

COMPLETE STREETS 301

PUTTING PEOPLE FIRST

*Policy to Practice:
What does
prioritizing
pedestrians actually
look like?*

Webinar begins at 1:30pm ET

Policy to Practice:

What does prioritizing pedestrians actually look like?

March 26, 2020

1:30 PM ET



Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**



Emiko Atherton

Director, National Complete
Streets Coalition

Vice President, Thriving
Communities, Smart Growth
America

@CompleteStreets

Agenda

- Why does implementation matter?
- Speakers:
 - Janice Park and Isaac Shapiro, Remix
 - Trey Joiner, City of Minneapolis
 - Ashwat Narayanan, Our Streets Minneapolis
- Question & Answer

The webinar recording and copy of the presentation will be available on our blog after the webinar.

Please put any questions in the chat box, located in the lower left hand corner of your webinar screen.



Why does implementation matter?



Janice Park

Senior Transportation
Manager, Remix



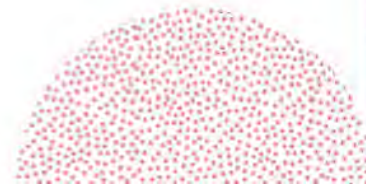
Isaac Shapiro

Enterprise Customer Success
Manager, Remix

MAR 26, 2020

Remix: Bringing together the complete transportation picture

Isaac Shapiro, Customer Success Manager
Janice Park, Senior Transportation Planner





Dan Getelman

Sam Hashemi

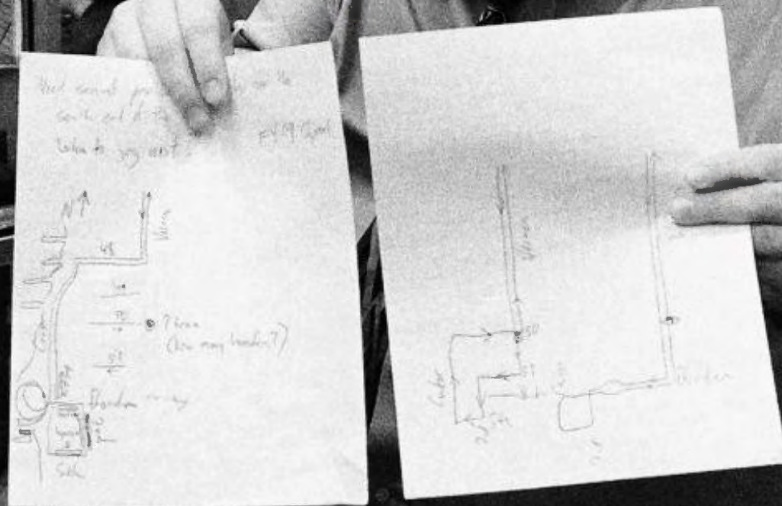
Tiffany Chu


Danny Whalen

INTRODUCING REMIX

Our roots are in transit planning.

But as our customers' needs have expanded, we've grown our platform to meet those needs.



A world map with a dark blue background and light blue landmasses. Numerous yellow circular markers of varying sizes are scattered across the map, primarily concentrated in North America and Europe, representing the locations of local governments. The markers are more densely packed in the United States and Western Europe, with fewer markers in South America, Africa, and Asia.

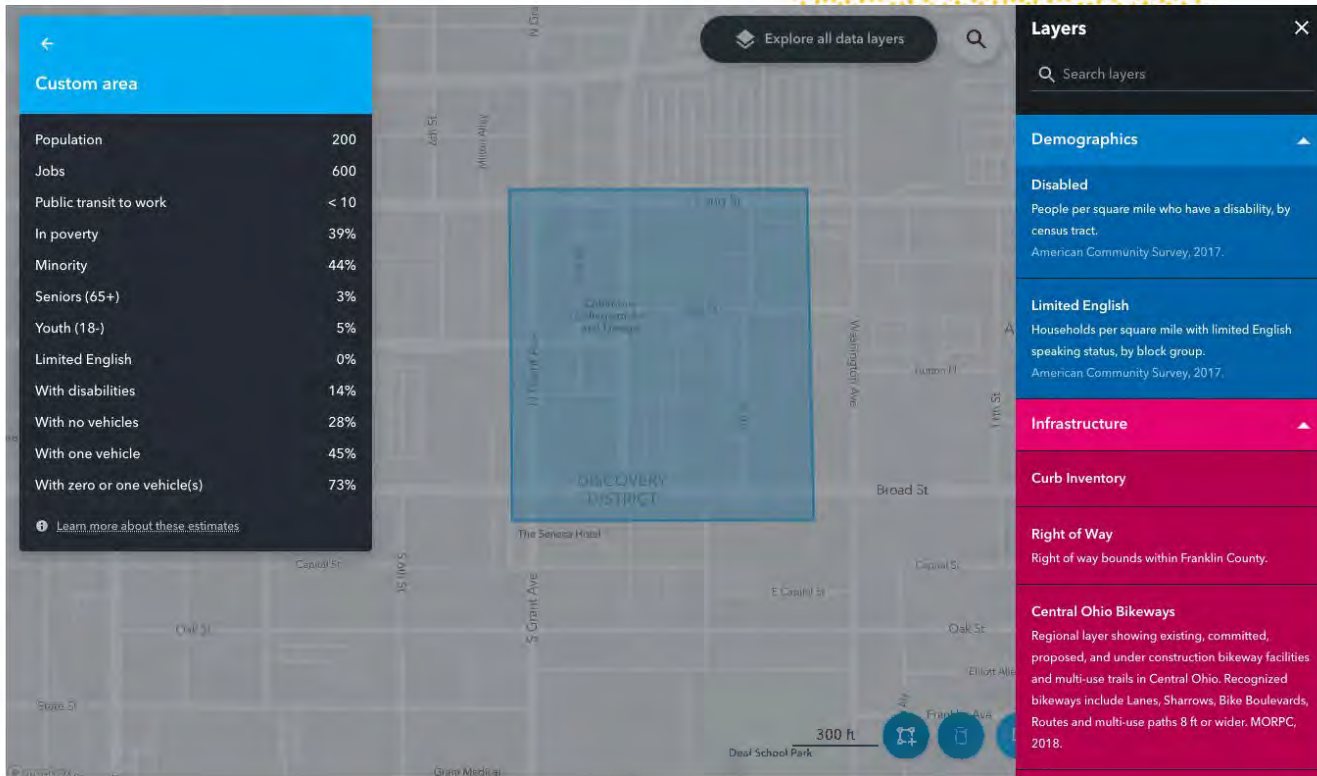
We work with **325+ local governments** to
bring together the complete transportation
picture for their cities.



MAKE INFORMED DECISIONS

**Evaluate tradeoffs and
impacts with data visualized
in one place.**

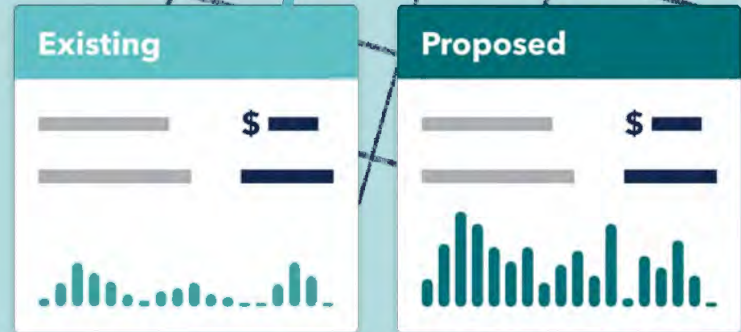






SAVE TIME & MONEY

Explore design options and rapidly iterate on concepts in-house.





