



**Pedestrian and Bicycle
Information Center**

Quick Build Networks for All (Part II)

Alia Anderson Toole Design

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Meet the Panel



Alia Anderson
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Amar Mohite
Harris County
Precinct One



Matthew Dyr Dahl
City of
Minneapolis



John Brazil
City of San Jose



Peter Bennett
City of San Jose

Part I (Yesterday)

Part II (Today)

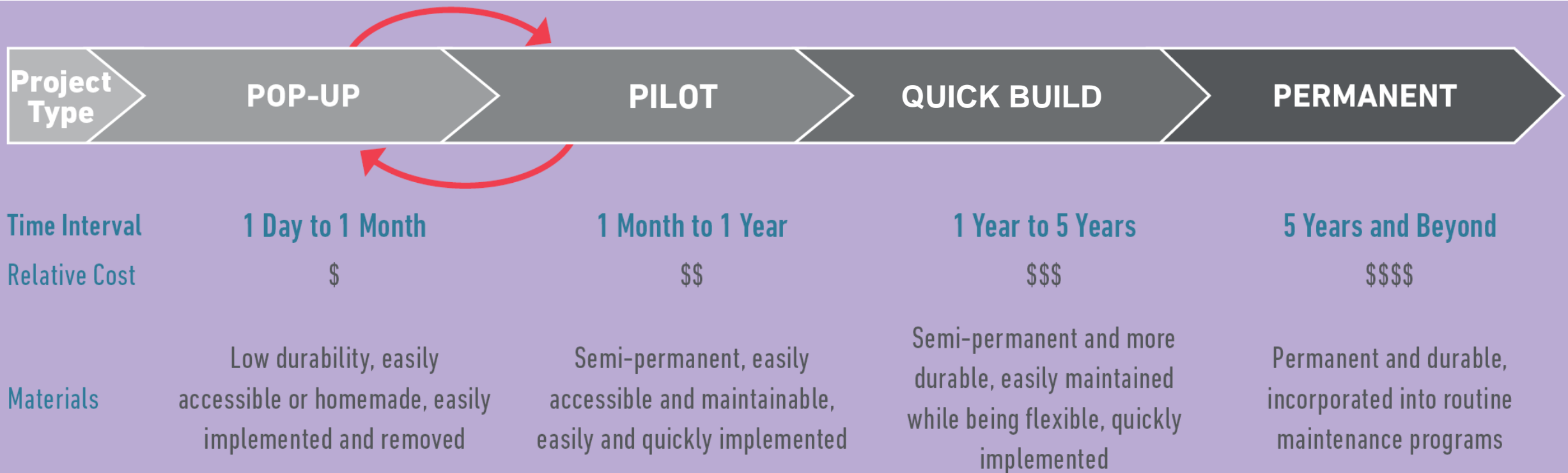
Housekeeping

- ⇒ **Submit your questions**
- ⇒ **Webinar archive: www.pedbikeinfo.org/webinars**
- ⇒ **Certificates and professional development hours**
- ⇒ **Follow-up email later today**
- ⇒ **Review Part I if you missed it**

Quick Build Networks for All: **OVERVIEW/RECAP** of DAY 1

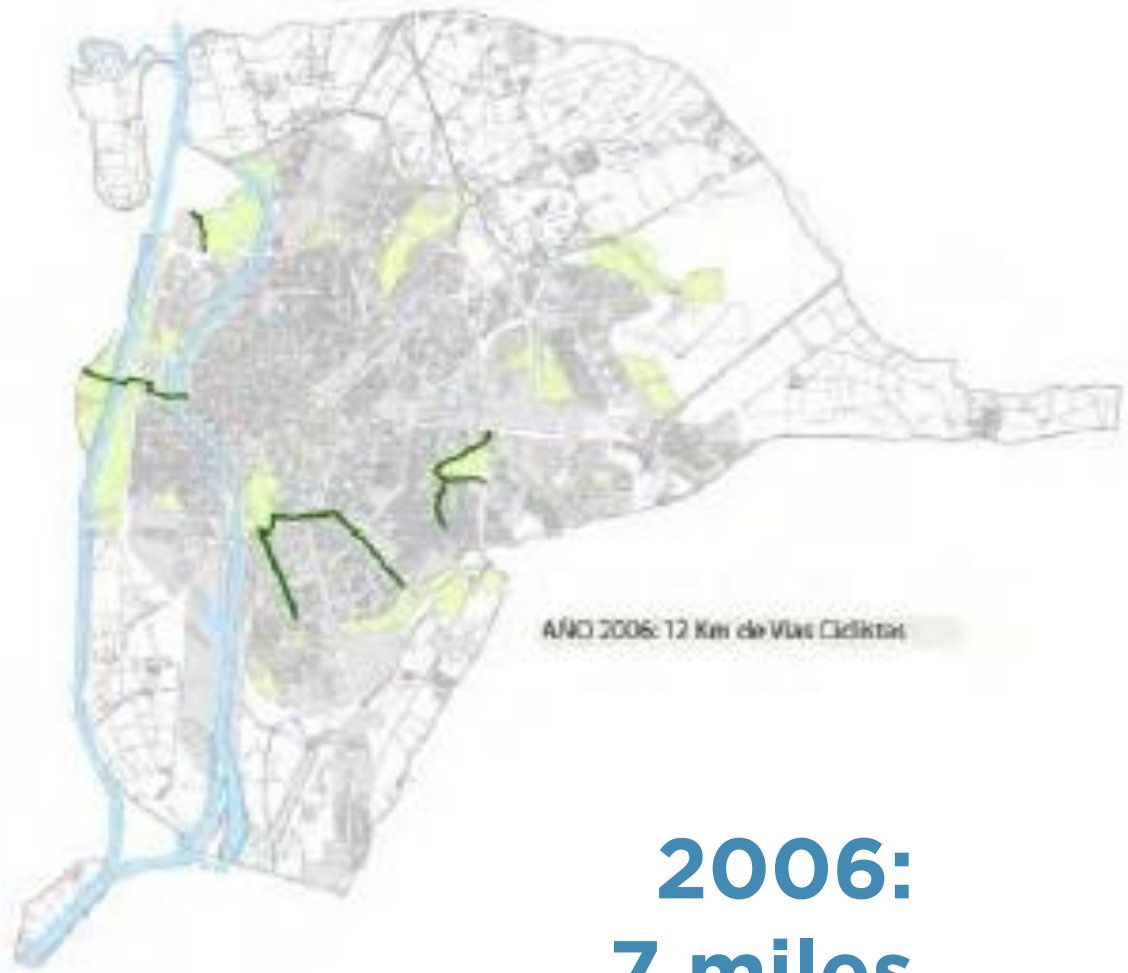


TERMS



<https://tooledesign.com/insights/2020/04/webinar-rebalancing-streets-for-people/>

SEVILLE



2006:
7 miles



2007:
48 miles

WHAT DO THESE PROJECTS LOOK LIKE?



Minneapolis, MN



Baltimore, MD (photo credit: The Big Jump, PeopleforBikes)

WHAT DO THESE PROJECTS LOOK LIKE?



Memphis, TN (photo credit: MemFix)



Seattle, WA (photo credit: Seattle DOT)

WHAT DO THESE PROJECTS LOOK LIKE?



Calgary, ON (photo credit: City of Calgary)



Oakland, CA

WHY?

STRENGTH OF QUICK BUILD



Doesn't let
PERFECT be the
ENEMY OF THE
GOOD.



Allows managing
FEAR OF
CHANGE.



Provides quick
proof of concept
instead of having
RESULTS TAKE
FOREVER.



Allows for
changes to be
made even when
there is **LIMITED**
FUNDING.

WHAT MAKES IT QUICK?

- Cheap materials, quick installation
- Consolidated/iterative planning and design process
- Field engineering
- Dedicated staff and consultant support
- Expedited review phases; Coordinated agency teams
- Political priority
- **It is NOT a chance to skip or skim through:**
 - Public engagement
 - Permitting / approvals
 - Engineering evaluation and quality control

KEY CONSIDERATIONS



WHO MAKES
DECISIONS?



