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City of Minneapolis
and
Minneapolis Park and Recreation Board

BIKEWAYS PROJECT
FINAL REPORT

OCTOBER 2000

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BACKGROUND

Charge to the Task Force

The 1998 staff report on the "Public Works / Minneapolis Park and Recreation Board Service Overlaps Project" contained a number of recommendations to streamline or reassign certain services that were being performed by both entities. For example, the duty of maintaining existing bikeways is now split between these two agencies. That report noted a policy issue regarding the ownership and maintenance of *new* bikeways and requested direction from the elected officials. In response to that request, the 2000 Operating Budget Resolution contained the following footnote:

> Direct the Public Works Department to establish an Inter-Jurisdictional Service Overlap Work Team to address trail/bikeway ownership, management and maintenance issues with recommendations to be reported to the T&PW Committee by August 1, 2000.

The Work Team held its first meeting on February 15, 2000 and continued meeting biweekly. The project team consisted of the following members:

Mike Kennedy – Public Works
Leonard Krumm – Public Works
Rebecca Law – Management Analysis Division/Finance
Trudy Moloney – Management Analysis Division/Finance
Michael P. Schmidt – Minneapolis Park and Recreation Board (MPRB)
Ron Thaniel – Mayor's Office
Jon Wertjes – Public Works

In May 2000, the project team produced an Interim Report discussing the historical and current administrative and maintenance procedures for bikeways. That Interim Report identified the need for joint planning and maintenance processes between Public Works and the MPRB staff, since both groups maintain bikeways and since each bikeway is part of a larger system providing transportation and recreation. Since May, staff has created proposed policies in these areas and the policies appear as recommendations in this report.

Staff is also recommending that the maintenance of three off-street bikeways be transferred from Public Works to MPRB staff in order to facilitate the general division of Public Works being responsible for *on-street* bikeways and the MPRB being responsible for *off-street* bikeways. The Report also recommends that Public Works and MPRB staff facilitate discussions in the Minneapolis Bicycling Advisory Committee (BAC) regarding the BAC's role in the Minneapolis bikeways system. Finally, the Report recommends that the Minneapolis Five-Year Bike Plan be updated by May 2001 and approved by the elected officials of the City and the MPRB.

History of Bikeways in Minneapolis

The Role of the City and the Minneapolis Park and Recreation Board

Until 1995, the division of maintenance duties on bikeways[1] was relatively clear. The City of Minneapolis, through the Public Works (PW) Department, managed the on-street bikeway system (commuter routes) while the Minneapolis Park and Recreation Board (MPRB) owned and maintained all off-street bikeways (recreational routes)[2]. The requirements of different federal and state grant programs encouraged local governments to designate bikeways as either recreational and/or commuter routes in order to meet the funding standards.

In 1995, the City and MPRB jointly submitted and received federal funding to build the Cedar Lake Trail. As part of the application, PW agreed to build the trail and MPRB staff agreed to operate and maintain the trail. Later, the City received federal funds to build the Midtown Greenway and for the first time, PW agreed to maintain an off-street trail. Since then, numerous on-street and off-street bikeways have been added and more are in the planning stages. The maintenance duties for these routes have been allocated between the MPRB and PW staffs on a case-by-case basis. The previous practice that PW only maintains on-street bikeways while MPRB staff only maintains off-street ones is no longer useful in explaining the division of responsibility between the two entities. At this time, MPRB staff does not maintain any bikeway that is not on or directly connected to MPRB property.[3]

It is important to note that these state and federal grant programs typically provide only funding for the *construction* of new bike routes. The typical funding level of these grants is 80% of the bikeway construction costs. The local jurisdiction must provide the remaining construction costs, assume all design and engineering costs, and provide a written commitment to maintain the facility. Grant applications for bikeway construction typically require that the local government commit to maintaining the route for ten years (its "useful life"). A few grant programs also allow applications for the major rehabilitation costs of existing routes, but no grant program provides money for the routine maintenance of these facilities, once constructed. Therefore, the maintenance duties, the associated costs, and the maintenance standards for these bikeways are left up to the discretion of the local government.

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[1] See **Appendix A** for the task force's definitions of the components of a bikeway system.

[2] There was an exception for "parkway" streets. If the MPRB owned the street, then it would maintain any bike route on it, rather than the City. However, through an agreement made in the recent Public Works/MPRB Service Overlap Project, PW is now maintaining all public streets, including ones owned by the MPRB.

[3] The MPRB also owns and maintains cross-country ski trails, separately from their bike and pedestrian trails.

The Role of Other Governmental Entities

1. MnDOT – The Minnesota Department of Transportation does not maintain bikeways. Typically, they establish trail maintenance agreements with local jurisdictions or simply turn the bikeway, once constructed, over to the local jurisdiction.

2. Hennepin County – Hennepin County has cooperated with Minneapolis' requests to designate bike lanes on the County State-Aid (CSA) streets. The City and the County have a joint maintenance agreement providing that City crews will sweep (but not repair) those CSA streets for a certain fee. The fee is set based upon routine sweeping costs for paved roadways for cars. But the fee does not take into account the extra costs of maintaining bike lanes, nor does the street maintenance fee have an itemized component for bike lane maintenance.

3. The Metropolitan Council – The Metropolitan Council is responsible for developing bikeway plans and priorities in the metropolitan area.[4] That agency is also charged with distributing the state grants for new bikeways.

For more information on maintenance policies of various state and county entities, see **Appendix B**.

Public Use and Expectations

Commuter cyclist travel to downtown doubled from 1977 to 1987 and almost doubled again from 1987 to 1990.[5] In 1998, approximately two (2) percent of commuters to Downtown were bicyclists. The Downtown goal is to increase bicycle commuting to six (6) percent of all commuters.

As bicycle commuting has increased in popularity, the cyclist community has come to expect the year-round maintenance of bikeways. (See **Appendix C** for an example of the public's expectations as expressed in a Bicycling Advisory Committee Resolution.) Many of the MPRB's recreational bikeways were built when bicycling was a seasonal activity. Since then, the MPRB has had to reallocate available maintenance dollars to cover the costs of now maintaining these bikeways on a year-round basis. Similarly, Public Works has received requests to provide a higher level of service for bikeways, however, lacking budgetary directives, has been unable to respond adequately to these requests.

Although local governments still tend to classify a bikeway as either a commuter or recreational route, the actual use by the public has blurred the boundaries between these categories. Some cyclists tend to prefer off-street bikeways for safety reasons and will use any nearby "recreational" bikeway for commuting purposes. Similarly, the public may use the "commuter" routes for purely recreational reasons. For example, 1998 data gathered by PW indicates a daily average of 750 weekday and 1,000 week-

[4] See Minnesota Statutes section 160.25.
[5] The Minneapolis Plan, p. 1.8.66

end summer bicyclists on the Cedar Lake Regional Trail. PW estimates that one-half to one-third of bicyclists on this trail are commuters.[6] Like the Minneapolis Plan and Minnesota statutes described below, the public sees bikeways as a comprehensive system and wants access to the whole system on demand.

Policy Directives Affecting Bikeways

Comprehensive Plan

The importance of bicycle routes is noted in the Minneapolis Plan, the city's comprehensive planning guide. The Minneapolis Plan states that "Minneapolis will continue to enhance the opportunities for cyclist movement" and notes that an important implementation step to meet that objective is to "[c]ontinue to plan for and develop a coordinated system of commuter and recreational bikeways..."[7]

State Statutes

Minnesota laws also recognize the importance of a coordinated system of bike routes, regardless of whether the bikeway is on-street or off-street. The State Commissioner of Transportation is directed to compile a state-wide registry of bikeways, to coordinate the Department of Transportation's programs with the bike trail program of the Department of Natural Resources, and to assist local governments in developing new bike routes.[8]

Minneapolis Bicycling Advisory Committee (BAC)

Various government entities have created advisory groups on bicycling issues. The City Council established a Minneapolis Bicycling Advisory Committee (BAC) on February 23, 1990. Initially, only City and MPRB employees were members of this group and the committee's main charge was to participate in a University of Minnesota grant program to promote bicycle commuting. Over time, the BAC began functioning as an advisory body to the Mayor, Council and MPRB, although the committee's scope was never formally amended. The group's membership also evolved to include representatives outside of City Hall, such as the bicycle courier businesses. Additional groups have also participated in BAC meetings and initiatives (the Downtown Council and Metro Transit, for example) even though they do not have a designated seat on the committee. The City Council actions relative to the BAC are contained in **Appendix D**.

The BAC passed a resolution on March 4, 1998 expressing the need for year-round maintenance of the on-street bike lanes.[9] The BAC resolution noted the special maintenance needs of these bike lanes – needs that typically would result in higher maintenance costs than maintaining car lanes. That resolution is attached as **Appendix C**.

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[6] The Met Council's 1999 estimates show that there were 538,500 annual visits (bicyclists, walkers, roller-bladers) to the Cedar Lake Regional Trail.
[7] The Minneapolis Plan, p. 1.8.67.
[8] See Minnesota Statutes section 160.265.
[9] No Council action was taken on the BAC resolution.

Five Year Bike Plan

In 1997, the City of Minneapolis adopted a "Five Year Bike Plan" – a listing of the existing and proposed bike routes. That document did not address policy issues on bikeway ownership, maintenance or funding. (See **Appendix E** for a copy of the plan.) The MPRB did not formally adopt this Bike Plan.

Funding for Bikeway Maintenance

Although the County, State and other government entities are involved in planning and funding bikeways, these groups have not been involved in maintenance issues, nor do they have any intention of taking on this responsibility. Therefore, the management and maintenance of the bikeway system are the responsibility of the City and the MPRB.

The MPRB and the City have followed different budgeting processes for funding the on-going maintenance costs for bikeways. Beginning in approximately 1990, the MPRB adopted a Finance Policy which stated, in part:

> New or expanded facilities for the Park System could include buildings, trails, policing, supervision, maintenance, additional hours of operation, legal requirements, or improvements sought through the N.R.P. process.
>
> It will be the policy of the Board that new or expanded facilities can only be added to the system when additional funds are assured for their operation, or an off-setting reduction in another cost center can be accomplished in order to provide for the increased cost of operating the new or expanded program or facility.

Because of this policy, whenever the MPRB agreed to accept maintenance responsibility for a new bike trail (i.e., an "added facility"), the routine maintenance costs for that bikeway were disclosed and approved by the MPRB when the project design was approved. The MPRB base operating budget would reflect the additional maintenance responsibility either through an additional allocation or through identified service level reductions in other areas.

In contrast, when a new off-street bikeway has been added to the City's inventory, the Public Works Department has submitted a budget decision package to get additional maintenance funds. (Sample text for this type of decision package is shown in **Appendix F**.) Like all decision packages, the funding request can be granted, denied or partially funded. Therefore, the City's method for maintenance funding is more subject to challenge and denial than the MPRB method. If the decision package is denied, PW may be instructed to absorb the additional costs within their existing budget.

The issue of two different methods for maintenance funding (which may lead to significantly different monetary results) was identified in the Public Works/MPRB Service Overlap project. Through that project, a recommendation was approved that directed Finance and Public Works to develop appropriate policies and procedures to address ongoing maintenance costs at the time of approving projects. As of this writing, no comprehensive policy on this matter has been adopted.

As more bikeways have been planned and implemented, but without additional appropriations for maintenance dollars, PW and MPRB staff have found it difficult to determine which entity should be responsible for maintaining these new facilities. At the same time, the public's expectation for maintenance of the existing bike routes has increased, both in the number of services desired and in the frequency of those services.

The chart in **Appendix G** illustrates the ownership and maintenance responsibilities of the various off-street bicycle trails and their associated costs. Staff has calculated the approximate cost of routine maintenance on these off-street trails to be $2.00 per lineal foot. This maintenance estimate includes sweeping, snow removal, signage repair, trash pickup and disposal, striping, and minor surface repairs.

Appendix H shows similar information on ownership and maintenance for the on-street bike lanes. Staff calculations place the routine maintenance cost for on-street bike lanes at $1.00 per lineal foot. That figure includes lane striping and signs designating the bike lane. It should be noted that this maintenance cost assumes that the bike lane is swept only when the rest of the paved street gets its scheduled sweeping. As mentioned earlier, many cyclists believe that bike lanes need more sweeping than car lanes since trash, sand and snow can be dangerous obstacles for a bicyclist.

Together, the existing and planned Minneapolis bikeways cost an estimated $1,063,414 per year for routine maintenance.[10] Most of the maintenance of these bikeways is currently being provided through the operating budgets of PW and MPRB. Therefore, bikeway maintenance competes with many other services that must be provided through the operating budgets. When funding cuts are made (or when staff is directed to maintain additional facilities without budget increases), the threat of maintenance gaps becomes increasingly likely.

[10] This cost does not include Minneapolis bikeways maintained by entities other than PW or MPRB.

