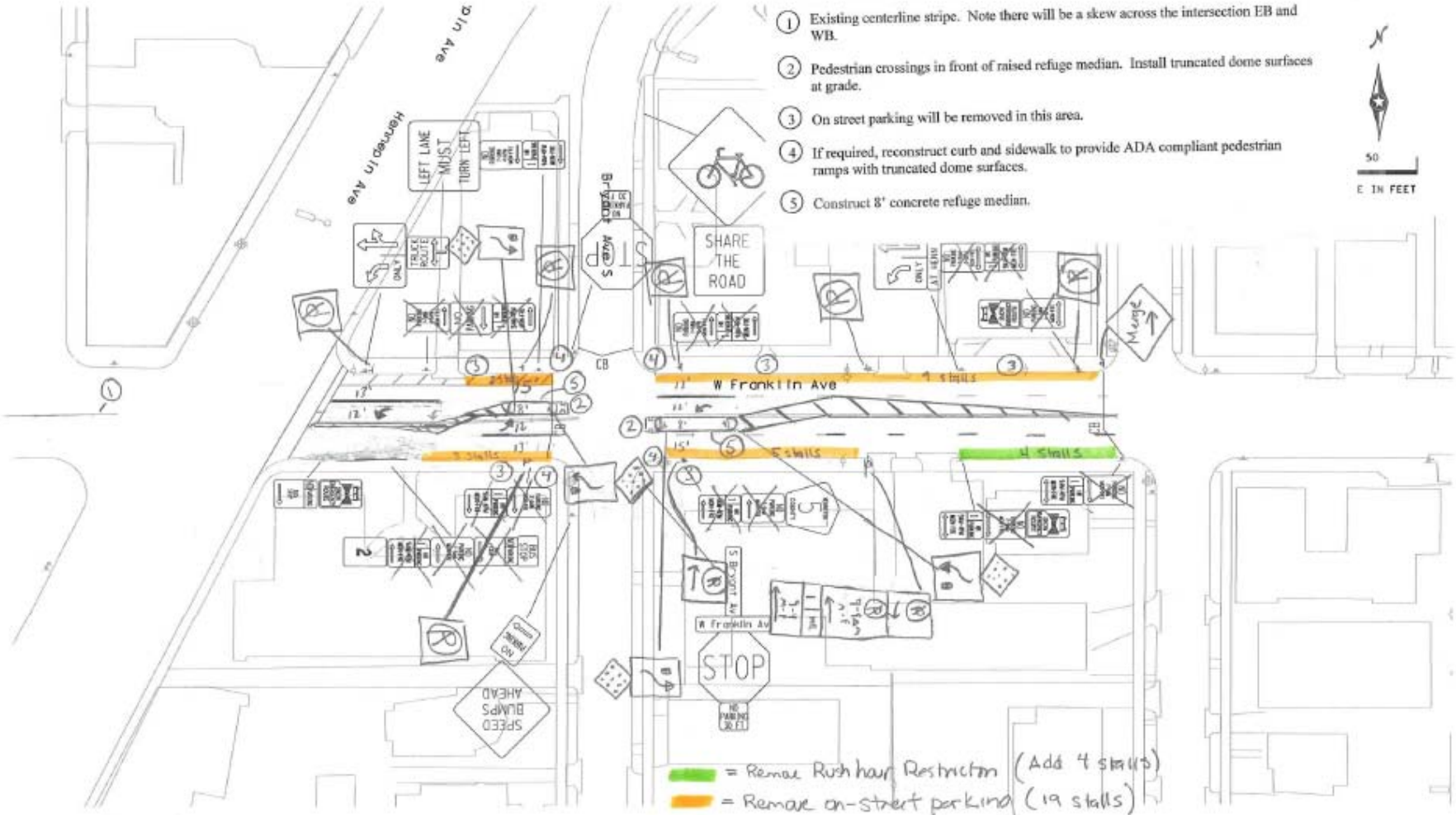
E

Bryant Ave S at Loring Bike Bridge

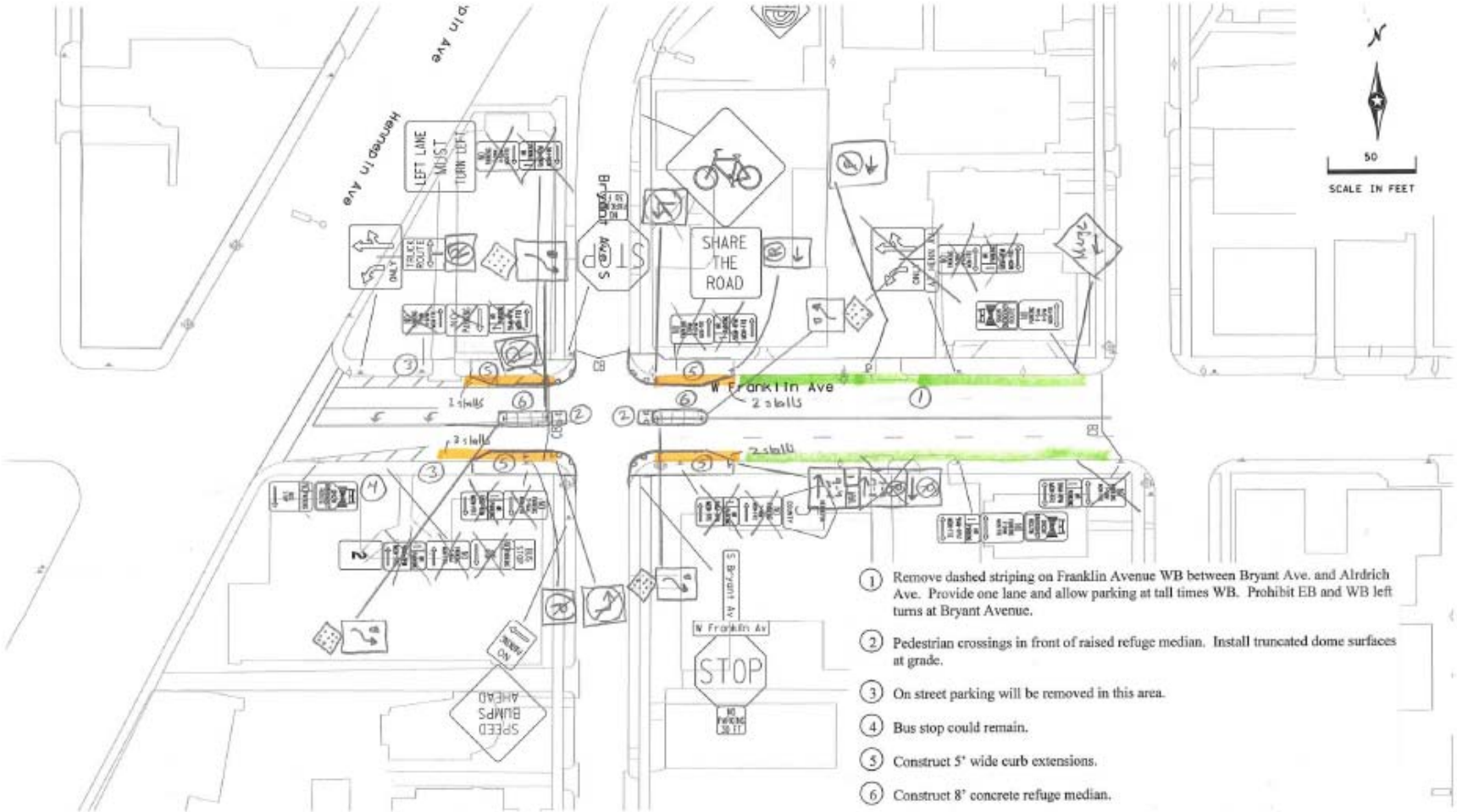


1. Install continuous flow trail/trail intersection striping. Hatched area represents bituminous to be replaced with concrete.
2. Potential location for small map kiosk. Map faces the existing sidewalk