DESIGN FOR
SAFETY,
ACCESSIBILITY,
EQUITY

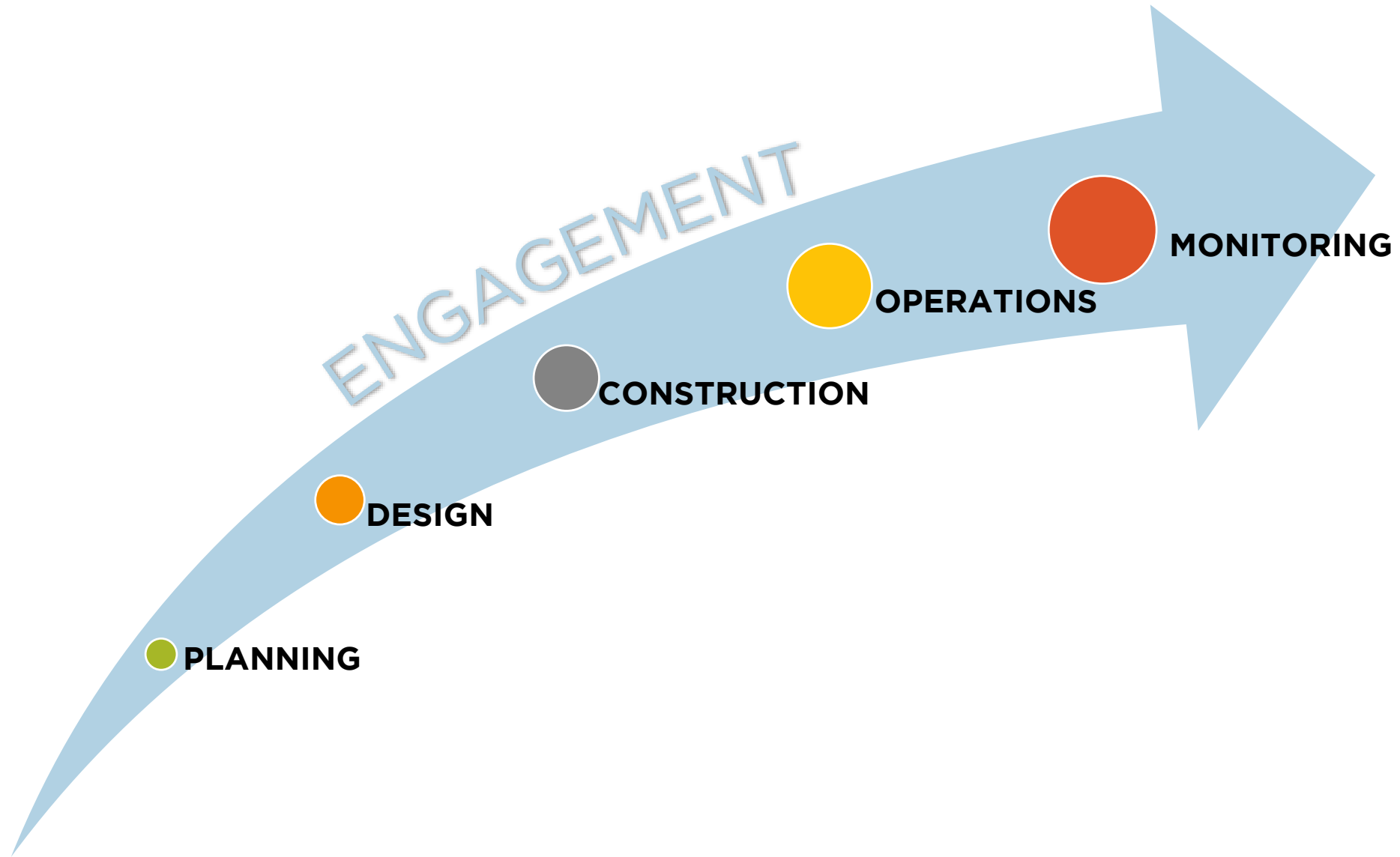


COMMUNITY
ENGAGEMENT



MAINTENANCE

HOW CAN WE DO THIS HERE?



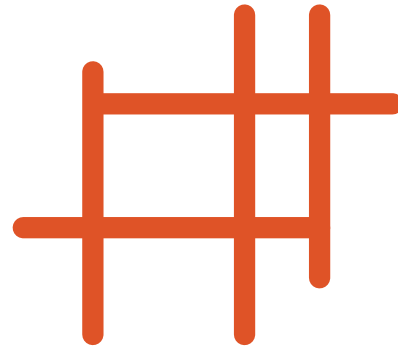


City of
Houston

Harris
County



**MAINTAIN
CHAMPIONS**

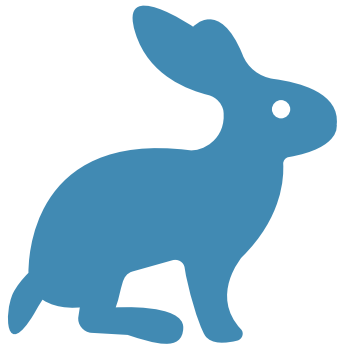


**EMPHASIZE the
NETWORK in PUBLIC
ENGAGEMENT**



**DESIGN SHOULD
PRIORITIZE SAFETY**

INGREDIENTS FOR SUCCESS



**FOCUS ON PROJECTS
that SHOW RESULTS
QUICKLY**



**ONE COLLABORATIVE
TEAM of DESIGNERS
and OPERATORS**



**INITIAL PROJECTS are
ONLY THE BEGINNING**

FLEXIBILITY IS KEY

“You have to allow the project to evolve and adapt along the way...”

- Amar Mohite, Harris County, TX

Fast facts about the cycle track pilot

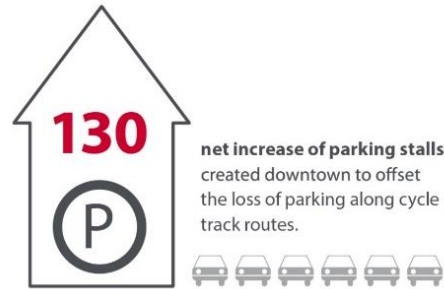
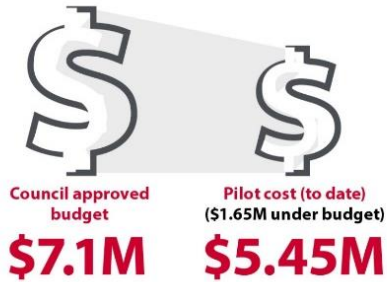
2% of 300 km of downtown travel lanes used for **6.5 km** of cycle tracks



