Southeast bikeway improvements
Open house #4

December 3, 2019
Public participation guidelines

• Please participate but don’t dominate.
• Show respect for your neighbors, even if you disagree.
• Speak for yourself, not for anyone else.
• Listen to others, then they will listen to you.
• Please refrain from clapping or yelling.
• After you ask a question, please step back so others have a chance to speak.
Agenda

• Project goals and expectations
• Recap of process to date
• Resident feedback to date
• Design comparisons
• Staff recommendation
• Next steps
Tonight’s presentation

• Present resident feedback and its impact on the recommended design
• Share staff-recommended design
Council’s expectations

• Council asked staff to:
  • Design a bikeway through the southeast area of town.
  • Design this bikeway as a retrofit project, not a full reconstruction.
  • Follow the comprehensive plan modal priorities (pedestrians, bikes, transit, then vehicles).
  • Follow council policies and strategic priorities
  • Design the safest and most desirable bike route for all users.
Timeline of community engagement

- Open house 1 - Dec. 19, 2017
- Open house 2 - Sept. 25, 2018
- Open house 3 - May 8, 2019
- Council listening session 1 - May 29, 2019
- Council listening session 2 - June 13, 2019
- Wooddale bikeway survey - Nov. 1, 2019
- **Open house 4** - **Dec. 3, 2019**
- Public hearing - Feb. 3, 2020 (tentative)
- Council approval - Feb. 18, 2020 (tentative)
Questions about process?
Staff’s overall recommendations

- **Wooddale**
  - Bike lanes with limited parking in parking bays

- **Princeton and Quentin Avenues**
  - “Share the road” bikeway

- **Park Commons Drive**
  - Convert and widen north sidewalk to multi-use trail, narrow the road

- **Wolfe Park**
  - Bikeway to follow Wolfe Parkway using existing trails – change from last meeting

- **38th Street**
  - Advisory bike lanes
What we heard at open houses #1, 2 and 3

• Desire to keep on-street parking
• Vehicles traveling too fast on Wooddale Avenue
• Concern with pedestrian safety to cross streets
• Street is too busy for bikes with school traffic and activities
• Concern with curbside vehicle use
• Concern with pedestrian and bicycle mix in Wolfe Park
• Concern with winter maintenance
• Desire to preserve trees along the roadway
Additional concerns heard from the online survey

• Project costs
• Safety entering/exiting driveways
• Effect on resident’s quality of life
• Lack of street lights in the corridor
• Lack of use of bike infrastructure
• Need education of bike vs. vehicle rules
• Consistency with Edina’s bike system of “share the road”
What we heard from the online survey continued...

• What is your number one concern for Wooddale Ave?

![Bar chart showing survey results]
Online survey input continued...

- How do you want the city to prioritize your concerns?

- 1st: Pedestrian safety/crossing
- 2nd: Bike safety
- 3rd: Preserving trees/green space
- 4th: Vehicle speeds
- 5th: Preserving on-street parking
- 6th: Driving enforcement
- 7th: Street sweeping/plowing
- 8th: Parking enforcement
- 9th: Other
How we will compare possible options

1st: Pedestrian safety/crossing
2nd: Bike safety
3rd: Preserving trees/green space
4th: Vehicle speeds
5th: Preserving on-street parking
Questions about community feedback?
Wooddale Avenue design layouts compared

1. Bike lanes with no parking
2. Share the road bike route
3. Traffic calming
4. Trail replacement of the sidewalk
5. Alternative route
6. Bike lanes with parking bays
Bike lanes with no parking

• 5-foot bike lane, dedicated and safe facility
• Cost-effective
• Retrofit project
• Meets comprehensive plan priorities
• Preserves trees
• Removes all on-street parking
Share the road

- Doesn’t dedicate space for bikes, not safest design
- Preserves all on-street parking
- Cost-effective
- Retrofit project
- Preserves trees
- Does not meet comprehensive plan priorities
- Does not meet state aid standards
Traffic calming

- Is not a bikeway
- Preserves on-street parking
- Retrofit project
- Preserves trees
- Does not meet council’s expectations
Trail replacement of sidewalk