3. Wayfinding destination sign to direct bicyclists onto Loring Bikeway Bridge to access Uptown, Bryant Avenue and the Midtown Greenway trail.
4. Remove existing Stop sign

Bryant Ave S at Franklin Ave



Bryant Ave S at Franklin Ave



Bryant Avenue S Bicycle Boulevard

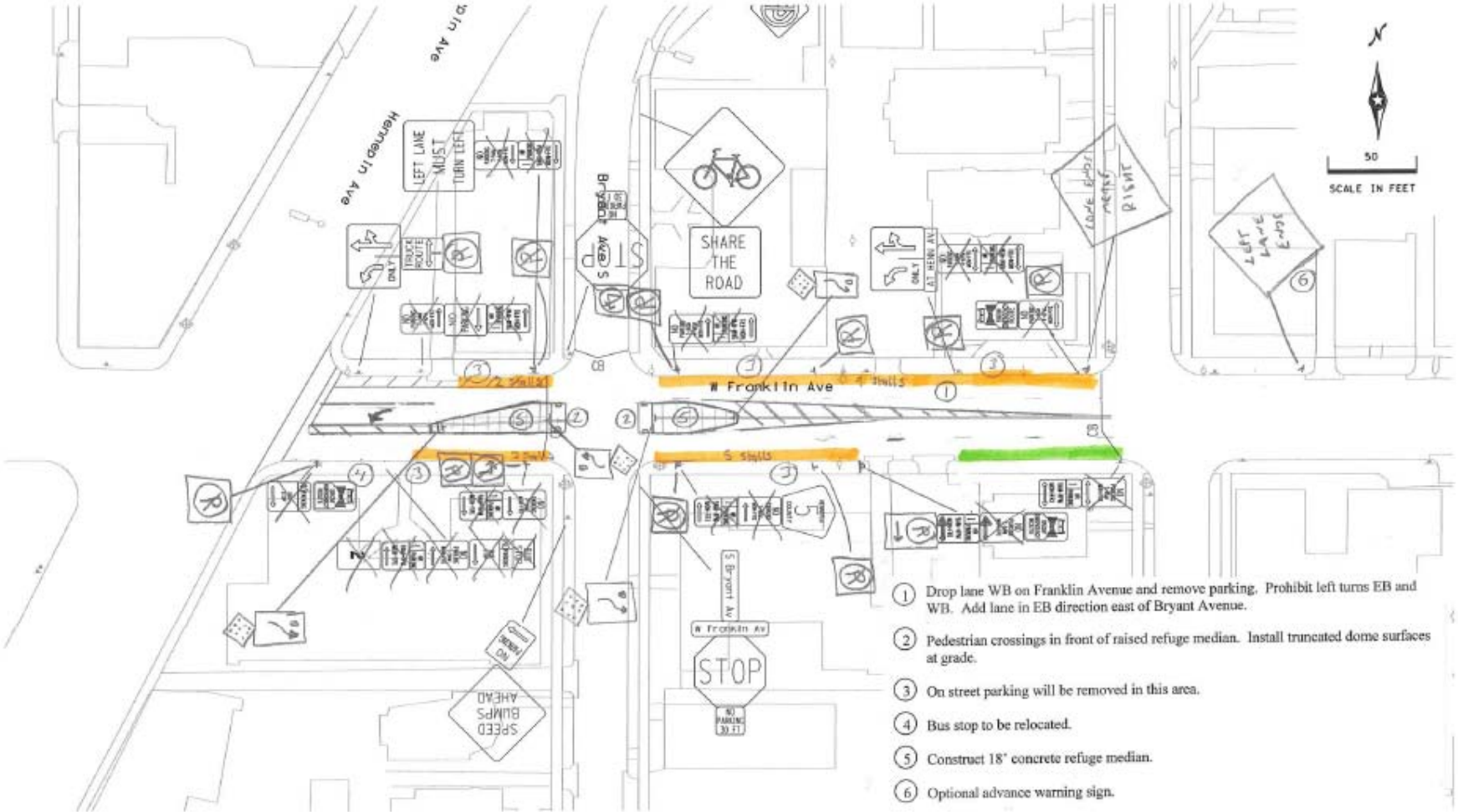
Alliant Engineering

= Remove on-street Parking (9 stalls)

= Remove rush hour restriction (add 14 stalls)

