AGENDA
1. Complete Streets Budget Items
2. County mill and overlay program discussion
3. Hennepin County Bicycle Transportation Plan Update
4. Work Plan Overview
5. Open Discussion / Wrap up
Complete Streets Task Force

Capital Improvement Plan (CIP)

5 year plan

Every project supports complete streets

Level of integration is variable
Complete Streets Task Force

CIP (2011 – 2015)

> $390 M

[Pie chart showing the distribution of projects: RECONSTRUCTION, REALIGNMENT, REPLACE]
Complete Streets Task Force

CIP : Reconstruction - $340 M

- Lake Drive
- Bass Lake Road
- Douglas Drive
- Lyndale Ave
- Rockford Road
- Minnehaha Avenue
- 66th Street
- Shady Oak Road
- Flying Cloud Drive
- Bottineau Boulevard
- CR 101
- Wayzata Boulevard
Complete Streets Task Force

CIP: Intersection Improvements - $9 M

• Bass Lake Road & Vicksburg Lane N
• Nicollet Avenue S & 90th Street
Complete Streets Task Force

CIP: Replace - $8.6 M

• Bridge Replacement:
  – West Arm Channel
  – Minnehaha Creek
  – Tonkawa Road
Complete Streets Task Force

Other Line Items

- Water Management
- Safety
- Sidewalk Participation
- Pedestrian Ramps
- REPP
- RR
- Structure Repair
- Signal
- ROW
- Bike

$0 $1,000,000 $2,000,000 $3,000,000 $4,000,000 $5,000,000 $6,000,000
Complete Streets Task Force

CIP Line Item Solicitations

• Purpose and Goals
  – Bikeway Development
  – Bike GAP
  – Sidewalk Participation
  – Roadside Enhancement Partnership Program (REPP)

• Timeline
Complete Streets Task Force

Bike gap example projects in process:
- CSAH 101
- Minnetonka Boulevard
Complete Streets Task Force

County Pavement Preservation Program

2012 program
• Status
• Success
• Opportunities
Complete Streets Task Force

County Pavement Preservation Program

2013 program

• Levels of projects
  – Emergency
  – Pavement preservation
  – Pavement preservation plus
Hennepin County Bicycle Plan Update

• Phase I Typical Sections for retrofits
  – Summer/Fall 2012
  – Purpose:
    • Guidance for review and design of bicycle facilities
    • Consider conventional and new types of bicycle facilities and appropriate context for use

• Phase II: full update of plan
  – begins Winter 2013
Complete Streets Task Force

Included in typical sections guidelines:

- Applications matrix: match context/characteristics with appropriate facilities
- Tech sheets for each design elements, including design dimensions, best contexts for use, advantages and disadvantages
- Flow chart decision tool
- Example typical sections
Complete Streets Task Force

Phase I Typical Sections

Contexts:
• Traffic volumes
• Speed limits
• Urban/suburban/rural
• Parking
• Characteristics of anticipated users (bicyclists)
• % trucks and buses

Design elements:
• Bike lanes
• Shoulders
• Buffered bike lanes
• Cycle tracks
• Sharrows
• Enhanced sharrows
• Intersection treatments:
  – Bike boxes
  – Two stage left turns
  – Green colored conflict zones
  – Dotted lines through intersection
  – Dutch intersection design
Complete Streets Task Force

Complete Streets Task Force – Work Plan

- CIP line items
- Public Relations/Website
- Complete Streets Design Checklist
- Complete Streets Progress Report
Complete Streets Task Force

Open Discussion

Wrap Up
  action summary

Next Meeting