STREET OPERATIONS

Improve Street Operations and Address Competing Demands

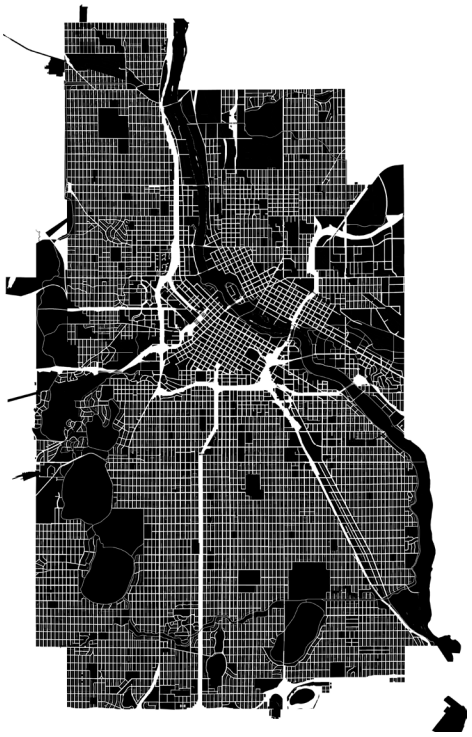
The public right of way, often referred to as our streets, comprises almost a quarter of the land area in the city[65] and refers to what many people consider the street, boulevard and sidewalk up to the private property line. The City holds this land in trust for the public good. The public right of way on any one street is limited and planning for the safe and efficient movement of people and goods within this confined space requires balancing many demands.

As growth occurs throughout the city, there is increasing need for more walkable and livable communities. Minneapolis is experiencing record-setting growth; 2018 will be the seventh year in a row that the city has seen over $1 billion in new development.[66] Adapting our streets to respond to this growth within limited right of way requires a future-flexible transportation system that embraces innovative and more efficient ways to move people and goods throughout the city.

A transportation system that works for everyone regardless of ability or income will offer multiple options for getting around safely and comfortably. Achieving this balance takes a people first approach. The Street Operations topic clarifies how the Complete Streets Policy, commitment to Vision Zero and climate goal come together into daily operations and systems planning.

Minneapolis is experiencing record-setting growth; 2018 will be the seventh year in a row that the city has seen over $1 billion in new development.

Figure 127: The public right of way comprises 22% of our land area and is held in trust for public benefit



[65] City of Minneapolis Parcel, Parks, and Waterway Data

[66] Building Value of Work, City of Minneapolis Department of Community Planning and Economic Development (2018)

STREET OPERATION STRATEGIES

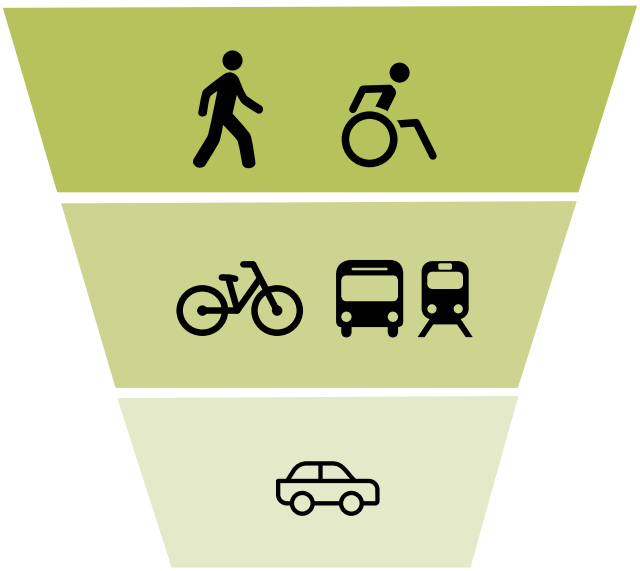
1. **Update the City's Complete Streets Policy.**
2. **Use quick-build tools to eliminate traffic related deaths and severe injuries on city streets.**
3. **Plan for efficient and practical operations of people walking, biking and taking micromobility options or transit throughout the street design process.**
4. **Leverage City resources and partnerships to promote, educate and encourage walking, biking and transit as alternatives to driving.**
5. **Price and manage use of the curb to encourage walking, biking and using transit and to discourage driving alone.**
6. **Induce regional mode shift by prioritizing pedestrian, bicycle and transit facilities and operations into capital transportation projects.**
7. **Align traffic signal operations with the Complete Streets Policy.**
8. **Coordinate with agency partners who own, operate and manage infrastructure within the City to plan, build and operate at the City's standards.**
9. **Manage street detours in line with Complete Streets Policy.**

STRATEGY 1

Update the City's Complete Streets Policy.

The City adopted a Complete Streets Policy in 2016 that has successfully driven the design and operations of numerous streets in the city since its passage. Given the pace of change on our streets, we recognize the need to update the policy to incorporate more fully the complex and often competing needs within the right of way.