RECOMMENDATIONS

Recommendation No. 1: Adopt a Joint Planning Process for Minneapolis Bikeways.

Summary of the Process
Bikeways located within the City limits are typically maintained by either the Minneapolis Park and Recreation Board (MPRB) or the City of Minneapolis through the Department of Public Works (PW). The land upon which the bikeways are located is either on public right-of-ways, on land owned by a public entity, such as the University of Minnesota or on public easements on privately-owned property. Each bikeway is created by a process that includes project identification, planning and implementation.

The Bikeways Interim Report described the existing general procedures for planning and implementing bikeways in Minneapolis. However, the Interim Report noted that the planning and decision processes were murky and, at times, appeared disjointed. In part, the disjointed process was due to a lack of consistent communication and common processes between the staffs of PW and MPRB, relative to their activities on bikeways. To improve this situation, the two groups developed the joint procedures on the following pages.

In summary, the proposed process described below differs from the previous procedures in the following major ways:

- The new process requires earlier disclosure to the City officials of estimated annual maintenance costs for new bikeways and provides an opportunity for maintenance funding decisions *before* the bikeway is constructed. Early disclosure of the anticipated maintenance costs also provides elected officials with a clearer understanding of the total costs for creating a new bikeway.

- The new process recognizes that each bikeway is part of a larger system and has an impact on the rest of the bikeway system. Therefore, PW and MPRB staffs will keep each other apprised on their projects and obtain joint approvals, when needed. Similarly, the new process requires that policy or planning documents affecting the comprehensive bikeway system must be approved by the elected officials of the City and MPRB.

- The new process codifies the criteria for deciding whether PW or MPRB staff will be responsible for a new bikeway. The most important factor in deciding the maintenance responsibilities is the location of the bikeway. **In general, off-street bikeways will be maintained by MPRB staff; on-street bikeways will be maintained by PW staff.** The new procedures also stop a project from moving forward until there is formal agreement on this issue between the City and MPRB elected officials.

The detailed planning process begins on the next page.

JOINT PLANNING PROCESS FOR BIKEWAYS IN MINNEAPOLIS

NEW BIKEWAYS

Step 1. The Idea for a New Bikeway

A new bikeway is advocated. (The idea could originate with NRP, Council Member, Mayor, MPRB, U of M, Hennepin County, MnDOT, Bicycle Advisory Committee, or a member of the bicycling community/general public.)

Person with bikeway idea is referred to previously-designated City and MPRB contact persons for initial discussions. The idea should then be referred to the following groups for the **location/concept review.**

A. Bicycle Advisory Committee

AND

B. *If an on-street (commuter) bikeway:* Neighborhood and business associations containing the bikeway route. (Commuter bikeways are usually, but not always, on-street facilities.) It is recommended that at least one neighborhood association pass a resolution supporting the new bikeway before moving on to Step No. 2 below. That resolution should also identify whether the neighborhood is committing NRP funds (or other neighborhood-controlled funds) to the bikeway project.

OR

If an off-street (recreational) bikeway: If the bikeway is a MPRB project, then the MPRB appoints a Citizens Advisory Committee (CAC) for the project and drafts a specific charge for the committee.

Step 2. Preliminary Bikeway Plans and Agency Responsibilities

City and MPRB staffs make joint recommendations on who will own and maintain the new bikeway using the criteria on Attachment A. These ownership and maintenance recommendations are approved through both Mayor/City Council and MPRB Committee actions or resolutions, regardless of the proposed ownership arrangement. The project cannot move on to Step No. 3 without a documented consensus by both groups on the ownership and maintenance issues. The "owning" entity becomes the **Lead Agency** responsible for the various development and approval processes and designates a staff person as the project leader for the new bikeway.

A. Lead Agency staff creates preliminary project design, construction estimate and defines the maintenance standards, including a cost estimate for the maintenance.

   - MPRB staff obtains MPRB approval of the project design, including the maintenance costs for the new bikeway.

B. Lead Agency staff decides whether to create a project master plan for the bikeway

C. Lead Agency staff identifies potential construction and maintenance funding sources and estimates the funding gap(s), if any. Any required matching funds to leverage other funding resources should be identified prior to proceeding to Step 3.

D. Seek input from elected officials, BAC, neighborhoods and the general public.

   - If the MPRB is the Lead Agency and if the project costs will exceed $100,000, then MPRB conducts a public hearing that includes both published and mailed notices to nearby residents. If the project will be under $100,000, MPRB conducts a public review meeting.

   - If City/PW is the Lead Agency, public review meetings are held through the City Council's Transportation & Public Works (T&PW) Committee meetings and/or through PW presentations to neighborhood associations.

E. PW staff obtains approval of the additional maintenance and operation costs to be added to their operating budget (assuming the bikeway project receives adequate construction funding.)

Step 3. Funding Phase

A. Lead Agency verifies that the bikeway is included in the City and MPRB's "Comprehensive Bikeway System Plan" or obtains an amendment to that plan to add the new bikeway.

B. Lead Agency applies for state/federal construction funding (approval by Mayor, City Council and MPRB needed.)

C. State/federal funding award is made.

D. Lead Agency confirms previously-identified matching design and construction funds through the CLIC or NRP processes, or seeks matching funds from various sources, if necessary.

E. PW or MPRB take action to amend their operating budget to add maintenance and operation costs for the new bikeway, according to their applicable funding policies.

Step Four. Implementation Phase

A. Bikeway design finalized. Project presentations are given to neighborhood groups (PW) or to CAC groups (MPRB).

B. Lead Agency gets Final Plan approval, bid acceptance and funding authorization from the Lead Agency's governing body.

C. Bikeway is constructed; maintenance and operation starts.

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Joint Planning Process for Minneapolis Bikeway System

Policy or planning documents addressing the comprehensive bikeway system in Minneapolis must be approved by both the Mayor/City Council and the MPRB.

Attachment A
to the Bikeways Joint Planning Process

The most important criteria for deciding whether the City of Minneapolis or the MPRB will own and/or maintain a bikeway depends on the location of the bikeway. **In general, off-street bikeways will be maintained by MPRB staff; on-street bikeways will be maintained by PW staff.**

The elected officials of the City and MPRB may jointly agree to make exceptions to the above rule, based upon staff recommendations. The maintenance decision should consider the unique location and design of each bikeway as well as the following factors:

- If an off-street bikeway serves as a major transit corridor (such as the Midtown Greenway and Hiawatha LRT trails), then PW may perform the maintenance duties.
- Which government entity can most efficiently maintain the bikeway under the circumstances (because the bikeway is adjacent to MPRB land or because PW already has a crew in that location, for example)?
- The government entity that builds/owns the bikeway also maintains it. If the bikeway involves a joint City and MPRB funding application, each entity identifies how it will participate in the project before the application is submitted for funding. The funding application should clearly state the ownership and maintenance responsibilities of each agency.

Recommendation No. 2: Approve the shifting of maintenance responsibility from PW to MPRB staff for certain off-street bikeways.

As previously mentioned under the "joint planning process" section, the staff recommendation was that PW should generally maintain the on-street bikeways and MPRB staff should maintain the off-street ones. As part of implementing this new policy, staff identified three off-street bike trails previously designated for maintenance by Public Works that could instead be maintained by MPRB. MPRB staff has agreed to assume the maintenance responsibility for those trails, subject to the approval of the MPRB elected officials. Those bikeways are:

- Loring Bikeway Trail – Phases 1A, 1B and 2
- Dinkytown Connection / Bridge No. 9 Trail
- Northeast Trail

Together, these trails add 26,000 linear feet to the MPRB's maintenance duties and have an annual maintenance value of approximately $52,000. MPRB staff has agreed to assume this maintenance duty without obtaining an additional appropriation from the City.

On four off-street bikeways, the project team is recommending that PW staff retain the maintenance responsibility. They are:

- Midtown Greenway Trail
- Hiawatha LRT Trail
- University Ave. N. Trail
- U of M Trail

Both the Midtown Greenway Trail and the Hiawatha LRT Trail will operate essentially as transit corridors, a function that traditionally falls within PW's domain. On the University Ave. N. Trail, PW is being paid to maintain it by the Minnesota Department of Transportation. On the U of M Trail, PW has agreed to continue maintaining it in the near-term with the eventual plan of getting the University to assume the maintenance when their entire trail is completed. On all four of these exceptions, PW is already in the general area performing street maintenance so it is more efficient for them to do the upkeep than MPRB staff.

The charts in **Appendix G** (Off-street Bikeways) and **Appendix H** (On-street Bikeways) show the bikeway locations, statistics and maintenance duties. The project team's recommendations on transferring maintenance responsibilities from PW to MPRB are reflected in those charts.

Recommendation No. 3: Approve the "Bikeway Maintenance Standards" developed by Public Works and MPRB staff. This document defines the routine and extraordinary maintenance standards for bikeways that will be observed by both agencies.

The project team recognized that having PW and MPRB staffs follow shared processes for bikeways planning is not enough to address the public need for a coordinated bikeways system. Since cyclists want access to the entire system on demand, the two agencies needed to adopt common maintenance standards. The team developed standards for both routine and extraordinary maintenance and covered both on-street and off-street facilities. Those standards appear beginning on the next page.

OFF-STREET BIKEWAYS

Routine Maintenance for off-street bikeways includes, at a minimum, the following services and service levels:

Power sweeping: The bikeways will be completely swept three times per year.

Trash & debris pick-up: Once per week, litter and debris will be cleared from the corridor and trash receptacles will be emptied.

Winter Maintenance: Bikeway will be kept reasonably free of snow and ice, with sanding as required in the winter season. Within 24 hours after the snow ends, the bikeway will be plowed once.

Paved Surface Repairs: Asphalt patching and crack sealing will be performed when required.

Graffiti removal: Graffiti will be removed from public property using the standards set by the City and MPRB policies. (Current policy is removal within 72 hours of reporting.)

Permanent signs and lane striping maintenance: As required as defined in the design standard.

Maintaining landscaping, plants and trees: As required as defined in the design standard.

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ON-STREET BIKEWAYS

Routine Maintenance for on-street bikeways includes, at a minimum, the following services and service levels:

Power sweeping: The paths will be completely swept three times per year.

Winter Maintenance: On-street bikeways receive the same level of winter maintenance as the rest of the street surface.

Paved Surface Repairs: Asphalt patching and crack sealing will be performed when required.

Permanent signs and lane striping maintenance: As required as defined in the design standard.

Accident Debris Cleanup: If a tow truck that is under a City contract assists in removing damaged vehicles, the towing company is responsible for removing all accident debris, including broken glass. If no tow truck is involved, then PW street maintenance crews will remove the debris upon notification.

Extraordinary maintenance involves increasing the frequency of the routine maintenance service levels and/or adding new services to the routine maintenance services described above. Examples of extraordinary services along bikeways include:

Installation and removal of seasonal signs, such as signs designating a path for the joint use of walkers and bikers in the winter.

Special Signs, such as adopt-a-programs recognition signs.

Lighting operation and maintenance

Additional security measures, such as security cameras, phone lines and increased police patrolling.

Bikeway amenities such as

- Bike racks
- Bike lockers
- Water fountains
- Public art

Pavement Restoration: Deteriorated pavement due to utility cuts will be restored to match the existing pavement condition and the costs of restoration will be billed to a third party.

Recommendation No. 4: Direct the Public Works Department and MPRB staff to work with the Minneapolis Bicycling Advisory Committee in reviewing the BAC's scope and membership and to submit any needed revisions for Mayor/City Council and MPRB approval.

As previously discussed, the Minneapolis Bicycling Advisory Committee (BAC) has been in existence for a little over ten years. During that time, the BAC has experienced significant changes in its membership. While some membership adjustments have been made through Mayor/City Council actions, other participants have joined or resigned from the BAC meetings on a more informal basis. PW staff indicates that there is a lack of clarity about who currently has voting rights on BAC actions. Similarly, the BAC needs to discuss and reach consensus on the expected roles of its members. For example, if a bicycling enthusiast is placed on the BAC to represent a particular constituency, then the BAC may want to clearly state if that person is expected to keep that constituency fully informed of the BAC's activities. Similarly, the BAC needs to know if members of the group have the actual authority to take action on behalf of their various constituencies.

Of course, the desired role for the individual BAC members depends largely on the desired role and scope for the BAC as a group. The BAC has come a long way from its early days as an internal staff group that participated in a University of Minnesota bicycling program. At times, the group has acted as a public input group reviewing preliminary locations of new bikeways. At other times, the BAC has looked more like a bicycling advocacy group, rather than a group that reviews projects initiated by others. In addition, while the BAC has been seen as an advisory body for the Mayor and City Council, they have no official role on the MPRB bikeways. MPRB staff has indicated that they would be open to receiving input from this group. Furthermore, the MPRB would be interested in appointing some individuals for BAC seats, rather than having all appointing authority resting with the City officials.