2nd/Broadway

Existing Conditions

SCENARIOS

- Option A: Crosswalks
- Option B: Curb extensions
- Option C: Bike priority
- Option D: Parking priority
- Option E: Remove parking



“

Before Remix, it was a non-starter to bring innovative ideas. With this technology, we now have opened doors to a dialogue that otherwise would not have happened.

CARLOS CRUZ-CASAS

Dept. of Transportation & Public Works, Miami-Dade County, FL



BUILD CONSENSUS & TRUST

**Effectively collaborate
with stakeholders &
the public.**





Thank you

remix.com
remix.com/customers
remix.com/blog



Minneapolis
City of Lakes

Trey Joiner

Associate Transportation
Planner, City of
Minneapolis

SMART GROWTH AMERICA
MARCH 26, 2020

CITY OF MINNEAPOLIS

Policy to Practice: Bikeway upgrades to the Presidents Bicycle Boulevard

Trey Joiner – Associate Transportation Planner – City of Minneapolis

Summary of presentation

Policy to Practice, Bikeway upgrades to the Presidents Bicycle Boulevard

- ❑ DEFINING THE AREA
- ❑ PROJECT CONTEXT
- ❑ DESIGN CONSIDERATIONS
- ❑ PROPOSED UPGRADES

Defining the Area



DEFINING THE AREA



President's Bike Boulevard

Project Background

In an effort to connect a long existing bicycle network gap and create an enhanced pedestrian environment along East Hennepin Ave, Public Works will improve the crossing at 5th Ave SE and Pierce St NE in 2020.

Hennepin County will be resurfacing East Hennepin Ave from 8th St SE to Stinson Blvd; this will reduce the number of travel lanes from 4 to 3 and add buffered bicycle facilities for a portion of the corridor.

Project Scope

The proposed .12 mile long project is scheduled to occur over the course of the 2020 construction season. The scope of the project will encompass the functional ROW and include the extension of the northerly curb to accommodate the off-street protected trail. East Hennepin Ave will be repaved by Hennepin County and will be replaced with a smooth driving surface.

City and County staff are currently in the preliminary stages of planning and design for the project, which will be accompanied by community outreach activities that will help inform and guide design concepts. Public Works relies on planning guidance and community input to inform the design of streets.

Project Schedule and Public Input

Public Works intends to advance a layout of the crossing for City Council approval by fall 2019. Public Works will be engaging stakeholders in the spring and summer of 2019 to understand what design elements are important to consider in the Beltrami and Marcy Holmes neighborhoods. There may be opportunities to explore unique features and interests specific to the neighborhood as part of this project.

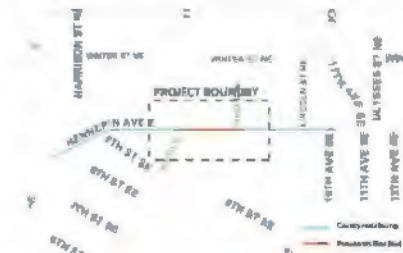


Contact:

If you would like to learn more about the proposed project, request additional information, or share your ideas please visit the project website or contact the project team using the contact information provided below:

- Trey Joiner, Associate Transportation Planner, Minneapolis Public Works, 612-673-3614, jerome.joiner@minneapolismn.gov

Project Website: <http://www.minneapolismn.gov/cip/futureprojects/presidents-bike-blvd>