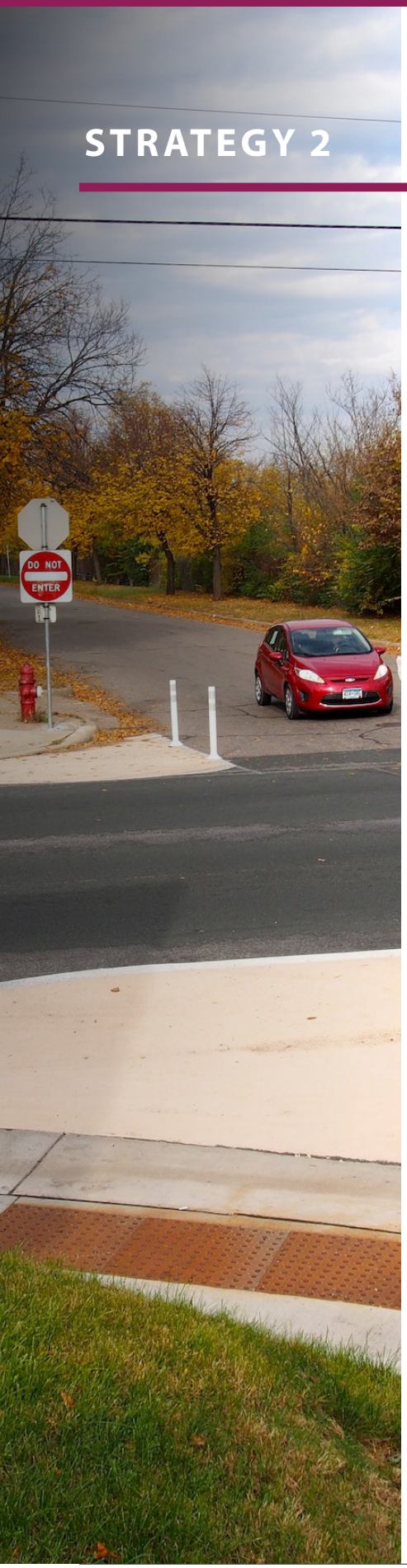
Figure 128: Complete Streets hierarchy



ACTIONS

Actions to update the City's Complete Streets Policy.

	Actions	Supports	Difficulty
DO	**ACTION 1.1** *2020-2023 (YEARS 0-3)* Incorporate freight, micromobility and green infrastructure into the City's existing Complete Streets Policy. *See Freight Action 2.1, Design Strategy 4*	Climate, Safety, Equity, Prosperity, Mobility, Active partnerships	Medium



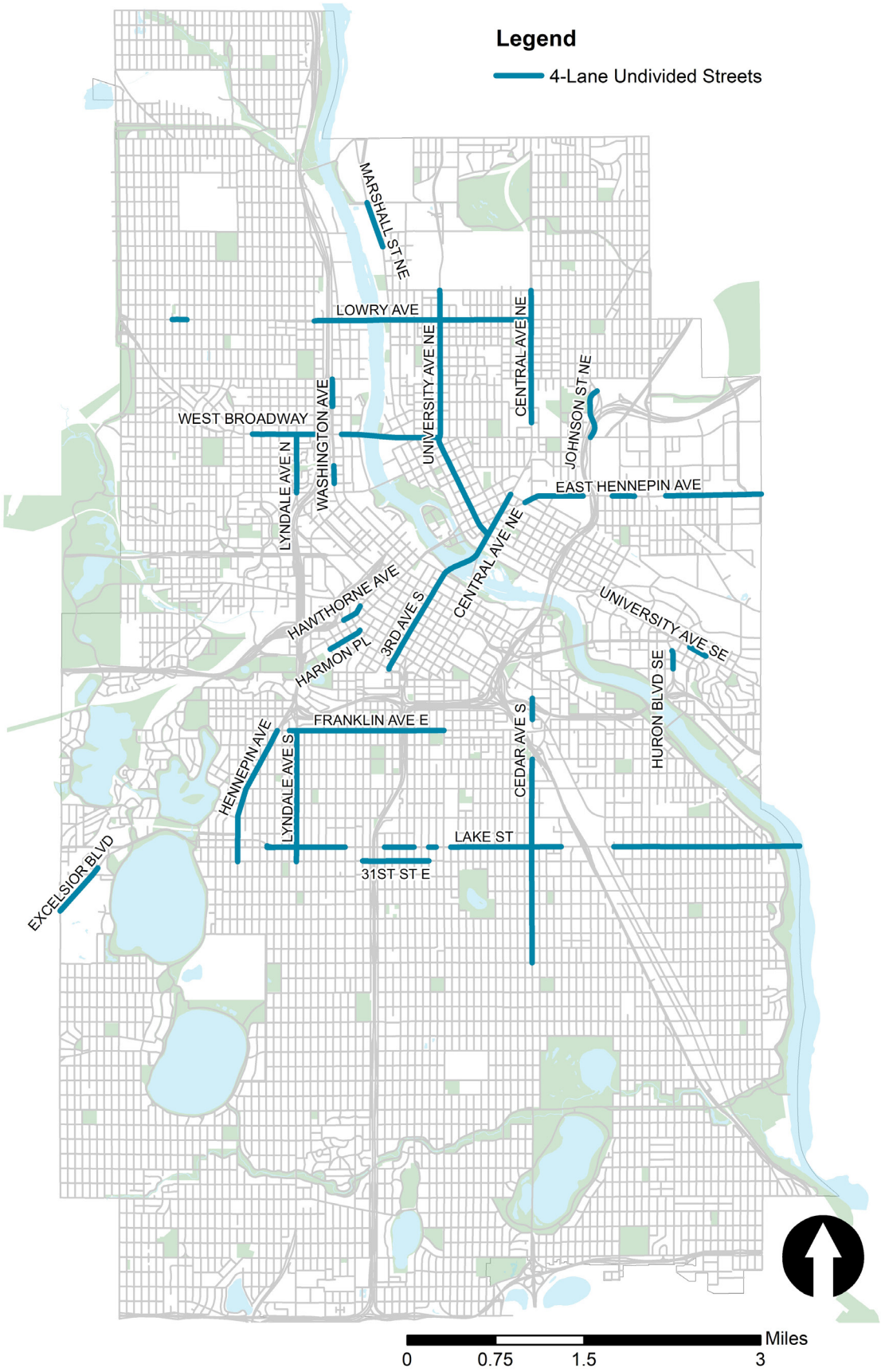
STRATEGY 2

Use quick-build tools to eliminate traffic related deaths and severe injuries on city streets.