All of these issues provide potential reasons to amend the existing Council actions regarding the BAC. While the project team discussed possible roles for the BAC, the team decided that the BAC itself would be the best group for resolving these issues and making recommendations to the elected officials. Public Works staff will incorporate this topic into the BAC agendas and facilitate their discussions and recommendations.

Recommendation No. 5: Revise the Minneapolis Five Year Bike Plan to reflect the existing, planned and proposed bikeways and submit the Bike Plan to the Mayor/City Council and the MPRB for approval by May 2001.

During the course of this project, the team realized that the Five-Year Bike Plan did not always match the current locations of the bikeways. The Five-Year Bike Plan was last approved by the Mayor and City Council in 1997. Proof of a comprehensive Bike Plan is a required component of State and Federal funding applications. Therefore, this document should be updated on a regular basis and submitted to the MPRB and the Mayor/City Council for approval.

CONCLUSION

The bikeway system in the City has been evolving. Traditionally, off-street, recreational bikeways were developed and maintained by MPRB staff. On-street, commuter bikeways were maintained by Public Works, but only at the same level of service as the rest of the street. Now, however, the lines have blurred between commuter and recreational bikeways. There is increasing recognition that each bikeway is part of and affects the comprehensive transportation and recreation system.[11] The staff of the City and MPRB had previously recognized that the public viewed all Minneapolis bikeways as one system, similar to driving a car to a destination using a combination of state highways, county arterial roads and city roads. Different entities are responsible for the different road segments but that distinction is invisible to the driver.

The five recommendations, if adopted, will move the two agencies closer to a coordinated bikeways system with common and complementary processes and standards. The proposed changes will ensure that those entities actively involved in bikeways – PW and MPRB staff– each have a role in the planning, implementation and ongoing management of the system. The current cooperative arrangements would be enhanced and the development of a Five-Year Bike Plan would be a joint creation of the City and the MPRB. Furthermore, together the two groups would act as one voice in obtaining funding for bikeways, and other related intergovernmental activities. A unified and cooperative system would also facilitate the BAC's advisory input being considered on a system-wide basis by the elected officials of both the City and MPRB.

[11] This project did not address the issue of mountain bike facilities and trails.

APPENDICES

Appendix A: Definition of the Bikeway System

Bikeway. "Bikeway" means a bicycle lane, bicycle path, bicycle trail or bicycle route, regardless of whether it is designed for the exclusive use of bicycles or is to be shared with other transportation modes.

Bicycle lane. "Bicycle lane" means a portion of a roadway or shoulder designed for exclusive or preferential use by persons using bicycles. Bicycle lanes are to be distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by physical barrier, striping, marking, or other similar device.

Bicycle path. "Bicycle path" means a bicycle facility designed for exclusive or preferential use by persons using bicycles and constructed or developed separately from the roadway or shoulder.

Bicycle route. The term "bicycle route" means a roadway or shoulder signed to encourage bicycle use.

Bicycle trail. "Bicycle trail" means a bicycle route or bicycle path developed by the commissioner of natural resources under Minnesota Statutes section 85.016.

Appendix B: Operation and Maintenance of Bicycle Trails by Other Jurisdictions

Mn/DOT (Michael Jackson, 651-296-9966)

- Mn/DOT does not maintain bikeways. Typically, they establish trail maintenance agreements with local jurisdictions or simply turn the bikeways over to the local body.

DNR – Statewide (Dan Collins, 651-296-6048)

- No standards are used for trail maintenance.
- Funding is addressed through the operating budget (State of MN's general budget). The snowmobile account (from gas tax & registration fees) is spent to perform winter snowmobile trail grooming and maintenance. Sometimes these snowmobile trails are bike trails.
- DNR has done capital improvements to reduce on-going maintenance costs (i.e. limestone trails converted to asphalt trails). However, long-term rehabilitation or replacement costs are much higher.
- Taxpayers and users are gauges for maintenance, repair and restoration. Calls to legislators that result in funding are placed in the governor's budget program.

DNR – Gateway Trail (Scott Kelling, 651-772-7937)

- 19-mile trail with regular routine established for maintenance.
- Trail inspection about once a week, blow leaves as needed, winter activities -10 miles outside I-694 are groomed for cross-country skiing and 9 miles inside I-694 are plowed and swept of snow.
- Trying to hire a 7-month seasonal laborer to do maintenance and public contact for 40 hours per week.

Appendix B: Operation and Maintenance of Bicycle Trails by Other Jurisdictions (cont.)

Hennepin County Public Works (Bob Byers, 763-745-7633)

- Hennepin County Public Works does not maintain off-street bikeways. Typically, they establish trail maintenance agreements with local jurisdictions. County will initially build the trail and cities will own and maintain. Each city makes a decision on whether to keep trail open or close it for the winter.

- On-street bikeways are maintained (cleaned & plowed) along with the rest of street maintenance. No extraordinary level of service is identified or additional funding is designated for bicycle lanes.

Hennepin Parks (Del Miller, 763-559-6754)

- Do have maintenance standards for sweeping, inspection, tree trimming, and law enforcement. Have one person doing this maintenance job. Employee turnover is high due to low priority and little respect given to the job. Need a trail advocate and a maintenance supervisor for the trail system. Maintenance staff, park police, other employees, and public users do trail observation.

- Do have joint agreements with other agencies (North Mississippi Regional Park with Brooklyn Center) due to lack of proximity of this Park to other Hennepin Parks.

- Seal coating on an as-needed and available time basis. Funding comes from metro rehab grants.

- Getting some funding from State for operation and maintenance, but most is from Hennepin Park's general budget.

- Some winter trail uses mostly along abandoned rail corridors. Yearly permit if cross-country skiing.

Appendix C: Resolution of the Minneapolis Bicycle Advisory Committee

[Passed by the BAC on March 4, 1998]

Authorizing the Director of Public Works to devise an improved maintenance plan for the City's on-street bicycle lanes.

Whereas, the City of Minneapolis has an extensive new downtown and neighborhood bicycle lane system; and

Whereas, the City of Minneapolis wants to encourage year-round use of said bicycle lane system; and

Whereas, said bicycle lane system reduces the use of fossil fuels, relieves congestion and assists in the reduction of polluting emissions in the City of Minneapolis;

Now, Therefore, Be It Resolved by the City Council of The City of Minneapolis:

That the Director of Public Works be authorized to devise an improved maintenance plan for the City's downtown and neighborhood on-street bicycle lanes.

Be It Further Resolved that said on-street bicycle lane maintenance plan incorporate enhanced snow plowing / removal methods to ensure that automobile parking does not infringe on the bicycle lanes due to snow banks;

Be It Further Resolved that said on-street bicycle lane maintenance plan incorporate street sweeping or other methods to remove snow and ice from bicycle lanes; which may require different methods from standard street maintenance because, unlike lanes used by motorists, bike lanes are not constantly swept clean by the friction and air movement of car tires;

Be It Further Resolved that said on-street bicycle lane maintenance plan incorporate the removal of debris from bike lanes, for example, piles of sand or grit blown into the bike lanes by car traffic in adjacent lanes;

Be It Further Resolved that said on-street bicycle lane maintenance plan incorporate any other issues that may be identified by the Department of Public Works or the bicycling community.

Appendix D: Mayor/Council actions on the Minneapolis Bicycle Advisory Committee

APPENDIX D

Nicollet Lake Business Association;

1 voting member from each of the following groups:

Central Neighborhood Organization;

Corcoran Neighborhood Improvement Association;

Lyndale Neighborhood Association;

People of Phillips, Powderhorn Park Neighborhood Association; and

Whittier Neighborhood Organization.

1 non-voting member from each of the following Public Works Divisions:

Traffic Engineering; and

Engineering Design.

Your Committee further recommends that all members of said Task Force are to be named by other members of the above said bodies.

Only the first meeting shall be organized by the Public Works Department and convened not later than May 1, 1990, at which time the voting Task Force members shall elect a Chair, conduct this and future meetings and establish Rules of Order, to include the provision that 50% of the voting membership shall constitute a quorum and upon having a quorum, a simple majority of voting members present shall have approval authority for the Task Force.

Your Committee further recommends that the Task Force not dwell on construction details, but concentrate on conceptual items.

Adopted. Yeas, 11; Nays none.

Absent – Campbell, Sayles Belton – 2.

Passed February 23, 1990.

Approved March 1, 1990.

Sharon Sayles Belton, Acting Mayor.

Attest: Merry Keefe, City Clerk.

T&PW – Your Committee recommends the establishment of a Minneapolis Bicycling Advisory Committee to be comprised of City employees who are interested in or whose jobs involve the use of bicycles in the City for transportation and recreation.

Your Committee further clarifies that the University of Minnesota's Extension Service has been awarded a major grant from the Legislature to promote bicycle commuting in the Metro Area and would like to focus on the Minneapolis downtown area. Said Committee would help the University staff in their efforts and would help to coordinate how the City responds to the increased use of bicycles.

Your Committee further recommends that the following City staff be approved to be members of the Minneapolis Bicycling Advisory Committee:

Duke Addicks, State Legislative Liaison;

Bill Barnhart, Local Liaison;

Bill Binder, Mayor's Office;

Jim Daire, Transportation Planner;

Dennis Ryan, Park Board Engineer;

Dan Dreis, Minneapolis Police;

Fred McCormick, Park Police;

Ron Mittan, Council Assistant;

Roger Downey, Public Information;

Linda Boursell, Meter Monitor Supervisor;

Tom Becker, Traffic Safety Engineer; and

Steve Hunter, Graphics Section.

Adopted. Yeas, 11; Nays none.

Absent – Campbell, Sayles Belton – 2.

23-A

Passed February 23, 1990.

Approved March 1, 1990.
Sharon Sayles Belton, Acting Mayor.

Attest: Merry Keefe, City Clerk.

T&PW – Your Committee recommends that the proper City officers be authorized to proceed with Requests For Proposals (RFP's) for composting and related yard-waste efforts.

Adopted. Yeas, 11; Nays none.

Absent – Campbell, Sayles Belton – 2.

Passed February 23, 1990.

Approved March 1, 1990.
Sharon Sayles Belton, Acting Mayor.

Attest: Merry Keefe, City Clerk.

T&PW – Your Committee recommends that permission be granted to HBE Corporation, its successors and assigns, to construct, maintain and use a fuel oil tank, belt facade, canopies, shoring and tiebacks adjoining the Convention Center Hotel to be constructed betw 10th & 11th Sts S and Marquette & 2nd Avs S described as all of Blk 12, Snyder & Co's 1st Addition "to Minneapolis." Said 20,000-gal fuel oil tank to be approx 5' x 55' extending approx 5' SWly into 11th Av S beginning approx 30' NWly of the most Sly corner of said Blk and continuing NWly 55' being 22' below public sidewalk surface. Said limestone belt facade to extend approx 6" NEly into the 10th St S r/w and extend approx 6" SWly into the 11th St S r/w beginning approx 43' SEly of Marquette Av r/w and continuing approx 100' SEly along both Sts being at a height of approx the floor of the 3rd floor of said bldg. Said canopies to extend approx 4' NEly into the 10th St S r/w and extend approx 4' SWly into the 11th St S r/w with a height of approx 6' each being approx 6 canopies on 10th St S and 4 canopies on 11th St S, all having minimum height of 8' above the public sidewalk r/w. Said shoring to extend approx 1' NEly into the 10th St S r/w and approx 1' SWly into the 11th St S r/w and approx 1.5' NWly into the Marquette Av r/w. Said tiebacks to extend into 10th and 11th Sts S and Marquette and 2nd Avs S at a minimum depth of 9' below street grade. Tiebacks will be de-tensioned when permanent structure is in place and entire sheeting system will be cut off a minimum of 5' below grade. On completion of said construction within said public streets, the permittee shall furnish to the City all necessary drawings and data showing the actual number and location of all tieback rods and other encroachments constructed within said public r/ws, all as shown on the plans prepared by Rehder-Wenzel, Inc and Frederick S Scott-Harry J Varwig, Architect, that are attached to Petn No 251629 on file in the office of the City Clerk.

This permission is granted subject to all requirements and conditions set forth in Chapter 95 of the Code of Ordinances of the City of Minneapolis and in addition the following:

1. That all work be done under the supervision and the acceptance of the Director of Public Works and the Director of Inspections and that all necessary permits be obtained, including excavation and sidewalk permits from the Director of Public Works. Also, that no work which may involve encroachment upon said r/ws shall commence without the prior approval by the Director of Public Works of the contractor's

23-B

44th St S betw 46th & 47th Avs S, Project #1021-M, in accordance with the recommendation of the Transportation & Special Projects Division for the convenience and safety of the area.

Adopted. Yeas, 12; Nays none.

Absent - Rainville - 1.

Passed January 28, 1994.

Approved February 3, 1994. Sharon Sayles Belton, Mayor.