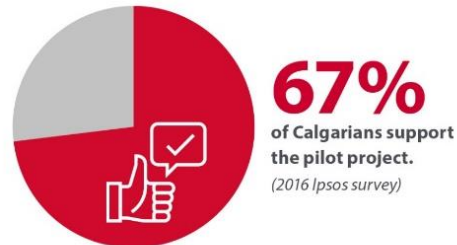
1.2 million bicycle trips



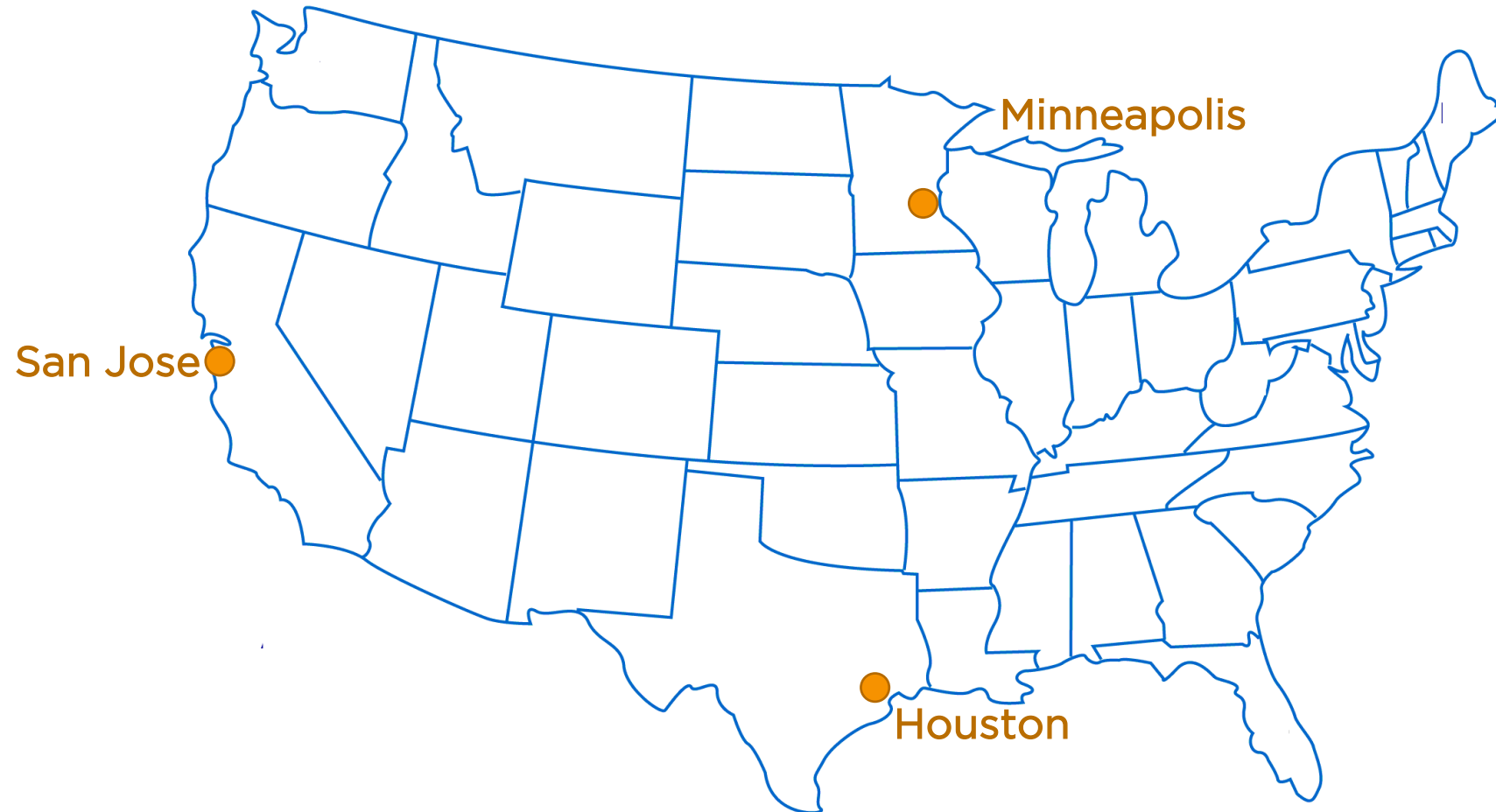
90 seconds longest delay to people driving



SOURCE: CITY OF CALGARY



CASE STUDIES





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Quick Build Networks for All



Matthew Dyrda, AICP, CTP, LCI
Minneapolis Public Works

Quick build history in Minneapolis

- **Evolution over the years:**
 - community requests (largely reactive) → experiments → evaluation → data driven programs connected to policy (largely proactive)
- **Programs/plans/policy**
 - Federal Non-Motorized Transportation Pilot Program (2010-2013)
 - Protected bikeways (2015 to current)
 - Pedestrian crossing improvements (2017 to current)
 - Vision Zero (Action Plan adopted in late 2019 - current)
 - Quick builds as a partial response to COVID-19 pandemic (current)

Federal Nonmotorized Transportation Pilot



Non-Motorized Transportation Pilot Program

- Federal transportation program aimed to “demonstrate how walking and bicycling infrastructure and programs can increase rates of walking and bicycling”
- Four pilot communities, including Minneapolis, were each awarded \$25M in 2007
- Over 35 miles of new or improved bikeways were implemented between 2010-2013 in Minneapolis
- Communities were encouraged to incorporate innovative treatments to help address safety, and operational and network issues

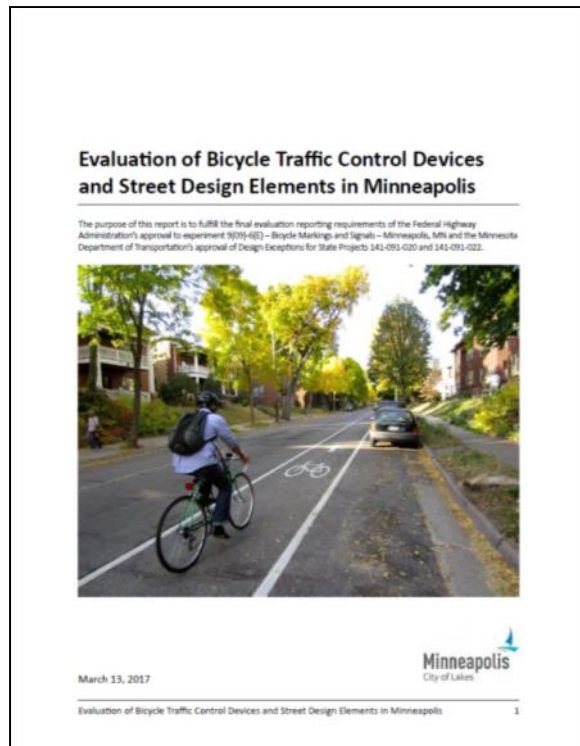


Evaluation of Bicycle Traffic Control Devices and Street Design Elements in Minneapolis



Evaluation of Bicycle Traffic Control Devices and Street Design Elements in Minneapolis

- Report documenting 16 innovative bicycle-related treatments and designs in Minneapolis
- Program led to us to modify and organize striping practices for bike lanes, including:



- Advisory bike lanes
- Bike signals
- Standard and buffered bike lanes *including lane width practices*
- Colored conflict markings
- Bicycle boulevards
- And more

Full report is online:

www.minneapolismn.gov/bicycles/res/WCMS1P-135618



Enhanced Shared Lane
Markings
LaSalle Avenue South



Advisory Bicycle Lanes
14th Street East, Grant Street
East



Bicycle Signal Indications

5th Street Northeast
at Broadway Street
Northeast



One Travel Lane on a One-Way
Street
Fremont Avenue North



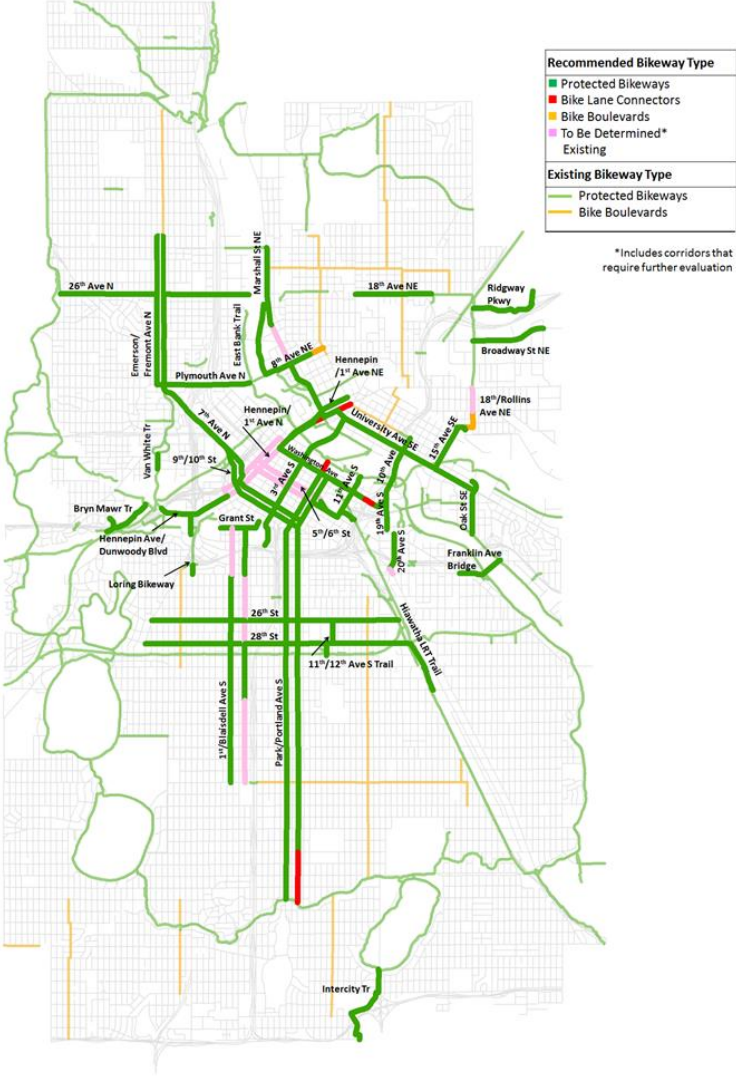
2015 Protected Bikeway Plan



(initial) Vision of Protected Bikeways in Minneapolis



Recommended Protected Bikeway Network
With Existing Protected Bikeways and Bike Boulevards