Exhibit 3B

Bryant Ave S at Franklin Ave



Bryant Avenue S Bicycle Boulevard

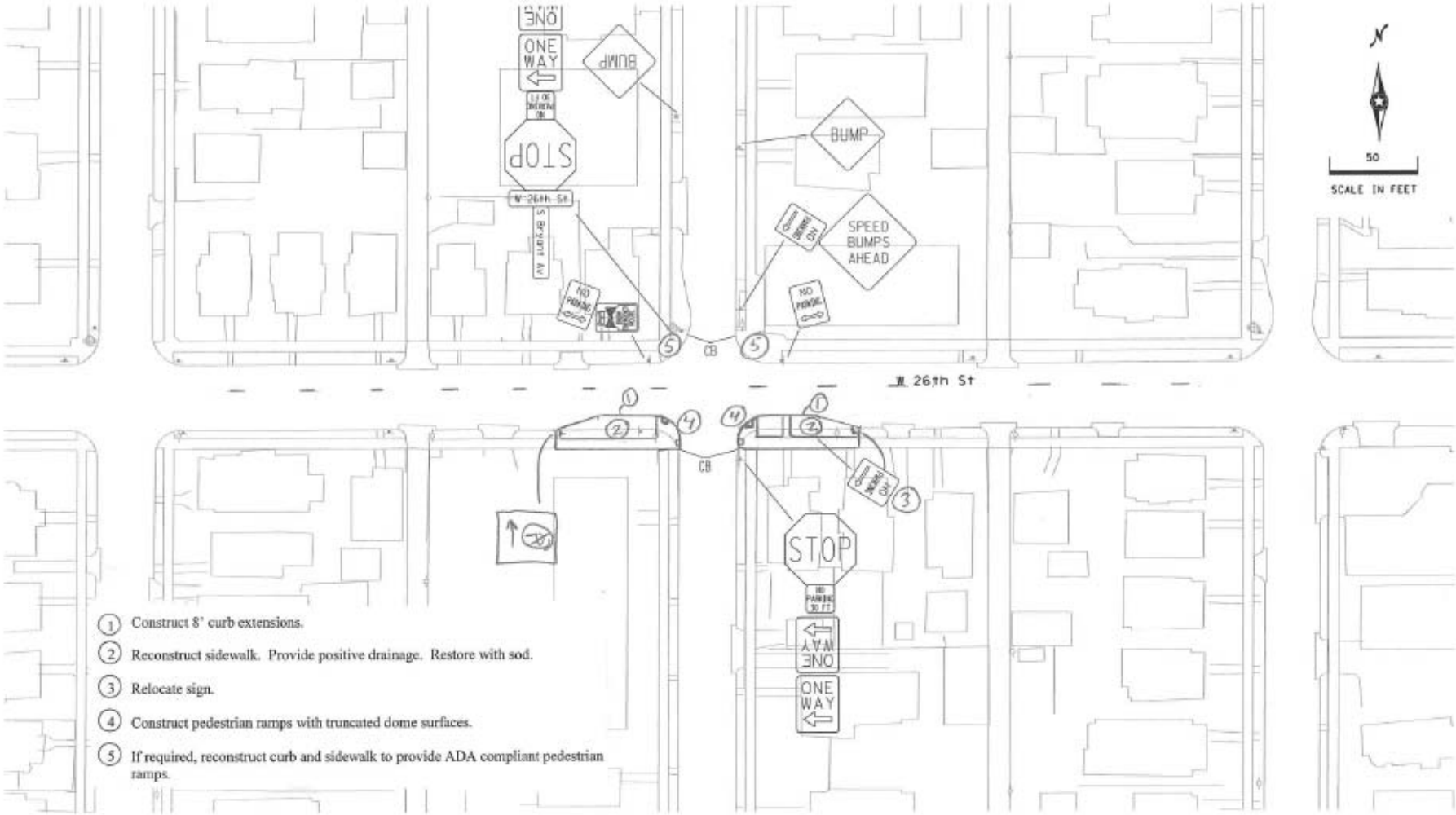
Alliant Engineering

= Remove rush hour restriction (add 4 stalls)

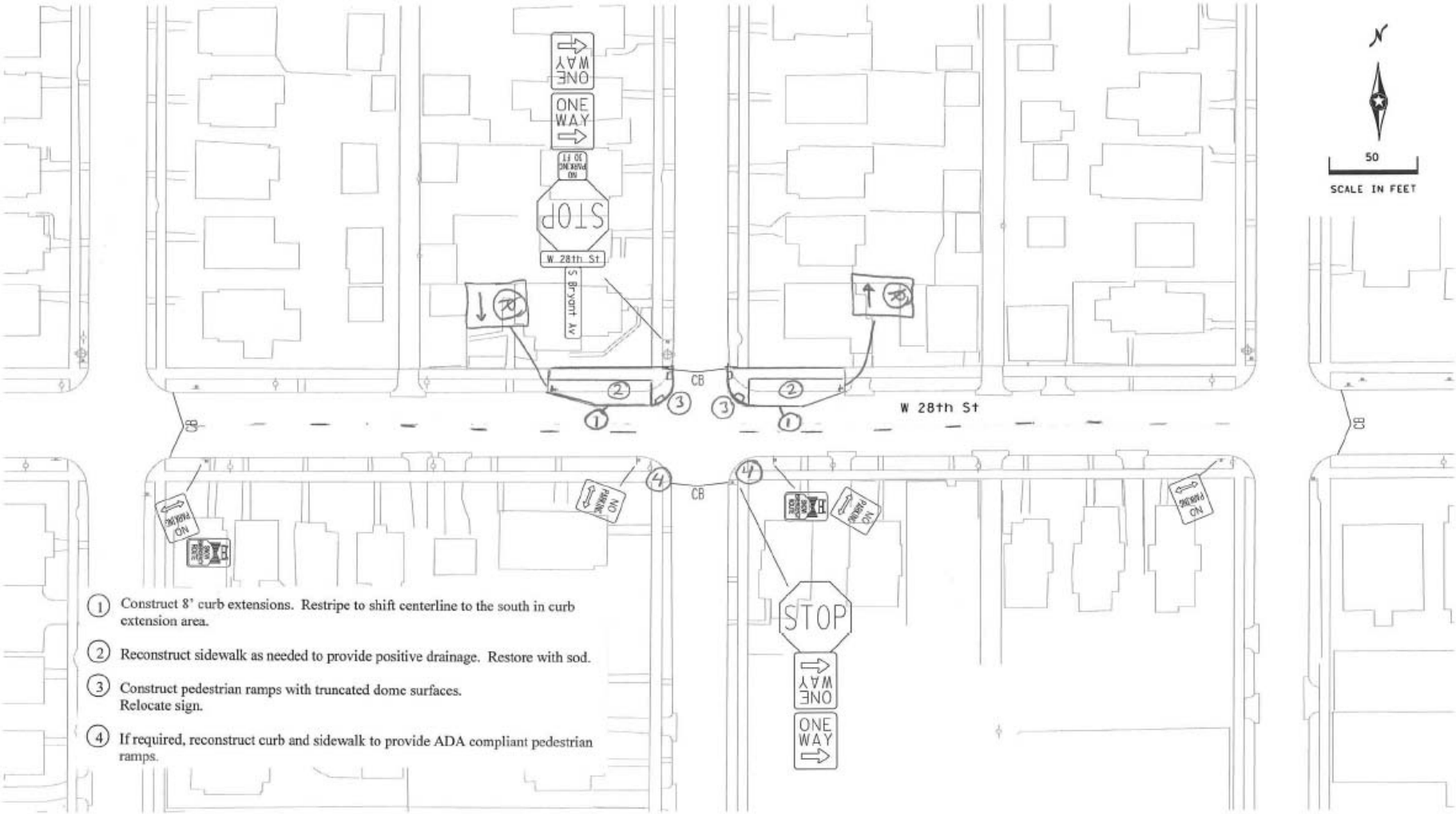
= Remove on-street parking (19 stalls)