Attest: Merry Keefe, City Clerk.

T&PW - Your Committee recommends that report passed February 23, 1990 relating to the membership of the Minneapolis Bicycling Advisory Committee be amended by deleting former City employees Duke Addicks, State Legislative Liaison, and Bill Binder, Mayor's Office, and adding Dean Zimmermann, Commissioner, Minneapolis Park & Recreation Board.

Adopted. Yeas, 12; Nays none.

Absent - Rainville - 1.

Passed January 28, 1994.

Approved February 3, 1994. Sharon Sayles Belton, Mayor.

Attest: Merry Keefe, City Clerk.

T&PW - Your Committee, having under consideration the improvement of Oak St SE from University Av SE, now recommends passage of the accompanying Resolution amending Resolution 92R-096 requesting the Commissioner of Transportation to approve a revised expenditure of $226,000 from the Minneapolis Municipal State-Aid (MSA) account to allow reimbursement for preliminary and construction engineering expenditures.

RESOLUTION 94R-013
By Dziedzic

Amending Resolution 92R-096 entitled "Rescinding Resolutions 91R-273, passed June 7, 1991, 91R-361 passed August 9, 1991, 91R-584 passed December 27, 1991 and requesting the Minnesota Department of Transportation to approve the use of Municipal State-Aid (MSA) funds Off-System", passed March 13, 1992.

Resolved by The City Council of The City of Minneapolis:

That the above entitled resolution be amended as follows:

a) by deleting the figure "$728,000" in the fifth resolving clause and inserting in lieu thereof the figure "$738,000"; and

b) by deleting the figure "$256,000" in item "e" of the fifth resolving clause and inserting in lieu thereof the figure "$266,000".

Adopted. Yeas, 12; Nays none.

Absent - Rainville - 1.

Passed January 28, 1994. Jackie Cherryhomes, President of Council.

Approved February 3, 1994. Sharon Sayles Belton, Mayor.

Attest: Merry Keefe, City Clerk.

T&PW - Your Committee, having under consideration the construction of a skyway connecting the 4th and 5th Street Garages, now recommends passage of the accompanying Resolution amending Resolution 92R-026 requesting the Commissioner of Transportation to authorize a revised expenditure of $250,000 to allow for reimbursement of preliminary and construction engineering expenditures.

RESOLUTION 94R-014
By Dziedzic

Amending Resolution 92R-026 entitled "Requesting the Commissioner of Transportation to authorize an expenditure of $212,000 for Project Segment S.P. #141-010-35", passed January 24, 1992.

Resolved by The City Council of The City of Minneapolis:

That the above entitled resolution be amended by deleting the figure "$212,000" wherever it appears and inserting in lieu thereof the figure "$250,000".

Adopted. Yeas, 12; Nays none.

Absent - Rainville - 1.

Passed January 28, 1994. Jackie Cherryhomes, President of Council.

Approved February 3, 1994. Sharon Sayles Belton, Mayor.

Attest: Merry Keefe, City Clerk.

T&PW - Your Committee recommends passage of the accompanying Resolution requesting the Commissioner of Transportation to authorize an expenditure of $104,000 in Municipal State-Aid (MSA) "Off-System" funds for SAP 141-010-15 ($52,000) and SAP 141-020-47 ($52,000) for traffic signal modification at W 58th St and Trunk Highway 121/County State Aid Highway 22.

Absent - Rainville.

Passed June 28, 1996.

Approved July 3, 1996. S. Sayles Belton, Mayor.

Attest: S. Ristuben, Asst City Clerk.

Resolution 96R-163, adopting the assessments, levying the assessments and adopting the assessment roll for the unpaid charges for the cleanups of the areas around the Solid Waste Collection Points on the list of properties set forth in Petn No 261781, was passed June 28, 1996 by the City Council and approved July 3, 1996 by the Mayor. A complete copy of this resolution is available for public inspection in the office of the City Clerk.

The following is the complete text of the unpublished summarized resolution.

RESOLUTION 96R-163
By Dziedzic

Adopting the assessments, levying the assessments and adopting the assessment roll for the unpaid charges for the cleanups of the areas around the Solid Waste Collection Points on the list of properties set forth in Petn No 261781.

Whereas, a public hearing was held on June 20, 1996 in accordance with Sections 225.660 and 225.690 of the Minneapolis Code of Ordinances to consider the proposed assessments as shown on the proposed assessment roll on file in the Office of the City Clerk and to consider all written and oral objections and statements regarding this matter;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the following proposed assessments be waived:

a) 2520 12th Av S (PID 35-029-24-24-0079) in the amount of $52.50;

b) 2025-27 Sheridan Av S (PID 32-029-24-11-0041) in the amount of $52.50.

That the proposed assessment of $52.50 for the property located at 3515 5th Av S (PID 03-028-24-41-0151) be reduced to $25.

That the proposed assessments against the affected properties on the list dated May 30, 1996 set forth in Petn No 261781 in the total amount of $7,494.55 and as shown on the proposed assessment roll on file in the Office of the City Clerk be and hereby is revised to $7,362.05 and are adopted and levied as revised herein.

Be It Further Resolved that the revised assessments in the amount of $7,362.05 be collected in one (1) installment on the 1997 real estate tax statements with interest charged at the rate of 5.4%.

Be It Further Resolved that the assessment roll as prepared by the City Engineer be and hereby is revised to $7,362.05 and adopted as revised herein and that the City Clerk is hereby directed to transmit a certified copy of said revised assessment roll to the Hennepin County Auditor.

Adopted. Yeas, 12; Nays none.

Absent - Rainville.

Passed June 28, 1996. J. Cherryhomes, President of Council.

Approved July 3, 1996. S. Sayles Belton, Mayor.

Attest: S. Ristuben, Asst City Clerk.

T&PW - Your Committee, having under consideration the membership of the Bicycle Advisory Committee (BAC), now recommends that a representative from the following groups be added as permanent positions on the Committee:

a) Bicycle Courier Business;

b) Bicycle Courier (Rider); and

c) Minnesota Bicycle Coalition.

Your Committee further recommends that the following individuals be appointed to fill the above created positions on the BAC:

1) Nick Kitchar - Bicycle Courier Business;

2) Fred Eisenbrey - Bicycle Courier;

3) Gary Shoquist - Minnesota Bicycle Coalition.

Adopted. Yeas, 12; Nays none.

Absent - Rainville.

Passed June 28, 1996.

Approved July 3, 1996. S. Sayles Belton, Mayor.

Attest: S. Ristuben, Asst City Clerk.

T&PW - Your Committee recommends granting the application of Lee Meyer from the Minneapolis Public Schools for a Special Boulevard Permit to pave with concrete the boulevard between the sidewalk and street at 1250 Broadway, along the east side of Girard Av N betw W Broadway and 22nd Av N.

Adopted. Yeas, 12; Nays none.

Absent - Rainville.

Passed June 28, 1996.

Approved July 3, 1996. S. Sayles Belton, Mayor.

Attest: S. Ristuben, Asst City Clerk.

23-D

Adopted. Yeas, 13; Nays none.
Passed March 5, 1999.
Approved March 11, 1999. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

PS&RS & W&M/Budget – Your Committee, having under consideration sensitive surface graffiti abatement, now recommends that the proper City Officers be authorized to extend the Contract #11487 with Sani-Masters, Inc., and Contract #11488 with Graffiti Removal Services, until new contracts are authorized, to provide sensitive surface abatement services to the business community and neighborhoods, as weather permits during the winter, payable from Inspections (010-850-8510).
Adopted. Yeas, 13; Nays none.
Passed March 5, 1999.
Approved March 11, 1999. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

The **TRANSPORTATION & PUBLIC WORKS** Committee submitted the following reports:
T&PW – Your Committee, having under consideration the following awards to the Minneapolis Public Works Department, now recommends that the employees involved in these projects be commended for their public service contributions to the quality of life in Minneapolis:

4th Av Bridge	Consulting Engineers Council of Minnesota Grand Award *and* Committee on Urban Environment (CUE) Award Employees recognized: **Ramankutty Kannankutty; James Stoutland; Paul Miller; Kent Peterson.**
5th Police Precinct	Committee on Urban Environment (CUE) Award Employees Recognized: **Bo Spurrier.**
Water Works	Partnership Minnesota Special Achievement Award in support of 1997 flood efforts Employees Recognized: **Adam Kramer and the Minneapolis Water Works employees who contributed to the efforts.**

The report was received and filed.

T&PW – Your Committee recommends concurrence with the recommendation of the Minneapolis Bicycle Advisory Committee to appoint Jon Wertjes, Transportation Division, as new chairperson of their committee, replacing Thomas Becker who has resigned as chairperson.
Adopted. Yeas, 13; Nays none.
Passed March 5, 1999.
Approved March 11, 1999. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

T&PW – Your Committee, having under consideration a report regarding soil contamination at the Public Works Facilities Currie Av N Phase I Construction Site, now recommends that the proper City officers be authorized to increase City Contract #13374 with Enecotech Midwest, Inc., from $25,000 to $50,000, to allow for completion of environmental consulting. The contract increase is payable from the existing Public Works Facilities budget.

23-E

Your Committee further recommends that the proper City officers be authorized to negotiate and execute the necessary agreements with the Metropolitan Council and the Downtown Council to receive funds for their portion of the cost of the study.

Adopted. Yeas, 12; Nays none.

Passed May 21, 1999.

Approved May 27, 1999. S. Sayles Belton, Mayor.

Attest: M. Keefe, City Clerk.

T&PW – Your Committee, having under consideration a joint proposal with the City of St. Paul to improve safety at the intersection of Franklin Av SE and Emerald St SE, now recommends that the proper City officers be authorized to enter into a Memorandum of Understanding with St. Paul for the operation and maintenance of a span-wire supported four-way overhead flasher at said intersection. The City of St. Paul shall install the device and Minneapolis will provide for future maintenance and operating costs. The Minneapolis City Engineer is further directed to install a stop sign for east/westbound Franklin Av traffic and an advance warning sign as appropriate.

Adopted. Yeas, 12; Nays none.

Passed May 21, 1999.

Approved May 27, 1999. S. Sayles Belton, Mayor.

Attest: M. Keefe, City Clerk.

T&PW – Your Committee, having under consideration a recommendation received from the Bicycle Advisory Committee (BAC) regarding the need for development of bicycle facilities such as secured shower and storage areas at City Hall, now recommends that the Minneapolis representatives on the Municipal Building Commission be encouraged to call for development of plans, cost estimates and timelines for additional bicycles facilities at City Hall, possibly in conjunction with the remodeling of the Emergency Communications Center area. (Petn No 264835)

Adopted. Yeas, 12; Nays none.

Passed May 21, 1999.

Approved May 27, 1999. S. Sayles Belton, Mayor.

Attest: M. Keefe, City Clerk.

The **TRANSPORTATION & PUBLIC WORKS** and **WAYS & MEANS/BUDGET** Committees submitted the following reports:

T&PW & W&M/Budget – Your Committee, having under consideration a roadway and streetscape revitalization project proposed for the area of 43rd St W and Upton Av S (Special Improvement of Existing Street No. 2974) and, having held a public hearing thereon, now recommends passage of the accompanying resolutions:

a) Ordering the work to proceed and adopting the special assessments for the 43rd St W and Upton Av S Roadway and Streetscape Revitalization Project;

b) Appropriating $169,500 to support planning, engineering, consultant costs, construction of roadway and streetscape elements and interim financing for the project and authorizing the proper City officers to expend funds for the implementation of the project;

c) Requesting the Board of Estimate and Taxation to issue and sell City of Minneapolis bonds in the amount of $170,000 for certain purposes other than the purchase of public utilities;

d) Ordering the City Engineer to abandon and remove the areaways located in the public street right-of-way that are in conflict with the 43rd St W and Upton Av S Roadway and Streetscape Revitalization Project.

Adopted. Yeas, 12; Nays none.

Passed May 21, 1999.

Approved May 27, 1999. S. Sayles Belton, Mayor.

Attest: M. Keefe, City Clerk.

RESOLUTION 99R-161
By Mead & Campbell

43RD ST W AND UPTON AV S ROADWAY AND STREETSCAPE REVITALIZATION PROJECT

SPECIAL IMPROVEMENT OF EXISTING STREET NO 2974

Ordering the work to proceed and adopting the special assessments for the 43rd St W and Upton Av S Roadway and Streetscape Revitalization Project.