Existing Conditions



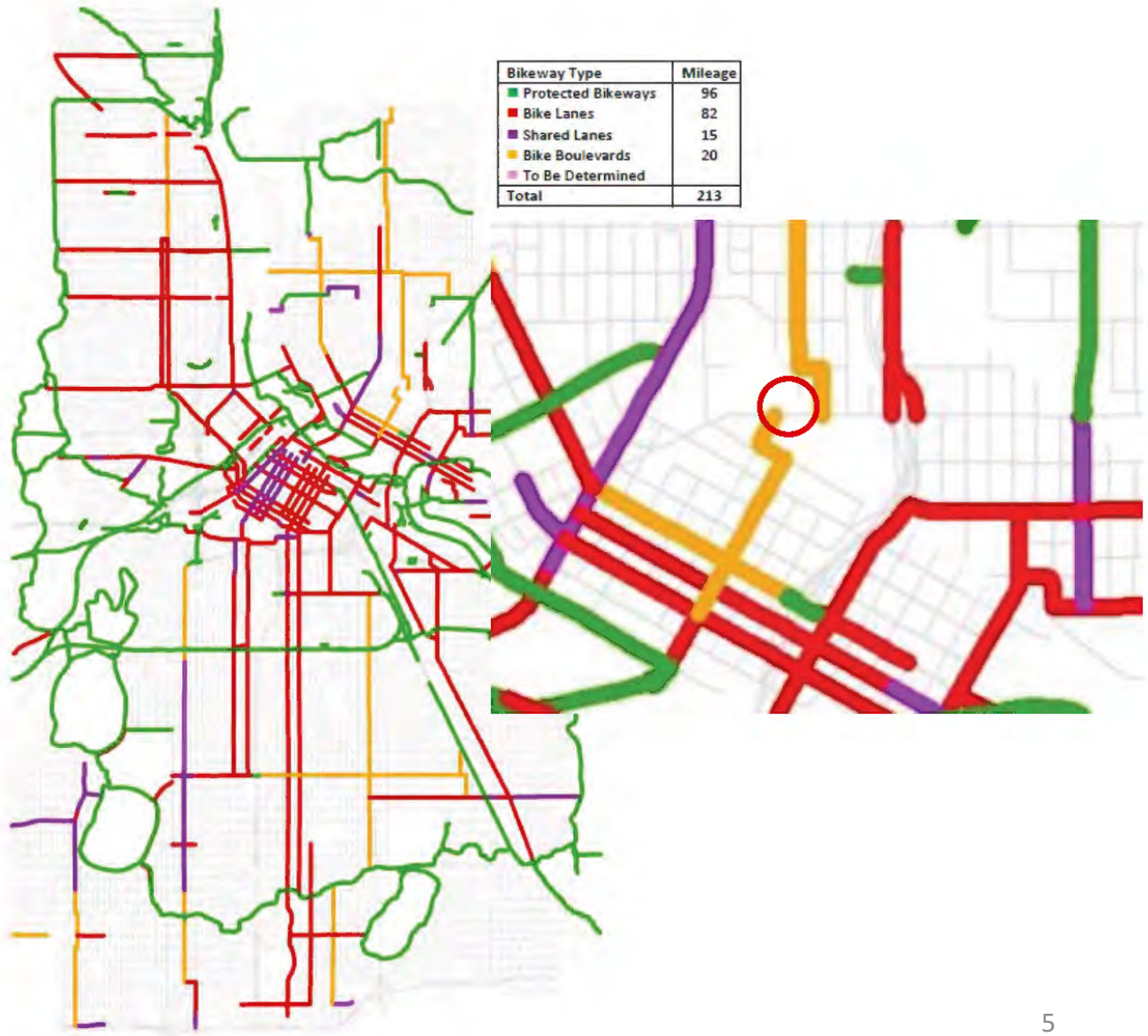
DEFINING THE AREA



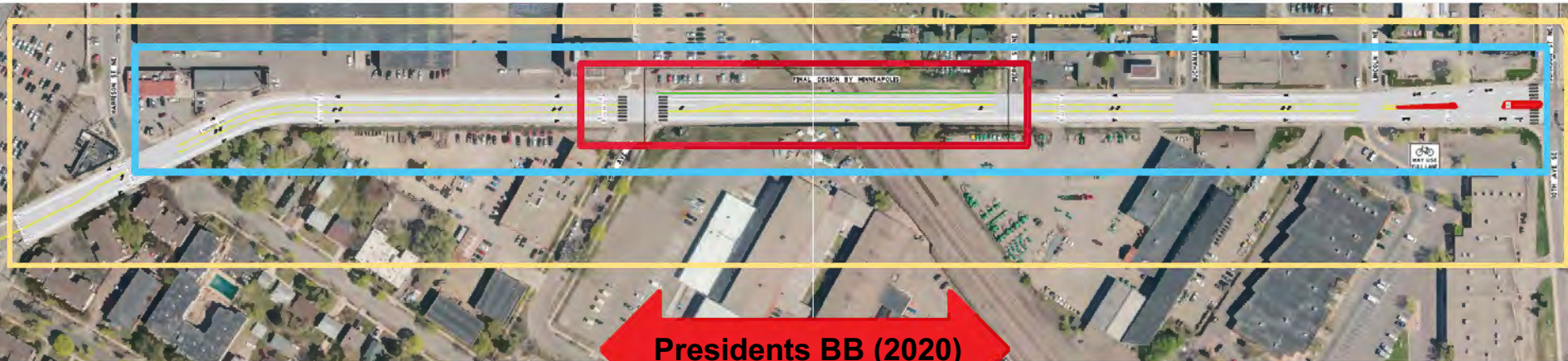
Chapter 7- Project/Initiative Identific

Fig

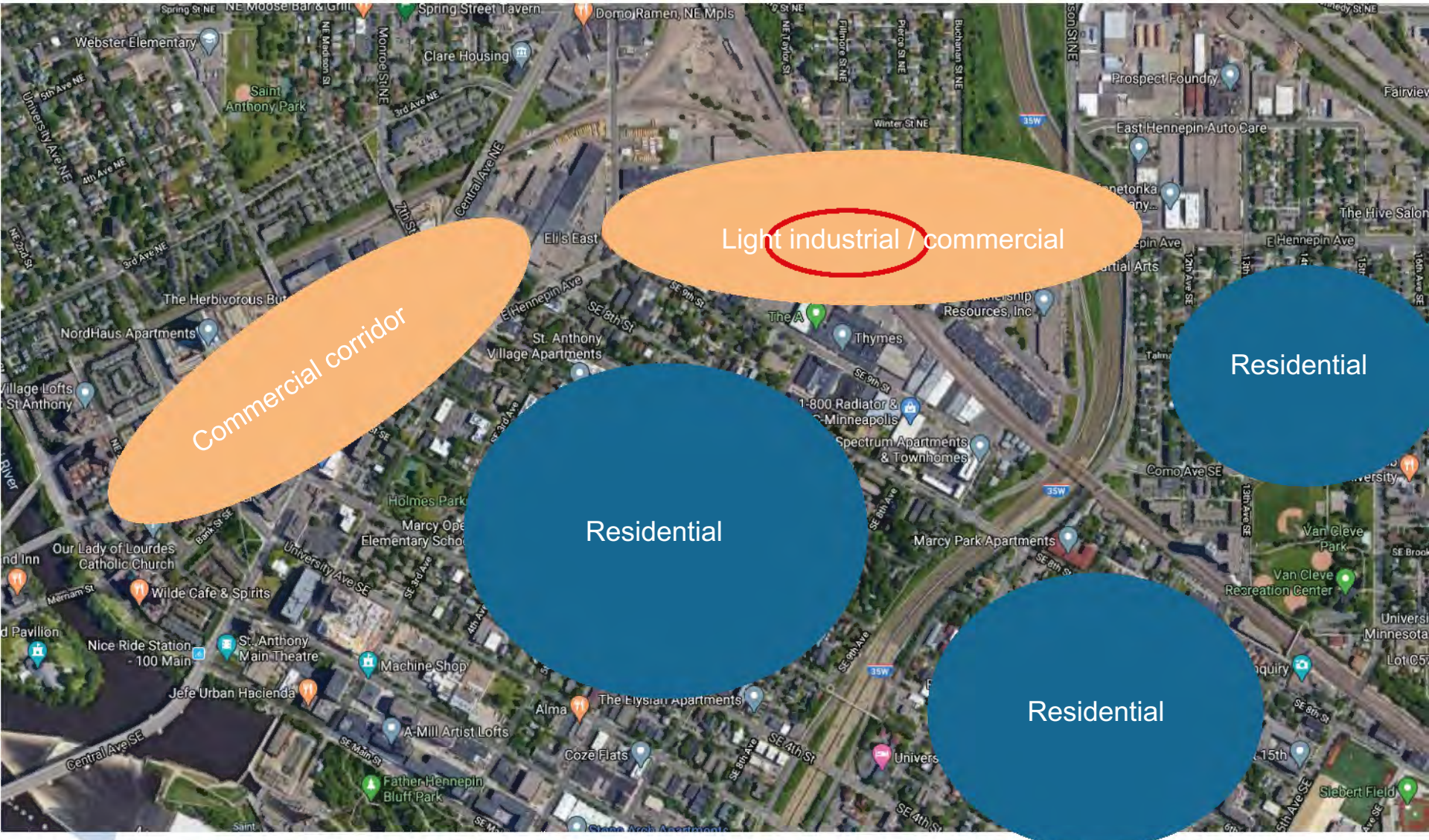
Figure 6: Existing Bicycle Network



DEFINING THE AREA



DEFINING THE AREA



Project Context



PLANNING AND POLICY GUIDANCE



Draft Transportation Action Plan (2020)



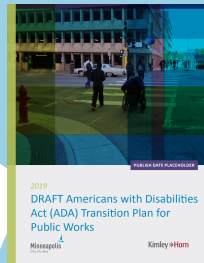
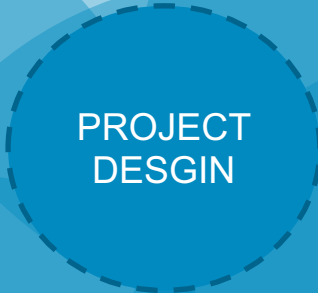
Minneapolis 2040 (2019)



Vision Zero Action Plan (2020)



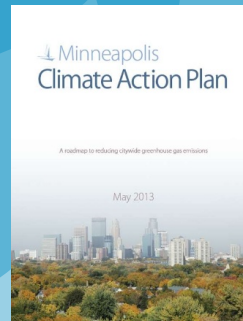
Complete Streets Policy (2016)



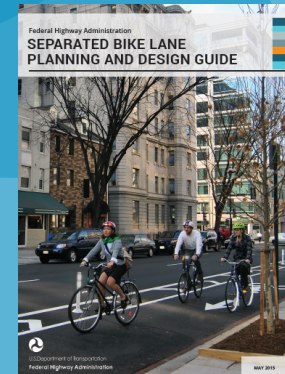
ADA Transition Plan (2020)

State Aid Standards

Other Engineering Design Standards & Best Practices



Climate Action Plan (2013)