Exhibit 3C

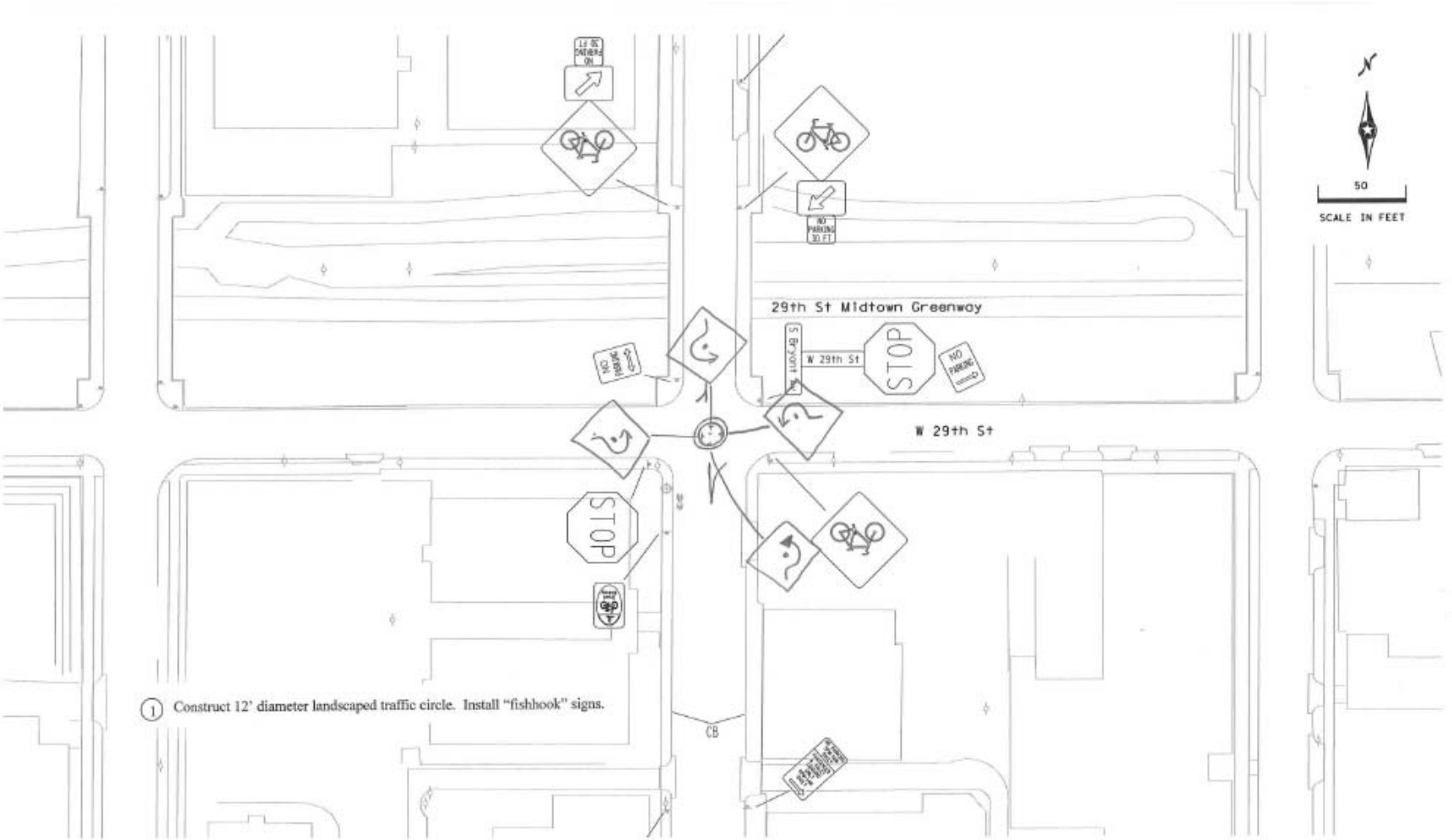
Bryant Ave S at 26th Street



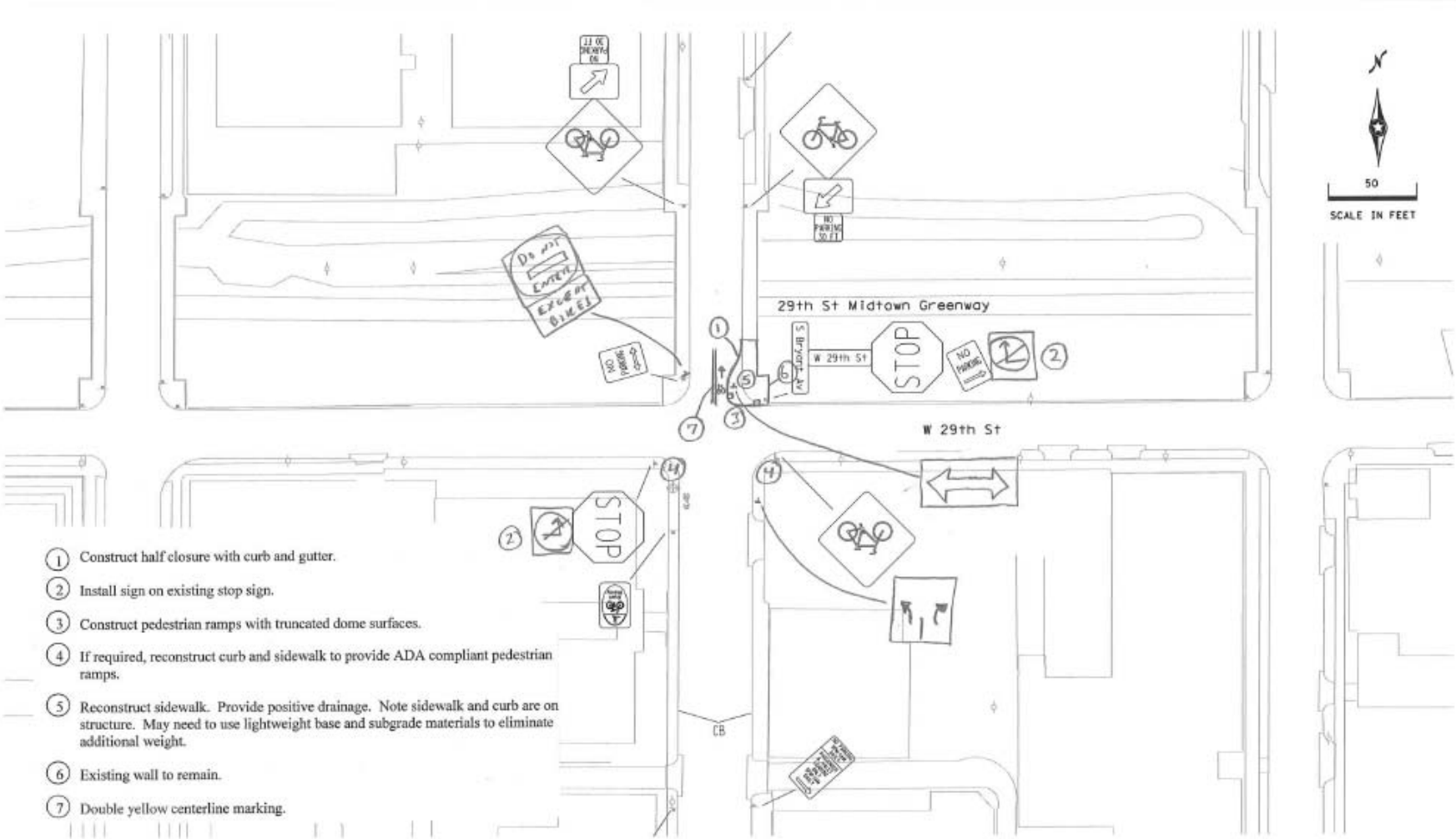
Bryant Ave S at 28th Street



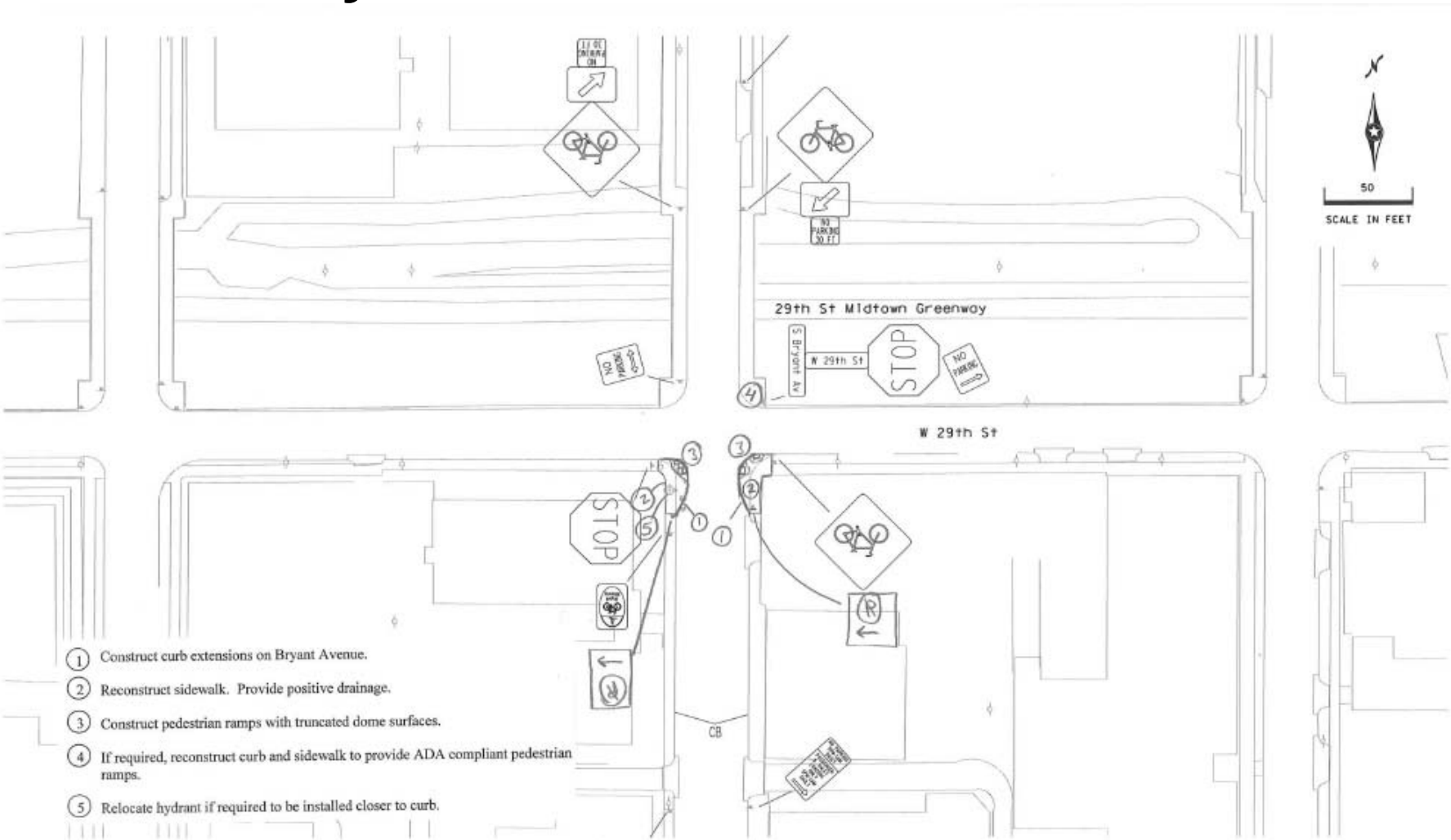
