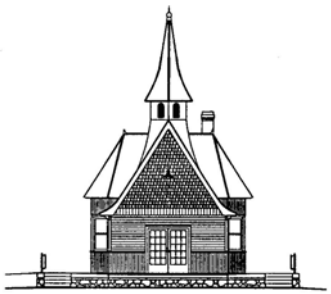
Public Meeting for Redesign of Loring Park Gateway



Hosted by

Citizens for a Loring Park Community

Friends of Loring Park

Minneapolis Park & Recreation Board

Minneapolis Public Works

1. Introductions

- Jana Metge, CLPC
- Richard Anderson, Friends of Loring Park
- Alexander Zachary & Laurie Spark, MPRB
- Chris Behringer & Heather Kienitz, SEH
- Shaun Murphy, Public Works
- Attendees

Overview

1. Introductions (5 minutes)
2. Project background (10 minutes)
3. Details of the Layout (15 minutes)
4. Discussion/feedback (~30 minutes)
5. Conversation/mingling (~30 minutes)

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:

Map and Description of the Project

NON MOTORIZED TRANSPORTATION PROGRAM (NTP)

15th Street (Hennepin Avenue S/Lyndale Avenue S to Park Avenue S),
14th Street/Grant Street (Portland Avenue S to 11th Avenue S) and
16th Street (1st Avenue S to 3rd Avenue S)

Bike Operations Project
SP: 141-091-020

Roadway Information:
City of Minneapolis roadways, some portions are bus and truck routes, two-lane and four-lane roadways, two-way operation and 30mph speed limit. Daily vehicle traffic on 15th Street is 9,600 near Loring Park. Daily vehicle traffic on 16th Street is 4,200 south of the Convention Center and daily vehicle traffic is 3,500 on 14th Street west of 11th Avenue S. The estimated daily bike traffic volume on 15th Street W is 160 and on the Loring Bikeway segment that enters Loring Park the estimated daily bike traffic volume is 850.

Project Description:
Painted on-street bicycle lanes with a short section of shared lanes, bicycle advisory lanes, colored conflict zones and crosswalks, four-lane to two-lane roadway conversion ("road diet"), bicycle route and way finding signs bicycle parking racks, and a variety of intersection treatments.

Redesigned Loring Park Entry at Hennepin/Lyndale Avenue to better accommodate the mixed pedestrian and bicycle traffic.

Project Cost Estimate: $150,000.00

Concept Design Details:

A. **15th Street (Oak Grove Street to Nicollet Avenue) –** Striped bicycle lanes with symbols, bicycle route signs and directional guide signs.

B. **15th Street W (Nicollet Ave to 1st Ave S) and 16th Street (1st Ave S to 3rd Ave S) –** Striped bicycle lanes with symbols, bicycle route signs and directional guide signs. Parking meters added to both sides of the street and the four-lane roadway is reduced to a two-lane roadway with bike lanes and on-street parking.

C. **16th Street (3rd Ave S to 15th Street) and 15th Street (16th Street to 5th Avenue S) –** Striped bicycle lanes with symbols, bicycle route signs and directional guide signs.

D. **15th Street (5th Ave S to Park Ave S) –** Shared bicycle lanes (sharrows), bicycle route signs and directional guide signs.

E. **E Grant Street (Portland Avenue S to Park Avenue S) –** Westbound striped bicycle lane with symbols, bicycle route signs and directional guide signs.

F. **14th Street (Park Avenue S to 11th Avenue S) –** Striped bicycle advisory lanes with symbols, bicycle route signs and directional guide signs.

G. Green colored crosswalks for the Groveland Avenue and 15th Street West approaches to Hennepin/Lyndale Avenue.

Minneapolis
City of Lakes

public meeting • April 15, 2010

Preliminary Concept for Loring Park Gateway

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

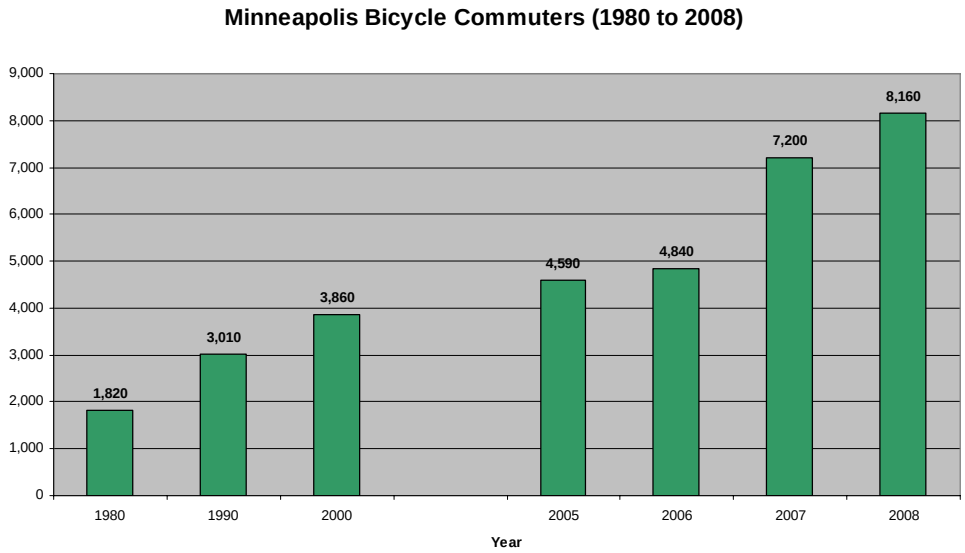
-Integrated, multimodal transportation choices border-to-border

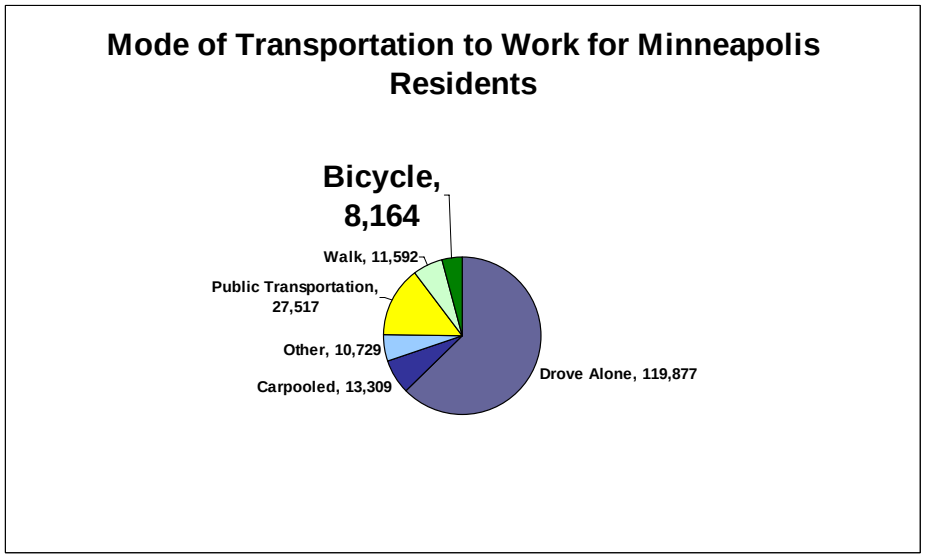
-Customer focused, outcome-based . . .

