







# Agenda

- 1. Welcome and introductions
- 2. Role of this group
- 3. Study overview and background
- 4. Draft evaluation criteria how should different options be evaluated?
- 5. Group activity to help understand priorities
- 6. Next steps

## **Stakeholder Group**

- City of Minneapolis
- Commissioner McLaughlin
- Council Member Frey
- Council Member Gordon
- Dinkytown Business Alliance
- Hennepin County
- Hennepin County Bicycle Advisory Committee
- Marcy Holmes Neighborhood Association •
- Mayor Hodges
- Metro Transit
- Minneapolis Bicycle Advisory Committee
- Minneapolis Bicycle Coalition
- Minnesota Public Interest Research
   Group
- MnDOT
- Stadium Village Business Association

- U of M Interdisciplinary Transportation
   Student Organization
- U of M Office for Fraternity & Sorority Life
- U of M Student Association
- U of M Student Health Advisory Committee
- U of M Transportation and Parking/Capital Planning
- Varsity Bikes

# **Stakeholder Group**



Minneapolis Bicycle Coalition originally convened a group of interested stakeholders in 2016

Agency staff expanded the group to include additional perspectives – this is the current group









#### Role of this group:

- Provide a space for agency staff to present concepts and provide updates
- Allow for efficient distribution of information to a broader audience
- Allow all of us to hear different ideas and help staff make a recommendation that has considered many perspectives

#### **Proposed Meetings:**

- April: Study overview, understand priorities
- May: Share preliminary concepts/evaluation
- June: Share refined concepts/evaluation

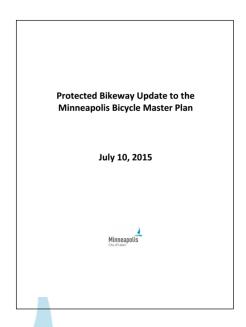


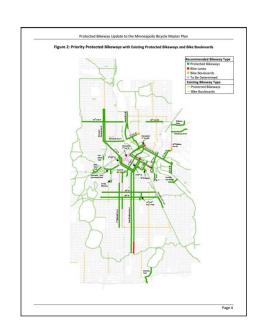
# **Study Overview and Background**

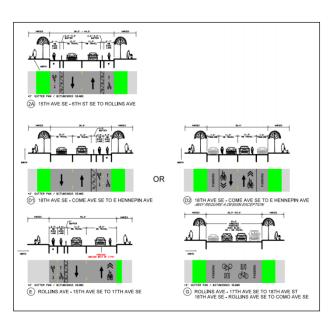
## **Planning Guidance**

In 2015, the City of Minneapolis updated its Bicycle Master Plan to include a network of near-term **protected bikeways** 

The network identifies **50+ miles** of protected bikeways focused on downtown and the U of M, with connections to surrounding areas







