

City of Minneapolis

Request for Committee Action

To: Transportation & Public Works
Date: 11/7/2016
Referral: Ways & Means
From: Public Works Department
Lead Staff: Forrest Hardy, Transportation Planner, Transportation Planning and Programming
Presented by: Forrest Hardy, Transportation Planner, Transportation Planning and Programming
File Type: Resolution
Subcategory: Appropriation

Subject:

Andersen School Pedestrian Crossings and Bikeway: Layout approval, Grant acceptance, project appropriation

Description:

1. Approving the layout for Andersen School Pedestrian Crossings and Bikeway
2. Accepting the Federal Transportation Alternatives Program (TAP) Grant for Safe Routes to School Funds through the Minnesota Department of Transportation (MNDOT) for \$603,200
3. Passage of Resolution amending the Five Year Capital Resolution 2015R-497 to establish program BP01 by increasing the appropriation and revenue source for the federal grant in the amount of \$603,200

Previous Actions:

[15-01004](#) - December 9, 2015 - Resolution 2015R-497, adopting the 2016-2020 Five Year Capital Program.

[January 14, 2014](#) – Authorize Public Works staff to submit grant application to the Metropolitan Council for the federal Transportation Alternatives Program

Ward/Address:

Ward 9

Background/Analysis:

Scope:

In 2014, the City was awarded federal Transportation Alternative Program (TAP) funding for pedestrian and bicycle improvements serving Andersen School. The proposed project consists of curb extensions at three intersections, a one-block bicycle trail connection, three blocks designated as a bicycle boulevard, ADA compliant pedestrian ramps, accessible pedestrian signal (APS) infrastructure, and associated signing and pavement markings. The project is scheduled for construction in 2017.

Andersen School is the largest K-8 school in the City with approximately 1,200 students. The school has many students who walk or bike. The school is located between 26th St E and 28th St E, which are busy arterial streets. The project will improve crossings at four intersections on these arterial streets, which will aid students walking or biking to Andersen School. These enhanced crossings will also benefit users of Stewart Park and will create a better connection to the Midtown Greenway for local residents.

Layout:

The proposed curb extensions and bicycle trail would modify the existing cross section of 26th St E and 28th St E as shown on the attached layout. The proposed curb extensions are located within the existing parking lane, and impacts to parking are expected to be minimal. Curb extensions will be constructed within the existing parking lanes and will not reduce the number of travel lanes within the project's limits.

The proposed two-way bicycle trail would be located on 28th St E from 11th Ave S to 12th Ave S. The width of the existing street would be narrowed by 12 feet without impact to the existing vehicle travel lanes. The existing on-street bikeway would be incorporated into the off-street trail segment. This trail will be 8 feet in width behind the curb, with an additional 2 foot clear zone on either side. This width is adequate for the expected usage of the bicycle trail, and pedestrians would be accommodated on a separate sidewalk facility.

Bicycle access from the Midtown Greenway to Andersen School and Stewart Park would also be enhanced by bicycle boulevard markings on the local streets, 11th Ave S and 12th Ave S. These markings will indicate the presence of bicyclists to drivers while retaining the current operation and parking allowances on these streets. The City has approximately 20 miles of existing bicycle boulevards on residential streets, whereby bicyclists share space with local vehicle traffic.

The proposed improvements enhance the pedestrian and bicycle access to Andersen School and encourage crossing at the signalized intersections. The proposed curb extensions will improve visibility of pedestrians on the corner and shorten the crossing distances to reduce exposure. The motor vehicle travel lanes along both 26th St E and 28th St E will not change with this project. All proposed work will be completed within the existing parking lanes or bicycle lanes and will have no effect on motor vehicle traffic.

Public Works staff gathered initial project feedback from the Midtown Phillips Neighborhood Association during a November 2014 meeting. The recommended layout reflects this input by incorporating a bicycle boulevard facility on the local streets. This revised layout was presented to Andersen School staff, the Midtown Phillips Neighborhood Association, the Pedestrian Advisory Committee and Bicycle Advisory Committee.

Financial Review:

Additional appropriation required.

Increase 04100-9010943-BP01 appropriation and revenue source (321012) by \$603,200.

Attachments:

1. Project Layout.
2. Traffic Memo.
3. Capital Project Rationale and Overview.
4. PAC & BAC Resolutions.

RESOLUTION
By Reich and Quincy

Amending the 2016 Capital Appropriation Resolution.

Resolved by The City Council of The City of Minneapolis.

That the 2016 Capital Budget Resolution 2015R-497, as amended, be further amended as follows:

1. Establishing Program BP01, Andersen School Pedestrian Crossings and Bikeway Project
2. Increasing the appropriation in the PW Capital Improvements Fund (04160-9010943-BP01) by \$603,200 and increasing the Revenue Source (01300-04160-9010943) by \$603,200 to reflect a Federal Transportation Alternatives Program grant for Safe for Safe Routes to School Funds through the Minnesota Department of Transportation for the Andersen School Pedestrian Crossings and Bikeway Project.