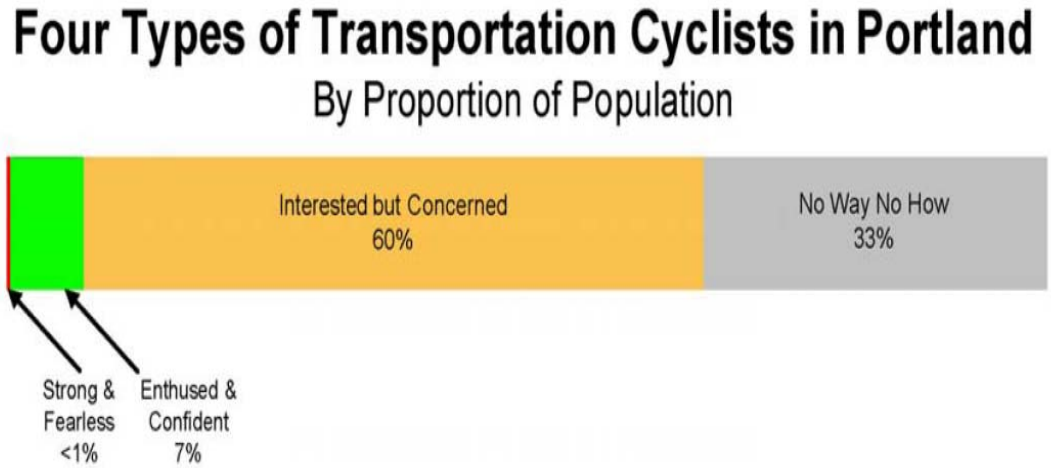
Bicycling is growing in popularity

. . .

but it carries a relatively small portion of the transportation load







Many people are interested in bicycling

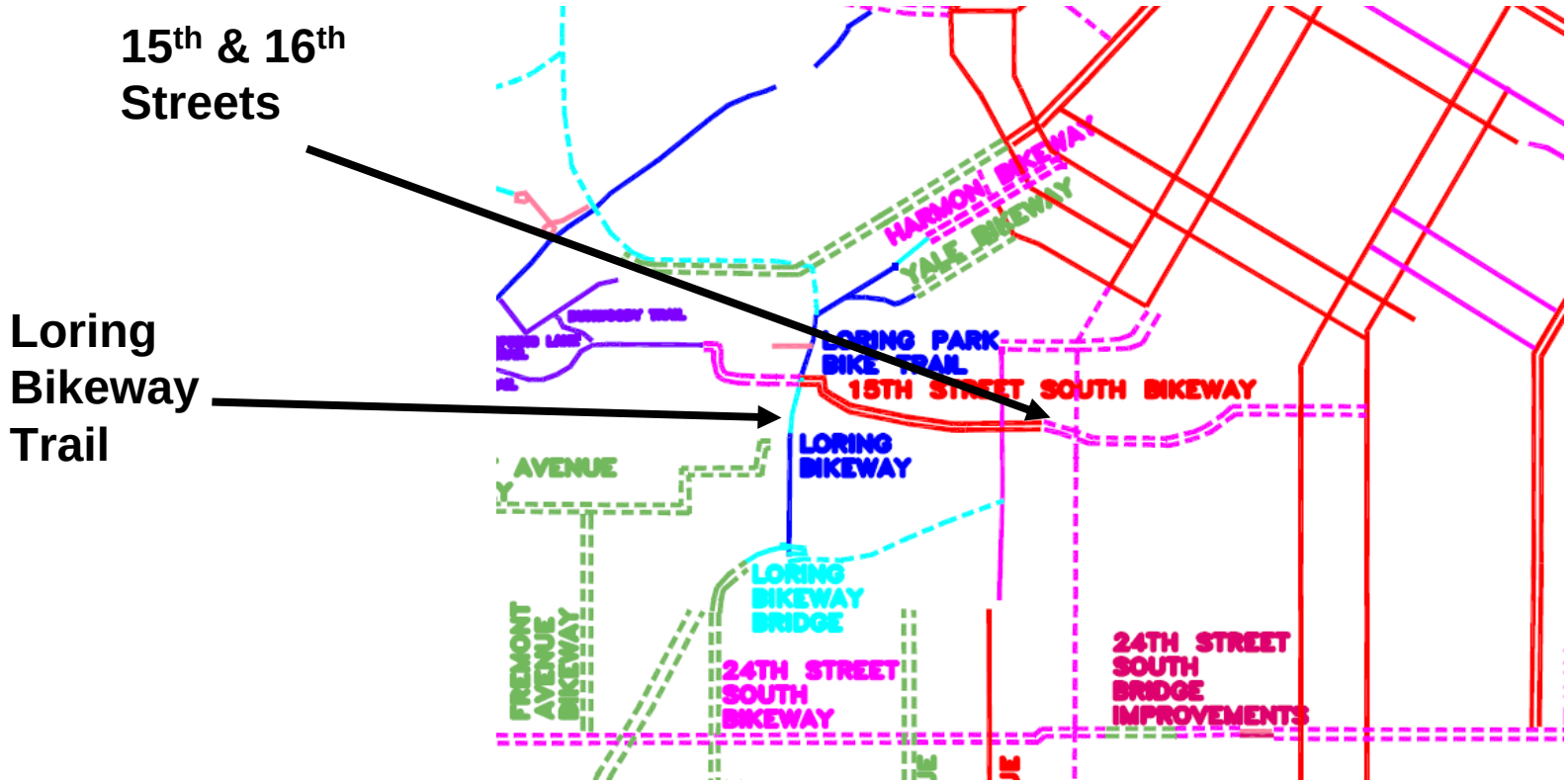
. . .