The City is committed to eliminating death and severe injuries on our streets by 2027. The City has a 2020-2022 Vision Zero Action Plan which outlines strategies and specific actions to get us closer to that goal. The way streets operate have a huge impact on safety for all modes; this strategy acknowledges the deep connection between street operations and Vision Zero without duplicating the Vision Zero Action Plan.

Figure 129: Reconfiguring space on W 15th Street near Loring Park

Figure 130: 4 lane undivided streets in Minneapolis



ACTIONS

Actions to use quick-build tools to eliminate traffic related deaths and severe injuries on city streets.

Actions	Supports	Difficulty
DO **ACTION 2.1** *2020-2023 (YEARS 0-3)* Complete all Safe Streets strategies and actions in the Vision Zero Action Plan and any updates of the 2020-2022 plan, with a focus on reducing speeds, reconfiguring road space to support safer travel and encourage more people to walk, bike and take transit and install safety improvements at intersections along High Injury Streets. *See Technology Action 1.11*	Safety	High
DO **ACTION 2.2** *2020-2023 (YEARS 0-3); ON-GOING* Prepare final evaluation of 4-lane undivided streets for safety conversions; potential design solutions include 4-to-3 lane conversions. Current 4-lane undivided streets for evaluation include: • Lyndale Ave N between Plymouth Ave and West Broadway • Hennepin Ave S between Franklin Ave and 31st St • 3rd Ave S between 1st St S and 12th St S • 31st St E between 1st Ave S and Park Ave • Harmon Pl between Spruce Pl and 10th St S • Johnson St NE between Broadway Ave NE and I-35W freeway entrance ramp • Huron Blvd SE between Fulton St SE and Delaware St SE • Hawthorn Ave from 8th St to 11th St • Lowry Ave N between Queen Ave N and Oliver Ave N and Lowry Avenue N and NE between 4th St N and Central Ave NE • Broadway Ave N and NE segments between Fremont Ave N and University Ave NE • Washington Ave N segments between 14th Ave N and 26th Ave N • Lyndale Ave S between Franklin Ave and 31st St • Cedar Ave S between 24th St and 38th St and between 7th St S and 9th St S • Franklin Ave between Aldrich Ave S and Chicago Ave • Lake St segments between Dupont Ave and West River Pkwy • Excelsior Blvd between France Ave and Abbott Ave S • University Ave SE segments between Oak St SE and St. Mary's Ave SE • Marshall St NE from 30th Ave NE to St. Anthony Pkwy • Hennepin Ave E segments between 8th St SE and 33rd Ave SE • Central Ave NE segments between 2nd St SE and 27th Ave NE • University Ave NE and SE between Central Ave and 27th Ave NE	Climate, Safety, Equity, Prosperity, Mobility, Active partnerships	High

ACTIONS (continued)

Actions to use quick-build tools to eliminate traffic related deaths and severe injuries on city streets.

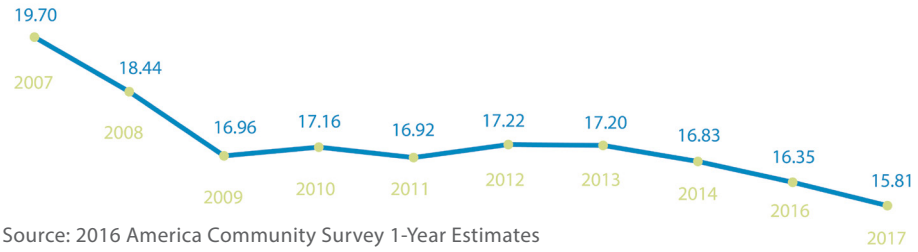
Actions	Supports	Difficulty
DO **ACTION 2.3** *2020-2023 (YEARS 0-3); ON-GOING* Evaluate the reconfiguration of 3-lane one-way streets to reduce travel lanes or add alternative uses.	Safety, Mobility	Low
DO **ACTION 2.4** *2020-2023 (YEARS 0-3); ON-GOING* Provide year-round maintenance for quick-build safety improvements, including replacement of bollards and striping.	Safety, Mobility	Medium

STRATEGY 3

Plan for efficient and practical operations of people walking, biking and taking micromobility options or transit throughout the street design process.

Minneapolis has a 2030 mode shift goal of getting to 35% of all trips walking, biking or micromobility, 25% transit (including school bus) and 20% each of multi-occupancy vehicle and driving alone. To get there we need to plan, design and construct streets that provide more options for people to travel more efficiently and make it more convenient for people to make those choices. By pushing back on pre-determined growth in vehicular trips when performing traffic analyses and measuring level of service from a motor vehicle point of view we can ensure a people first future versus continuing a car first approach. The approach in this strategy is to focus street operational and design decisions on daily people throughput without letting the peak vehicular travel hour drive decisions.

Figure 131: Vehicle miles traveled per capita



Source: 2016 America Community Survey 1-Year Estimates

Figure 132: Street space needed for 38 people to travel 5 different ways

ACTIONS

Actions to plan for efficient and practical operations of people walking, biking and taking micromobility options or transit throughout the street design process.