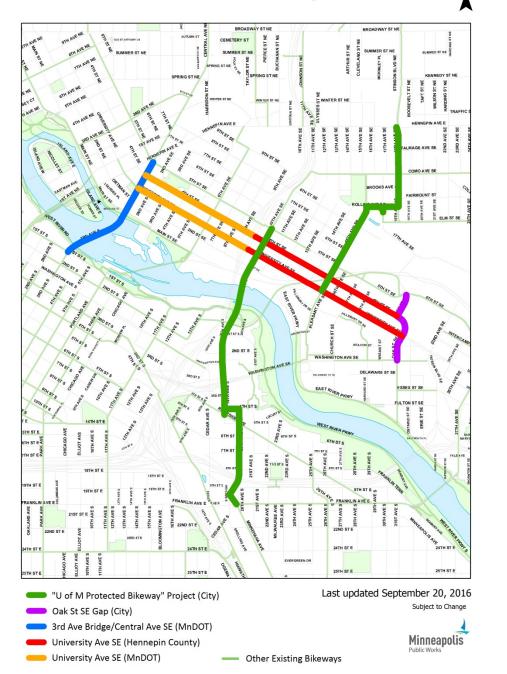
**2015 Protected Bikeway Update** 

More info online: www.minneapolismn.gov/bicycles

and related Feasibility Study

# The 2015 Protected Bikeway Update includes a "mini U of M Network"

#### **U** of M Area Planned Protected Bikeway Corridors



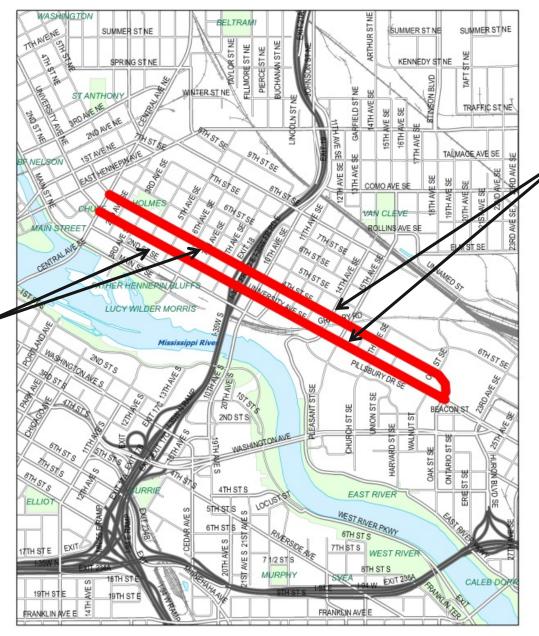
## **Study Purpose**

- The Minneapolis Bicycle Master Plan identifies a protected bikeway along the University Ave SE/4<sup>th</sup> St SE corridor
- A preferred bikeway design has not yet been identified
- The study is evaluating different protected bikeway options, understanding related impacts and opportunities along the corridor, and will identify a preferred concept

#### Two primary options for the corridor:

- 2-way bikeway on University Ave SE
- 1-way bikeway on University Ave SE and 4<sup>th</sup> St SE





East of 35W: Hennepin County



Corridor is within the City of Minneapolis



Study Location

West of 35W:

**MnDOT** 

DEPARTMENT OF TRANSPORTATION



## **Schedule and Implementation Opportunities**

- Fall 2016: Document existing conditions
- Winter/Spring 2017: Evaluate bikeway alternatives, seek community feedback
- Summer 2017: Identify preferred alternative
- 2018-2019: Possible bikeway installation with programmed street maintenance:
  - 2018/2019 Hennepin County resurfacing project on University Ave SE between I-35W and Oak St SE
  - 2019+ MnDOT street maintenance project on University Ave SE and 4<sup>th</sup> St SE between I-35W and Central Ave SE

# **Different Protected Bikeway Designs**









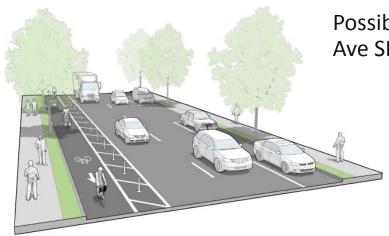




Consideration for the bikeway design and separation will need to be evaluated with implementation opportunities, costs, and other factors

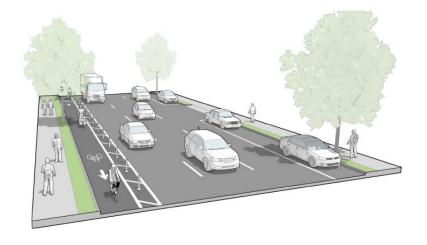
### **Alternatives Under Consideration**

### 1-way protected bikeway on University Ave SE and 4<sup>th</sup> St SE



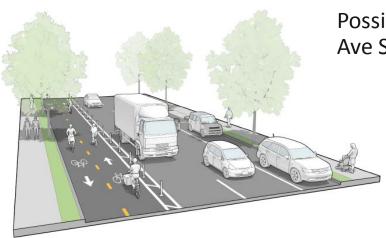
Possible concept on University Ave SE west of I-35W

Possible concept on University Ave SE east of I-35W



### **Alternatives Under Consideration**

2-way protected bikeway on University Ave SE, maintain 1-way bike lane 4<sup>th</sup> St SE



Possible concept on University Ave SE west of I-35W

Possible concept on University Ave SE east of I-35W



# **Draft Evaluation Criteria**

### **Draft Evaluation Criteria**

#### **Walking**

Sidewalk width/buffer
Effective crossing distance
Ability to manage interactions with other modes

#### **Bicycling**

Network connections
Access to key destinations
Ability to accommodate high traffic volumes
Ability to manage interactions with other modes

#### **Transit**

Added delay
Adequate stop/shelter design
Ability to manage interactions with other modes

#### **Driving**

Added delay
Impacts to connecting streets/network
Event considerations
Ability to manage interactions with
other modes

#### **On-Street Parking**

Loss of parking

#### **Other**

Overall legibility of design
Right-of-way impacts
Implementation opportunities
Costs

# **Bicycling**

### Initial intersection considerations for a 2-way bikeway design

Lower-volume intersection

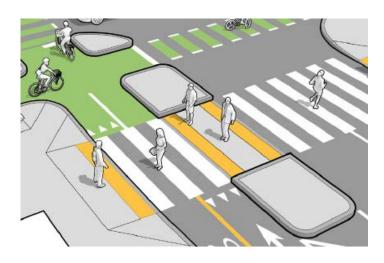


Higher-volume intersection



# Walking

### Considerations and opportunities for people walking



Managing interactions between people walking and biking

Opportunities to use the bikeway design improve the experience of crossing the street