Separated Bike Lane Planning And Design Guide



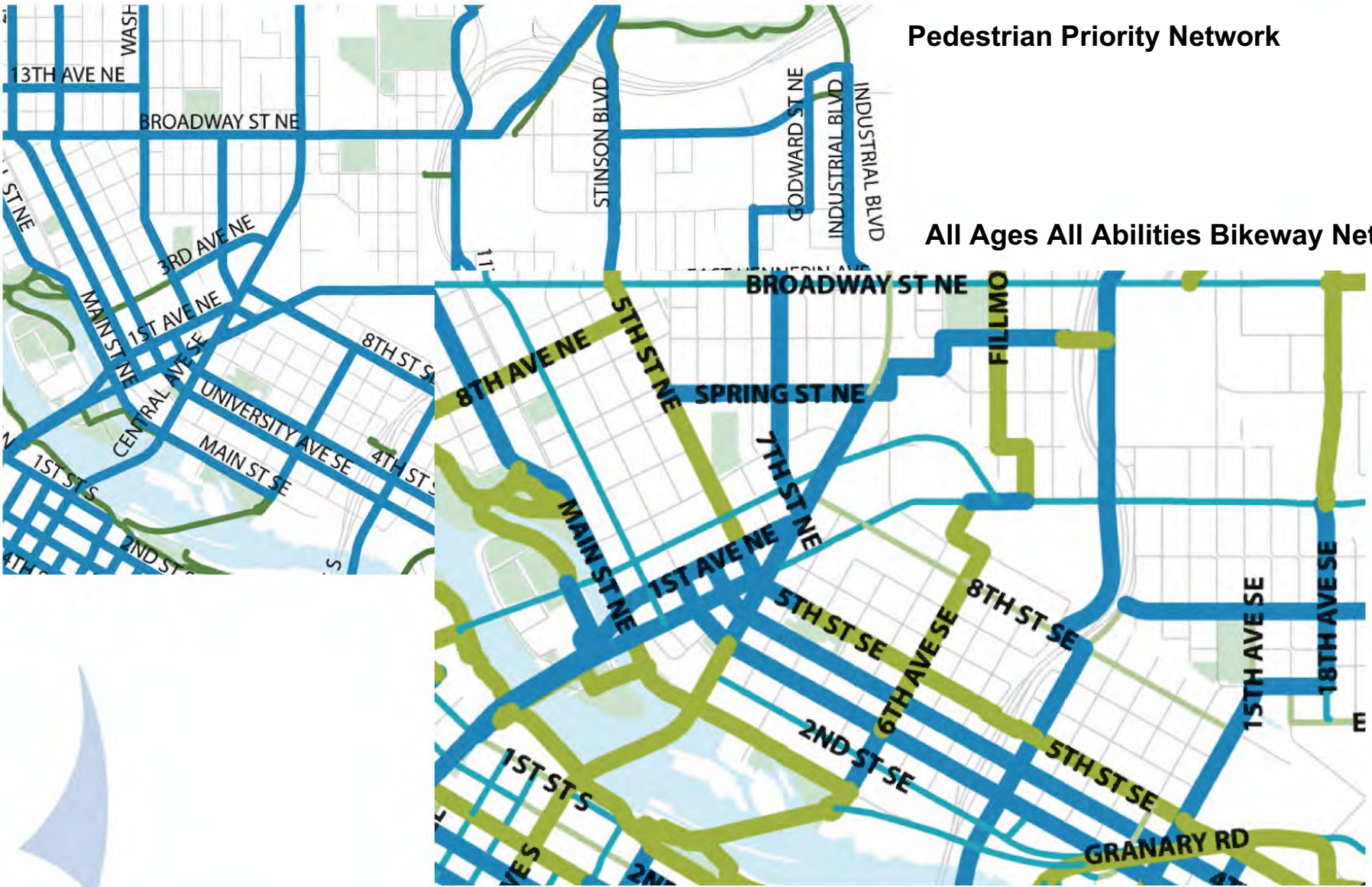
Don't Give Up at the Intersection

PROJECT CONTEXT



Pedestrian Priority Network

All Ages All Abilities Bikeway Network



PROJECT CONTEXT



Proposed Design

2020 Presidents Bike Boulevard Crossing and Bikeway Project

Existing Conditions



Recommended Layout

The proposed design includes curb-extensions, new ADA pedestrian ramps and improved vehicle sight-lines. A new full traffic signal will be installed at the intersection of 5th Avenue South East and East Hennepin Avenue, in addition to new APS and crosswalks. Hennepin County will continue a four to three lane conversion through the project extents from 8th Street South East to Johnson Street North East. Pedestrian scale lighting will be installed as a part of this project



Updated February 13, 2020

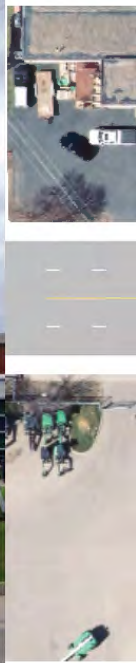
- Off-Street Trail
- Street
- Sidewalk
- Buffer
- Bike crossing
- Stop Sign
- ADA Ramp
- ADA Ramp by Hennepin County
- Pedestrian Lighting



Design Considerations



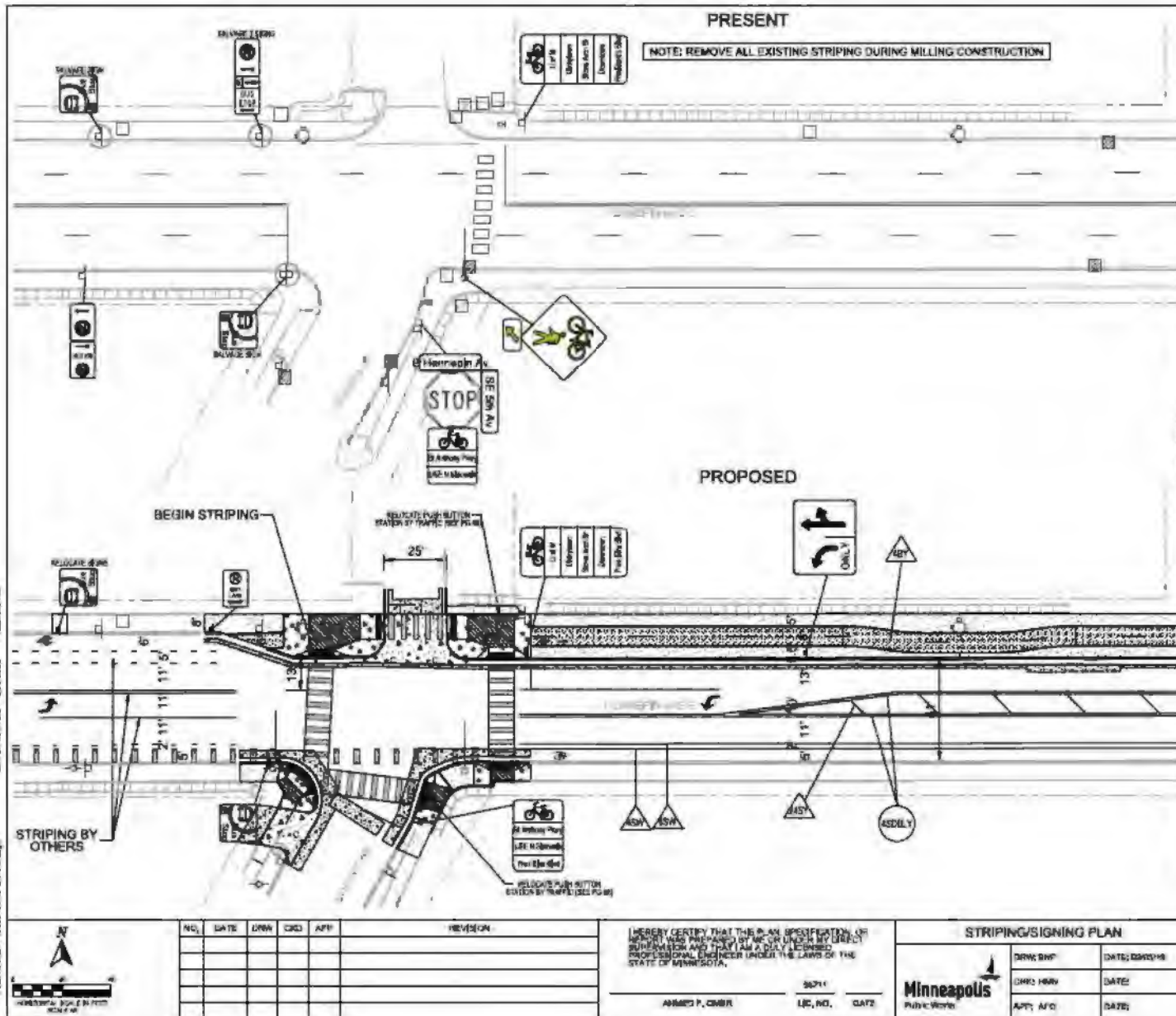
PROJECT CONTEXT



PROJECT CONTEXT



PROJECT CONTEXT



PRESIDENT'S BIKE BLVD

| SIGNING AND STRIPING QUANTITIES | | | SHEET | |
|---------------------------------|---------------|-----------------|-------|--------------------|
| ITEM NO. | ITEM QUANTITY | DESCRIPTION | UNIT | ESTIMATED QUANTITY |
| 210450 | 1 | REMOVE SIGN 110 | EACH | 1 |
| 210451 | 1 | REMOVE SIGN 110 | EACH | 1 |
| 210452 | 1 | REMOVE SIGN 110 | EACH | 1 |
| 210453 | 1 | REMOVE SIGN 110 | EACH | 1 |
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| 210479 | 1 | REMOVE SIGN 110 | EACH | 1 |
| 210480 | 1 | REMOVE SIGN 110 | EACH | 1 |

