

Minneapolis CCLRT Bike/Ped Update



January 12, 2012

Bike/Ped Capital Projects Along CCLRT

Project	Improvements
Riverside Avenue	Street Reconstruction (i.e. bike lanes, bump outs, ADA curb ramps, countdown timers)
7 Corners Intersection	Pedestrian Improvements (TBD)
10 th Ave SE/19 th Ave S	Restriping (Bike Lanes via 4 to 3 "road diet")
15 th Ave SE/Pleasant Ave	Restriping (Green bike lanes, bike box)
27 th Avenue SE	Restriping (Bike Lanes via 4 to 3 "road diet")
U of M Bike Center	Bike Shop (Oak Street)
Radio Frequency ID (RFID)	Trip Validation (Campus Wide)
U of M Trail	Multi-Use Facility (in RR Trench)

Bike Lane Restriping Example



Before



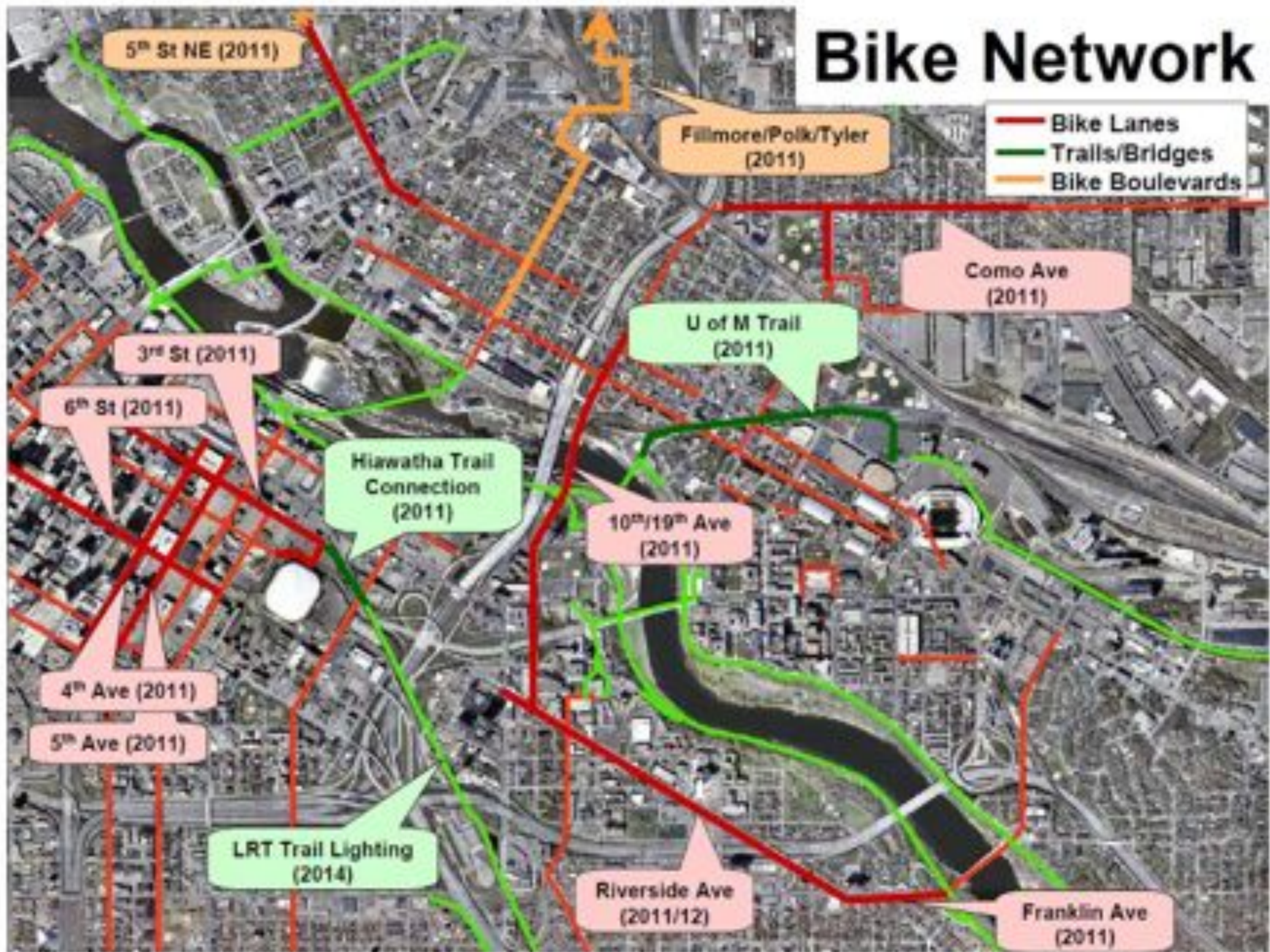
After



Bicycle Lane and Trail Projects

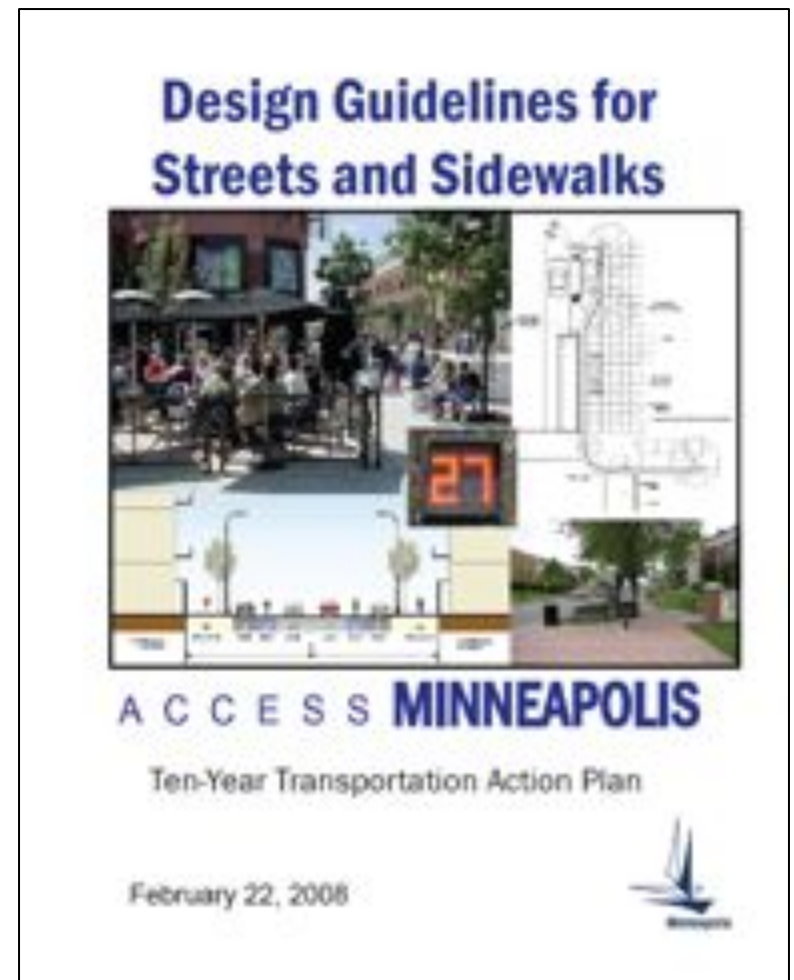


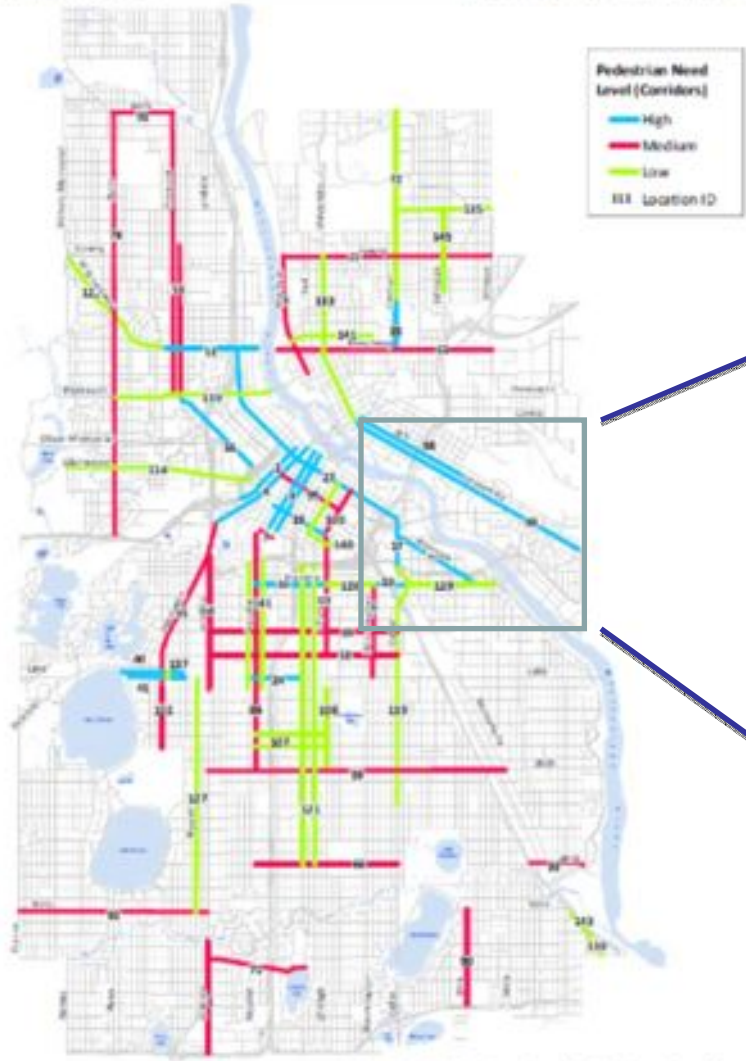
Bike Network



Citywide Planning

- Pedestrian Master Plan
- Bicycle Master Plan
 - Bicycle Facility Manual
- Design Guidelines for Streets and Sidewalks
- Comprehensive Plan