but they are concerned about their safety in traffic

<u>Top 6 out of 13 Barriers to Bicycling More</u>

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

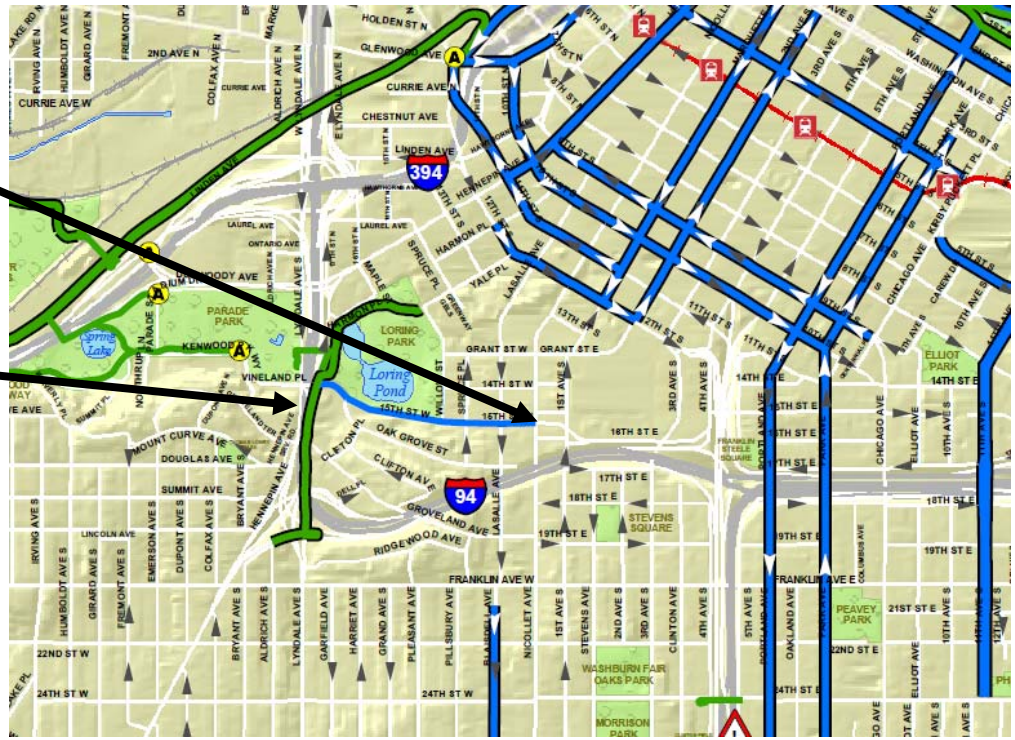
Minneapolis has a Bicycle Master Plan Map



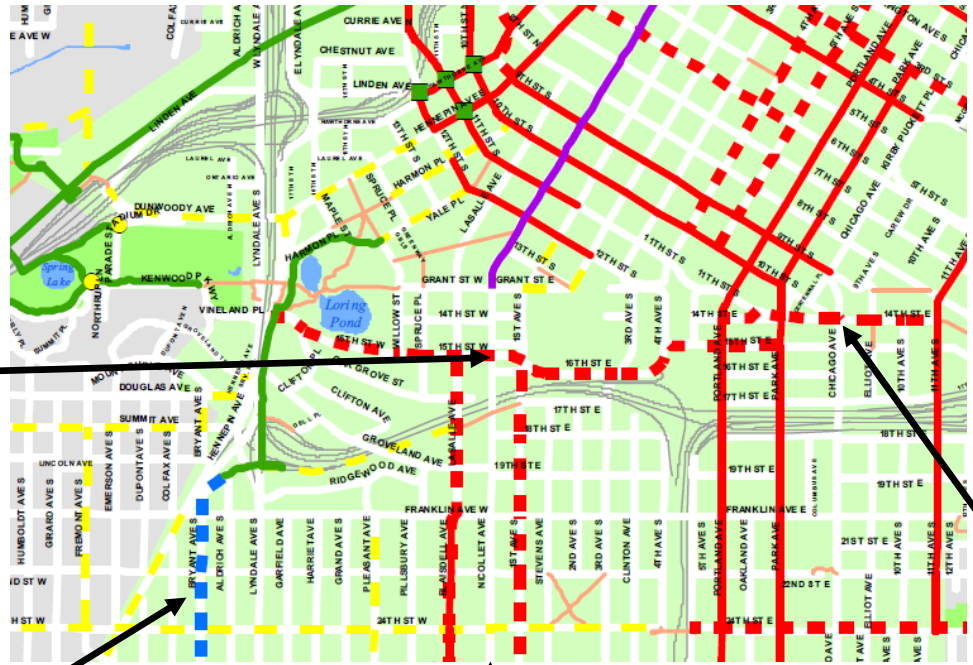
In 2010 the network remains mostly incomplete

15th & 16th Streets

Loring Bikeway Trail



2010 projects will begin to complete the Downtown & South Minneapolis bike network



Why fix the gateway to Loring Park?

- Bicyclists and pedestrians have made their own paths because existing paths aren't always useful or clear
- Serves as a visual and functional entrance to the park, the neighborhood, and downtown
- A priority detailed in the Loring Park master plan

Why Bike Lanes on 15th/16th/14th?

When the city of Corvallis, OR installed 13 miles of bicycle lanes in one year, the number of bicycle crashes fell from 40 in the year prior to the installation to just 16 in the year afterwards . . .

The addition of bicycle lanes in Davis, California reduced crashes by 31 percent.

In approaching intersections, 15% of cyclists on streets without bike lanes rode on the sidewalks, vs. 3% on the streets with bike lanes.

On streets with bike lanes, 81% of cyclists obeyed stop signs, vs. 55% on streets without.