- Not a dedicated bike facility
  - Pedestrians will also use it
- Preserves on-street parking
- Retrofit project
- Does not meet comprehensive plan priorities
- Impacts trees
- Impacts driveways
Alternate routes

• Bikes share the road with vehicles
• Preserves on-street parking
• Retrofit project
• Preserves trees
• Does not meet comprehensive plan priorities
Bike lanes with parking bays

- Dedicates space for bikes
- Retrofit project
- Meets comprehensive plan priorities

- Meets state aid standards
- Removes on-street parking
- Removes select trees
Design goal
• Create the safest and most desirable bike route for all users

Design criteria
• Best practices of the industry
  • FHWA – Federal Highway Administration
  • MNDOT - Minnesota Department of Transportation
  • NACTO – Nation Association of City Transportation Officials
• Council guidance and policy direction
• Community feedback
Comparing designs

- Green = improves = +1
- Yellow = doesn’t improve or diminish = +0
- Red = diminishes = -1

<table>
<thead>
<tr>
<th>Community prioritized concerns</th>
<th>Bike lanes with no parking</th>
<th>Share the road facility</th>
<th>Traffic calming</th>
<th>Trail replacement of sidewalk</th>
<th>Alternate route (Browndale)</th>
<th>Bike lanes with parking bays</th>
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<tbody>
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<td>Pedestrian safety/crossing</td>
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<td>Improves</td>
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<td>Not dedicated, not safe</td>
<td>No bike facility</td>
<td>Not dedicated, safe</td>
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<td>Vehicle speeds</td>
<td>Parking is removed, bike lanes added</td>
<td>Does not address</td>
<td>Decreases speeds</td>
<td>Does not address</td>
<td>Does not address</td>
<td>Parking is removed, bike lanes added</td>
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<tr>
<td>Preserving on-street parking</td>
<td>Removes all parking</td>
<td>Preserves parking</td>
<td>Removes some parking</td>
<td>Preserves parking</td>
<td>Preserves parking on corridor</td>
<td>Removes some parking</td>
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<tr>
<td><strong>SUB TOTAL</strong></td>
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<td><strong>+0</strong></td>
<td><strong>+0</strong></td>
<td><strong>+1</strong></td>
<td><strong>-1</strong></td>
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Comparing designs continued…

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<th>Staff considerations</th>
<th>Bike lanes with no parking</th>
<th>Share the road facility</th>
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<th>Bike lanes with parking bays</th>
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<td>Doesn’t apply</td>
<td>Doesn’t apply</td>
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<td>NACTO guidance (biking)</td>
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<td>+2</td>
<td>+1</td>
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- Green = meets expectation = +1
- Yellow = doesn’t apply or unknown = +0
- Red = does not meet expectation = -1
Questions?
Staff’s overall recommendations

• Wooddale
  • Bike lanes with limited parking in parking bays

• Princeton and Quentin Avenues
  • “Share the road” bikeway

• Park Commons Drive
  • Convert and widen north sidewalk to multi-use trail, narrow the road

• Wolfe Park
  • Bikeway to follow Wolfe Parkway using existing trails

• 38th Street
  • Advisory bike lanes
Wooddale Avenue

- Bike lanes and parking bays
- Meets comprehensive plan priorities
- Meets state aid standards

- Removes on-street parking
- Removes selected trees
Princeton and Quentin Avenue

- “Share the road” bike facility
- No changes to parking restrictions
- Installation of paint symbols and signs
- Remove state aid designation
Park Commons Drive

• Convert north sidewalk to trail
• Widen north trail, narrow road
• No changes to parking restrictions
Wolfe Park

- Recommend using existing trail system adjacent to Wolfe Parkway.
- Stay away from pickleball and playgrounds areas
- No changes to parking restrictions
38th Street

- Advisory bike lanes
- Installation of striping and signs
- No changes to parking restrictions
Next steps/dates

• Public hearing - Feb. 3, 2020 (tentative)
• Council approval - Feb. 18, 2020 (tentative)
• Construction - Summer – Fall 2020
Questions about design comparisons?