Bryant Ave S at 29th Street



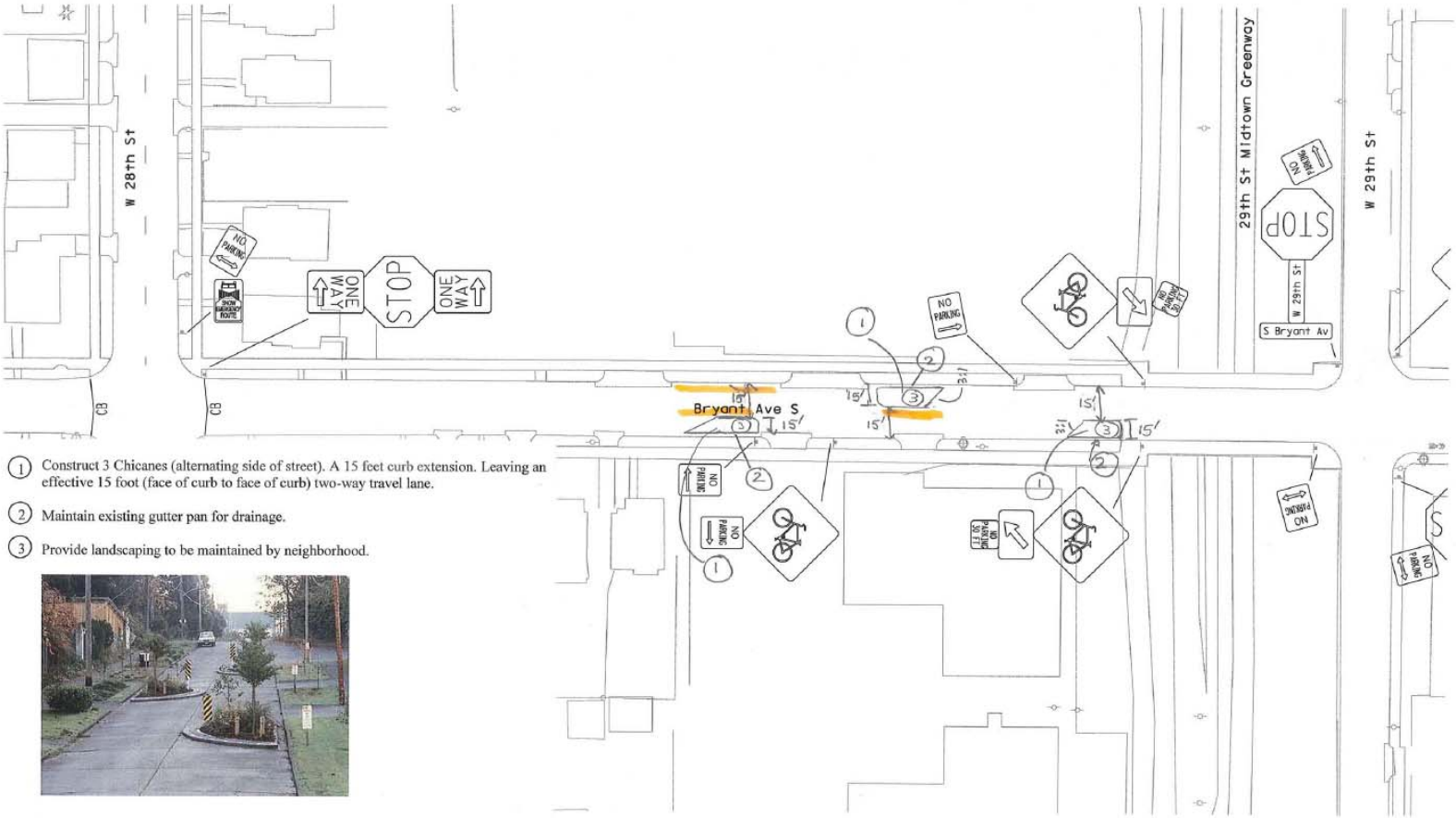
Bryant Ave S at 29th Street



Bryant Ave S at 29th Street



Bryant Ave S at 29th Street