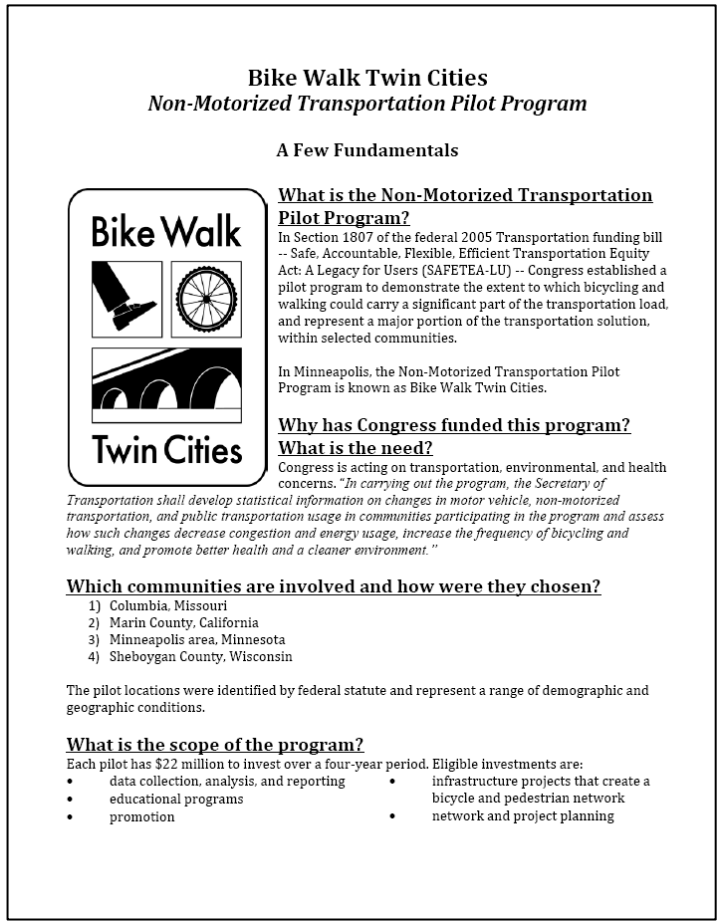
Source: Google "Cambridge Bike Lane Safety"

Funding:

Neighborhood
Revitalization
Program
(Loring Park funds)
~$9,000

Non-motorized
Transportation
Pilot Program
(federal transportation funds)
~$150,000

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

Planning Process

- *Sept 2007-9:* Bike & pedestrian counts
- *Jan 2009*: Meeting with interested neighborhood residents
- *February – March 2010*: Meeting and field visits with project team (Working Group)
- *March - April 2010*: Draft plans created

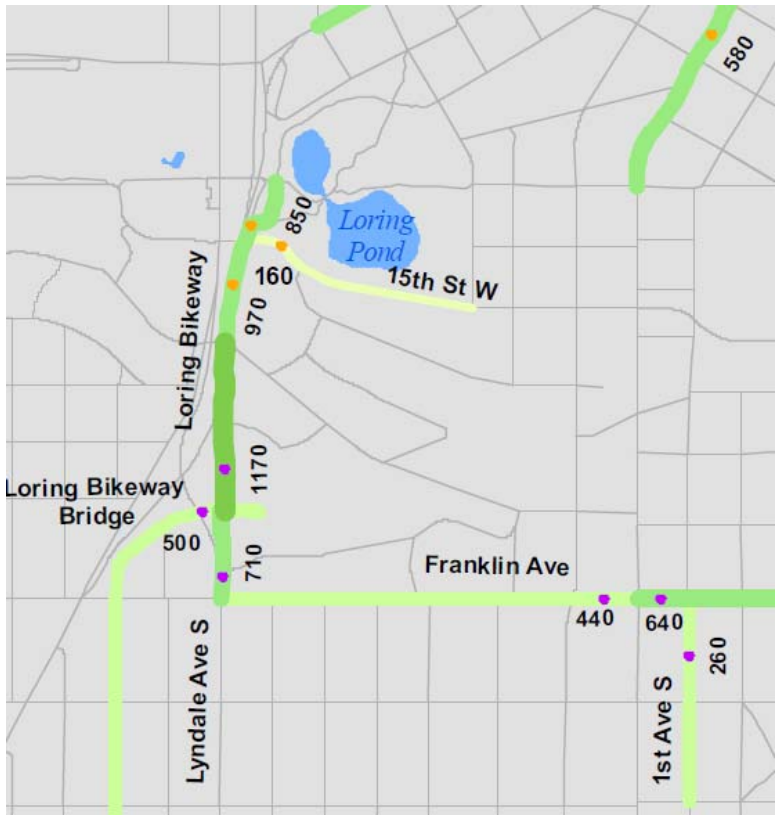
Working Group

- Size & number of meetings
- Who served
- Technical assistance by MPRB staff
- Themes addressed:
  - Clear paths for bicyclists and pedestrians at the gateway
  - Plantings which satisfy many desires at the gateway
  - An improved crossing for the multi-use Loring Bikeway
  - An easier connection between the 15th Street bike lanes and Loring Bikeway

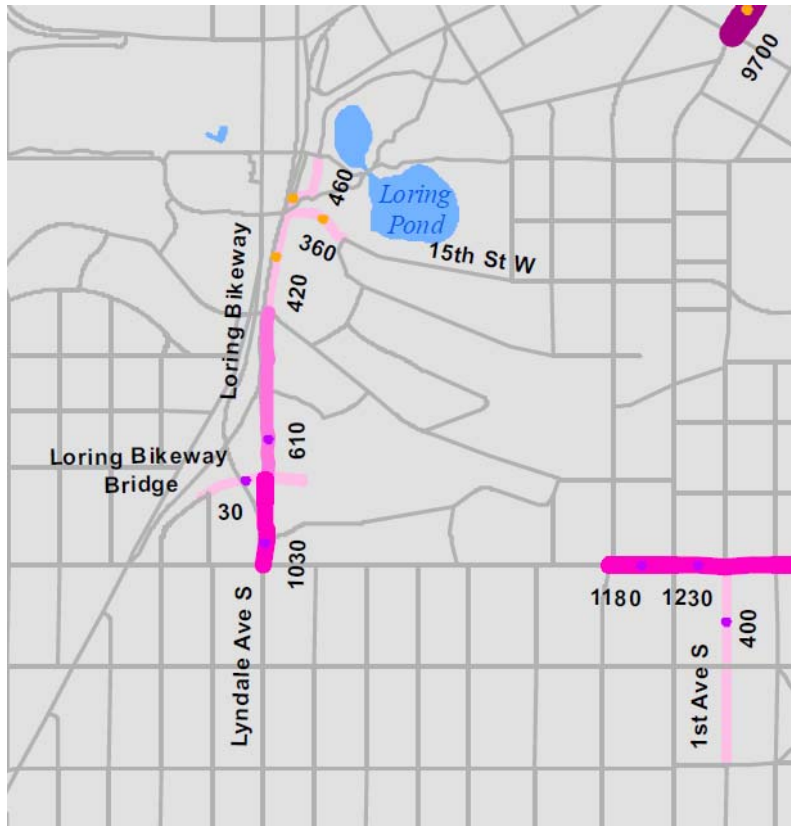
Loring Bikeway: Bicycle traffic is double pedestrian traffic.