	Actions	Supports	Difficulty
DO	**ACTION 3.1** *2020-2023 (YEARS 0-3); ON-GOING* Plan and design for zero or decreasing motor vehicle trip growth and positive growth in other modes for trip forecasting for street projects where the City is the primary implementer. Work with project partners to encourage this approach in project planning when the City is a partner versus a lead.	Climate, Mobility	Medium
DO	**ACTION 3.2** *2020-2023 (YEARS 0-3); ON-GOING* Discontinue the use of vehicular level of service except where necessary to meet funding, legislative or other jurisdictional requirements. *See Walking Action 2.7*	Mobility	Medium
DO	**ACTION 3.3** *2020-2023 (YEARS 0-3)* Advocate to use potential for mode shift and non-motorized counts as evaluation measures in Regional Solicitation applications.	Mobility, Active partnerships	Medium
DO	**ACTION 3.4** *2024-2027 (YEARS 4-7)* Update the City's assessment policy for street projects to better reflect City policies on complete streets and equity.	Equity, Prosperity, Mobility	High
DO	**ACTION 3.5** *2020-2023 (YEARS 0-3); ON-GOING* Oppose freeway expansion within the city, to not repeat the historic harm it has caused in dividing communities and creating barriers, particularly for poorer neighborhoods and in communities of color.	Climate, Safety, Equity, Prosperity, Mobility	Medium

Level of service is a traditional transportation engineering performance indicator that measures level of delay for motor vehicles through an intersection.

STRATEGY 4

Leverage City resources and partnerships to promote, educate and encourage walking, biking and transit as alternatives to driving.

The actions listed in this strategy support the work of others in the region who work to promote mode shift to transit, walking and biking downtown in particular and beyond. The actions also speak to the City's transportation demand management strategies which focus on helping people make the decision and use existing infrastructure to walk, bike or take micromobility or transit options.

Travel Demand Management Plans are tools that help to ensure new development accurately plans for travel patterns in line with City goals. Travel Demand Management Plans are required by ordinance for all non-residential development containing 100,000 square feet or more of new or additional gross floor area to address the transportation impacts of the development on air quality, parking and roadway infrastructure. Travel Demand Management Plans are reviewed by Public Works and the Department of Community Planning and Economic Development staff.

Figure 133: #MoveLikeABoss campaign by Move Minneapolis

ACTIONS

Actions to leverage City resources and partnerships to promote, educate and encourage walking, biking and transit as alternatives to driving.

	Actions	Supports	Difficulty
DO	**ACTION 4.1** *2024-2027 (YEARS 4-7)* Explore efforts to contract with Move Minneapolis to expand work on mode shift to include larger employment areas outside of downtown.	Climate, Mobility, Active partnerships	Medium
DO	**ACTION 4.2** *2020-2023 (YEARS 0-3)* Update Travel Demand Management Plan requirements in the Zoning Code to apply to more development projects than they do currently, to address mode split goals and traffic growth rates, Metropass participation and mandatory self-reporting audits that occur every two years as well as any additional monitoring needed to improve safety.	Climate, Safety, Mobility, Active partnerships	Medium
DO	**ACTION 4.3** *2020-2023 (YEARS 0-3)* Work with community and agency partners to enhance communication practices about the importance of walking, biking and using transit for citywide events.	Mobility, Active partnerships	Low
SUPPORT	**ACTION 4.4** *2020-2023 (YEARS 0-3)* Partner with Move Minneapolis to recruit downtown employers and property owners to increase walking, biking and transit use among their employees and residents.	Climate, Mobility, Active partnerships	Medium

Figure 136: Curbside use reserved for bike corral

STRATEGY 5

Price and manage use of the curb to encourage walking, biking and using transit and to discourage driving alone.

During public engagement, we asked a question about ranking the importance of uses typically accommodated along the curb. The results show that people understand the multiple demands for curbside use beyond the typical parking uses. All these uses, and the careful consideration of the opportunity cost of the curb, are necessary to evaluate when implementing new ways of managing the curb.

Past decisions have rendered much of the public right of way available for the travel and storage of private vehicles at little cost, the increasing demands and opportunities for the space forces the City to reconsider how this space is allocated and accessed. How space is allocated, what access exists for who and at what cost, will guide the use of the City's streets.

Minneapolis has 8,330 on-street metered parking spaces that are priced for at least part of the day.[67] Approximately 32 miles, or 3% of the miles in the city are metered. Comprehensively evaluating the opportunity to extend where and how curbs are priced through modernized ordinances is a specific action outlined below with a large potential to align practices more accurately with our transportation goals and Complete Streets Policy.

Cornerstone to this strategy is the development of a curbside management policy. The City will manage the curb in a way that reflects our goals and supports advancements in mobility. A concrete way this will happen is to create flexible curbside space for different uses, including loading and unloading of people (on transit or in shared or private cars) and goods, storage of all types of vehicles and mobility spaces (transit and bike lanes).