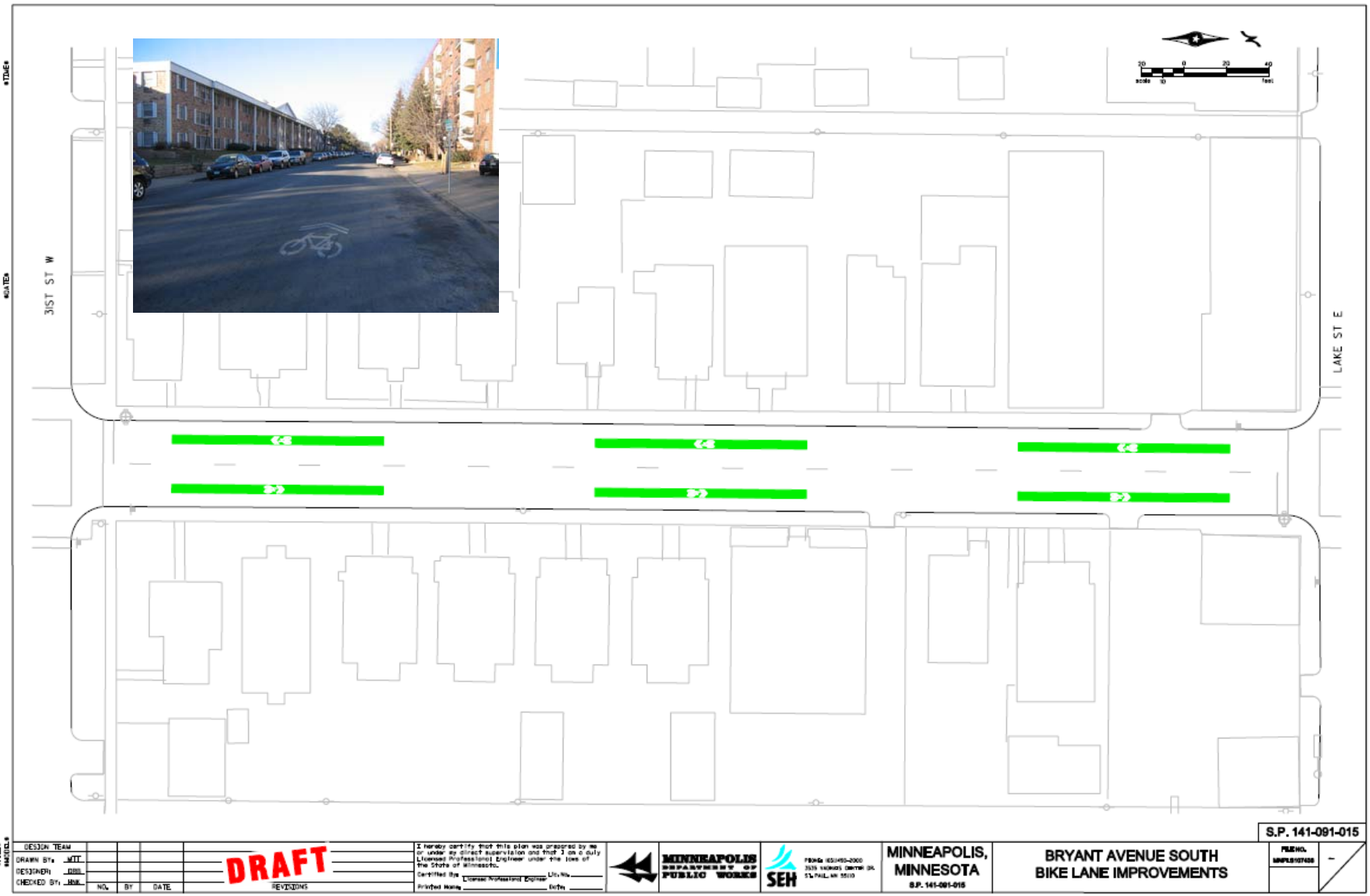
(1) Construct 3 Chicanes (alternating side of street). A 15 feet curb extension. Leaving an effective 15 foot (face of curb to face of curb) two-way travel lane.