Oak Grove St (15th St): Pedestrian traffic is double bicycle traffic.

Bicycle Traffic



Pedestrian Traffic



Loring Park

Gateway Redesign

On-street bike lanes

Overall preliminary concept

Existing

Proposed

Proposed plantings

Crimson Spire Oak

Prairie Dropseed

Black - Eyed Susan

Russian Sage

Bicycling and walking paths

Curbside sidewalks

Connections to Loring Bikeway & Oak Grove St (15th St) Bike Lanes

Colored green crosswalk

Larger landing area with double wide curb ramp, Remove push buttons

New bicycle entry

Loring Bikeway crossing

Approximate proposed curb ramp exit from westbound Oak Grove St (15th St)

to Yale Place & Hennepin Avenue

N

to central gardens & Loring Green-way

to Loring Bikeway Bridge & Uptown

Bicyclists

Pedestrians

N

from 15th Street

to Loring Bikeway Bridge & Uptown

Bicyclists

Pedestrians

European Style Left Turn

Portland, OR

to Irene Whitney Bridge & Sculpture Garden

N

Bicyclists

Pedestrians

from 15th Street

from Irene Whitney Bridge & Sculpture Garden

to Yale Place & Hennepin Avenue

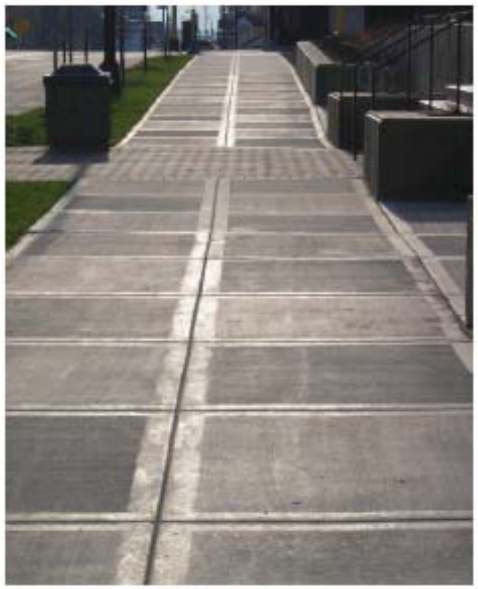
N

to Loring Bikeway Bridge & Uptown

Bicyclists

Pedestrians

Paving materials



'Window Pane' Concrete , medium broom finish

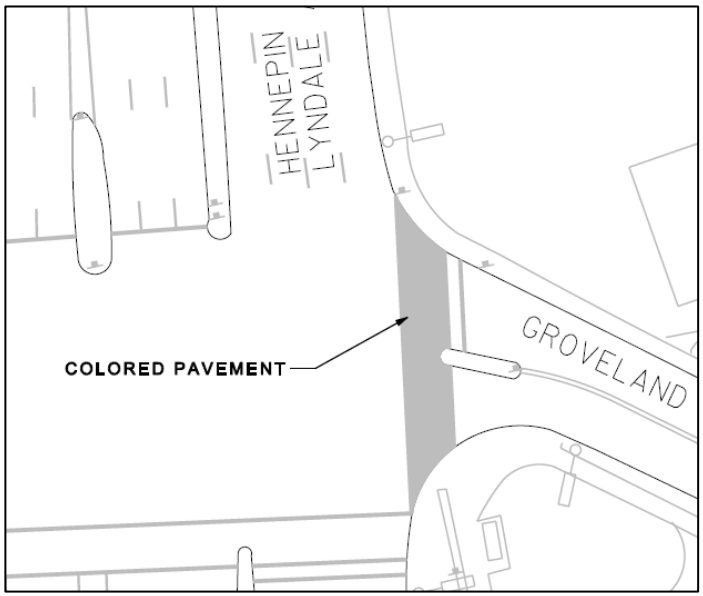
Imprinted Concrete

Concrete Pavers

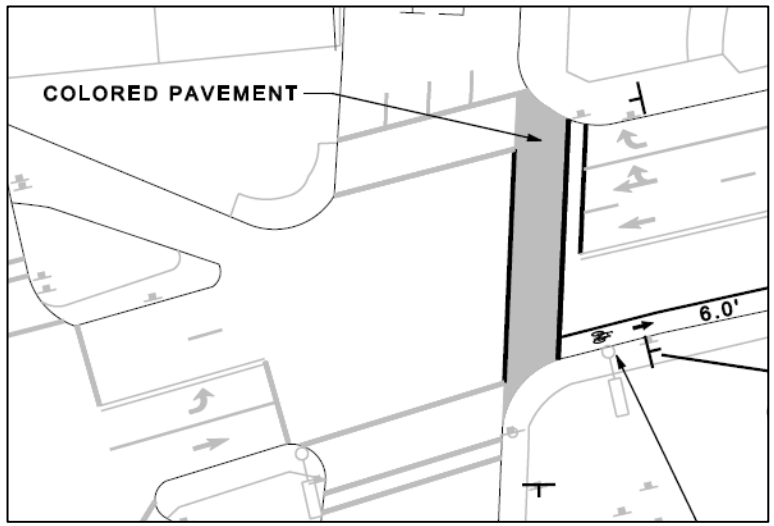
List of Items and Cost for Loring Park Gateway

- $60,000 to $80,000 range
- $60,000 includes items such as concrete plaza, grading, new soil, new “bisecting” trail, 6 trees, perennial plantings
- $80,000 includes extras such as a *colored* concrete plaza, existing trail replacement, and concrete edging for asphalt trails