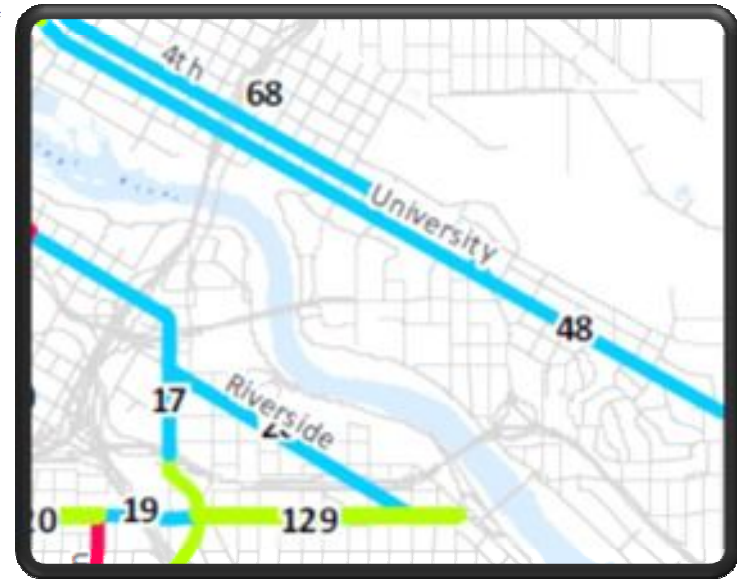


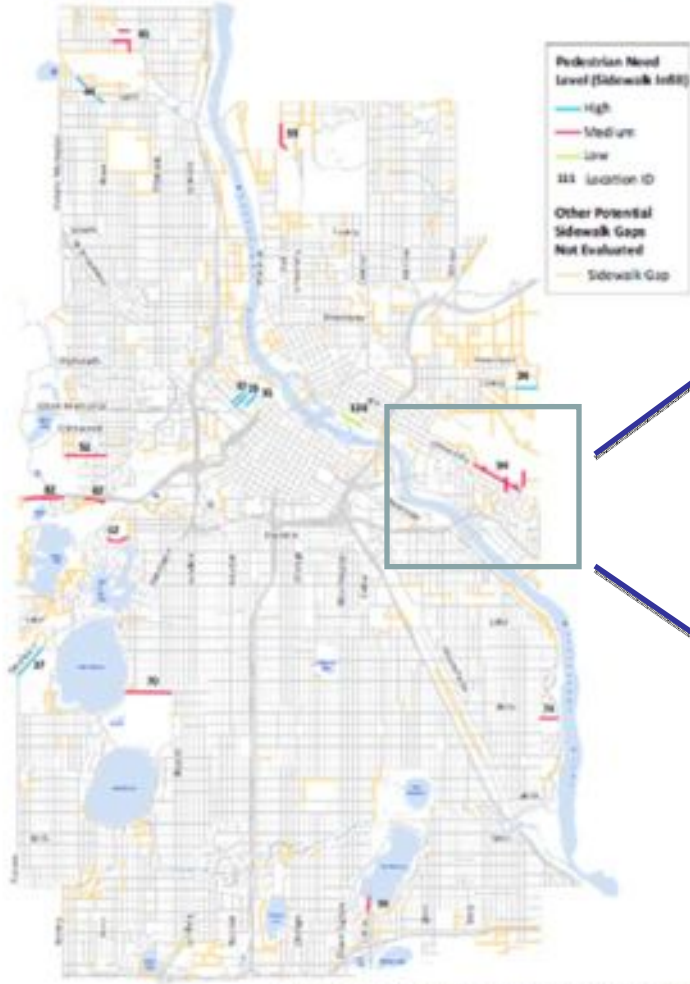


Map C-2: Pedestrian Need Evaluation: Corridors

Pedestrian Master Plan

(which street corridors have the highest need for pedestrian improvements?)





Map C-5: Pedestrian Need Evaluation: Sidewalk Infill

Pedestrian Master Plan

(where are there missing sidewalks?)



Bike/Ped Planning Along CCLRT: West Bank

- Cedar Riverside Small Area Plan
- West Bank Implementation Study
- Focus on connection to station area, campus, downtown



West Bank Station Area Implementation Study							
List of Infrastructure Improvements							
Project	Proposed Work	Estimated Construction Cost	Priority	Necessary Coordination	Notes	#	Rationale
Cedar Avenue Bridge	Re-deck bridge, cantilever both sides to widen sidewalks by 2'; narrow lanes to gain another 2' of sidewalk on east side; new parapets and railings at 4'-6" height.	\$1,000,000	Very High		See also Cedar Avenue Bridgehead below	1	Public Realm - reconnect Cedar Ave.
Cedar Avenue Streetscape "A" Street, key intersecting streets and intersections (see plan) (Commerce Street)	Develop a new, high quality streetscape from 7 Corners to I-94, including new sidewalks, durable and attractive detailing, furnishings, lighting, tree and containerized plantings, structural soils, permeable paving, etc.	\$2,000,000 (4000 LF @ \$500/LF)	High		Includes a block of Riverside Avenue, a portion of 4th Street, proposed 3rd Street between Cedar and 19th Avenue, Washington Avenue from 7 Corners to 19th Avenue, and a portion of Washington Avenue west of 7 Corners.	3	
Public Plazas	Cedar and 3rd Street - "Market Plaza"	\$675,000	High			5	
	Cedar and 5th Street - "Cedar Cultural Center Commons"	\$425,000	High				
	Cedar between 6th St/7th St - "MPHA Green"	\$250,000	High				
Cedar Avenue Bridgehead	Construct new retaining walls on either side of the north and south bridgeheads to widen bridgehead to accommodate wider sidewalks and trees approaching the bridge.	\$750,000	Very High	Requires the design of proposed CCLRT walls 1K and 1F to be modified.	Includes cost of additional cost to modify proposed CCLRT wall 1K. Some retaining walls paralleling Cedar Avenue could be removed when construction takes place.	2	Development Opportunities
Eastbound Ramp from Cedar Ave to Washington (trench)	Remove ramp, realign 3rd Street to create a t-intersection with Cedar (its historic alignment)	\$375,000	High	Requires relocation or removal of Eastbound ramps to Cedar		4	
Parking Deck	Construct 500 - 1000 car parking deck along I-35W to include a bus layover facility and serve local and regional users	\$12,500,000 - \$25,000,000	Medium High			6	Solve Parking issues