| STRIPING/SIGNING PLAN | | PRESIDENT'S BIKE BLVD | |
|-----------------------|----------------|------------------------------------|--|
| DRWG. DATE | DATE: 08/08/18 | L.P. 6000 10008 S.A.P. 14 1008-125 | |
| DRWG. NAME | DATE: | | |
| APP. A/C | DATE: | | |

52
OF
76

TYPED BY: [Name], DATE: [Date]
 DATE PRINTED: [Date]
 DATE PLOTTED: [Date]



| NO. | DATE | BY | CHKD. | APP. | REVISION |
|-----|------|----|-------|------|----------|
| | | | | | |

I HEREBY CERTIFY THAT THE PLAN SPECIFICATION OF THIS PROJECT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

AMBER P. OMER LIC. NO. 5271 DATE

Minneapolis
Public Works

PRESIDENT'S BIKE BLVD

L.P. 6000 10008 S.A.P. 14 1008-125

Thank you.

Trey Joiner

Associate Transportation Planner with the City of Minneapolis

Email: Jerome.Joiner@minneapolismn.gov

our streets MPLS



Ashwat
Narayanan

Executive Director,
Our Streets
Minneapolis

Places for People

Re-imagining Our Streets for a Healthy Region



Ash Narayanan

our streets MPLS

Outline

Introduce myself and Our Streets Minneapolis

Overview of transportation challenges and opportunities

Achieving our transportation goals—the Our Streets Minneapolis model

our streets MPLS

MINNEAPOLIS

From parking lots to protests, Council Member Lisa Bender seeks to transform Minneapolis

Council member's focus on development has earned her fans — and criticism.

By Erin Golden Star Tribune | JULY 23, 2016 — 8:18PM



ELIZABETH FLORES

Minneapolis Council Member Lisa Bender, an urban planner by trade, founded the Minneapolis Bicycle Coalition and has pushed for more bike lanes on city streets.





16,012 people involved on some level

3,000 postcards hand delivered to City Council

Resulted in the creation of the City's Bicycle Master Plan

Minneapolis is only U.S. city on worldwide bike-friendly list

By eringolden | JUNE 2, 2015 — 12:24PM



Minneapolis' growing network of bike lanes and a well-used bike share program have landed the city on yet another list of bike-friendly communities -- and this time, it's the only U.S. city to rank among the world's top cities for cyclists.

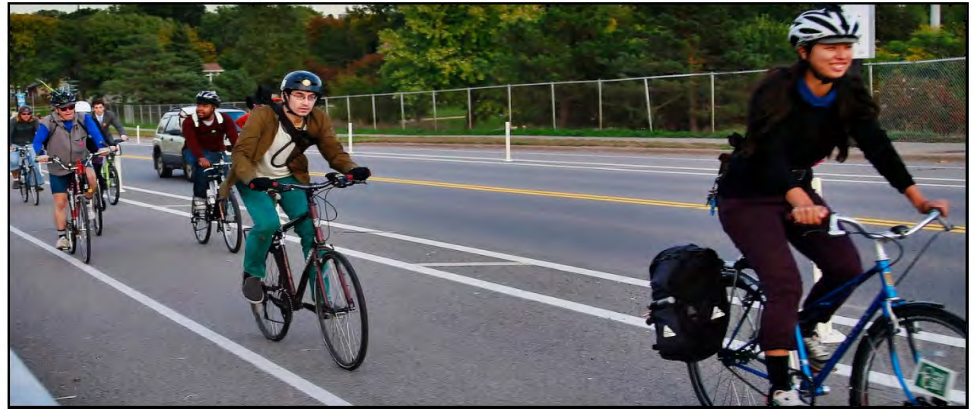
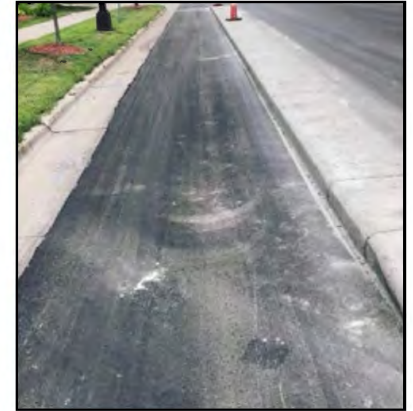


Photo: Ajith George

Winter Sidewalk Maintenance



Over 3,000 postcards delivered to City Council

Mayor added \$300,000 in 2020 budget to address snow removal



Building a Healthy and Inclusive Region

- ✓ Vibrant low carbon economy with clean jobs
- ✓ Eliminate racial disparities
- ✓ Attract and retain the best talent
- ✓ Affordable, stable housing