Colored green trail crossings

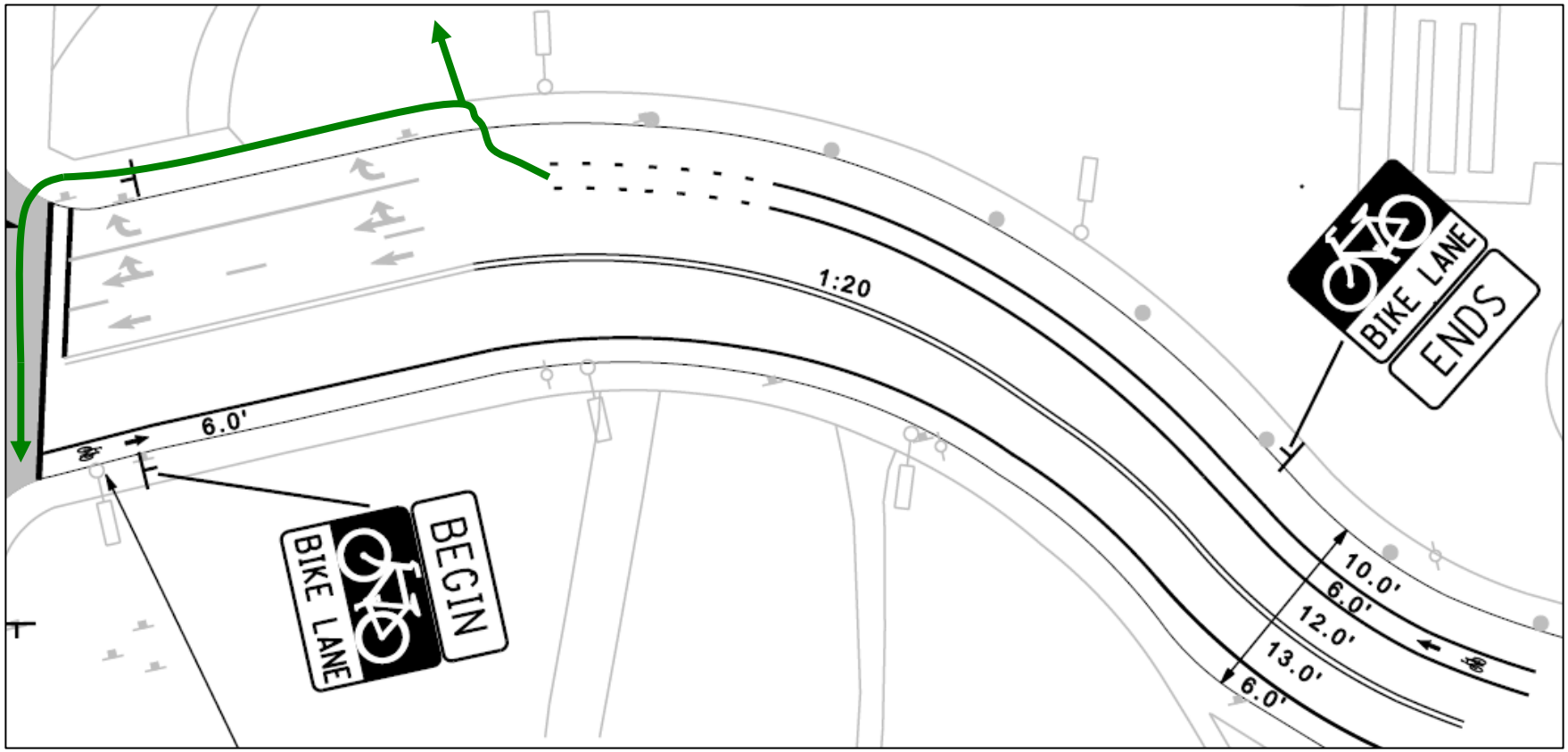


Hennepin/Lyndale & Groveland

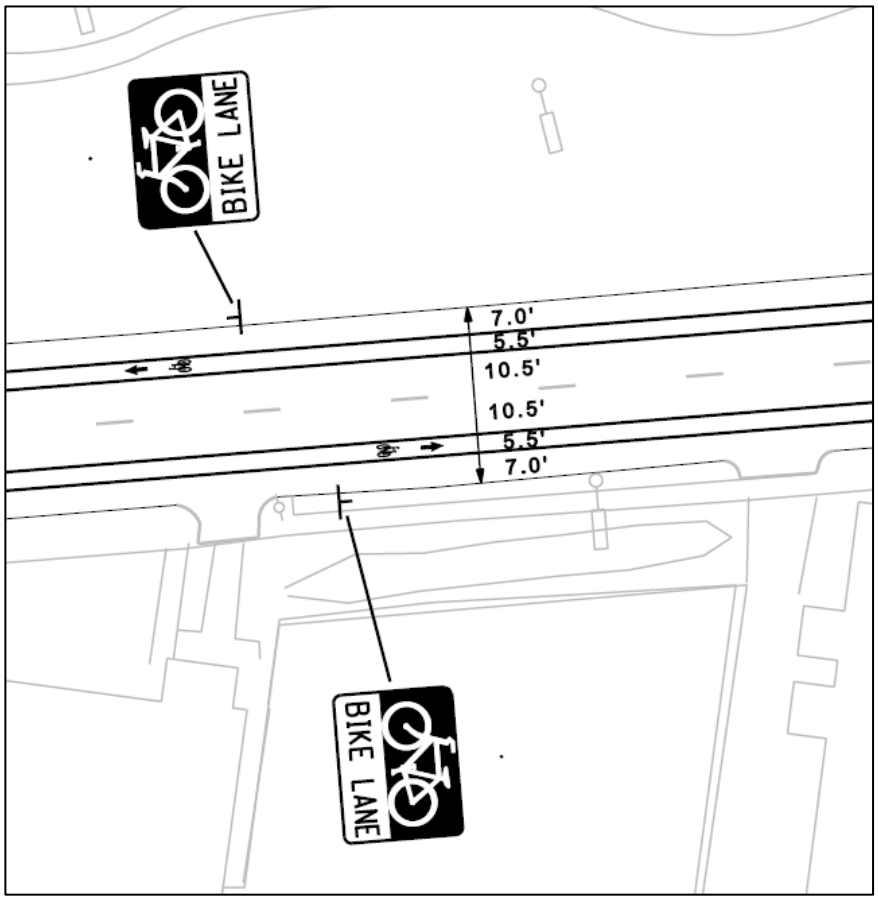


Hennepin/Lyndale & Oak Grove (15th St)

