Quick Build Networks for All (Part II)

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John Brazil  City of San Jose
Peter Bennett  City of San Jose
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Meet the Panel

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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

[Diagram showing project types: Pop-Up, Pilot, Quick Build, Permanent]

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Time Interval</th>
<th>Relative Cost</th>
<th>Materials</th>
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<tbody>
<tr>
<td>POP-UP</td>
<td>1 Day to 1 Month</td>
<td>$</td>
<td>Low durability, easily accessible or homemade, easily implemented and removed</td>
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<tr>
<td>PILOT</td>
<td>1 Month to 1 Year</td>
<td>$$</td>
<td>Semi-permanent, easily accessible and maintainable, easily and quickly implemented</td>
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<tr>
<td>QUICK BUILD</td>
<td>1 Year to 5 Years</td>
<td>$$</td>
<td>Semi-permanent and more durable, easily maintained while being flexible, quickly implemented</td>
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<tr>
<td>PERMANENT</td>
<td>5 Years and Beyond</td>
<td>$$$$$</td>
<td>Permanent and durable, incorporated into routine maintenance programs</td>
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https://tooledesign.com/insights/2020/04/webinar-rebalancing-streets-for-people/
SEVILLE

2006: 7 miles

2007: 48 miles

SOURCE: MARQUES AND HERNANDEZ-HERRADOR
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

1. Doesn’t let **PERFECT** be the **ENEMY OF THE GOOD**.

2. Allows managing **FEAR OF CHANGE**.

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

4. 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
INGREDIENTS FOR SUCCESS

- MAINTAIN CHAMPIONS
- EMPHASIZE the NETWORK in PUBLIC ENGAGEMENT
- DESIGN SHOULD PRIORITIZE SAFETY
- 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

- 6.5 km of cycle tracks
- 1.2 million bicycle trips
- 90 seconds longest delay to people driving

- 2% of 300 km of downtown travel lanes used for cycle tracks allowing more people to choose to travel by bike.
- Between June 18, 2015 and November 20, 2016
- Traveling entire 12th Avenue cycle track corridor during morning peak period.

- Council approved budget: $7.1M
- Pilot cost (to date): $5.45M
- 130 net increase of parking stalls created downtown to offset the loss of parking along cycle track routes.
- 30% of people riding cycle tracks are women, up from 22% before cycle tracks.

- Unlawful sidewalk riding has decreased from an average of 16% (pre-cycle tracks) to 2%.
- 67% of Calgarians support the pilot project. (2016 Ipsos survey)
- 100+ adjustments made to improve traffic, loading and parking during the pilot.
Quick Build Networks for All

Matthew Dyrdahl, 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)
  — 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
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
Vision of Protected Bikeways in Minneapolis

Recommended Protected Bikeway Network
With Existing Protected Bikeways and Bike Boulevards
Quick builds for pedestrians (street crossings)

- ADA Accessible Curb Ramps
- Intersection Simplification
- Pedestrian Safety Island
- Crosswalk Markings
- Pedestrian Bump Outs
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 nruŋ 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**
- Walk: 2 hr 6 min
- Bike: 36 min
- Distance: 6.3 miles

**Northeast Minneapolis Route**
- Walk: 1 hr 36 min
- Bike: 29 min
- Distance: 4.8 miles

**South Minneapolis Route**
- Walk: 1 hr 26 min
- Bike: 28 min
- Distance: 4.3 miles
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.)

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
San José’s Better Bikeway Network
Outreach and Engagement
Many Methods of Outreach

### Better Bikeways San José: By the Numbers

- **31** engaged or attended community and civic meetings.
- **1,500** people attended events.
- **270** people spoke with us over 370 downtown San José businesses.
- **140+** project updates and direct mailings to over 100 local residents and business owners.
- **600** responses to an online preferences survey co-hosted by the National Association of City Transportation Officials.
- **10,000** miles traveled.

#### Outreach Plan

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- **Design & implementation**
- **Reach Out to Stakeholders on Their Turf**
- **Community meetings**
- **Local events (e.g., Vive Calles, community rides)**
- **Data collection & analysis (e.g., BBSJ Survey)**
Pop Up Bikeway
Downtown Organizations and City Departments
The Political Valley

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

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

The new bike lanes are not a walk in the park and parking spots are placed between the bike lanes 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 McCallum. “It’s supposed to be the bike lane because there are parked cars in it. I wasn’t quite sure whether I could park there or not.”

At Third and Santa Clara streets, bike lanes next to the sidewalks painted green, drivers were seeing new white parking signs and meters, leading some drivers to think they can park in the “bike lanes” instead of the painted spaces next to the vehicle traffic lanes.

Bicycle coalition welcomes downtown changes in parking

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

Cars are parked side by side on North Third Street as drivers try to figure out where they should be as a result of new lane configurations in downtown San Jose. (ABC 7 News)

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 staking in and out of traffic and drivers are dodging workers who are busy painting crosswalks.

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
Pave Intersecting Streets
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!

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&

Peter Bennett
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Discussion

⇒ **Send us your questions**

⇒ **Follow up with us:**
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  - Matthew Dyrdahl  matthew.dyrdahl@minneapolismn.gov
  - John Brazil  john.brazil@sanjoseca.gov
  - Peter Bennett  peter.bennett@sanjoseca.gov
  - General Inquiries  pbic@pedbikeinfo.org

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