Figure 134: Parklets use curbside space to extend sidewalk

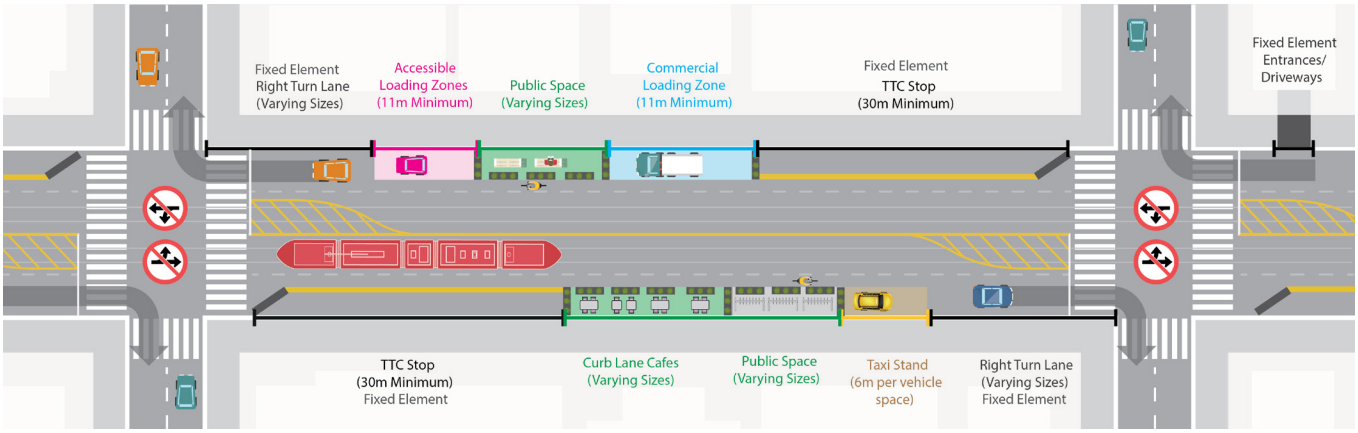
Figure 135: Curbside use activity ranking

190 participants ranked curbside uses in the following order:

1. **Transit boarding**
2. **Bike lanes**
3. **Activation**
4. **Stormwater**
5. **Passenger drop-off**
6. **Freight loading**
7. **Parking**

[67] Minneapolis Parking

Figure 137: Organizing the curb along King Street, Toronto



ACTIONS

Actions to price and manage use of the curb to encourage walking, biking and using transit and to discourage driving alone.

Actions	Supports	Difficulty
DO ACTION 5.1 *2020-2023 (YEARS 0-3)* Adopt a strong curbside management policy that takes full advantage of a dynamic urban environment; prioritize the curb in alignment with the City's Complete Streets Policy and value the competing demands for curb space.	Mobility	Low
DO ACTION 5.2 *2024-2027 (YEARS 4-7)* Develop a multi-purpose dynamic curb zone pilot for multiple corridors to accommodate all users and develop a revenue structure which charges across modes for use of these zones. *See Transit Action 2.6, Freight Action 5.5*	Mobility	High
DO ACTION 5.3 *2020-2023 (YEARS 0-3)* Modernize ordinances to incentivize desired uses through pricing structure – for example, to encourage use of curbside for parklets and other street activation uses or shared, electric vehicles. *See Technology Strategy 1*	Prosperity, Mobility	Low
DO ACTION 5.4 *2028-2030 (YEARS 8-10)* Utilize technology along commercial corridors and within downtown and other commercial areas to manage all curbside uses. *See Technology Strategy 1*	Prosperity, Mobility	High

continued on next page

ACTIONS (continued)

Actions to price and manage use of the curb to encourage walking, biking and using transit and to discourage driving alone.

Actions	Supports	Difficulty
DO **ACTION 5.5** *2024-2027 (YEARS 4-7)* Employ on-street and off-street parking strategies to support transit corridors (parking maximums for new developments, facilitated shared parking incentives, dynamic pricing, expanded metered parking).	Climate, Equity, Mobility	High
DO **ACTION 5.6** *2024-2027 (YEARS 4-7)* Investigate implementation of a per trip fee for applicable curbside uses including delivery and shared mobility services.	Mobility	High
DO **ACTION 5.7** *2028-2030 (YEARS 8-10)* Study congestion pricing with the intent to discourage single occupancy vehicle trips.	Mobility	High
DO **ACTION 5.8** *2020-2023 (YEARS 0-3); ON-GOING* Pursue legislative changes and governmental support needed to make car sharing more attractive. *See Technology Action 2.6*	Mobility	High
DO **ACTION 5.9** *2020-2023 (YEARS 0-3); ON-GOING* Price on-street parking meters to support multimodal street operations and mode share goals.	Mobility	Medium
DO **ACTION 5.10** *2020-2023 (YEARS 0-3); ON-GOING* Evaluate whether meters or priced curb space should be expanded to more corridors.	Mobility	Medium
DO **ACTION 5.11** *2024-2027 (YEARS 4-7)* Assign and mark typical block faces in downtown to flexibly assign space for activation or placemaking, on-street bicycle or scooter parking, passenger and freight loading, drop off/pick up and standard vehicular storage zones, where immediate adjacent curbside space is not used for bike or transit mobility. *See Bicycling Action 9.1*	Mobility	High

continued on next page

ACTIONS (continued)

Actions to price and manage use of the curb to encourage walking, biking and using transit and to discourage driving alone.