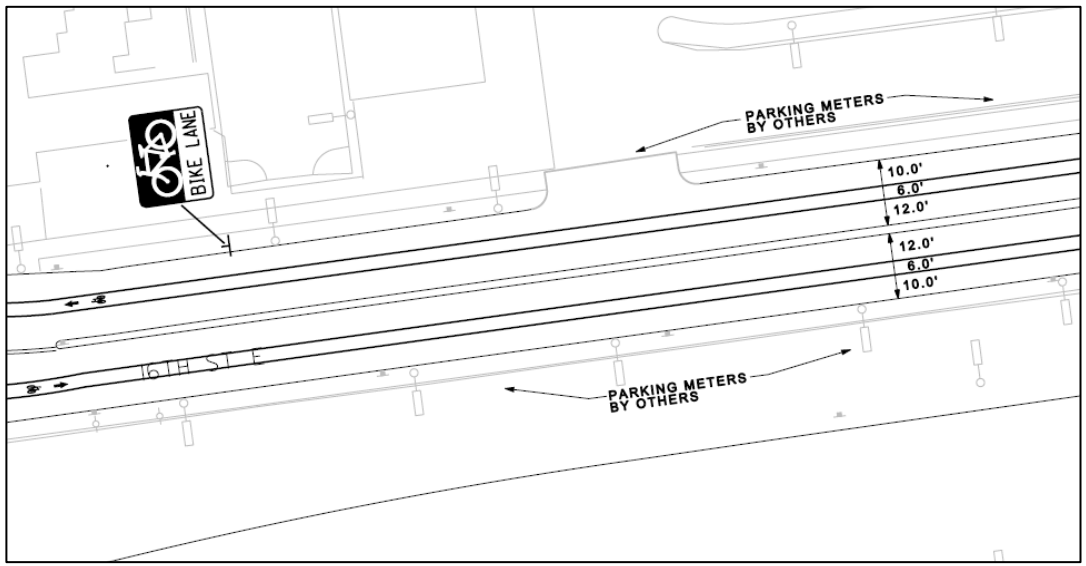
Oak Grove: Hennepin/Lyndale to 15th Street