(2) Maintain existing gutter pan for drainage.

(3) Provide landscaping to be maintained by neighborhood.

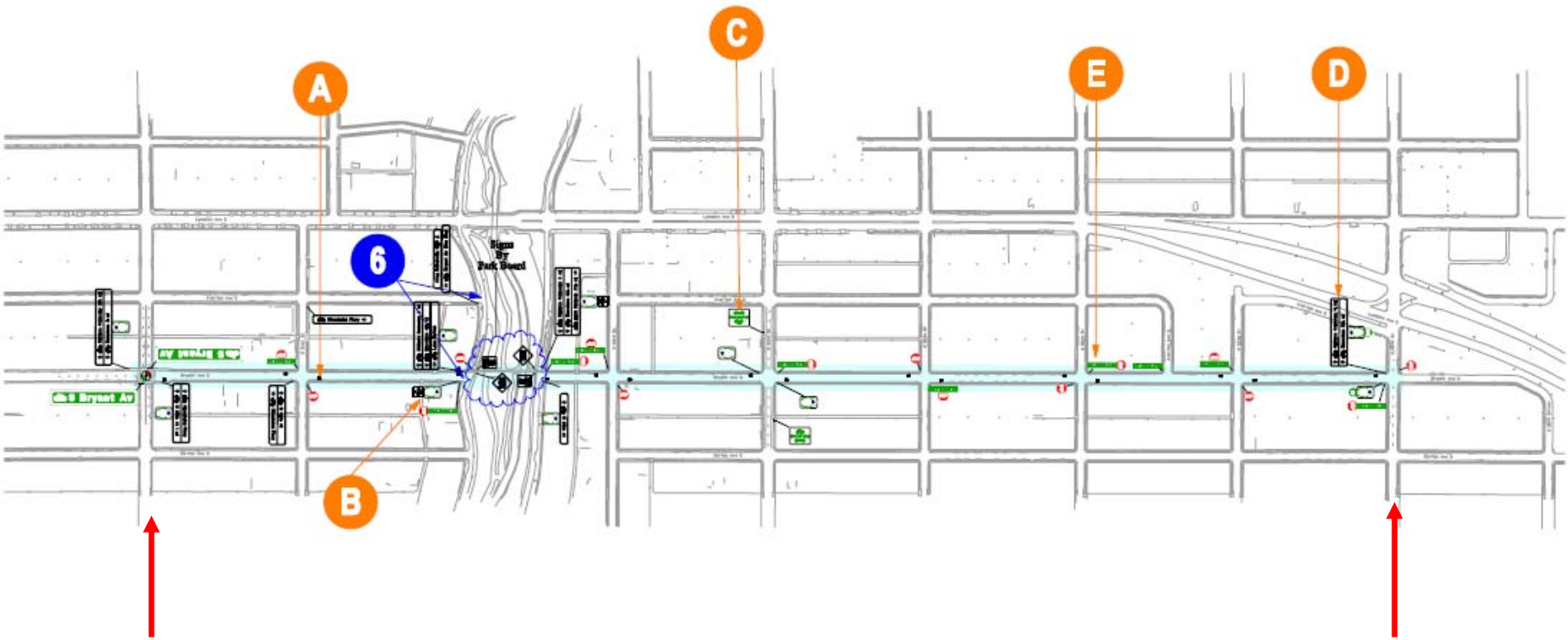
= New No Parking Zone (Total 6 Stalls)