N Lowry Av

BIKE LANE

BIKE LANE

1120
5E
GUARANTEED OFFER

NO PARKING

NO PARKING

GO

ONE WAY

epin County Library



BIKE LANE



Don't drink and drive
It's not just a slogan

Don't drink and drive
It's not just a slogan









BIKE LANE

SNOW
EMERGENCY
ROUTE
612-348-5100

NO PARKING



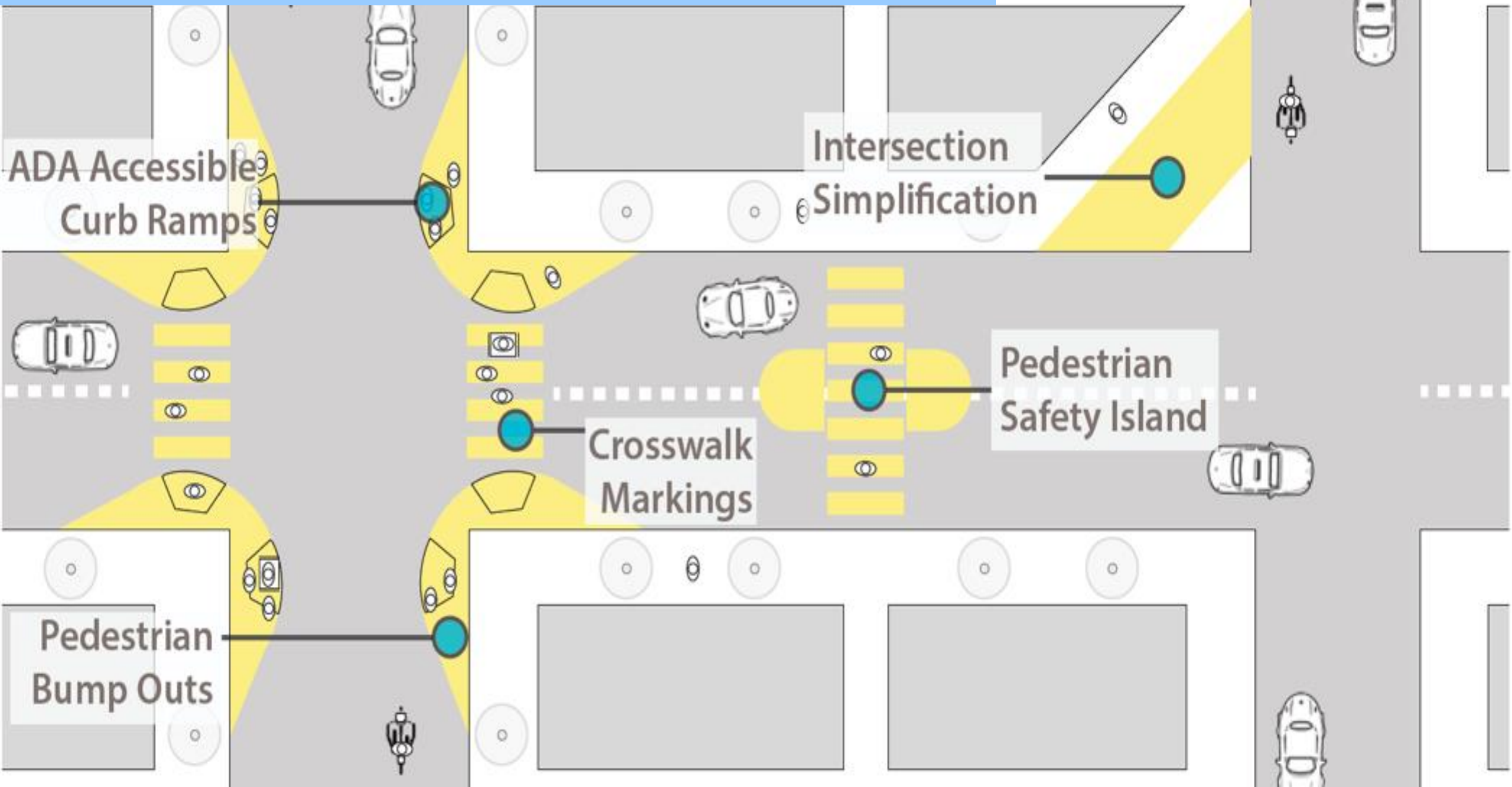
BIKE LANE

NO
MOTOR
VEHICLES

STOP



Quick builds for pedestrians (street crossings)



Street Crossing Improvements

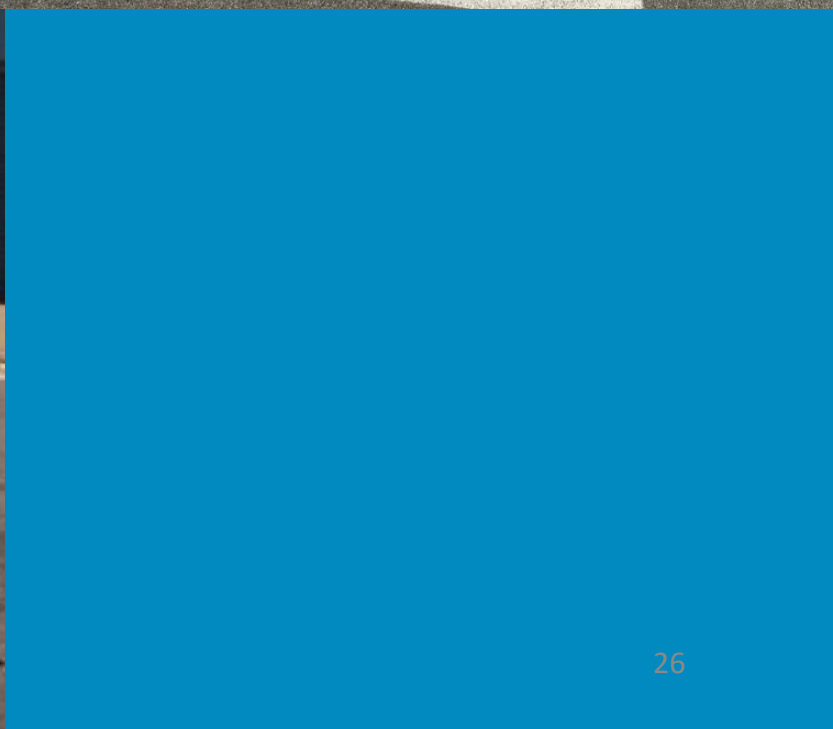








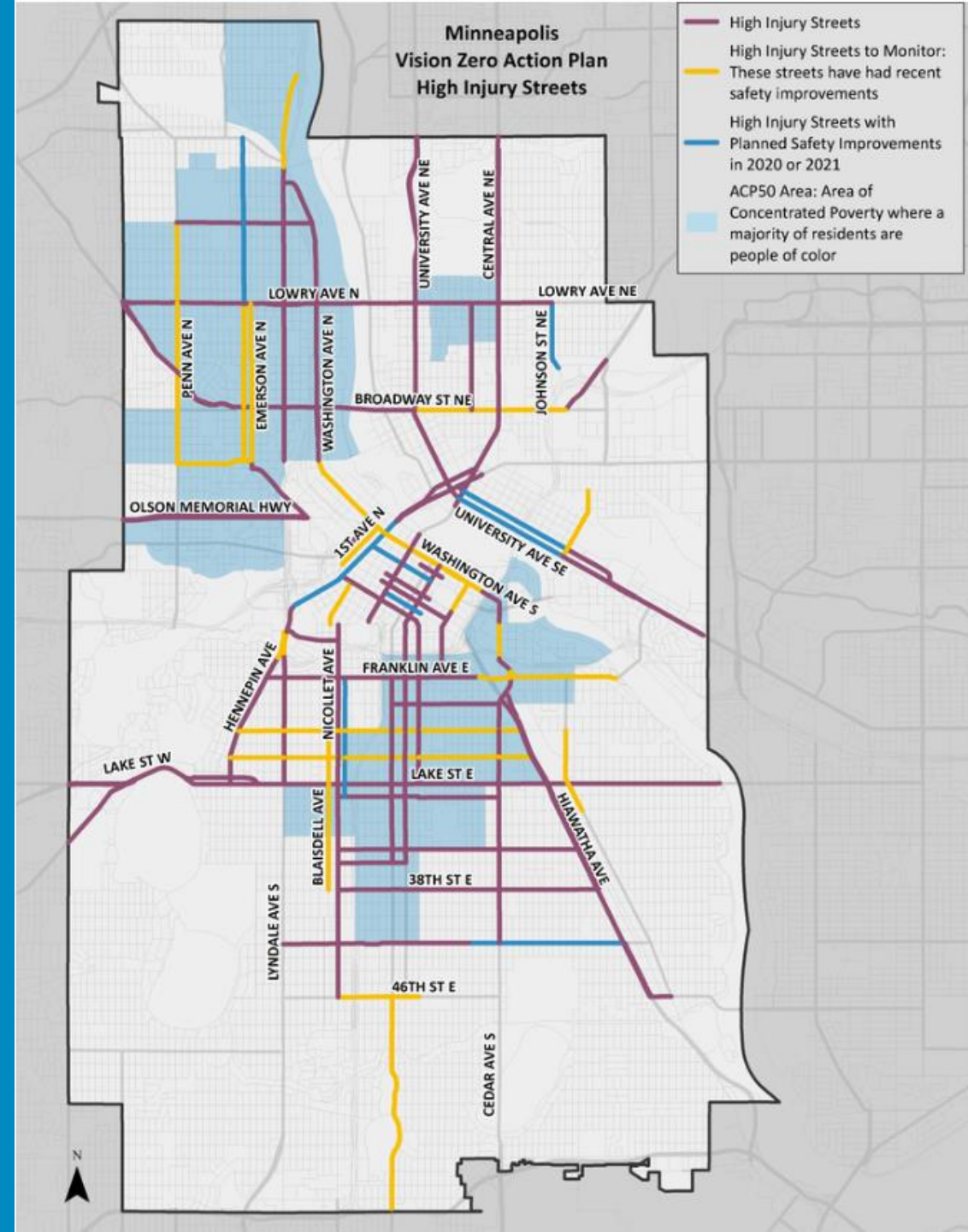
Johnson St NE and 22nd Ave NE
Temporary Median