Getting our transportation investments right is key to getting there

Our System today

EMISSIONS FLIP Transportation is Biggest Source of U.S. Emissions

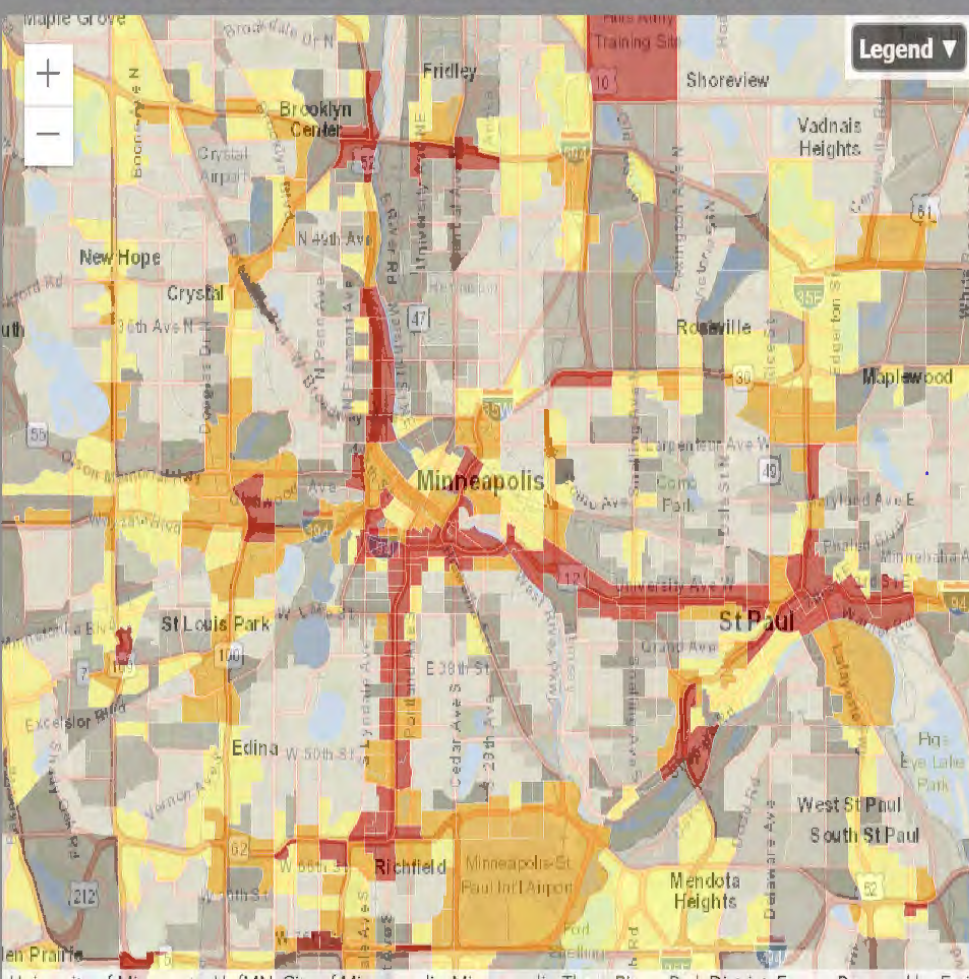
Million Metric Tons of Carbon Dioxide



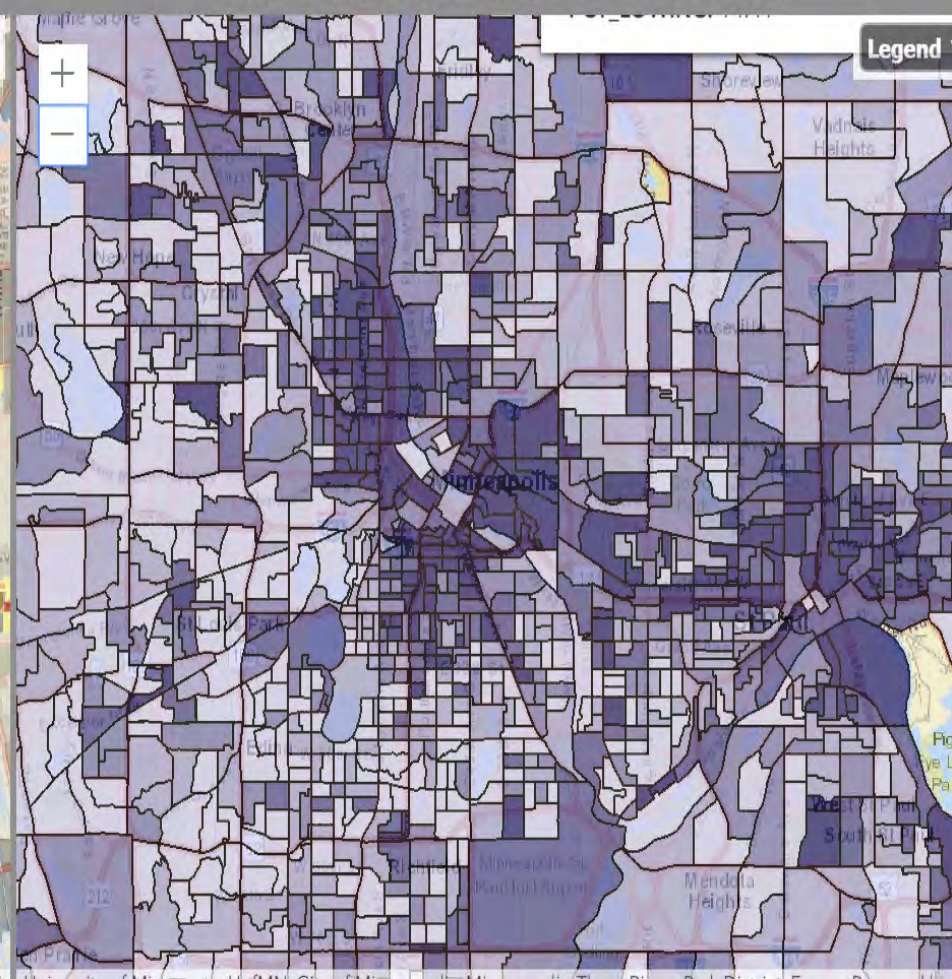
Source: EIA, Annual Energy Review

CLIMATE  CENTRAL

Traffic Proximity and Volume (daily traffic count/distance to road) National Percentiles



Pct. Households below Poverty Level -- 2013-2017 ACS



Traffic Crashes

Average of 100 fatal traffic crashes on Minneapolis streets each year

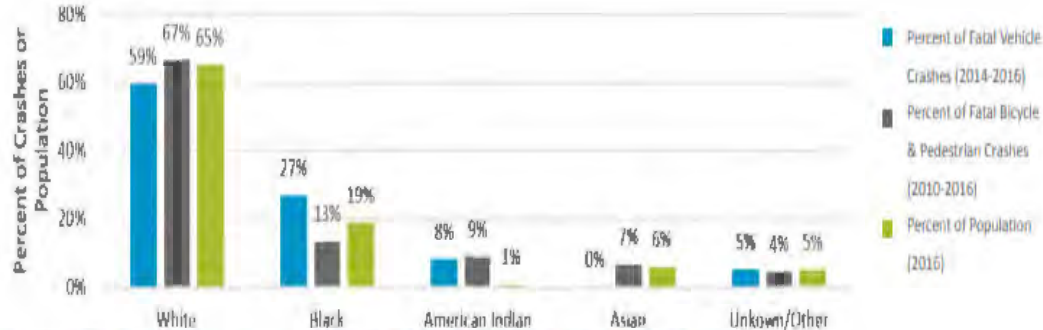


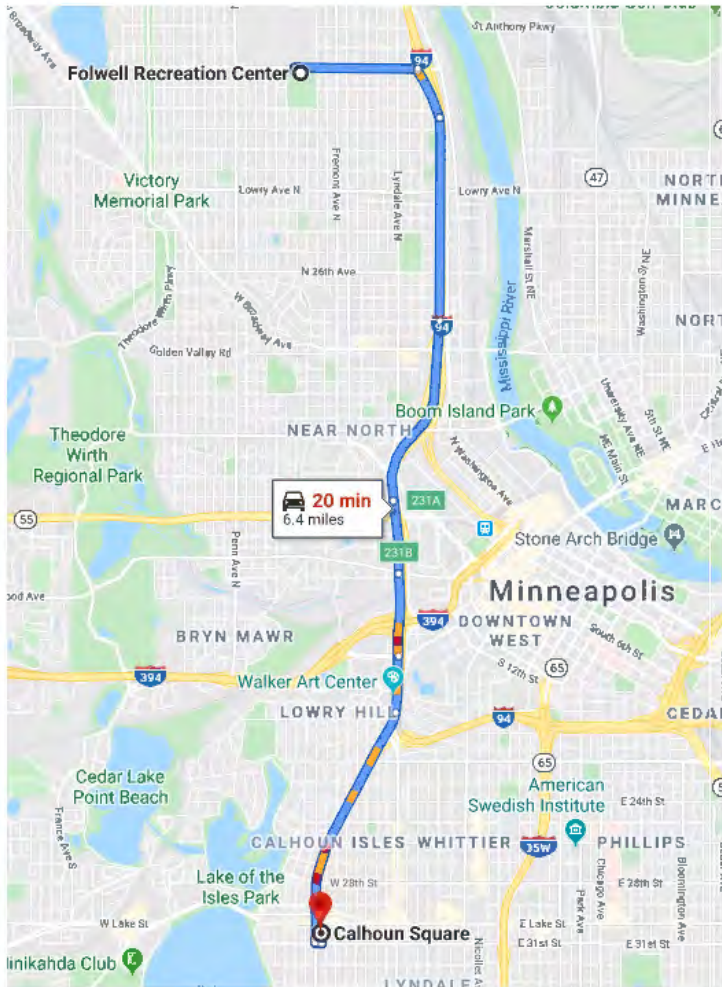
Figure ES-4. Fatal Bicycle and Pedestrian and Vehicle Crashes (2010-2016) by Race