Whereas, a public hearing was held on May 13, 1999 in accordance with Chapter 10, Section

23-F

IGR - Your Committee recommends that the City support a bill, currently in the Revisor's Office, which would make a technical amendment to Minnesota Statutes 474A.047 by striking the word "multifamily" from Subdivision 1(3)(i). The bill would permit the use of entitlement Housing Revenue Bonds to convert nonresidential buildings to multifamily housing. (Petn No 265611)

Adopted. Yeas, 10; Nays none.
Absent - Colvin Roy, Mead, Herron.
Passed February 18, 2000.
Approved February 18, 2000. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

IGR - Your Committee, having under consideration a proposal for a bill to make the Automated Pawn System Interchange File Specification a statewide standard for communities that require pawn shops to submit transaction records electronically, now recommends that the City support staff efforts to seek authors for the bill and get it jacketed. (Petn No 265613)

Adopted. Yeas, 10; Nays none.
Absent - Colvin Roy, Mead, Herron.
Passed February 18, 2000.
Approved February 18, 2000. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

The INTERGOVERNMENTAL RELATIONS and TRANSPORTATION & PUBLIC WORKS Committees submitted the following report:

IGR & T&PW - Your Committee, having received recommendations from the Minneapolis Bicycle Advisory Committee regarding bicycle racks on buses, now recommends passage of the accompanying resolution encouraging the Metropolitan Council Transit Operations to place racks on buses.

Adopted. Yeas, 10; Nays none.
Absent - Colvin Roy, Mead, Herron.
Passed February 18, 2000.
Approved February 18, 2000. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

RESOLUTION 2000R-063
By Thurber and Mead

Encouraging Metropolitan Council Transit Operations (MCTO) to place bicycle racks on buses.

Whereas, the City supports bicycle commuting as a transportation alternative to single occupancy automobile use in Minneapolis; and

Whereas, the City, along with the Minneapolis Park and Recreation Board, has made significant progress in the past several years to provide safe bicycle routes in Minneapolis; and

Whereas, the City has taken steps to significantly expand bicycle commuting in Minneapolis through bicycle facilities and infrastructure improvements; and

Whereas, the two year test of bicycle rack equipped buses on MCTO Route 6 has been successful; and

Whereas, MCTO has suggested Route 2, Route 21, and the eastern connection to Route 6 via Como Avenue as excellent candidates for bicycle racks as neighborhood-serving routes with large populations of bicycle and bus users;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis encourages MCTO to place additional bicycle racks on buses, particularly on Routes 2, 21, and 6.

Adopted. Yeas, 10; Nays none.
Absent - Colvin Roy, Mead, Herron.

23-G

Passed February 18, 2000. J. Cherryhomes, President of Council.
Approved February 18, 2000. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

The PUBLIC SAFETY & REGULATORY SERVICES Committee submitted the following reports:

PS&RS - Your Committee, having under consideration the application of University Gateway Corp, dba University Gateway/D'Amico Catering at Gateway, 200 Oak St, for an On-Sale Liquor Class A with Sunday Sales License (new business) to expire January 1, 2001, now recommends that said license be granted, subject to final inspection and compliance with all provisions of applicable codes and ordinances.

Adopted. Yeas, 10; Nays none.
Absent - Colvin Roy, Mead, Herron.
Passed February 18, 2000.
Approved February 18, 2000. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.
(Published February 22, 2000)

PS&RS - Your Committee recommends granting the following applications for liquor, wine and beer licenses:

Off-Sale Liquor, to expire April 1, 2001
Jimmy Cha Distributors Inc, dba Doms Drive-In Liquor, 335 22nd Av NE;
Liquor Depot Inc, 1010 Washington Av S;
Mickys Liquor Store Inc, 1100 Plymouth Av;
On-Sale Liquor Class A with Sunday Sales, to expire January 1, 2001
Old Chicago of Colorado Inc, dba Old Chicago, 510 1st Av N #SF-508;
On-Sale Liquor Class A with Sunday Sales, to expire April 1, 2000
Kelber Catering Inc, dba Convention Center Food Service, 1301 2nd Av S;
On-Sale Liquor Class A with Sunday Sales, to expire April 1, 2001
Walker Art Center, dba Walker Art Center, 725 Vineland Pl;
Minikahda Club, dba Minikahda Club, 3205 Excelsior Blvd;
On-Sale Liquor Class A with Sunday Sales, to expire January 24, 2000
International Catering Inc, dba Atrium Cafe/Atrium Catering Intl, 275 Market St (temporary expansion of premises, January 24, 2000, 5:00 p.m. to 10:00 p.m., A I G A);
On-Sale Liquor Class A with Sunday Sales, to expire January 28, 2000
International Catering Inc, dba Atrium Cafe/Atrium Catering Intl, 275 Market St (temporary expansion of premises, January 28, 2000, 7:00 p.m. to 10:00 p.m., N A R I);
On-Sale Liquor Class A with Sunday Sales, to expire February 5, 2000
International Catering Inc, dba Atrium Cafe/Atrium Catering Intl, 275 Market St (temporary expansion of premises, February 5, 2000, 5:00 p.m. to 8:00 p.m., International Market Square);
On-Sale Liquor Class A with Sunday Sales, to expire February 12, 2000
International Catering Inc, dba Atrium Cafe/Atrium Catering Intl, 275 Market St (temporary expansion of premises, February 12, 2000, 5:00 p.m. to 1:00 a.m., TCF Mortgage);
On-Sale Liquor Class A with Sunday Sales, to expire October 1, 2000
Standard Mill Limited Partnership, dba Hyatt Whitney Hotel, 150 Portland Av;
On-Sale Liquor Class B with Sunday Sales, to expire April 1, 2000
Stardust Lanes Inc, 2520 26th Av S;
On-Sale Liquor Class B with Sunday Sales, to expire April 1, 2001
Fourth Street Saloon Inc, dba Fourth Street Saloon, 326 W Broadway;
On-Sale Liquor Class C-1 with Sunday Sales, to expire April 1, 2001
It's Greek To Me Inc, dba It's Greek To Me, 626 W Lake St;
On-Sale Liquor Class D with Sunday Sales, to expire April 1, 2001
Pacific Asian Restaurants Inc, dba Kikugawa, 43 Main St SE;
On-Sale Liquor Class E with Sunday Sales, to expire April 1, 2000

Appendix E: Five Year Bike Plan

(approved by Mayor/City Council on July 17, 1997)

APPENDIX C

JUL 17 1997

• The TRANSPORTATION & PUBLIC WORKS Committee submitted the following reports:

T&PW – Your Committee recommends passage of the accompanying Resolution rescinding Resolution 95R-021 entitled "establishing a Transportation Chapter Advisory Committee to assist in the completion of a Revision to the Transportation Chapter of the City's official Comprehensive Plan", passed January 27, 1995.

Mead moved that the report be referred back to the Transportation & Public Works Committee. Seconded.

Adopted upon a voice vote.

• T&PW – Your Committee recommends that the proper City Officers be authorized to issue a Request for Proposals to solicit traffic engineering services related to traffic issues on West 50th Street between Lyndale and France Avs in regard to traffic calming, parking and pedestrians in the Fulton and Lynnhurst Neighborhoods, in conjunction with its approved Neighborhood Revitalization Program (NRP) First Step Plans.

Adopted. Yeas, 13; Nays none.
Passed July 11, 1997.
Approved July 17, 1997.
S. Sayles Belton, Mayor.
Attest: S. Ristuben, Asst City Clerk.

• T&PW – Your Committee, having under consideration construction plans for E 26th St betw Hiawatha and Minnehaha Avs S, now recommends passage of the accompanying Ordinance establishing a No Parking Zone, in accordance with the design criteria as required by the Minnesota Department of Transportation.

ORDINANCE 97-Or-060
By Dziedzic
1st & 2nd Readings: 7/11/97

Amending Title 18, Chapter 478 of the Minneapolis Code of Ordinances relating to Traffic Code: Parking, Stopping and Standing.

The City Council of The City of Minneapolis do ordain as follows:

Section 1. That Section 478.590 of the above-entitled ordinance be amended by adding thereto the following No Parking Zone:

No. 6624 – Both sides of E 26th St betw Hiawatha Av S and Minnehaha Av S (No Parking Anytime).

Adopted. Yeas, 13; Nays none.
Passed July 11, 1997.
J. Cherryhomes, President of Council.
Approved July 17, 1997.
S. Sayles Belton, Mayor.
Attest: S. Ristuben, Asst City Clerk.

JUL 17 1997

• T&PW – Your Committee, having under consideration issues and concerns which have arisen in connection with the proposal to relocate the Greyhound/Jefferson Bus Terminal to the Leamington Municipal Transit Hub site, now recommends the following:

a. that staff be directed to eliminate the Leamington site from any further consideration for said use, either on a permanent or temporary basis;

b. that staff be directed to further explore the possibilities for a modern terminal at the existing Greyhound/Jefferson depot site at Hawthorne, 1st Av N and 9th St N; and

c. that staff be directed to report back to Committee on August 14, 1997 with either a proposal, update and/or any additional options for consideration by the City Council.

Campbell moved to divide the report so as to consider separately that portion relating to item "a". Seconded.

Adopted by unanimous consent.

Campbell moved adoption of the balance of the report. Seconded.

Adopted. Yeas, 12; Nays none.
Absent – Niland.
Passed July 11, 1997.
Approved July 17, 1997.
S. Sayles Belton, Mayor.
Attest: S. Ristuben, Asst City Clerk.

• T&PW – Your Committee, having under consideration issues and concerns which have arisen in connection with the proposal to relocate the Greyhound/Jefferson Bus Terminal to the Leamington Municipal Transit Hub site, now recommends the following:

a. that staff be directed to eliminate the Leamington site from any further consideration for said use, either on a permanent or temporary basis.

Adopted. Yeas, 9; Nays, 4 as follows:

Yeas – McDonald, Minn, Scott, Schulstad, Rainville, Dziedzic, Thurber, Biernat, Cherryhomes.

Nays – Mead, Herron, Campbell, Niland.

Passed July 11, 1997.
Approved July 17, 1997.
S. Sayles Belton, Mayor.
Attest: S. Ristuben, Asst City Clerk.

JUL 17 1997

• T&PW – Your Committee, having under consideration the design and construction of bicycle paths, lanes and greenways in the City of Minneapolis, now recommends approval of the amended Five-Year Bicycle Plan, as shown on the maps set forth in Petn No 262901 on file in the Office of the City Clerk.

Adopted. Yeas, 13; Nays none.
Passed July 11, 1997.
Approved July 17, 1997.
S. Sayles Belton, Mayor.
Attest: S. Ristuben, Asst City Clerk.

• T&PW – Your Committee, having under consideration a request from the Minneapolis Aquatennial Association to name an area located along W River Rd northerly of W Broadway as Aqua Park, which is green space managed by the Department of Public Works, now recommends that the site be named Aqua Landings, subject to the following conditions:

a. the Aquatennial Association shall provide assistance in the cleanup of the area by coordinating volunteers to clean up on a monthly basis;

b. the area will remain under the jurisdiction of the Department of Public Works; and

c. by issuance of the name Aqua Landings, the Aquatennial Association is given no rights or privileges other than the naming reference.

Adopted. Yeas, 13; Nays none.
Passed July 11, 1997.
Approved July 17, 1997.
S. Sayles Belton, Mayor.
Attest: S. Ristuben, Asst City Clerk.

JUL 17 1997

• T&PW & W&M/Budget – Your Committee, having received an update report on the Shortblock Midblock Lighting Program, with 1200 lighting units having been installed during 1997, now recommends that the proper City Officers be authorized to continue implementation of the Program and install approximately 1800 additional units to complete the system during calendar year 1997.

Adopted. Yeas, 13; Nays none.
Passed July 11, 1997.
Approved July 17, 1997.
S. Sayles Belton, Mayor.
Attest: S. Ristuben, Asst City Clerk.

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minneapolis
city of lakes

June 24th, 1997

The Honorable Walter Dziedzic, Chair
Transportation and Public Works Committee
Room 307 City Hall
Minneapolis, Minnesota 55415

Cicil · Blaisdell - S.B
First N.B
Lanes DT to 33
Route 33 - 40

Re: Amended Bike Plan

Dear Chairman Dziedzic:

Bicycle commuting as a form of transportation is on the rise. It is estimated that slightly more than 200 downtown employees commuted to work by bicycle in 1977. By 1990 the number of commuting cyclists was estimated at nearly 750. Due to this rise in cyclist commuters, the transportation chapter of the city's Comprehensive Plan was amended in 1994 to recognize new elements of the bikeway system added since 1982. The recent Comprehensive Plan amendment establishes a city-wide framework for future bicycle facilities planning. It is thus necessary to maintain an updated bicycle route plan for the upcoming five years. The following bicycle routes are additions since the last set of proposed routes and have been agreed upon by the city planners, the members of the NRP, as well as the residents of the neighborhoods through which the routes pass. They are believed to be a sort-of catalyst in our continuing effort towards becoming a more livable community. A bicycle friendly city can offer benefits well beyond offering those who commute by bicycle already a safe passage to their destination. These bike paths may attract residents who currently rely upon transportation that utilizes non-renewable resources to switch to using their environmentally friendly bicycles to get them to where they need to go because these paths will allow them safer passage along the roads. These paths may also help to create healthier families and children as it will give the family something that they can do together that is also good for them. The exercise of biking keeps people in better shape and if it becomes part of their daily or weekly routine, it can have tremendous health benefits. Lastly, our example of caring about the well-being of the community might bring about a change in the residents' view of their own community and help them to identify to us what continual work can be done, with their help, to meet the current needs as well as the future needs of the community.