Vision Zero

- 2020-2022 Action Plan
- Focus on High Injury Streets
- Quick build is a key strategy in the plan
 - Strategy 2: Make cost-effective safety improvements systematically and rapidly on High Injury Streets.



Intersection safety improvements (20 in 20)

- **Intersection safety improvements (20 in 20)**
 - In summer 2020, the City of Minneapolis will be implementing safety improvements at more than 20 intersections as part of the City's Vision Zero initiative to eliminate all traffic deaths and severe injuries on our streets. The effort is called 20 in 20.
- **Example improvements**
 - Intersections are being analyzed for appropriate measures to improve safety and address community concerns. Example improvements include bumpouts, center medians, and bollard hardened centerlines.


Quick build as a partial response to COVID-19 pandemic



Slowing speeds with Stay Healthy Streets


- 40 miles
- Street changes to support comfortable walking, biking and rolling while social distancing during the COVID-19 emergency.


EXPANDED PEDESTRIAN SPACE



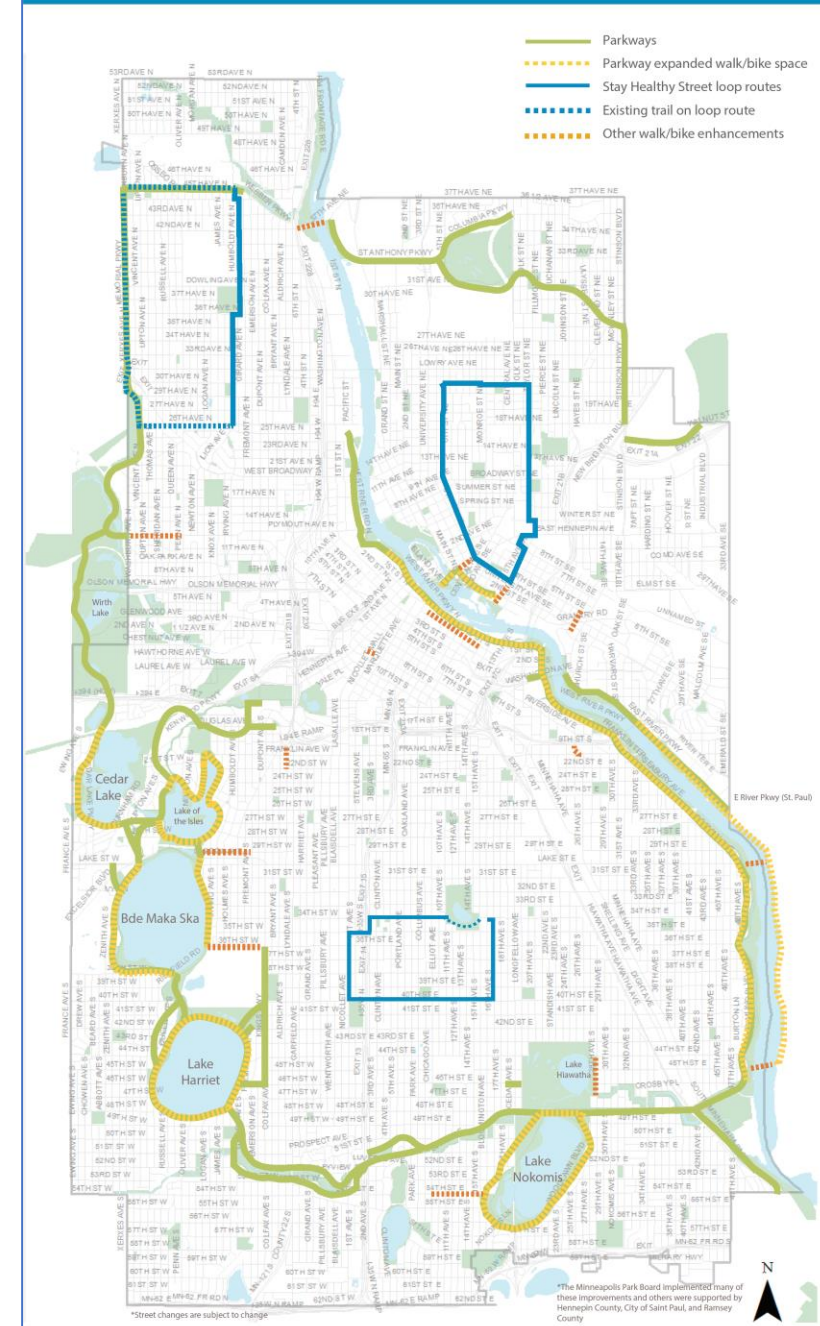
STAY SAFE
Mantenerse a salvo
Nyob kom txhob muaj mob
Nabad qab ku joog

STAY 6 FEET APART
Mantengase a 6 pies de distancia
Nyob sib nrug li 6 feet
Kala fogaada laba mitir





For more information on the City's response to COVID-19, visit minneapolismn.gov/coronavirus



Minneapolis Stay Healthy Streets Loop Routes

Streets on these routes are generally for local car traffic only to support comfortable walking and biking while social distancing during the COVID-19 emergency



North Minneapolis Route

2 hr 6 min walk 36 min bike ride

6.3 miles

Street with enhancements for walking and biking
 Existing trail



Northeast Minneapolis Route

1 hr 36 min walk 29 min bike ride

4.8 miles

Street with enhancements for walking and biking



South Minneapolis Route

1 hr 26 min walk 28 min bike ride

4.3 miles

Street with enhancements for walking and biking
 Existing trail



NO
PARKING



WATCH
FOR
CHILDREN
10
M.P.H.



NO
PARKING



ROAD CLOSED
TO
THRU TRAFFIC

N Lowry Av

STOP



PEDESTRIAN &
BICYCLE USE
ONLY



30



Lessons/suggestions

- Lessons for communities that **haven't worked** much on quick build
 - Try it out, call it a pilot, temporary, test – whatever. It puts people's mind at ease.
 - Be prepared for issues – evaluate, monitor, adjust.
 - Be prepared for success! What happens next?
 - Find the low hanging fruit – parking space near intersections is a great start
 - It will have to be maintained it – keep it simple – remember it's a test!
- Lessons for communities that **have experimented** with quick build
 - Consider a plan to expand – tie it to other policy goals (safety, climate, pedestrian/bicycle priority, etc.)
 - Consider options to convert to permanent infrastructure (curb barrier retrofits, incorporate into resurfacing/reconstruction, spot construction, etc.)
- Check out the Minnesota Department of Transportation's Demonstration Project Implementation Guide <http://www.dot.state.mn.us/saferoutes/documents/mndot-demonstration-project-implementation-guide-final.pdf> (easily searchable via google)

