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
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
Remix: Bringing together the complete transportation picture

Isaac Shapiro, Customer Success Manager
Janice Park, Senior Transportation Planner
Our roots are in transit planning.

But as our customers’ needs have expanded, we’ve grown our platform to meet those needs.
We work with 325+ local governments to bring together the complete transportation picture for their cities.
Evaluate tradeoffs and impacts with data visualized in one place.
Explore design options and rapidly iterate on concepts in-house.
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
Effectively collaborate with stakeholders & the public.
Thank you
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remix.com/customers
remix.com/blog
Trey Joiner
Associate Transportation Planner, 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 1.2 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 Bde Maka Ska 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:

- Troy Joiner, Associate Transportation Planner, Minneapolis Public Works, 612-673-3614, tjoiner@minneapolismn.gov

Project Website: http://www.minneapolismn.gov/cdp/futureprojects/presidentsbikebld
DEFINING THE AREA

Figure 6: Existing Bicycle Network

<table>
<thead>
<tr>
<th>Bikeway Type</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protected Bikeways</td>
<td>96</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>82</td>
</tr>
<tr>
<td>Shared Lanes</td>
<td>15</td>
</tr>
<tr>
<td>Bike Boulevards</td>
<td>20</td>
</tr>
<tr>
<td>To Be Determined</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>213</strong></td>
</tr>
</tbody>
</table>

DEFINING THE AREA

- Commercial corridor
- Light industrial / commercial
- Residential
- Residential
- Residential
PLANNING AND POLICY GUIDANCE

Complete Streets Policy (2016)

Draft Transportation Action Plan (2020)

Minneapolis 2040 (2019)

Vision Zero Action Plan (2020)

ADA Transition Plan (2020)

State Aid Standards

Other Engineering Design Standards & Best Practices

Separated Bike Lane Planning And Design Guide

Climate Action Plan (2013)

Don’t Give Up at the Intersection

Minneapolis 2040

Transportation Action Plan

Minneapolis VISION ZERO ACTION PLAN 2020-2022

MINNEAPOLIS (2019) — The City’s Comprehensive Plan

Done right, growth can help our city become a healthy, sustainable, and thriving place for all.

MINNEAPOLIS (2020) — The City’s Comprehensive Plan

Don’t give up at the intersection

Strategies for Designing All Ages and Abilities Usable Crossings

Restored Bike Lanes Planning And Design Guide

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
Design Considerations
PROJECT CONTEXT
PROJECT CONTEXT
PROJECT CONTEXT
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
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.

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.
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

Source: EIA, Annual Energy Review
Traffic Crashes

Average of 100 fatal traffic crashes on Minneapolis streets each year

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
Fastest route, lighter traffic than usual
6.7 miles

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

This'll get rid of traffic congestion in my city.
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 Francisco

- On-street parking: 15.0%
- State highways: 2.4%
- Transit-only lanes: 1.0%
- Bike lanes: 1.4%
- Local general purpose roads: 71.0%

True Cost of Driving

The Real Cost of Vehicle Ownership

- Fuel: 1.93%
  - Average cost: 14.45¢ per mile

- Maintenance: 11.26%
  - Average cost: 4.97¢ per mile

- Tires: No change
  - Average cost: 1¢ per mile

- Insurance: 2.76%
  - Average cost: $1,029 per year

- Depreciation: 0.78%
  - Average cost: $3,371 per year

AAA released the results of its annual "Your Driving Costs" study, revealing a 1.96% percentage increase in the yearly costs to own and operate a sedan in the U.S. The average costs rose 1.17 cents per mile to 60.8 cents per mile, or $9,322 per year, based on 15,000 miles of annual driving.

Who Pays for Roads?, Frontier Group, 2015
Restoring Communities

Source: NY Department of Transportation

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

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

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

42% Operated by Hennepin County

17% Operated by MnDOT
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

103,500

Photo by Yeng Moua
Community Forums
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
Ash Narayanan
ash@ourstreetsmpls.org
@ashwatn
QUESTIONS?

Type them in the chat box in the bottom left corner of the screen.
COMPLETE STREETS
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PUTTING PEOPLE FIRST

Stay tuned for future webinars