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](http://www.minneapolismn.gov/bicycles)
The 2015 Protected Bikeway Update includes a “mini U of M Network”
Study Purpose

• The Minneapolis Bicycle Master Plan identifies a protected bikeway along the University Ave SE/4th 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 4th St SE
West of 35W: MnDOT

East of 35W: Hennepin County

Corridor is within the City of Minneapolis
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 4th 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 4th 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 4th 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)

Motor vehicle level of service (Average peak hour delay)

- A
- B
- C
- D
- E
- F

2040 “No Build”, assume 0.5% annual growth

# of Thru Lanes
Driving – 1-way Protected Bikeway

Motor vehicle level of service (Average peak hour delay)

- A: Analysis under 2016 volumes, forthcoming
- B: 2040 analysis forthcoming

# of Thru Lanes

Challenging location
Driving – 2-way Protected Bikeway

Motor vehicle level of service (Average peak hour delay)

- A: Analysis under 2016 volumes,
- B: 2040 analysis forthcoming
- C: # of Thru Lanes

Challenging location
On-Street Parking – Possible changes under 1-way option

Possible full time parking removal
Possible full time parking added
On-Street Parking – Possible changes under 2-way option

Possible full time parking removal

Possible full time parking removal (currently allowed on Sunday AM)
### Draft Evaluation Criteria

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*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
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