Quick-build Networks: San Jose's Experience



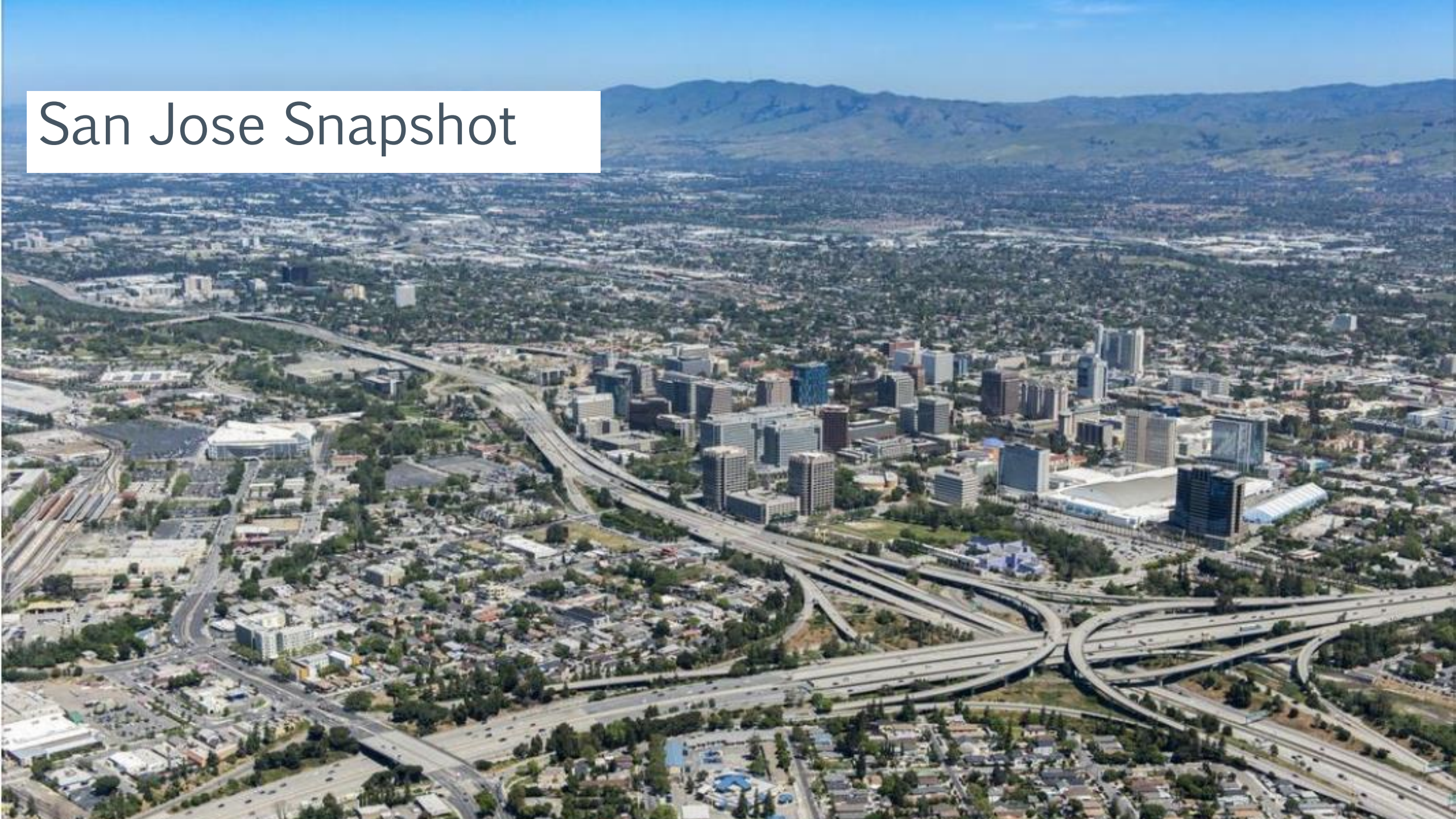
PBIC Webinar, May 20, 2020

John Brazil & Peter Bennett, City of San José DOT

What we'll share

- San Jose snapshot
- The back story
- Better Bikeways quick-build case study

San Jose Snapshot



Our quick-build back story



Our quick-build back story



San José's Better Bikeway Network



Outreach and Engagement

Many Methods of Outreach

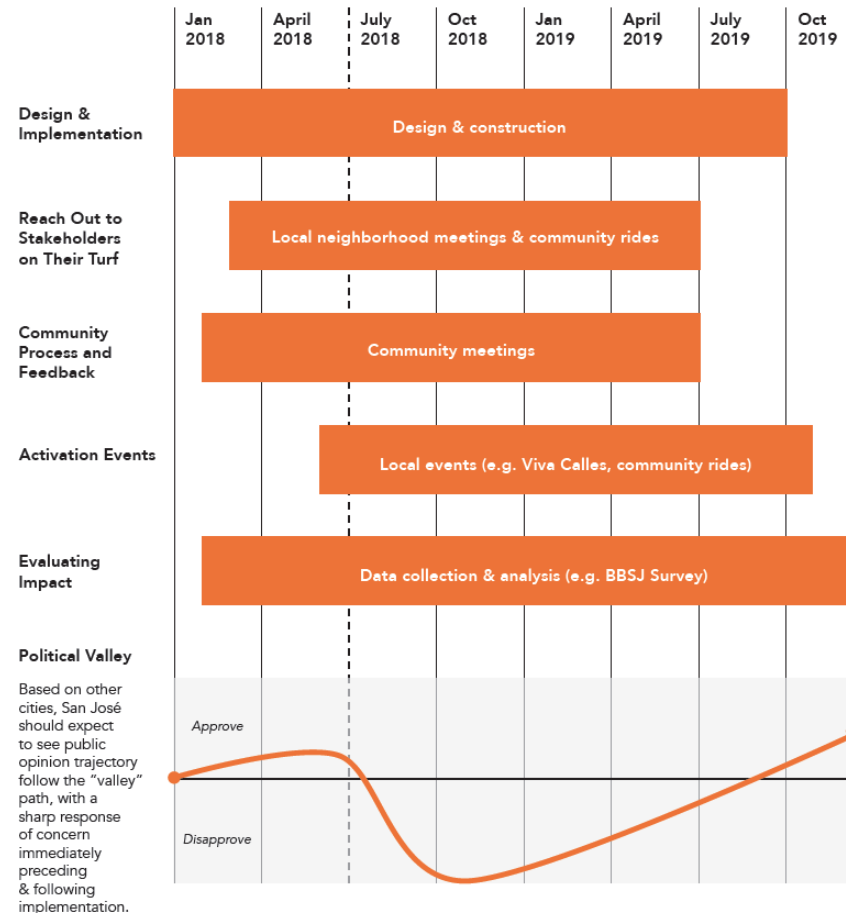
Better Bikeways San José:
By the Numbers

Beginning with a week-long pop-up protected bike lane on 4th Street in July 2017, we've been pounding pavement to talk to the community and better understand what matters to you. In that time, we have:

- 31** Hosted or attended 31 community and civic meetings...
- ... and spoken with over **1,500** people.
- 270** Gone door-to-door and spoke with over 270 downtown San José businesses.
- Surveyed **140+** San José residents during our 4th Street Bike Lane Demonstration in July 2017.
- Received over **600** responses to an online preferences survey co-hosted by the National Association of City Transportation Officials.
- Sent project updates and direct mailings to over **10,000** local residents and business owners.



Outreach Plan



Pop Up Bikeway



Downtown Organizations and City Departments



The Political Valley

New Curbside Bike Lanes Baffle Drivers Trying to Park in Downtown San Jose

September 15, 2018 at 12:17 pm

Filed Under: Better Bikeway/51, Bicycle Lanes, Bikeway, Cycling, Maria Medina, Parking, Parking Spaces, San Jose, Silicon Valley Bicycle Coalition, traffic



SAN JOSE (KPIX) — The city of San Jose is overhauling downtown streets to create protected bicycle lanes but locals say it's the new parking spaces — offset from the curb — which have many drivers scratching their heads and, in some cases, shaking their fists.

The new bike lanes are next to the curb and parking spots are placed between the bikeways and vehicle traffic, creating backups downtown as cars try to park in traffic.

That's if drivers can even figure out where to park. It's not always obvious.

"It was confusing," said Jane McCannell. "I thought it was the bicycle lane but then I saw cars parked in it so I wasn't quite sure whether I could park there or not."

At Third and Santa Clara streets, the bike lane next to the curb is painted green but a few steps away there are one-hour parking signs and meters, fooling some drivers into thinking they can park in the bike lane instead of the painted spaces next to the vehicle traffic lanes.

Roseanna Lavia lives downtown and says drivers are getting

WIN A MUSTANG & CASH THIS SEPTEMBER!