24-B

These proposed bike routes provide our community with an opportunity to take a few more steps toward our ultimate goal of a more livable community. The planning of these bike routes has provided us with an opportunity to go into the community and find out what the residents want, what they think is important, and how we can assure their safety while maintaining an economically sound proposal. It is also important to keep in mind that as the leaders of the community it is our job to look to the future and plan ahead for those needs that will come to pass. While the other communities who have been concerned only with improving the transportation sources which use non-renewable resources struggle in a future lacking such resources, our community will be prepared for that future and will be able to spend its time and money on greater improvements. We live in a diverse community which has residential areas, a business sector, as well as beautiful parks and lakes. These bike paths will allow us to enjoy all that our community has to offer us.

Accordingly, we recommend approval of the Amended Bike Plan and its intentions of continuing the design and construction of the attached maps and lists of bicycle paths, lanes, and greenways.

Sincerely,

David J. Sonnenberg, P.E.
City Engineer-Director of Public Works

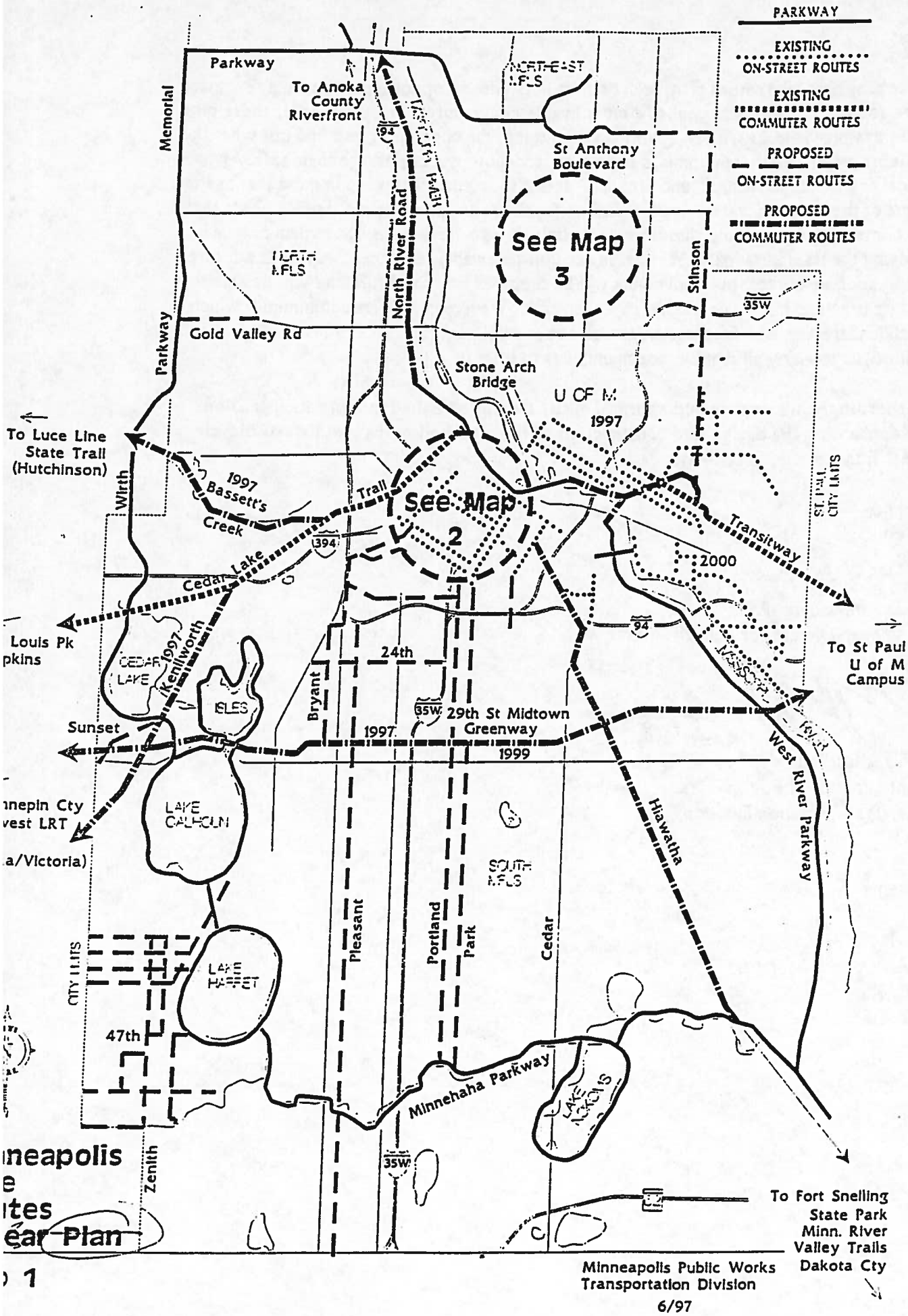
By

Michael J. Monahan
Assistant Director of Public Works
Director, Transportation Division

Attachments

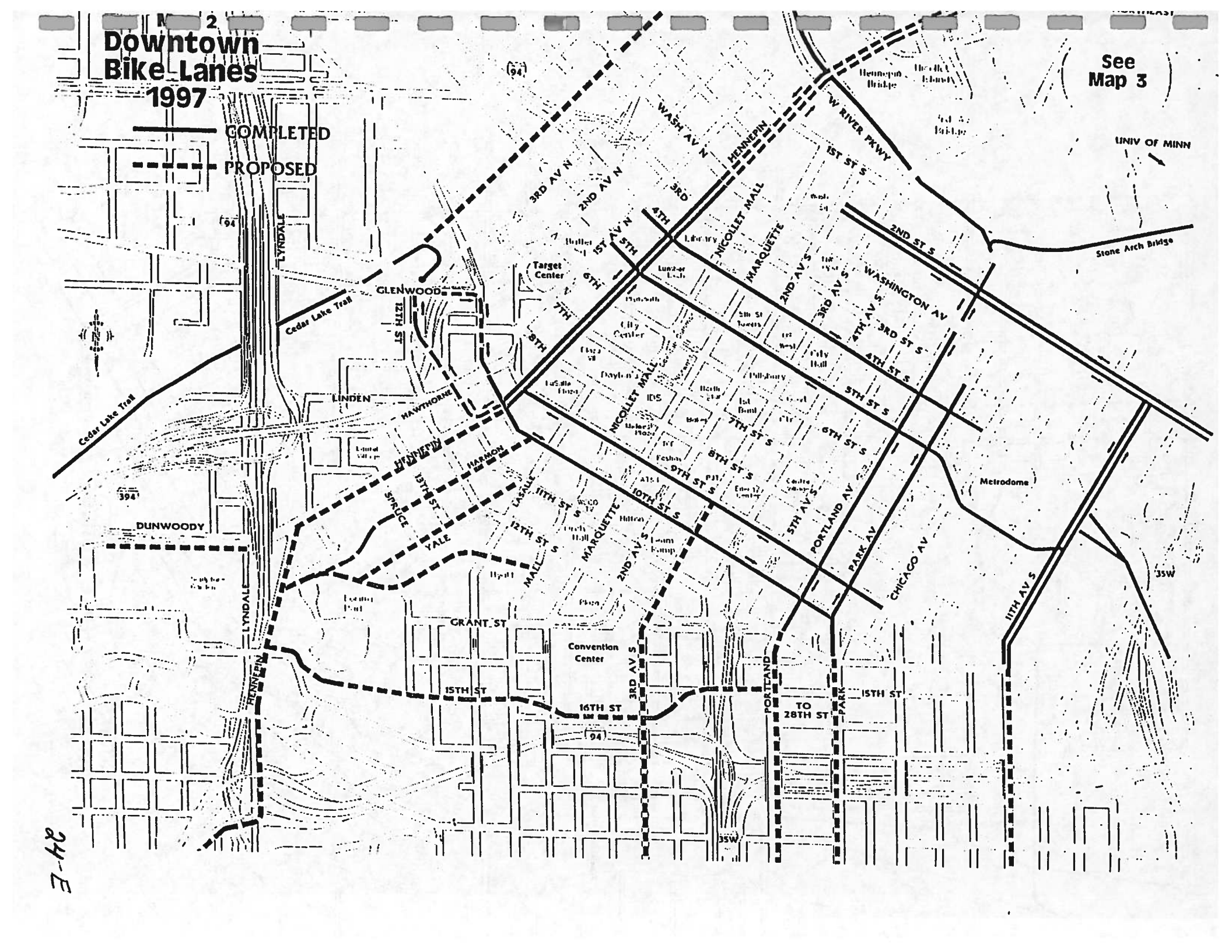
cc: Mayor
All Council Members
R. Rae
T. Becker

24-C

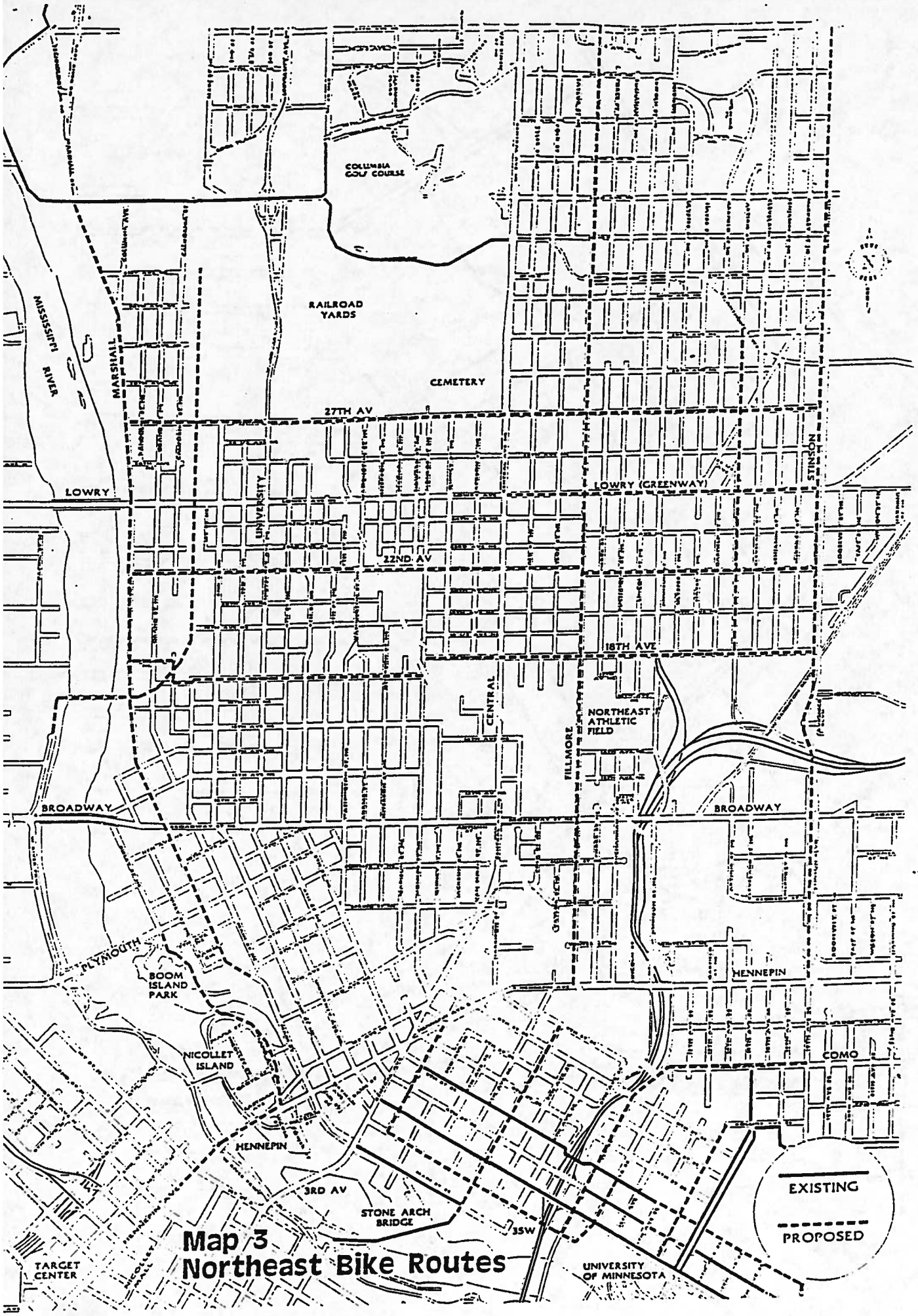

PARKWAY
EXISTING ON-STREET ROUTES
EXISTING COMMUTER ROUTES
PROPOSED ON-STREET ROUTES
PROPOSED COMMUTER ROUTES
Parkway
To Anoka County Riverfront
Memorial
NORTH-EAST MPLS
St Anthony Boulevard
See Map 3
NORTH MPLS
North River Road
Stinson
35W
Gold Valley Rd
Parkway
Stone Arch Bridge
U OF M
1997
To Luce Line State Trail (Hutchinson)
Wirth
1997 Bassett's Creek Trail
See Map 2
See Map 1
Transitway
ST. PAUL CITY LIMITS
394
Cedar Lake
2000
94
To St Paul U of M Campus
Louis Pk
pkins
CEDAR LAKE
1997 Kenilworth
ISLES
24th
Bryant
35W
29th St Midtown Greenway
1997
1999
Sunset
West River Parkway
nepin Cty
vest LRT
a/Victoria)
LAKE CALHOUN
SOUTH MPLS
Hiawatha
Pleasant
Portland
Park
Cedar
CITY LIMITS
LAKE HARRIET
47th
Minnehaha Parkway
LAKE NOKOMIS
Zenith
35W
neapolis
e
ites
ear Plan
To Fort Snelling State Park
Minn. River Valley Trails
Dakota Cty
Minneapolis Public Works
Transportation Division
6/97