Source for Crash and Race Data: Fatality Analysis Reporting System (FARS)

Native Americans are 5 times more likely to be killed walking than white Americans

Black Americans are 3 times more likely

Close to 500 people die each year in Minnesota



via I-94 E

16 min

Fastest route, lighter traffic than usual

6.7 miles

[DETAILS](#)



7:24 AM–8:27 AM

1 h 3 min



7:30 AM from Fremont Ave & Dowling Ave N

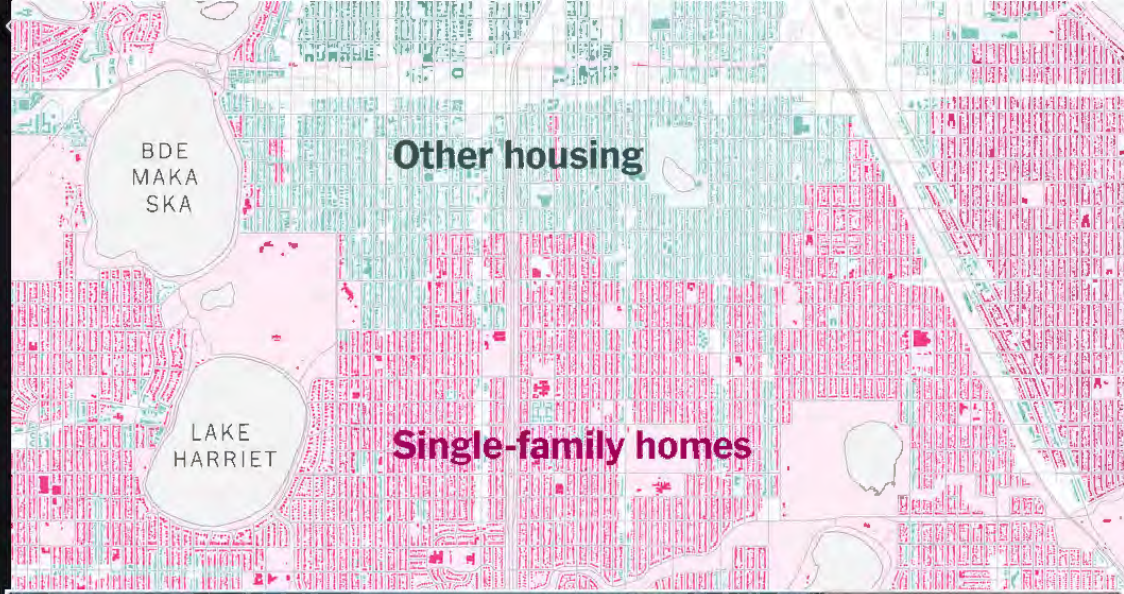
12 min every 15 min

[DETAILS](#)



A Policy on Geometric Design of Highways and Streets

2018
7th Edition



Envisioning a new system—What could 2030 look like?





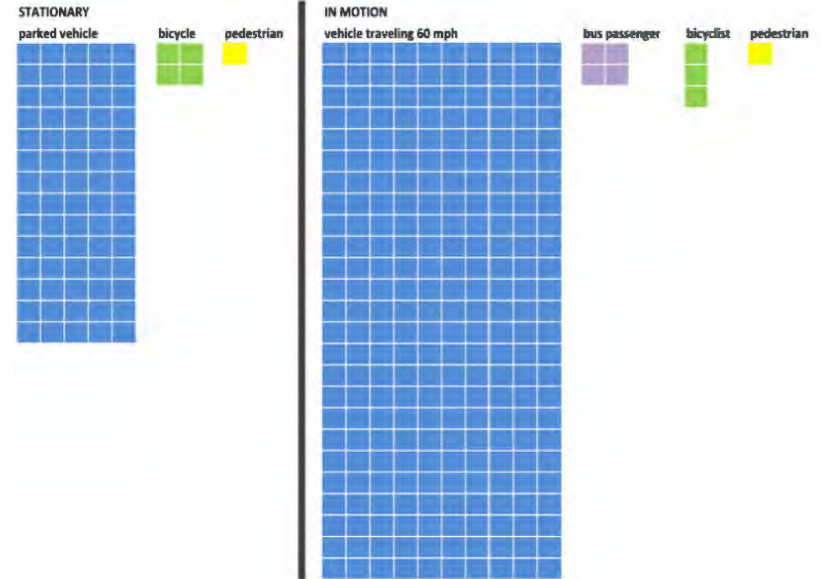
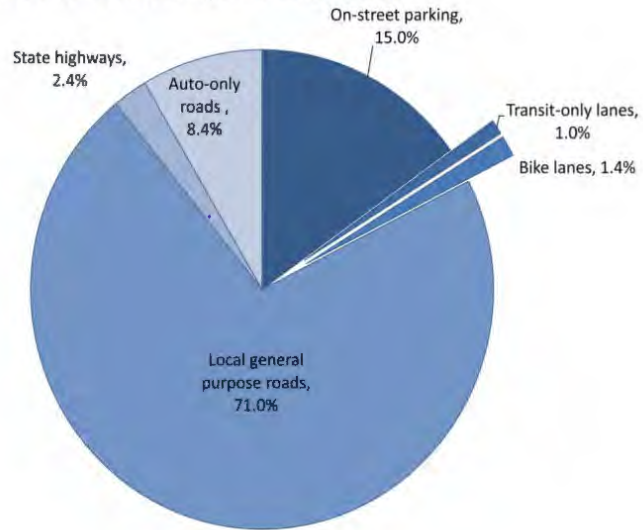
True Vision Zero



Image via visionzerompls.com

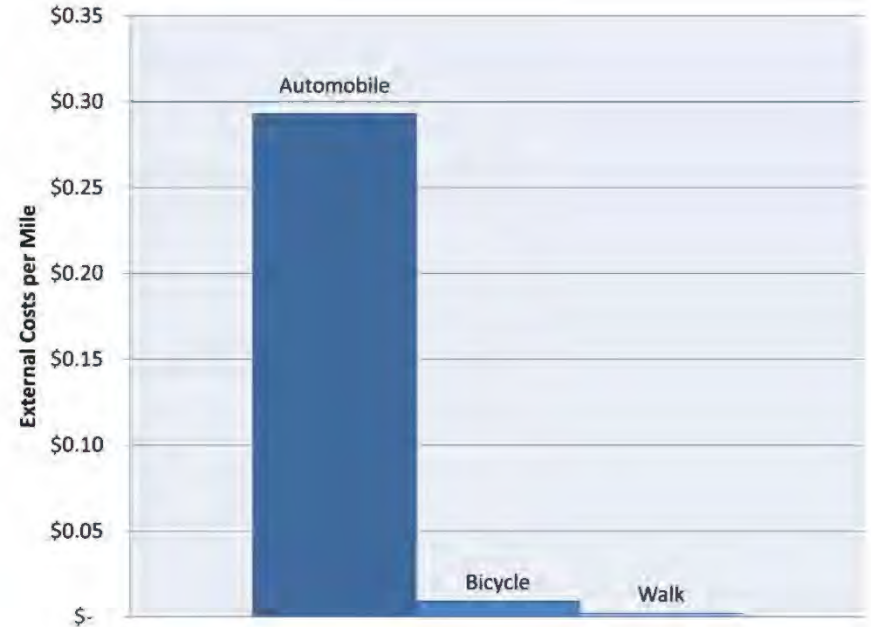
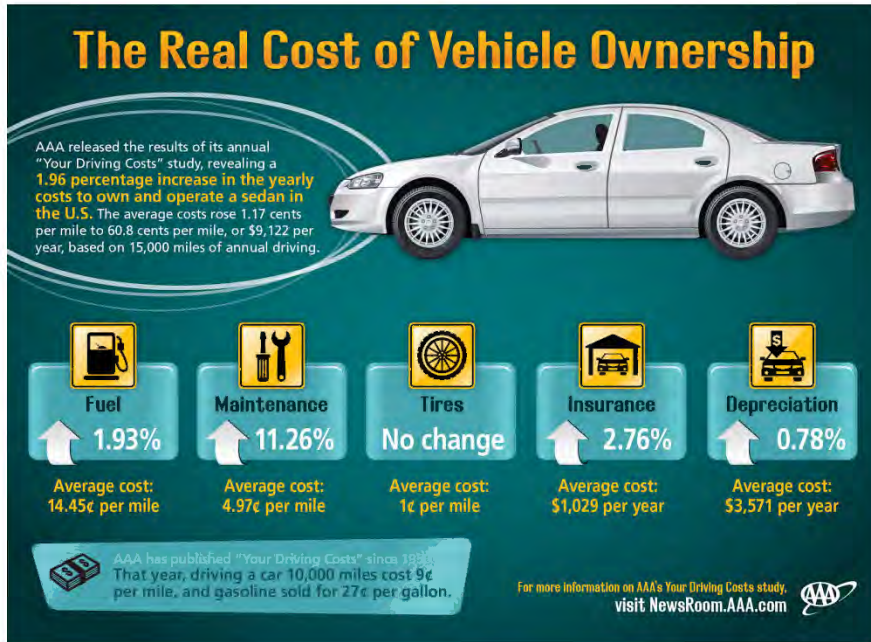
Rebalancing Street Space