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- 5 Small Radioactive Object Discovered At Controversial Hunters Point Development
- 6 MART Unveils Plans For Oakland Multi-Use

News

Confused by downtown San Jose's new traffic lanes? You're not alone

23



Cars are parked side by side on North Third Street as drivers try to figure out just where they should be as a result of new lane configurations in downtown San Jose. (Sal Pizarro/Bay Area News Group)

By SAL PIZARRO | spizarro@bayareanewsgroup.com | Bay Area News Group
PUBLISHED: September 14, 2018 at 11:51 am | UPDATED: September 14, 2018 at 1:27 pm

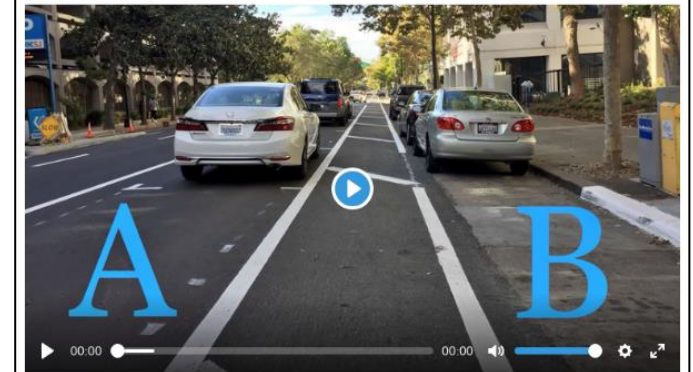
If you've been driving around downtown San Jose this week, you couldn't be blamed for thinking you'd stumbled onto an obstacle course or a graveyard of abandoned vehicles. Cars and trucks are parked side by side, bikes are zipping in and out of traffic and drivers are dodging workers who are busy painting crosswalks.

What in the Med Max is going on here?

BIKE LANES

Where to park? Unfinished San Jose 'bikeway' project confuses drivers

SHARE TWEET SHARE EMAIL



EMBED MORE VIDEOS

"Do we double park?" asked driver Bryan Ching. "What happens to cars that get stuck in the middle?" (Amanda del Castillo/KGO-TV)

Amanda del Castillo

Friday, September 14, 2018 11:26PM

SAN JOSE, Calif. (KGO) -- Along North Third Street in downtown San Jose, commuters are confused about where they should park and where they should ride their bicycles.

Sources: KPIX, Bay Area News Group, ABC 7 News

Adapt When Asked

- › Scheduled two more meetings.
- › Walk with a business owner.
- › Walk with waste collection companies.
- › Phone call with concerned local engineer.
- › Meet with bus operators.
- › Move around the bollards.
- › Take what you learn and add it to the planning ahead.



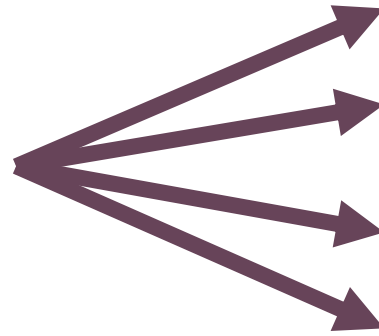
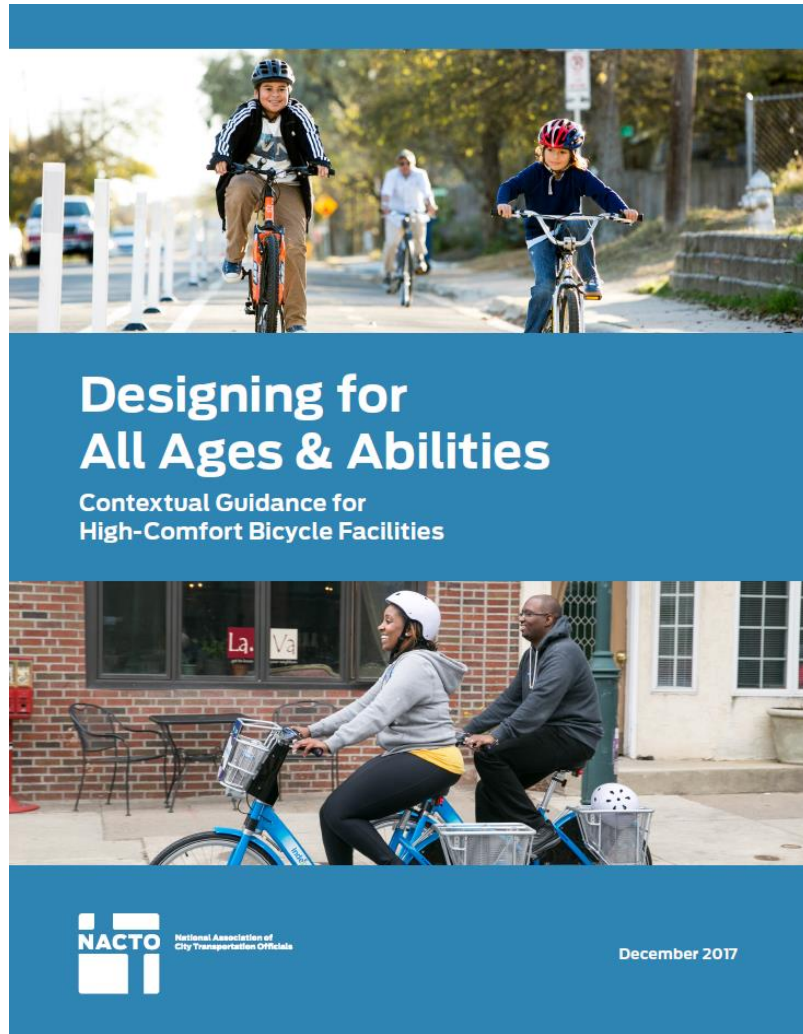
Design and Construction

Leveraging Pavement Maintenance



Source: Google Maps

Context Helps Select Facilities



Protected
Bike Lanes



Two
Direction



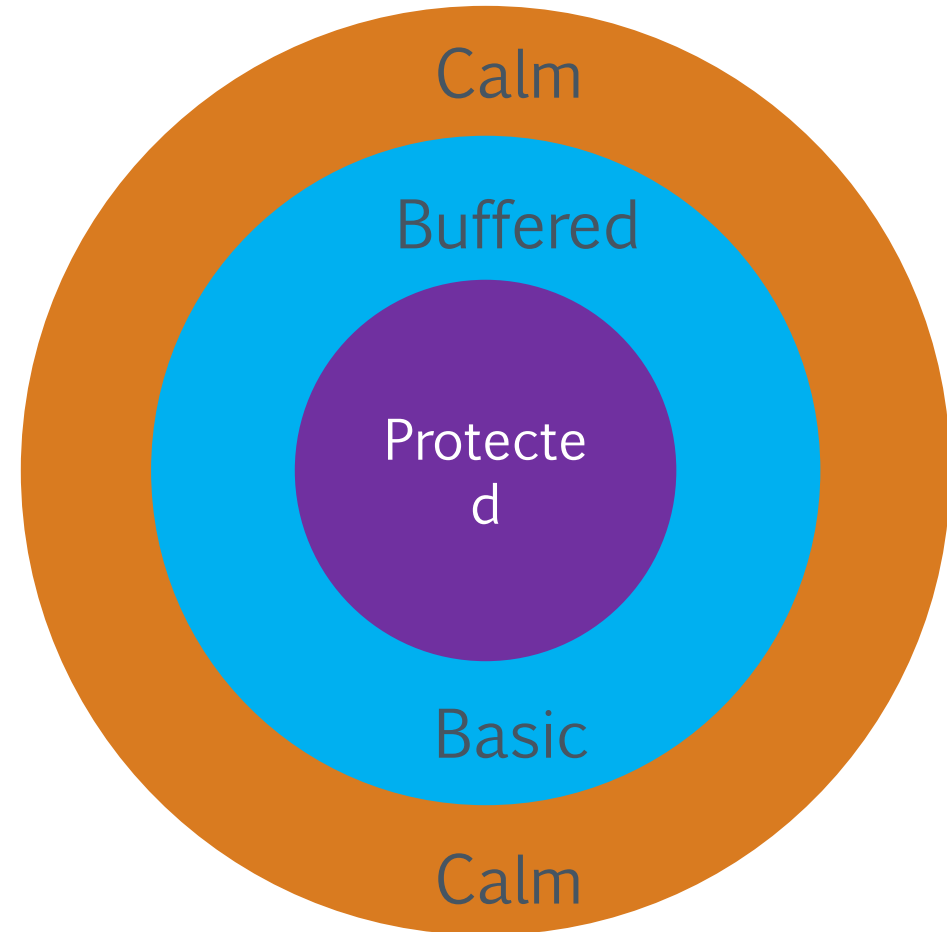
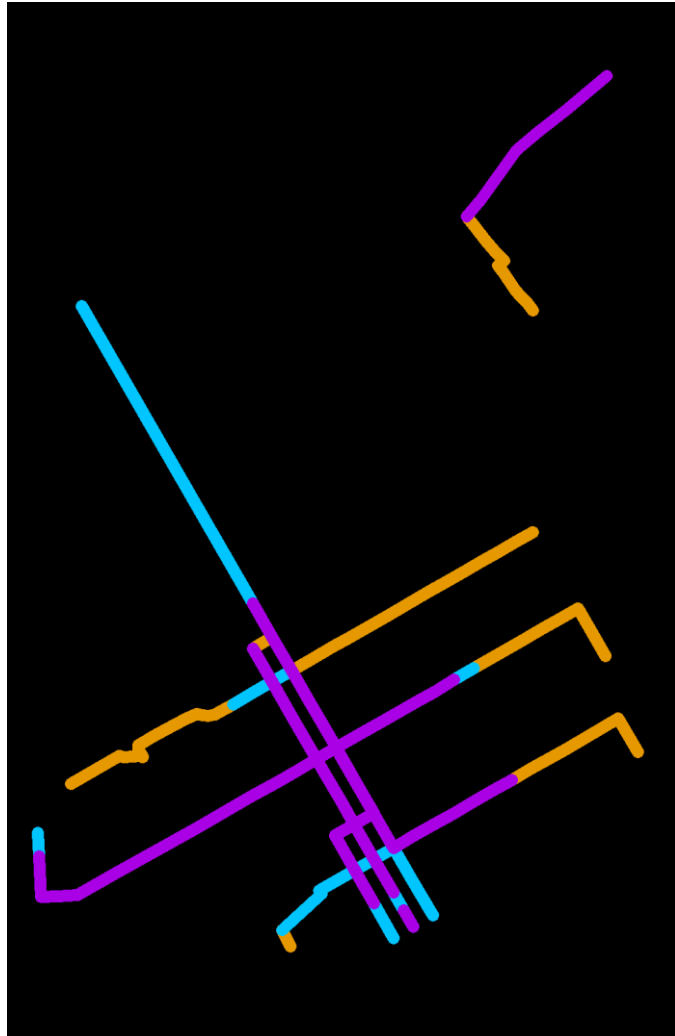
Traditional
Bike Lanes