	Actions	Supports	Difficulty
DO	**ACTION 5.12** *2020-2023 (YEARS 0-3)* Continue the process of digitizing the activities on the curb (parking, loading, etc.), and plan for digital communication between the curb and vehicles.	Mobility	High
DO	**ACTION 5.13** *2028-2030 (YEARS 8-10)* Utilize public-private partnerships to implement solutions when parking and mobility challenges arise, such as district parking, mobility hubs, carpool incentives, electric vehicle priority, stormwater retention, water filtration and others. *See Bicycling Strategy 9, Technology Action 3.1, Technology Strategy 6*	Active partnerships	Medium
DO	**ACTION 5.14** *2020-2023 (YEARS 0-3); ON-GOING* Manage off-street parking supply, demand and pricing in downtown. Partner with others in pursuit of City policies, including the reduction of single occupancy vehicle use.	Climate, Equity, Active partnerships	Medium

Congestion pricing is a tool to manage the volume of motor vehicles entering certain zones by charging a fee during a set period of the day or week.

Placemaking – or activation – refers to using street as shared public spaces for people.

STRATEGY 6

Induce regional mode shift by prioritizing pedestrian, bicycle and transit facilities and operations into capital transportation projects.

The way a street operates is driven by individual choice of how, where and how fast to travel, the physical space of the street including lane and striping, signal operations, surrounding land uses and how many other people are also using the same space.

The City has long prioritized all modes when delivering transportation projects; this strategy calls out specific actions that will help more quickly elevate options for walking, biking and transit improvements. Dedicating space proportional to planned travel patterns and mode shares in a systems-based approach will help to induce mode shift.

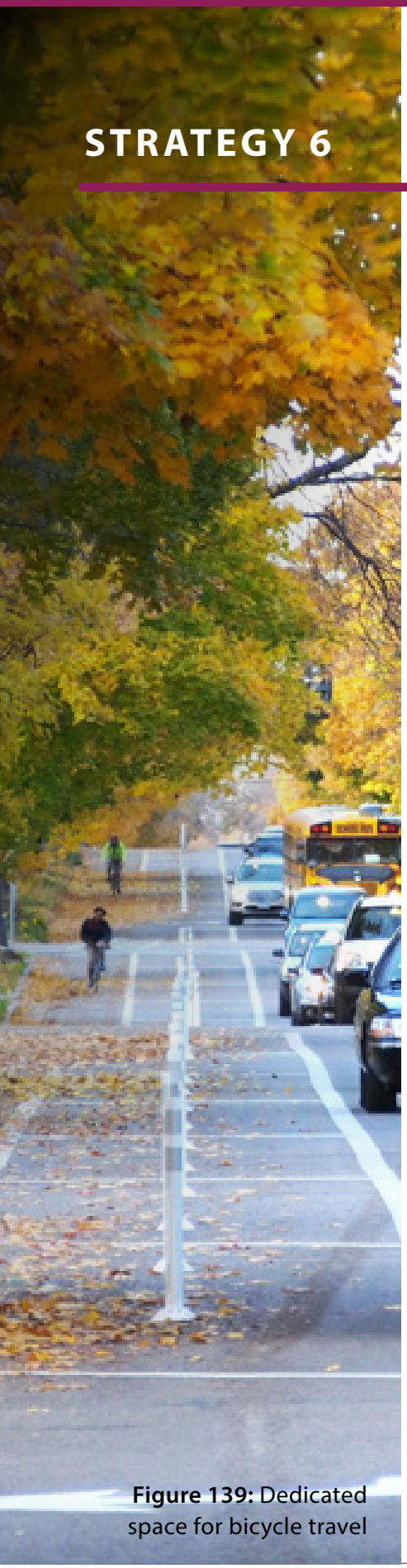


Figure 139: Dedicated space for bicycle travel

Figure 138: Bus only lane on Chicago Avenue, prioritizes transit travel

ACTIONS

Actions to induce regional mode shift by prioritizing pedestrian, bicycle and transit facilities and operations into capital transportation projects.

Actions	Supports	Difficulty
DO **ACTION 6.1** *2020-2023 (YEARS 0-3); ON-GOING* Allocate street space to support planned travel patterns and desired mode shares.	Mobility	Medium
DO **ACTION 6.2** *2020-2023 (YEARS 0-3); ON-GOING* Advance the All Ages and Abilities Network, transit improvements and emergency response infrastructure through the bridge maintenance and replacement process. *See Bicycling Strategy 2*	Mobility	Medium
DO **ACTION 6.3** *2020-2023 (YEARS 0-3); ON-GOING* Pilot innovative street operations and designs in response to changing conditions, markets, travel patterns, demographics, mode shift goals and technology to more efficiently use the public right of way.	Mobility	Low
DO **ACTION 6.4** *2020-2023 (YEARS 0-3); ON-GOING* Capitalize on opportunities to benefit vulnerable users, such as restriping streets outside of the Capital Improvement Program, adding delineators or markings and enhancing signage or wayfinding.	Safety, Equity, Mobility	Low
DO **ACTION 6.5** *2020-2023 (YEARS 0-3); ON-GOING* Restore or eliminate gaps in the street grid when conducting planning or development activities. In particular, as soon as possible reconnect the street grid at Nicollet Ave and Lake Street. *See Walking Action 6.3*	Equity, Prosperity, Mobility, Active partnerships	High
SUPPORT **ACTION 6.6** *2020-2023 (YEARS 0-3)* Support efforts to obtain legislative authority for automated enforcement and if granted, support its use to enforce vehicles blocking intersections, crosswalks, bicycle facilities and travel lanes.	Safety, Mobility	High

SEE ALSO ACTION:

- **Transit Action 2.8** — Effective bus-only operation

Figure 141: Bike signal

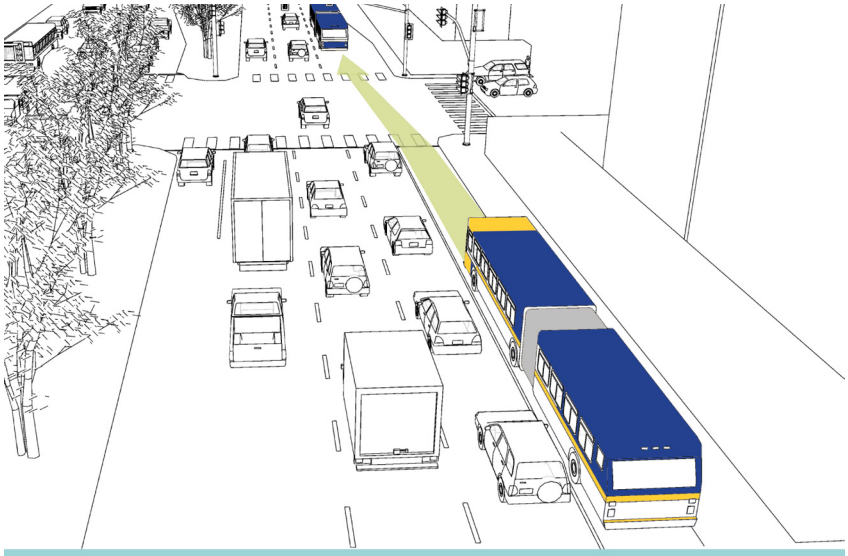
STRATEGY 7

Align traffic signal operations with the Complete Streets Policy.

Traffic signals are timed and coordinated citywide to promote safe and consistent travel times. The actions below do not include exhaustive adjectives like 'all' and 'every' because specific movements allowed by a traffic signal may have a negative impact for some other competing use; this approach does not indicate a lack of commitment to completing this strategy but rather realistically approaching its implementation. For example, longer walk times for pedestrians goes against shorter cycle lengths, which also have benefits for pedestrians. Automatic display of the WALK signal without having to push a button, may, in some cases extend the total cycle length, creating additional delay for pedestrians and transit vehicles. Transit queue jumps prioritize those traveling on bus or other transit, but elongate waiting times for pedestrians crossing that street – the same holds true for green arrows for specific turning time for vehicles.

The City is doing adjustments on most traffic signals in 2020 to align with new, lower speed limits. This adjustment is being done with recognition that a larger, citywide alignment of signals with Complete Streets will be done in the future.

Figure 140: Queue jump for transit lets transit vehicle surpass other vehicles after red light



Buses use the shoulder or parking lane to avoid traffic congestion during peak hours

Results
- Fewer bus delays
- Shorter commute times
- Reduced traffic congestion

Figure 142: Leading pedestrian interval

ACTIONS

Actions to align traffic signal operations with the Complete Streets Policy.

Actions	Supports	Difficulty
DO **ACTION 7.1** *2020-2023 (YEARS 0-3)* Identify locations where operation of traffic signals should be evaluated to prioritize pedestrian mobility, comfort and safety.	Safety, Equity, Mobility	Low
DO **ACTION 7.2** *2020-2023 (YEARS 0-3); ON-GOING* Implement transit advantages along all high frequency transit corridors, through transit only lanes, transit signal priority, queue jumps and other treatments as appropriate.	Safety, Equity, Mobility	Medium
DO **ACTION 7.3** *2024-2027 (YEARS 4-7)* Use traffic signals to increase efficiency of people biking. Include specific bike signals on the All Ages and Abilities Network, and time signals to reduce the need for people biking to stop.	Safety, Equity, Mobility	Medium
DO **ACTION 7.4** *2020-2023 (YEARS 0-3)* Re-time traffic signal coordination to encourage vehicle speeds at or below the posted speed limit.	Safety, Mobility	Low

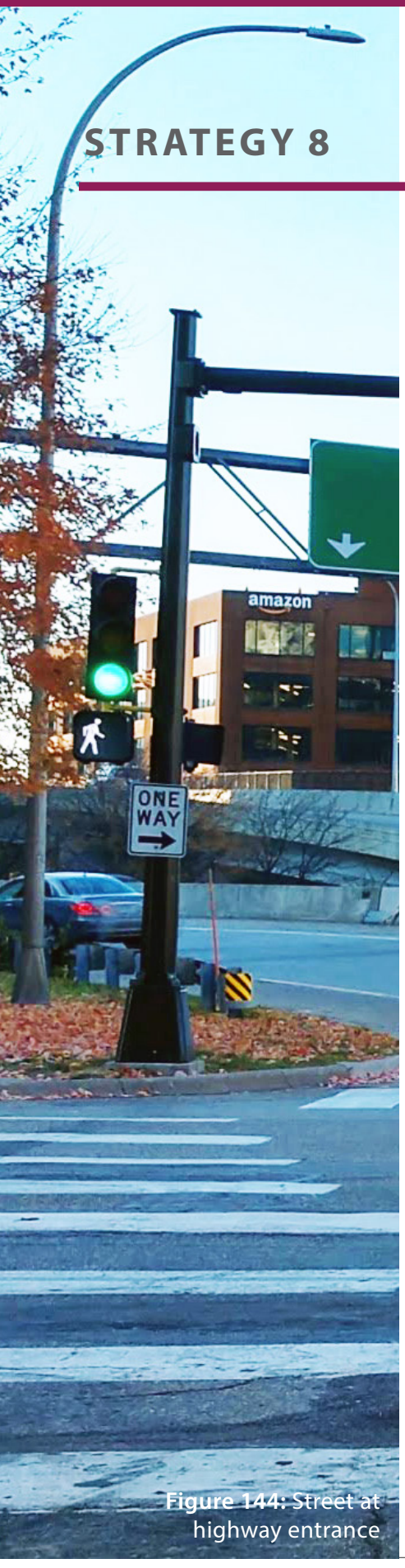


Figure 144: Street at highway entrance

STRATEGY 8

Coordinate with agency partners who own, operate and manage infrastructure within the City to plan, build and operate at the City's standards.