Figure 6. Allocation of Paved Road Space in San Francisco⁵⁵



Graphics: Who Pays for Roads? Frontier Group, 2015
Graphics: Who Pays for Roads? Frontier Group, 2015

True Cost of Driving



Who Pays for Roads?, Frontier Group, 2015

Restoring Communities

EXISTING CONDITIONS



Aerial View of Existing Inner Loop Expressway Section Between Monroe Avenue and Charlotte Street

PROPOSED ALIGNMENT



View of Project Area After Completion of Inner Loop Reconstruction & Realignment Project Noting Large Amount of Developable Land



Reimagining I-94, Minnesota Department of Transportation

How do we get there?

Focus on systems change

- Changing the rules of transportation decision-making*
- Changing agencies*
- Changing the street*

Organize people

- Grassroots support*
- People led-movement*
- Ability to turn out people*

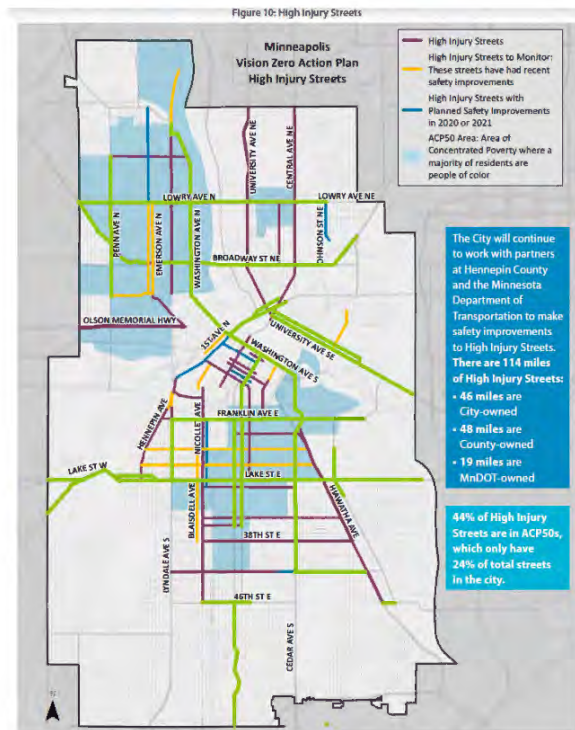
Build political support

- Demonstrate support to political champions for changing the status quo*
- Hold decision-makers accountable*

Minneapolis 2040 and TAP Wins

- ✓ Explicit mode share goals—3/5 trips to be non driving
- ✓ Creation of a pedestrian priority network
- ✓ Removing LOS as a metric
- ✓ Updated street design guide

2020 Advocacy Focus: County Streets for People



1 in 2 high injury streets are not owned by City of Minneapolis

42% Operated by Hennepin County

17% Operated by MnDOT

Source: Vision Zero Action Plan, City of Minneapolis, 2019



Building Power



Design a community led vision for better streets

Give context and info on how County budget decisions are made

Create a movement of engaged residents

Harness Open Streets

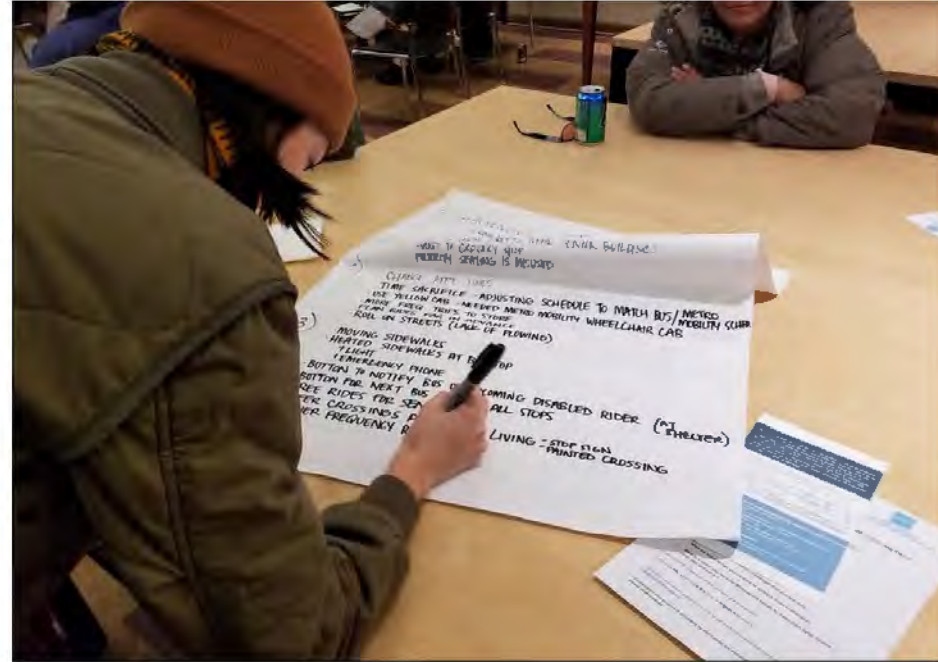


7 Open Streets Events in
2020

5 On County Operated
Roads

Powerful vision of a future
where streets belong to
people

Community Forums



Accountability Forum



Arrive Together Transportation Forum, Image: Cassie Steiner

Now is the time to act

Engaged and involved City Council

Public works staff

Building the community movement can get us to the next level to take truly bold actions

1954



2014



Source: 60 Years of Urban Change, Institute for Quality Communities, 2014

Ash Narayanan

ash@ourstreetsmpls.org

@ashwatn

our streets MPLS

A photograph of a person in a wheelchair on a city street. The person is wearing a white quilted jacket and blue pants. The wheelchair is blue and has a large front wheel and a smaller front wheel. The background shows other people walking on the street. A semi-transparent blue rectangle is overlaid on the image, containing the text 'QUESTIONS?' in large white letters, followed by a yellow horizontal line, and then the text 'Type them in the chat box in the bottom left corner of the screen.' in white italicized font.

QUESTIONS?

Type them in the chat box in the bottom left corner of the screen.

COMPLETE STREETS 301

PUTTING PEOPLE FIRST

*Stay tuned for
future webinars*