15th Street: Oak Grove to Nicollet

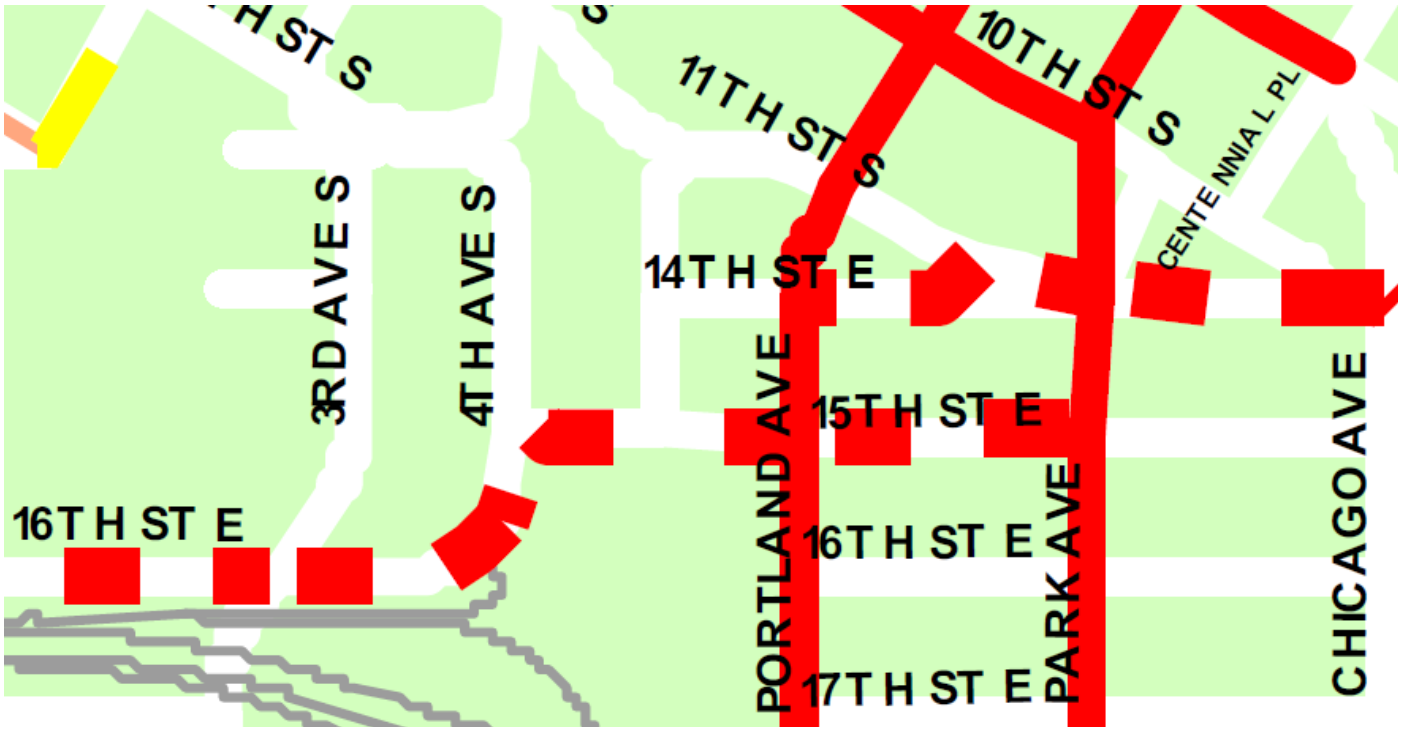


16th Street: Nicollet to 4th Avenue (I-35W Downtown Bridge)*

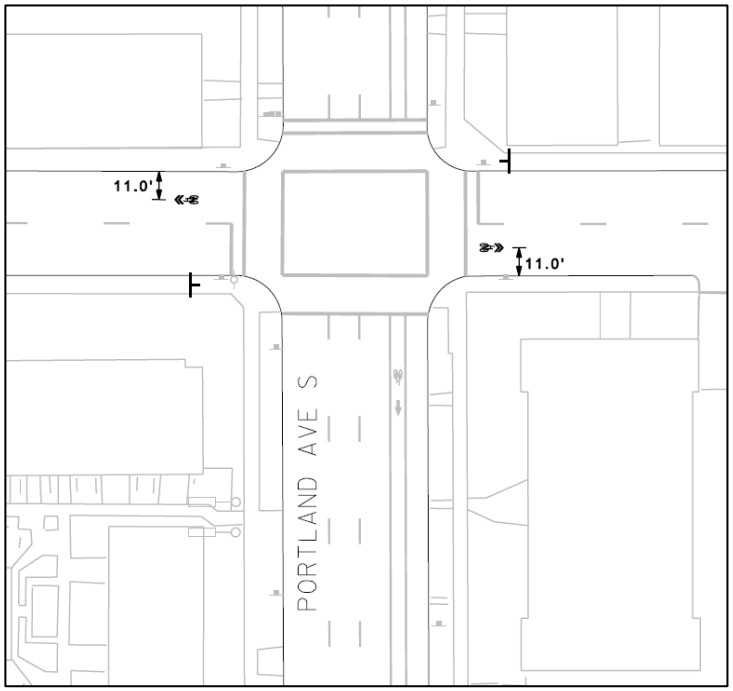


*4 to 2 lane conversion, adds bike lanes and parking

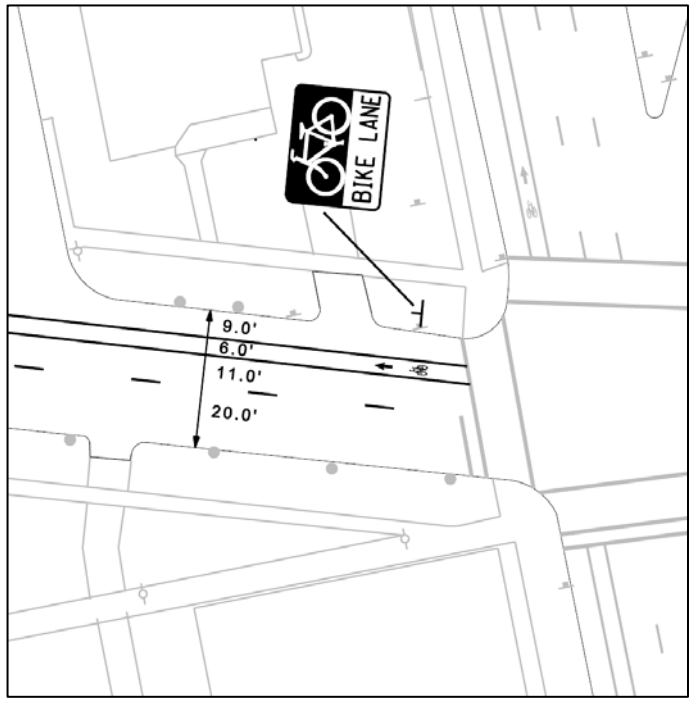
Transition Zone between 16th & 14th Streets: Combination of bike lanes and shared lane markings (sharrows)



Transition Zone (continued)

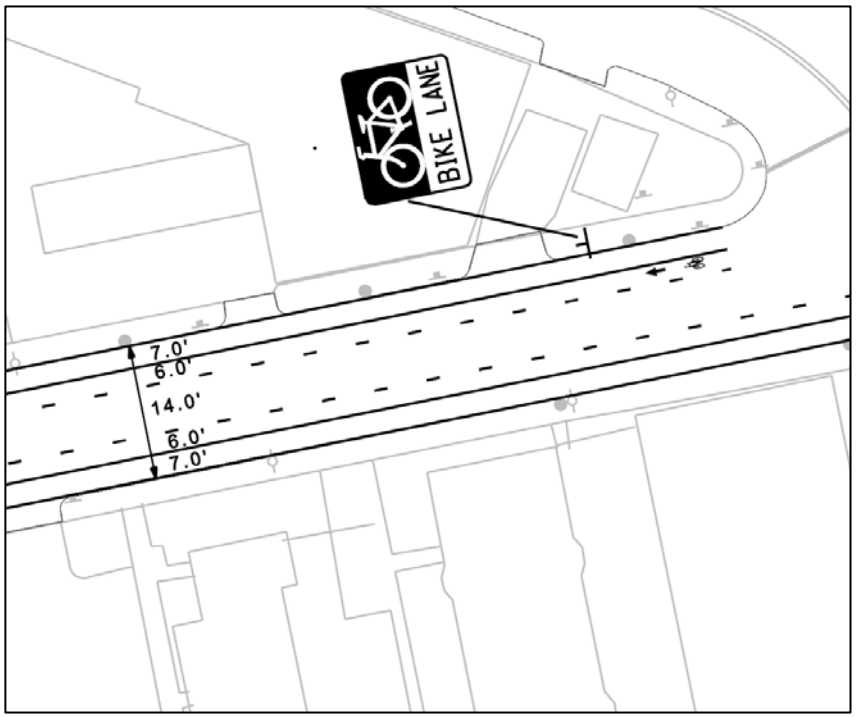


15th Street @ Portland Avenue

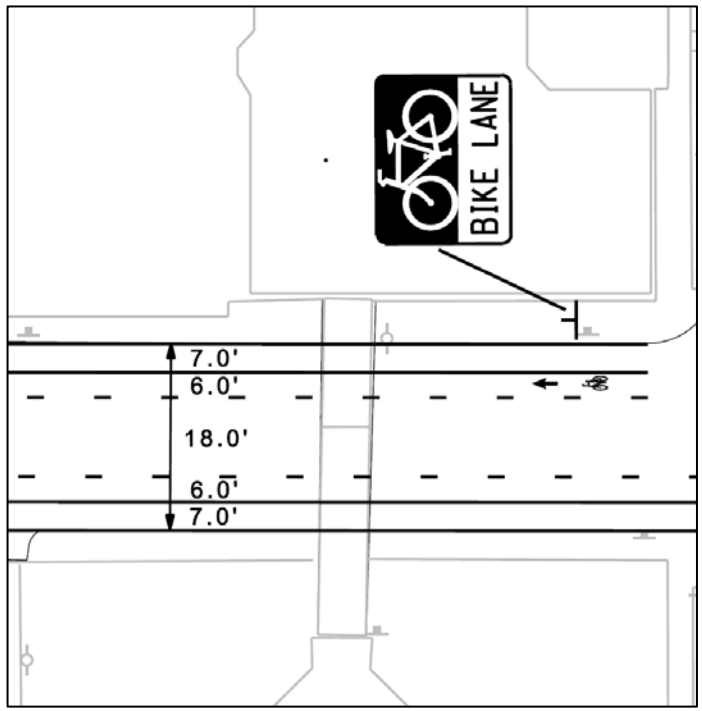


14th Street @ Park Avenue

14th Street: Park to 11th Avenues*



Park to Chicago



Chicago to 11th

*Advisory Bike Lanes

14th Street, Minneapolis

Utrecht, Netherlands

***NOTE: The 14th Street proposal does not include red pavement.**

Next Steps

- Collect feedback during the coming weeks
- Redraft plans based on feedback
- MPRB & City Council approval of changes
- Implement project late this summer/fall