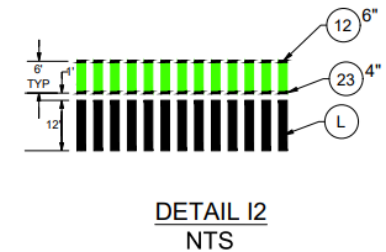
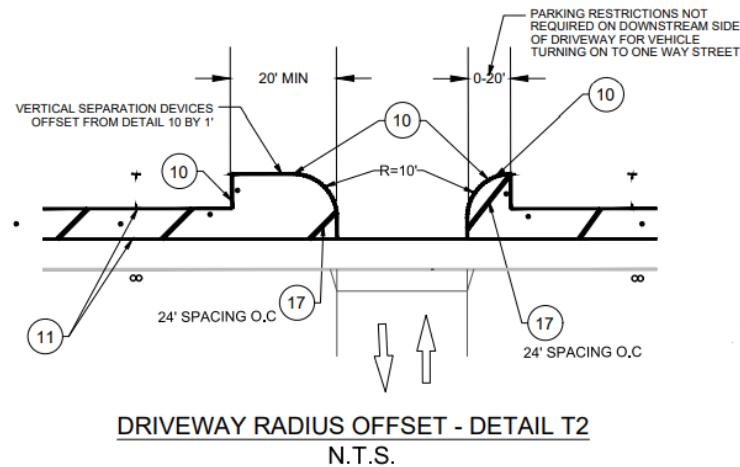
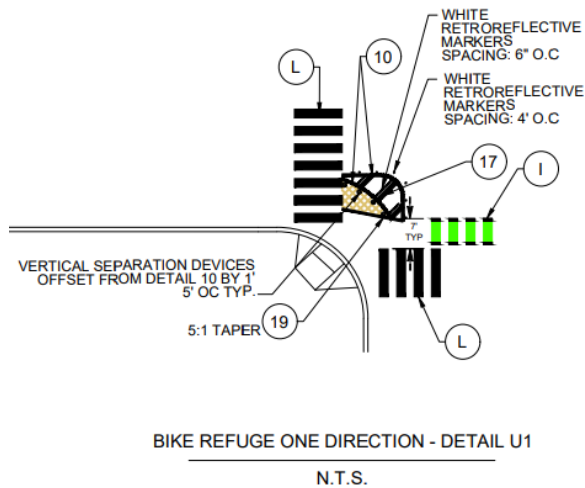
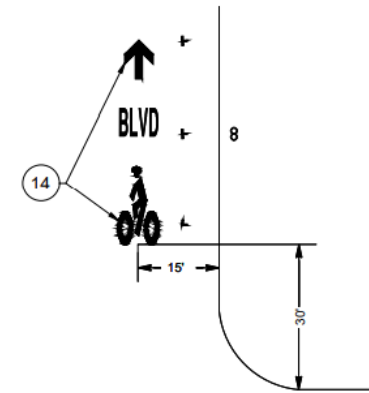
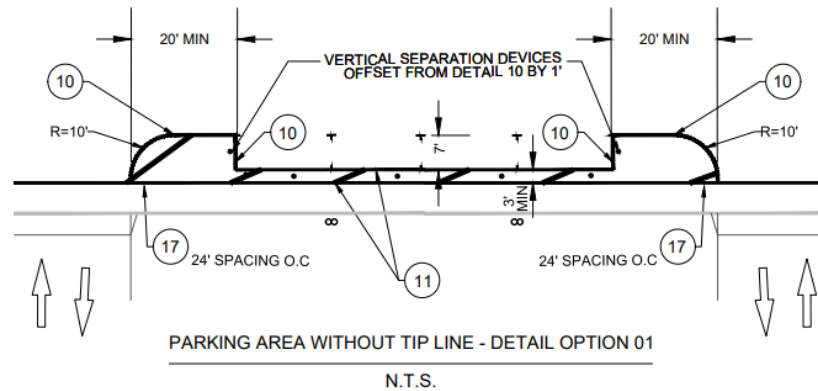
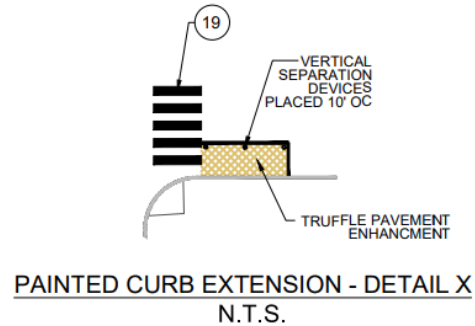
Calm Streets



Context Helps Select Facilities



Build a Menu of Options



Protected Bikeways and Transit



Challenges:

- Bus has plugged bike lane.
- Where to drop protection? Even without on-street parking, this bus would not make it.
- Bus passenger loading isn't at curb.
- Back of bus remains in travel lane.

Modular Transit Boarding Islands



Traffic Diverter on a Bike Boulevard



Dumpsters



Protected Intersections



Yielding at Protected Corners



Lessons Learned

Department Wide Commitment



Design Continues Through Construction



Measuring Success



Cost and Time Comparison

Better Bikeways in 2018-19

10 miles
2 years

\$1.3
million

Capital Project 2020-2025

1 mile
5 years

\$11
million

THANK YOU!

John Brazil
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&

Peter Bennett
peter.bennett@sanjoseca.gov



Discussion

⇒ **Send us your questions**

⇒ **Follow up with us:**

⇒ **Alia Anderson aanderson@tooledesign.com**

⇒ **Amar Mohite amar.mohite@cp1.hctx.net**

⇒ **Matthew Dyrdaahl matthew.dyrdaahl@minneapolismn.gov**

⇒ **John Brazil john.brazil@sanjoseca.gov**

⇒ **Peter Bennett peter.bennett@sanjoseca.gov**

⇒ **General Inquiries pbic@pedbikeinfo.org**

⇒ **Archive at www.pedbikeinfo.org/webinars**