Streets in Minneapolis are owned and operated by one of five agencies: the City of Minneapolis, Hennepin County, the Minnesota Department of Transportation, the Minneapolis Park and Recreation Board and the University of Minnesota. Typically, the systems and volumes increase from local to county to state systems – and design decisions are often influenced by accommodating an increasingly higher volume of street users.

While final responsibility and determination for design decisions for a particular street is held by the underlying jurisdictional owner, the design process is often collaborative between the overlapping jurisdictions and we work with our partners to reach design and operational decisions that reflect our values and goals while recognizing their underlying authority.

Figure 143: A County road in Minneapolis that was redesigned to better fit local context

Figure 145: Existing raised I-94 viaduct in the North Loop

ACTIONS

Actions to coordinate with agency partners who own, operate and manage infrastructure within the City to plan, build and operate at the City's standards.

Actions	Supports	Difficulty
DO **ACTION 8.1** *2020-2023 (YEARS 0-3); ON-GOING* Manage vehicle traffic volumes and mobility on the regional system and local streets by allocating space efficiently for use throughout the day versus focusing on peak travel times.	Mobility, Active partnerships	Medium
DO **ACTION 8.2** *2020-2023 (YEARS 0-3); ON-GOING* Ensure that streets serving freeway connections reflect the Complete Streets Policy; maintain local street qualities as opposed to facilitating freeway movements at streets leading to or from freeway access ramps, where streets change character (from highway to arterial) or when streets change owner (from State or County to City). *See Design Strategy 6*	Mobility, Active partnerships	High
DO **ACTION 8.3** *2020-2023 (YEARS 0-3); ON-GOING* When partner agencies have authority over street design and use of the right of way, pursue changes that better align with the Street Design Guide, the Complete Streets Policy and Vision Zero.	Safety, Mobility, Active partnerships	Medium
DO **ACTION 8.4** *2028-2030 (YEARS 8-10)* Study the viability of the following changes to the regional network: • Convert the I-94 freeway bridge connections via 3rd/4th Streets (North Loop viaduct) to MnPASS only, with the long-term goal of eliminating this and similar facilities. • Close or reconfigure Interstate 394 access at Washington Avenue N and 3rd Avenue N.	Climate, Mobility, Active partnerships	High

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ACTIONS (continued)

Actions to coordinate with agency partners who own, operate, and manage infrastructure within the City to plan, build and operate at the City's standards.

SUPPORT **ACTION 8.5**

2028-2030 (YEARS 8-10)

Support efforts to convert street right of way to land for other uses, using public/private partnerships as appropriate. Ideas include:

- Develop lids or land bridges to reconnect communities. *See Walking Action 6.5*
- Identify alternatives for using the land on freeway embankments such as energy collection with solar panels or wind harvesting; water management and purposeful plantings; and as dedicated public transit corridors.

Prosperity, Mobility, Active partnerships

High

SEE ALSO ACTIONS:

- **Transit Action 2.7** — Transit advantages on freeways through lane conversions
- **Design Action 6.1** — Changes to regional functional class system

Figure 147: Sidewalk closed

STRATEGY 9

Manage street detours in line with Complete Streets Policy.

The actions listed here outline specific ways to improve the implementation of detours to maintain safe access for all street users. Ensuring clear passage for pedestrians should be the first priority, and bicyclists or those on micromobility vehicles should not be deposited into mixed traffic if they have otherwise been traveling in a separated facility. Ensuring that emergency responders can navigate the space is always a top priority during construction, and detours should be designed to accommodate.

Figure 146: Bikes may use full lane signage

ACTIONS

Actions to manage street detours in line with Complete Streets Policy.

	Actions	Supports	Difficulty
DO	**ACTION 9.1** *2020-2023 (YEARS 0-3); ON-GOING* Provide safe, direct and comfortable temporary facilities for non-motorized users during construction in accordance with the current and updated Complete Streets Policy.	Safety, Equity, Mobility	Medium
DO	**ACTION 9.2** *2020-2023 (YEARS 0-3); ON-GOING* Price lane obstruction permits to reflect the Complete Streets hierarchy such that removal of pedestrian or bicycle access is more costly than general purpose travel lane closures.	Equity, Mobility	Medium
DO	**ACTION 9.3** *2020-2023 (YEARS 0-3); ON-GOING* Reconstruct disturbed pedestrian, bicycle and transit facilities in accordance with planned future conditions, not existing, when altered by development or utility work, as documented in this plan and the Street Design Guide.	Safety, Mobility	High
DO	**ACTION 9.4** *2020-2023 (YEARS 0-3); ON-GOING* Inspect and enforce non-compliance at construction sites where pedestrian walkways are not being cleared of snow and ice. *See Walking Strategy 4*	Safety, Mobility, Active partnerships	High

SEE ALSO ACTIONS:

- **Walking Action 5.3** — Inspect pedestrian access requirements around work zones and ensure compliance
- **Bicycling Action 6.2** — Require low-stress bikeway detours
- **Bicycling Action 6.3** — Inspect bikeway detours and ensure compliance