Multi-use trail (14' wide)	Construct a multi-use trail linking the existing Hiawatha trail at the southwest corner of Currie Park to the West Bank CCLRT station on the lower level. Trail would run along the west side of Currie Park and parallel to the LRT alignment. Trail is assumed to be bituminous.	\$150,000 (trail only)	Medium High		May have right-of-way impacts. Add \$300,000 for retaining wall construction.	7	Neighborhood Connectivity - Create great streets
Reconstruct "B" Streets (see plan) (Neighborhood Collector)	Re-build local streets (back of curb to building face) to accommodate new development, with new sidewalks, grass verges (boulevards), lighting, trees, etc.	\$350,000 (1800 LF @ \$200/LF)	Medium High		This includes 15th Ave from Hiawatha LRT Cedar Riverside station along 15th Ave and 4th Street west of Cedar Avenue.	8	
New sidewalks	Construct new sidewalks on:				Add for retaining wall construction (assume CIP where supporting roadway or >6' high):	9	
	North side of Washington-3rd St/4th St (trench)	\$60,000 1000 LF	Medium High	West of TPSS site only. Requires modification of proposed CCLRT wall 1F.	\$450,000		
	South side of 2nd St (NW ramp)	\$35,000 520 LF	Medium		\$400,000		
	North side of 2nd St (NW ramp)	\$26,000 430 LF	Medium	Requires modification of proposed CCLRT wall 1E	\$160,000		
	South side of 2nd St (NE ramp)	\$21,000 400 LF	Medium	West of TPSS site only.	May have right-of-way impacts \$200,000		
	Due to existing slopes, retaining walls will be required if these sidewalks are constructed in advance of new building construction. At some of the locations, retaining wall construction could potentially be minimized if sidewalks are constructed in conjunction with private development. It is also an option to construct bituminous paths instead of concrete sidewalks, construct temporary retaining walls, and incorporate final sidewalk construction into new development costs.						
District Storm water Management	Implementation of new or innovative storm water management techniques.	8% - 10% surcharge	Medium			10	Administrative
Property Line / ownership resolution	Rework property lines to facilitate clear ownership	100,000	Medium	discussion between property owners		11	tasks
ADDITIONAL NOTES: Cost estimates are preliminary and include construction costs only; project development, design, and administration are not included. A 15 - 20% contingency should be assumed for all projects, due to the preliminary nature of these estimates. The construction costs above include best management practices for stormwater, such as structured soil and pervious pavers in non-traffic (e.g., boulevard) areas.							