1

24-D


Map 2
Downtown Bike Lanes 1997
COMPLETED
PROPOSED
See Map 3
GLENWOOD
LINDEN
DUNWOODY
Target Center
Convention Center
Metrodome
Cedar Lake Trail
LYNDALE
HENNEPIN
HAWTHORNE
HARMON
SPRUCE
YALE
LASALLE
MARQUETTE
NICOLLET MALL
2ND AV S
3RD AV S
4TH AV S
5TH AV S
PORTLAND AV
PARK AV
CHICAGO AV
11TH AV S
WASHINGTON AV
1ST ST S
2ND ST S
3RD ST S
4TH ST S
5TH ST S
6TH ST S
7TH ST S
8TH ST S
9TH ST S
10TH ST S
11TH ST S
12TH ST S
13TH ST
15TH ST
16TH ST
GRANT ST
TO 28TH ST
WASH AV N
1ST AV N
2ND AV N
3RD AV N
4TH
5TH
6TH
7TH
8TH
12TH ST
W RIVER PKWY
Stone Arch Bridge
UNIV OF MINN
35W
94
394

24-E



Map 3
Northeast Bike Routes

24-F

Audubon Park Neighborhood
- Bike Path on Stinson Boulevard
- Bike Path on Hayes Street
- Bike Path on Fillmore Street
- Bike Path on 29th Avenue
- Bike Path on 27th Avenue

Fulton Neighborhood
- Bike Route on 47th Street W from Zenith Ave S to Lake Harriet Parkway
- Bike Route on 48th Street W from Chowen Ave S to Zenith Avenue S
- Bike Route on 51st Street W from France Ave S to Penn Avenue S
- Bike Route on 53rd Street W from Vincent Ave S to Upton Avenue S
- Bike Route on 54th Street W from France Ave S to Zenith Avenue S
- Bike Route on Chowen Avenue S from 51st Street W to 48th Street W
- Bike Route on Zenith Avenue S from 54th Street W to 47th Street W
- Bike Route on Vincent Avenue S from 47th Street W to 53rd Street W
- Bike Route on Upton Avenue S from 53rd Street W to 54th Street W

Linden Hills Neighborhood
- Trolley right-of-way
- 43rd Street
- 42nd Street
- 41st Street
- Zenith Avenue
- Xerxes Avenue

Loring Park Neighborhood
- Bike Trail along Dunwoody
- Bike Trail along Hennepin from 15th Street to Dunwoody
- Bike Trail along Lyndale from Franklin to Loring Park
- Greenway Interconnect - route from Loring Park to Nicollet Avenue
- Bike Lane along 15th Street from Hennepin to Nicollet
- Bike Lane along 15th Street from Nicollet to 4th Avenue
- Bike Lane along 3rd Avenue
- Bike Lane along Hennepin Avenue
- Interconnection of downtown and Loring Neighborhood bikeways
- Bicyclists Accommodated on Nicollet Avenue
- Harmon bikeway option into downtown - "alley" ROW required
- Yale bikeway option into downtown - "alley" ROW required

Marcy Holmes Neighborhood

- Bike Route on 2nd Avenue from 2nd Street SE to East Hennepin Avenue
- Bike Route on 8th Street SE from 2nd Avenue SE to 15th Avenue SE
- Bike Route on 14th Avenue from University Avenue to Rollins Avenue
- Bike Route on East Hennepin Avenue from 2nd Avenue SE to 8th Street SE
- Bike Lane on 10th Avenue SE from the Bypass (between the Stone Arch Bridge and the Transitway) to Como Avenue
- Bike Lane on Como Avenue from 10th Avenue SE to 17th Avenue SE
- Bike Lane on 4th Street SE from 13th Avenue SE to 15th Avenue SE
- Bike Lane on 5th Street SE from 13th Avenue SE to Huron Boulevard
- Bike Lane on 4th Street SE from Central Avenue to 8th Avenue SE
- 6th Avenue SE Greenway from Main Street SE to 9th Street SE

Northeast Minneapolis

- 13th Avenue NE from Sibley Street NE to 2nd Street
- 17th Avenue NE from California Street NE to Monroe Street NE
- 18th Avenue NE from Marshall Street NE to California Street NE and from Monroe Street NE to Stinson Boulevard
- 22nd Avenue NE from Marshall Street NE to Stinson Boulevard
- 27th Avenue NE from Marshall Street NE to Stinson Boulevard
- Arthur Street NE from St. Anthony Parkway to 18th Avenue NE
- Fillmore Street NE from 37th Avenue NE to Hennepin Avenue
- Lowry Avenue NE from Central Ave to Stinson Boulevard ("Greenway")
- Marshall Street NE from St. Anthony Parkway to Main Street NE
- Stinson Boulevard from 37th Avenue NE to Hennepin Avenue
- Burlington Northern/Santa Fe ROW from W. River Rd. to 31st Av. N.E.

Miscellaneous

- Golden Valley Road
- 11th Avenue South extension to Franklin Avenue
- Sunset Blvd. Connection to Kenilworth Trail

Appendix F: Mayor/City Council-Approved Bikeway Maintenance Decision Package

Midtown Greenway (29th St.) & University Bike Path Maintenance

Establish funding for routine maintenance of two newly constructed bike/walk paths. The first along the University Transitway and the second, Midtown Greenway, along the old 29th Street rail corridor. The Public Works Department will be responsible for limited litter and trash pick-up, snow and ice control in the winter season, limited repairs and miscellaneous items as follows:

Power sweeping: The paths will be completely swept (broomed to the side) three times per year.
Cost estimated at $1350 per year. (Midtown: $ 850 – University: $ 500)

Trash & debris pick-up: Once per week, litter and debris will be cleared from the corridor and trash receptacles will be emptied.
Cost estimated at $ 6,700 per year. (Midtown: $ 5,200 – University: $ 1,500)

Winter Maintenance: The walkway and one bike path will be kept reasonably free of snow and ice, with sanding as required for the duration of the winter season.
Cost estimated at $ 5,400 per year. (Midtown: $ 4,200 – University: $ 1,200)

Repairs: Routine asphalt patching and crack sealing as required.
Cost estimated at $ 1,500 per year with future funding increases as noted below.
(Midtown: $ 1,000 – University: $ 500)

The balance of project maintenance involves sign maintenance, lighting operation and maintenance and additional security along the corridor.

Sign Maintenance estimated at $ 2,240 per year.
Lighting Maintenance estimated at $ 13,528 per year.

MIDTOWN ONLY: Additional trail security – Code Blue phones, security cameras and phone line estimated at $ 33,600 per year.

This decision package reflects the minimum maintenance requirements, as they are understood at this time. Future funding adjustments may be required if enhanced services are desired and when more repair activities are required as the trail system ages.

EQUIP:	831
CONTRACT'L	31,169
	$ 32,000 per year

Appendix G: Off-Street Bike Trails - Ownership and Maintenance Responsibilities

APPENDIX G
MINNEAPOLIS OFF-STREET BICYCLE TRAILS
Ownership and Maintenance Responsibilities

	BICYCLE TRAIL	TRAIL LOCATION	TRAIL OWNERSHIP	JURISDICTIONAL (PROPERTY) OWNERSHIP	MAINTENANCE RESPONSIBILITY	ANTICIPATED COMPLETION DATE	TOTAL LINEAL DISTANCE (FEET)	ESTIMATED MAINT. COSTS PER LIN. FT.	ESTIMATED TOTAL ANNUAL MAINT. COSTS
EXISTING BICYCLE TRAILS	CHAIN OF LAKES TRAILS	Lake Harriet, Calhoun, Isles & Cedar	Park Board	Park Board	Park Board	completed	63,254	$2.00	$126,509
	WIRTH PARKWAY TRAIL	I-394 to Victory Memorial	Park Board	Park Board	Park Board	completed	18,691	$2.00	$37,382
	MINNEHAHA CREEK & PARK TRAILS	Lake Harriet to Mississippi River	Park Board	Park Board	Park Board	completed	28,670	$2.00	$57,341
	SHINGLE CREEK TRAILS	53rd Avenue to Mississippi River	Park Board	Park Board	Park Board	completed	8,026	$2.00	$16,051
	WEST RIVER PARKWAY TRAIL	Minnehaha Park to Plymouth Avenue	Park Board	Park Board	Park Board	completed	24,235	$2.00	$48,470
	VICTORY MEMORIAL TRAIL	Wirth Park to Weber Park	Park Board	Park Board	Park Board	completed	14,995	$2.00	$29,990
	STONE ARCH BRIDGE	Main Street to West River Parkway	Public Works	Public Works	Park Board	completed	1,478	$2.00	$2,957
	LORING PARK BIKE TRAIL	Yale & MCTC to Vineland Avenue	Park Board	Park Board	Park Board	completed	1,320	$2.00	$2,640
	CEDAR LAKE TRAIL PHASE I	Cedar Lake Road to Lyndale Avenue	Public Works	Park Board, BNSF & HCRRA	Park Board	completed	15,893	$2.00	$31,786
	CEDAR LAKE TRAIL PHASE II	Lyndale Avenue to Glenwood Avenue	Public Works	Park Board, BNSF & HCRRA	Park Board	completed	3,094	$2.00	$6,188

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EXISTING BICYCLE TRAILS (cont.)	EAST RIVER PARKWAY TRAIL	Franklin Avenue to Washington Avenue	Park Board	Park Board	Park Board	completed	17,424	$2.00	$34,848
	LAKE NOKOMIS TRAILS	around lake	Park Board	Park Board	Park Board	completed	14,678	$2.00	$29,357
	NORTH MISSISSIPPI REGIONAL TRAIL	53rd Avenue to Camden Bridge	Park Board	Park Board	Park Board	completed	7,920	$2.00	$15,840
	18TH AVENUE NE	Johnson Street to Stinson Boulevard	By Others	By Others	By Others	completed	2,600	$0.00	$0
	UNIVERSITY AVENUE NORTH	27th Avenue NE to St. Anthony Parkway	Public Works & MnDOT	MnDOT & Public Works	Public Works	completed	3,932	$2.00	$7,864
	FRIDLEY WATER	Mpls/Fridley city limit to Anoka County trail	Park Board	Public Works & Park Board	Park Board	completed	2,112	$2.00	$4,224
	KENILWORTH TRAIL	Cedar Lake Trail to Midtown Greenway Trail	Public Works	HCRRA	Park Board	completed	7,795	$2.00	$15,590
	LORING BIKEWAY TRAIL - PHASE I-A	Groveland Avenue to planned Bottleneck Bridge	Public Works	Public Works	Park Board	completed	846	$2.00	$1,692
	FATHER HENNEPIN BLUFFS TRAIL	Stone Arch Bridge to Hennepin Bridge by Old Main Street	Park Board	Park Board	Park Board	completed	4,752	$2.00	$9,504
	ST ANTHONY TRAIL	37th Avenue to Ulysses	Park Board	Park Board	Park Board	completed	14,784	$2.00	$29,568
	COLUMBIA PARKWAY TRAILS	Columbia Parkway 5th Street NE and St. Anthony	Park Board	Park Board	Park Board	completed	5,280	$2.00	$10,560
	LAKE HIAWATHA	43rd to Nokomis Parkway	Park Board	Park Board	Park Board	completed	2,640	$2.00	$5,280

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BICYCLE TRAILS UNDER CONSTRUCTION	MIDTOWN GREENWAY TRAIL - PHASE I	31st/Chowen to 5th Avenue	Public Works	HCRRA & CP Rail	Public Works	2000	14,772	$5.00	$73,860
	DINKYTOWN CONNECTION (Bridge 9)	east side of Miss. River to 20th Avenue	Public Works	Public Works, BNSF & U of M	Park Board	2000	1,494	$2.00	$2,988