Bryant Ave S: Lake Street to 50th Street

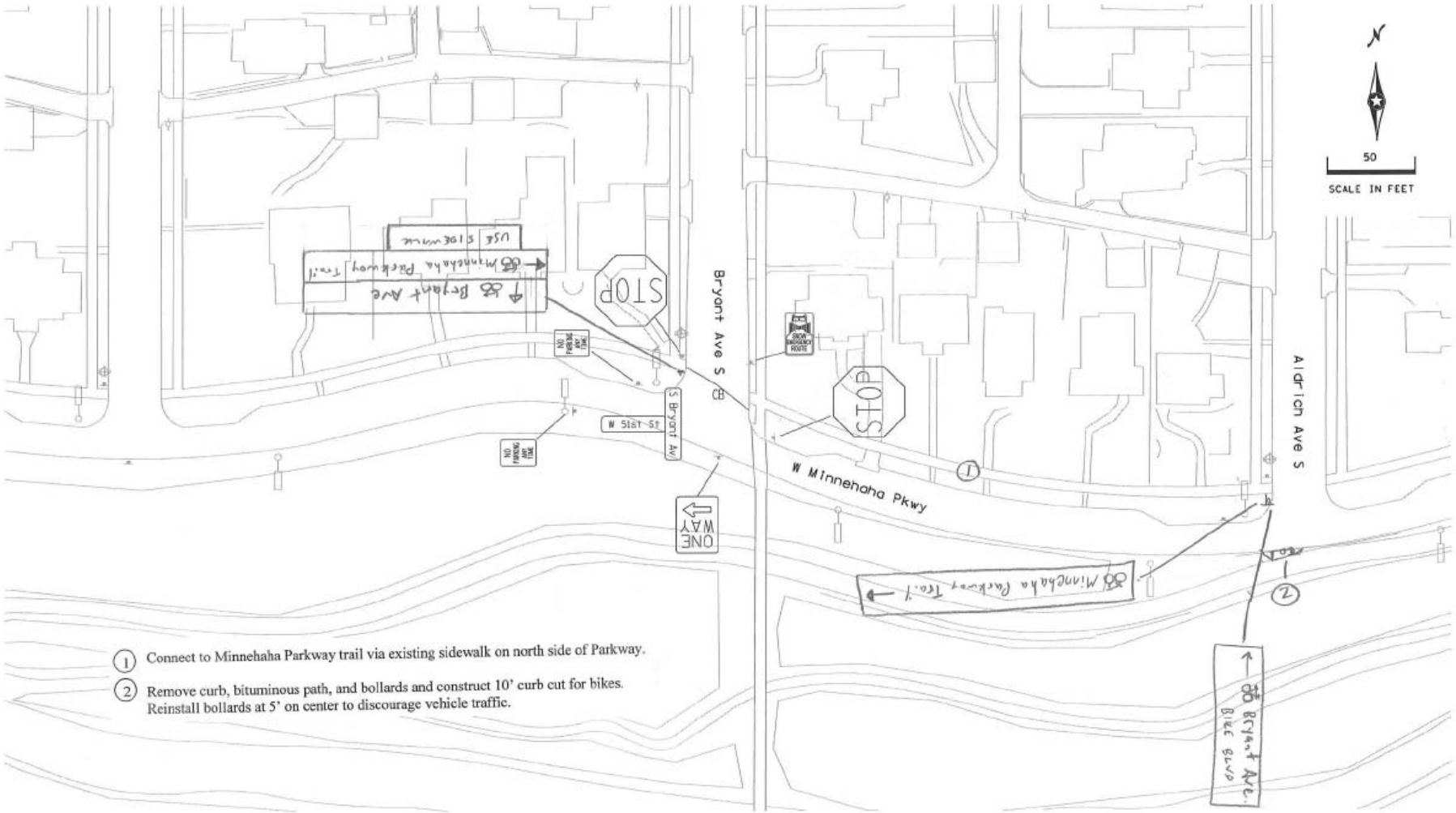


Colored Sharrow Lane in Salt Lake City

Bryant Ave Bicycle Boulevard: 50th to 58th Streets



Bryant Ave S at Minnehaha Parkway



Bryant Ave S at Minnehaha Parkway

(1) Connect to Minnehaha Parkway trail via 51st Street and Aldrich Avenue (southbound).

(2) Remove curb, bituminous path, and bollards and construct 10' curb cut for bikes.

Next Steps

- Collect feedback, ballots during the coming weeks
- Redraft plans based on feedback

  (how is it best to communicate redrafted plans?)
- City council approval of layout
- Begin construction in late summer, finish by winter

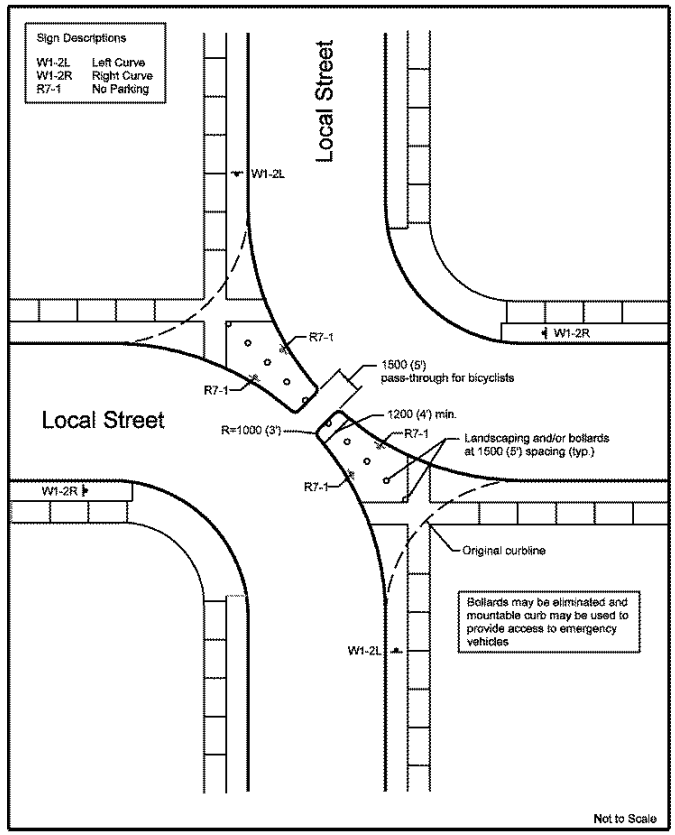
Curb Extensions

Cost range: approx. $40,000 per intersection.

Traffic Circles

Cost range: $6,000 – $10,000

Automobile Diverters



Cost range: Approx. $50,000+

Speed Bumps

Cost range: Approx. $5,000 per pair