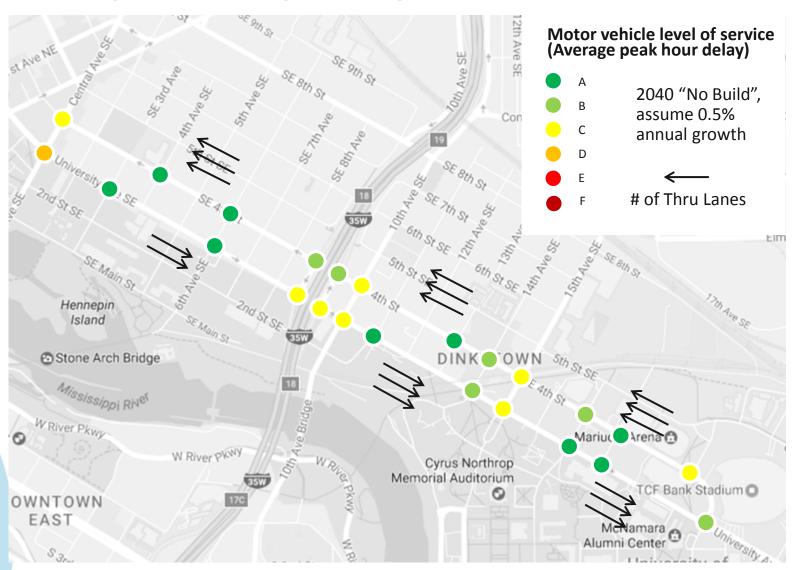


## **Transit**

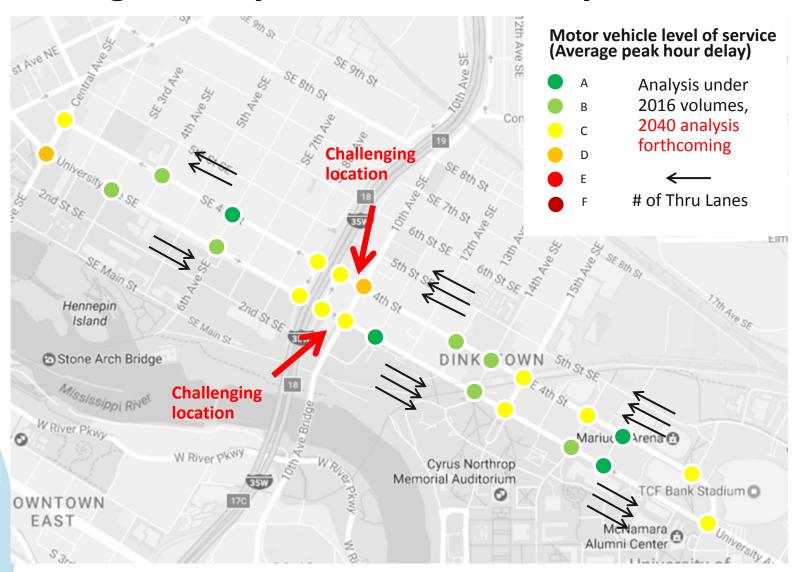
### Possible bus stop concept for a 2-way bikeway design



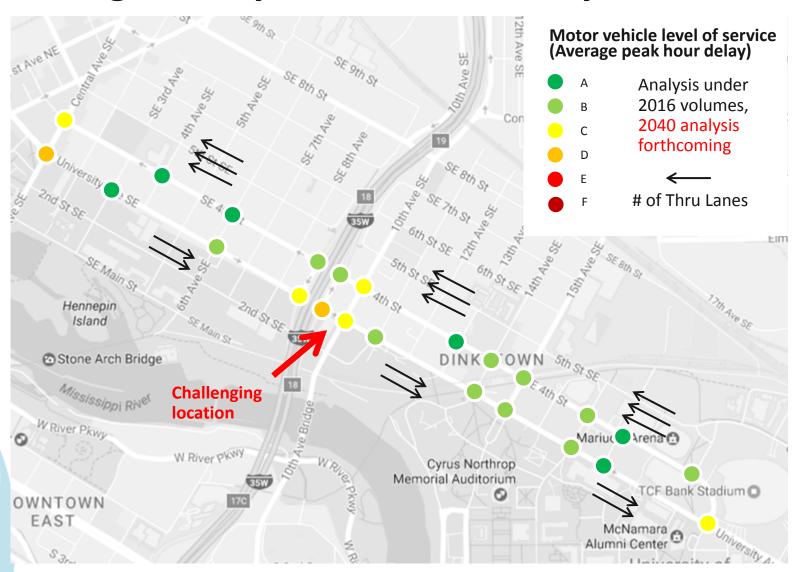
# **Driving – Existing configuration (2040 forecast)**