This matrix lists 11 important projects that are considered important to the successful redevelopment of the immediate West Bank station area and surrounding neighborhoods.

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS



INFRASTRUCTURE PROJECTS



The diagram shows existing and proposed bicycle and pedestrian systems and key connections between the light rail platform on Washington and the street network above. Infrastructure projects are identified by circles containing numbers. Refer to pages 17 - 19 for descriptions.

Note: There are proposed bicycle connections shown as dashed blue lines from the Cedar Avenue Bridge heading north and south on Cedar and connecting back to the striped lanes on 10th Avenue. We recognize that this may have to be a dismount zone in certain areas due to limited space for bicycle lanes. These connectors should have further study.

BICYCLE / PEDESTRIAN NETWORK



Bike/Ped Planning Along CCLRT: Stadium Village/University

- Small area planning:
 - 29th & University
 - Prospect Park 2020
 - Stadium Village
- Public realm and connectivity study currently underway





Stadium Village Public Realm & Connectivity Study | Bicycle and Pedestrian Improvements

Minnesota OPRD - Hennepin County - University of Minnesota - Prospect Park Neighborhood



Option A



Option B



Option C



Stadium Village Public Realm & Connectivity Study - 4th Street SE (Looking West)

Minneapolis OPED - Hennepin County - University of Minnesota - Prospect Park Neighborhood

11.1.2011

Priority Bike/Ped Concerns

- **West Bank:**
Connections to and along Washington Ave trench station area
- **Stadium Village:**
Bike/ped traffic in and around busy Washington/Huron/University triangle area
- **Prospect Park:**
Safe crossing of University Avenue



Citywide Policy Actions

- Establishment of new bike/pedestrian coordinator position
- Recently increased bicycle parking/facility standards
- Recently reduced automobile parking requirements for commercial uses
- Pedestrian oriented district zoning at all City station areas
- Funding and support for capital projects