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	BICYCLE TRAIL	TRAIL LOCATION	TRAIL OWNERSHIP	JURISDICTIONAL (PROPERTY) OWNERSHIP	MAINTENANCE RESPONSIBILITY	ANTICIPATED COMPLETION DATE	TOTAL LINEAL DISTANCE (FEET)	ESTIMATED MAINT. COSTS PER LIN. FT.	ESTIMATED TOTAL ANNUAL MAINT. COSTS
PLANNED BICYCLE TRAILS	CEDAR LAKE TRAIL PHASE III	Glenwood Avenue to West River Parkway	Public Works	Public Works, BNSF & IMI	Park Board	2000	5,554	$2.00	$11,108
	U OF M TRAIL	Bridge 9 to Oak Street	Public Works	Public Works, BNSF & U of M	Public Works	2000	3,976	$2.00	$7,952
	HIAWATHA LRT TRAIL - North	Chicago Avenue to Lake Street	Public Works	Public Works, MnDOT & HCRRA	Public Works	2001	10,560	$2.00	$21,120
	HIAWATHA LRT TRAIL - South	Lake Street to Minnehaha Parkway	Public Works	Public Works, MnDOT & HCRRA	Public Works	2001	12,672	$2.00	$25,344
	MIDTOWN GREENWAY TRAIL - PHASE II	5th Avenue to Hiawatha Avenue	Public Works	Public Works & HCRRA	Public Works	2002	7,762	$5.00	$38,810
	EAST RIVER PARKWAY TRAIL	Franklin Avenue to east City limits (Emerald)	Park Board	Park Board	Park Board	2002	17,424	$2.00	$34,848
	MIDTOWN GREENWAY TRAIL - PHASE III	Hiawatha Avenue to Mississippi River	Public Works	Public Works, HCRRA & CP Rail	Public Works	2003	7,260	$5.00	$36,300
	LORING BIKEWAY TRAIL PHASE 1 - B	Bottleneck Bridge & MCTC Campus	Public Works	Public Works	Park Board	2003	878	$2.00	$1,756
	NEAR NORTH TRAILS	Plymouth Avenue to Glenwood Avenue	TBD	TBD	TBD	?		$2.00	
	LORING BIKEWAY TRAIL PHASE 2	Vineland Avenue to Groveland Avenue	Public Works	Public Works	Park Board	2004	492	$2.00	$984
	NORTHEAST TRAIL	NE City Limits to Broadway & Hennepin	Roseville, Mpls Park Board, & St. Anthony	Mpls Public Works, Roseville, HCRRA & St. Anthony	Roseville, Mpls Park Board, & St. Anthony	2004	22,176	$2.00	$44,352
	HUMBOLDT GREENWAY & 49th/50th AVE TRAILS	Humboldt Ave from Victory Memorial Parkway to 53rd Avenue North 49th Avenue from Humboldt Avenue to Lyndale Avenue	Park Board & Hennepin County	Park Board & Hennepin County	Park Board	Phase 1 - 2000 Phase 2 - 2001	10,230	$2.00	$20,460

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MINNEAPOLIS OFF-STREET BICYCLE TRAILS
Ownership and Maintenance Responsibilities

	BICYCLE TRAIL	TRAIL LOCATION	TRAIL OWNERSHIP	JURISDICTIONAL (PROPERTY) OWNERSHIP	MAINTENANCE RESPONSIBILITY	ANTICIPATED COMPLETION DATE	TOTAL LINEAL DISTANCE (FEET)	ESTIMATED MAINT. COSTS PER LIN. FT.	ESTIMATED TOTAL ANNUAL MAINT. COSTS
PROPOSED BICYCLE TRAILS	BASSETT'S CREEK & LUCE LINE TRAILS	Cedar Lake Trail to Wirth Park/City Limits	Park Board	Park Board, BNSF, & CP Rail	Park Board	?	13,200	$2.00	$26,400
	WEST RIVER ROAD	Plymouth Avenue to North Miss. Regional Park	TBD	TBD	TBD	?	6,864	$2.00	$13,728
	FORT SNELLING TRAIL	54th Avenue to Fort Snelling Upper Bluff	Park Board	Mn/DOT	Park Board	2001	4,382	$2.00	$8,765
	ESTIMATED TOTAL DISTANCE (FEET) AND ANNUAL MAINTENANCE COSTS						404,117		$892,416

NOTES:

Existing Trails are open and operational.
Trails under construction will be open and operational according to the "Anticipated Completion Date".
Planned trails have a designated capital funding source for construction of the trail.

? = Information is undefined or to be determined.

COSTS: The $2.00 per lineal foot includes trail sweepings, snow removal, signage repair, solid waste pickup and disposal, striping, and miscellaneous minor surface repairs.

OTHER PROPOSED BIKEWAYS: There are a few bikeways that are in the preliminary discussion stages (e.g. 40th Street Greenway, 18th Avenue NE). These bikeways are being discussed as potential on-street and/or off-street facilities. This table only presents off-street trails. Therefore, as additional information becomes available this table will be updated to reflect changes.

Appendix H: On-Street Bike Lanes - Ownership and Maintenance Responsibilities

APPENDIX H
MINNEAPOLIS ON-STREET BIKE LANES
Ownership and Maintenance Responsibilities

	BICYCLE LANE	BIKE LANE LOCATION	BIKE LANE OWNERSHIP	JURISDICTIONAL (PROPERTY) OWNERSHIP	MAINTENANCE RESPONSIBILITY	ANTICIPATED COMPLETION DATE	TOTAL LINEAL DISTANCE (FEET)	ESTIMATED MAINT. COSTS PER LIN. FT.	ESTIMATED TOTAL ANNUAL MAINT. COSTS
EXISTING BIKE LANES	MINNEHAHA AVE.	31st Street S. to Godfrey Pkwy	Public Works	County Right of Way	Public Works	completed	12,000	$1.00	$12,000
	HENNEPIN AVE.	Washington Ave. to 11th Street S.	Public Works	Minneapolis Right of Way	Public Works	completed	3,555	$2.00	$7,110
	2ND AVE. S.	Washington Ave. to 12th Street S.	Public Works	Minneapolis Right of Way	Public Works	completed	4,105	$1.00	$4,105
	MARQUETTE AVE.	Washington Ave. to 12th Street S.	Public Works	Minneapolis Right of Way	Public Works	completed	4,105	$1.00	$4,105
	PORTLAND AVE.	West River Pwky 46th Street S.	Public Works	County Right of Way	Public Works	completed	22,665	$1.00	$22,665
	PARK AVE.	3rd Street S. to 46th Street S.	Public Works	County Right of Way	Public Works	completed	22,493	$1.00	$22,493
	11TH AVE. S.	2nd Street S. 24th Street S.	Public Works	Minneapolis Right of Way	Public Works	completed	6,553	$1.00	$6,553
	2ND STREET S.	2nd Ave. S. to 13th Ave. S.	Public Works	Minneapolis Right of Way	Public Works	completed	4,540	$1.00	$4,540
	4TH STREET S.	1st Ave. N. Chicago Ave.	Public Works	Minneapolis Right of Way	Public Works	completed	4,028	$1.00	$4,028
	5TH STREET S.	1st Ave. N. 11th Ave. S.	Public Works	Minneapolis Right of Way	Public Works	completed	4,200	$1.00	$4,200
	9TH STREET S.	Hennepin Ave. to Chicago Ave.	Public Works	Minneapolis Right of Way	Public Works	completed	4,256	$1.00	$4,256
	10TH STREET S.	Glenwood Ave. to Park Ave.	Public Works	State Right of Way	Public Works	completed	5,500	$1.00	$5,500
	11TH STREET S.	Glenwood Ave. Marguette Ave.	Public Works	Minneapolis Right of Way	Public Works	completed	3,311	$1.00	$3,311

APPENDIX H
MINNEAPOLIS ON-STREET BIKE LANES
Ownership and Maintenance Responsibilities

	BICYCLE LANE	BIKE LANE LOCATION	BIKE LANE OWNERSHIP	JURISDICTIONAL (PROPERTY) OWNERSHIP	MAINTENANCE RESPONSIBILITY	ANTICIPATED COMPLETION DATE	TOTAL LINEAL DISTANCE (FEET)	ESTIMATED MAINT. COSTS PER LIN. FT.	ESTIMATED TOTAL ANNUAL MAINT. COSTS
EXISTING BIKE LANES (cont.)	12TH STREET S.	Harmon to 2nd Ave. S.	Public Works	Minneapolis Right of Way	Public Works	completed	1,990	$1.00	$1,990
	GLENWOOD AVE.	10th Street S. to 12th Street S.	Public Works	State Right of Way	Public Works	completed	948	$1.00	$948
	ESSEX AVE.	Oak Street to Huron blvd.	Public Works	Minneapolis Right of Way	Public Works	completed	1,090	$1.00	$1,090
	UNIVERSITY AVE	Central Ave. to Oak Street	Public Works	Minneapolis ROW Right of Way	Public Works	completed	8,244	$1.00	$8,244
	4TH STREET S.E.	10th Ave. S.E. 13th Ave. S.E.	Public Works	County Right of Way	Public Works	completed	1,239	$1.00	$1,239
	5TH STREET S.E.	2nd Ave. S.E. to 13th Ave. S.E.	Public Works	Minneapolis Right of Way	Public Works	completed	4,183	$1.00	$4,183
	ELM STREET S.E.	15th Ave. S.E. to 24th Ave. S.E.	Public Works	Minneapolis Right of Way	Public Works	completed	2,960	$1.00	$2,960
	20TH AVE. S.	4th Street to Minnehaha Ave.	Public Works	Minneapolis Right of Way	Public Works	completed	2,454	$1.00	$2,454
	EAST RIVER PKWY	Franklin Ave. to City Limits	Minneapolis Park Board	Minneapolis Park Board	Public Works	completed	5,000	$1.00	$5,000
	UNION STREET	Beacon to Pillsbury Drive	U of M	U of M	U of M	completed	200	$0.00	$0
	PILLSBURY DRIVE	Union Street to Church Street	U of M	U of M	U of M	completed	800	$0.00	$0
	HARVARD STREET	East River Road to Wash Ave.	U of M	U of M	U of M	completed	900	$0.00	$0
	PILLSBURY DRIVE	Pleasant to 18th Ave.	U of M	U of M	U of M	completed	700	$0.00	$0

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	BICYCLE LANE	BIKE LANE LOCATION	BIKE LANE OWNERSHIP	JURISDICTIONAL (PROPERTY) OWNERSHIP	MAINTENANCE RESPONSIBILITY	ANTICIPATED COMPLETION DATE	TOTAL LINEAL DISTANCE (FEET)	ESTIMATED MAINT. COSTS PER LIN. FT.	ESTIMATED TOTAL ANNUAL MAINT. COSTS
EXISTING BIKE LANES (cont.)	WASHINGTON AVE. BRIDGE	Pleasant to 4th Street S.	U of M	U of M	U of M	completed	1,200	$0.00	$0
	15TH STREET CROSS STRIPED	Lyndale Ave. to Nicollet Ave.	Public Works	Minneapolis Right of Way	Public Works	completed	2,800	$1.00	$2,800

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Ownership and Maintenance Responsibilities

	BICYCLE LANE	BIKE LANE LOCATION	BIKE LANE OWNERSHIP	JURISDICTIONAL (PROPERTY) OWNERSHIP	MAINTENANCE RESPONSIBILITY	ANTICIPATED COMPLETION DATE	TOTAL LINEAL DISTANCE (FEET)	ESTIMATED MAINT. COSTS PER LIN. FT.	ESTIMATED TOTAL ANNUAL MAINT. COSTS
PLANNED BIKE LANES	3RD STREET	Hennepin Ave. to Norm McGrew Place	Public Works	Minneapolis Right of Way	Public Works	2001	4,715	$1.00	$4,715
	40TH STREET	Kings Hwy. To Hiawatha LRT Trail	Public Works	Minneapolis Right of Way	Public Works	?	17,150	$2.00	$34,300
	42ND STREET	Hiawatha LRT Trail to West River Pkwy	Public Works	Minneapolis Right of Way	Public Works	?	5,409	$1.00	$5,409
	44TH STREET P.A.T.H.	City Limits to Zenith/Xerxes	Public Works	Minneapolis Right of Way	Public Works	2001	2,800	$1.00	$2,800
	ESTIMATED TOTAL DISTANCE (FEET) AND ANNUAL MAINTENANCE COSTS						166,093		$ 170,998

NOTES:
Existing bike lanes are open and operational.
Planned bike lanes have a designated capital funding source for construction of the trail.
? = Information is undefined or to be determined.
COSTS: The $1.00 per lineal foot includes lane striping, signing, and permanent symbols