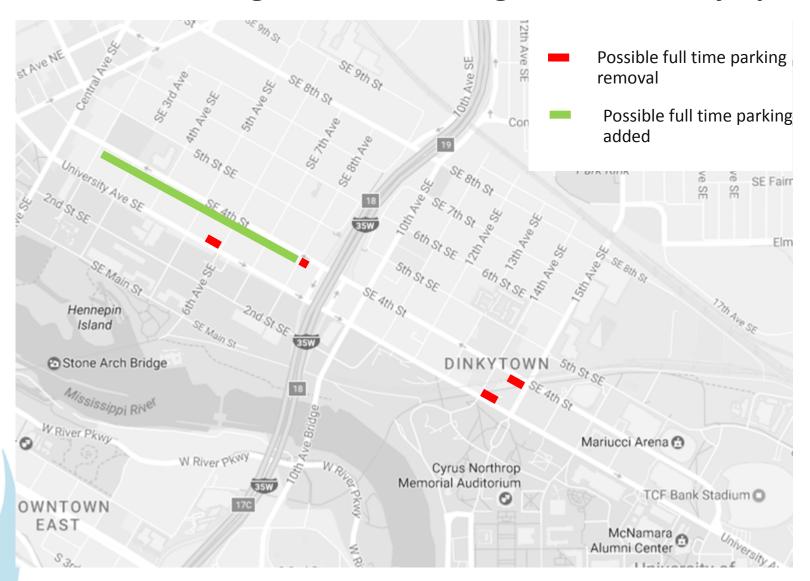
# **Driving – 1-way Protected Bikeway**



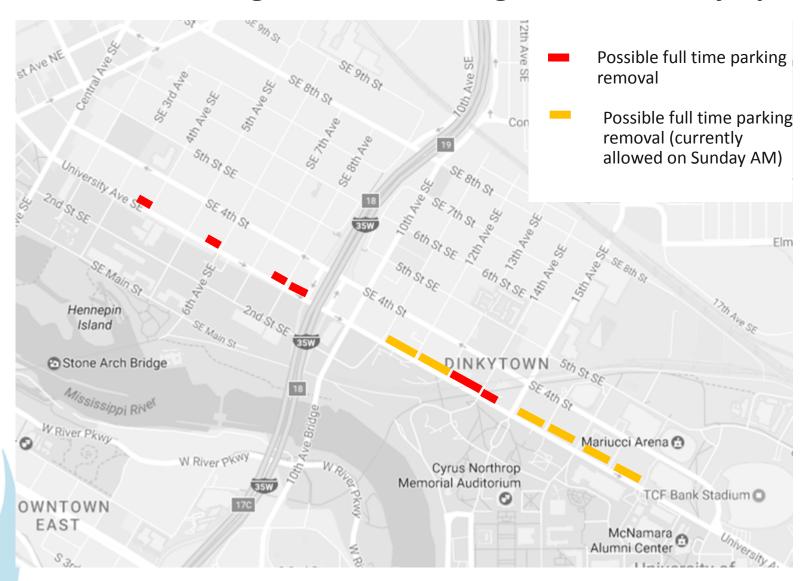
# **Driving – 2-way Protected Bikeway**



### On-Street Parking – Possible changes under 1-way option



### On-Street Parking – Possible changes under 2-way option



### **Draft Evaluation Criteria**

#### **Bicycling**

Network connections
Access to key destinations
Ability to accommodate high traffic volumes
Ability to manage interactions with other modes

#### **Walking**

Sidewalk width/buffer
Effective crossing distance
Ability to manage interactions with other modes

#### **Transit**

Added delay

Adequate stop/shelter design

Ability to manage interactions with other modes

#### **Driving**

Added delay
Impacts to connecting streets/network
Event considerations
Ability to manage interactions with
other modes

#### **On-Street Parking**

Loss of parking

#### **Other**

Overall legibility of design
Right-of-way impacts
Implementation opportunities
Costs

Is anything missing?

### **Next Steps**

- April 4: Stakeholder Group Meeting #1
- May 8, 4-5pm: Stakeholder Group Meeting #2
- May TBD: Open House
- June TBD: Stakeholder Group Meeting #3
- Summer 2017: Finalize study/selection of preferred concept

### **Contacts**

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