

University Ave SE/ 4th St SE Protected Bikeway Study

Stakeholder Meeting #3



Agenda

1. Introductions
2. Study overview and background
3. Options considered
4. Recommended design
5. Implementation schedule
6. Discussion and questions

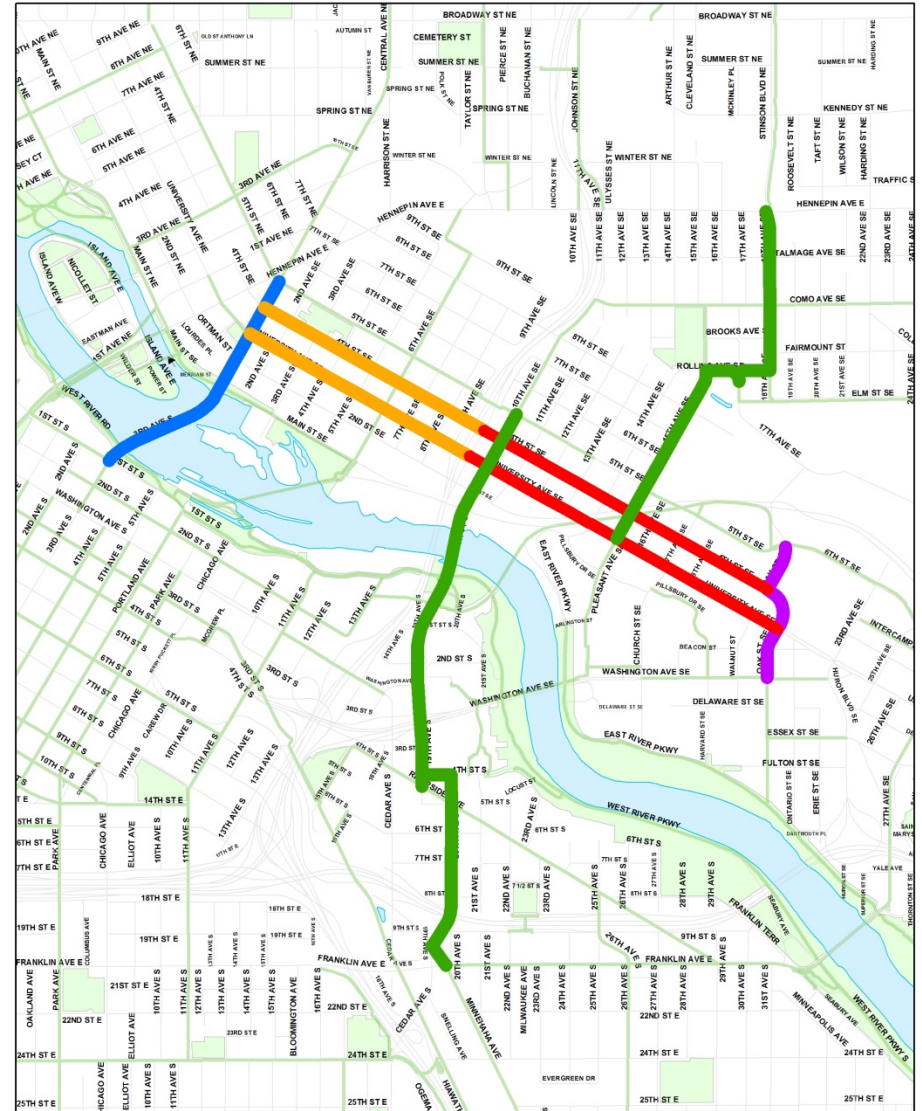


Study Overview and Background

U of M Area Planned Protected Bikeway Corridors



The 2015 Protected Bikeway Update includes a “mini U of M Network”



- "U of M Protected Bikeway" Project (City)
- Oak St SE Gap (City)
- 3rd Ave Bridge/Central Ave SE (MnDOT)
- University Ave SE (Hennepin County)
- University Ave SE (MnDOT)

■ Other Existing Bikeways

Last updated September 20, 2016
Subject to Change

University Ave SE/4th St SE Study Purpose

- The Minneapolis Bicycle Master Plan identifies a protected bikeway along the University Ave SE/4th St SE corridor
- 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



Schedule to date

Date	Task
Fall 2016	Corridor data collection
Winter-Spring 2017	Developed bikeway design options
April 4, 2017	Stakeholder Study Group #1
May 8, 2017	Stakeholder Study Group #2
Summer-Fall 2017	Additional agency review and data collection
April 12, 2018	Stakeholder Study Group #3
Summer-Fall 2018	Detailed design
Summer 2019	Bikeway installation

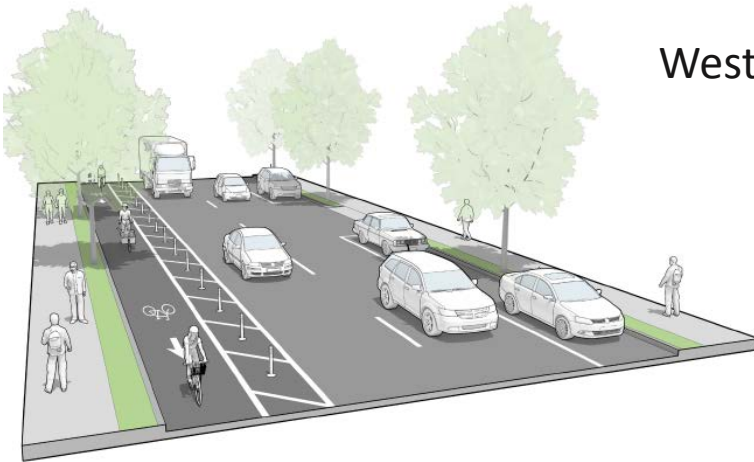
Additional one-on-one meetings with policy makers and many of you throughout 2017-2018.

Options Considered

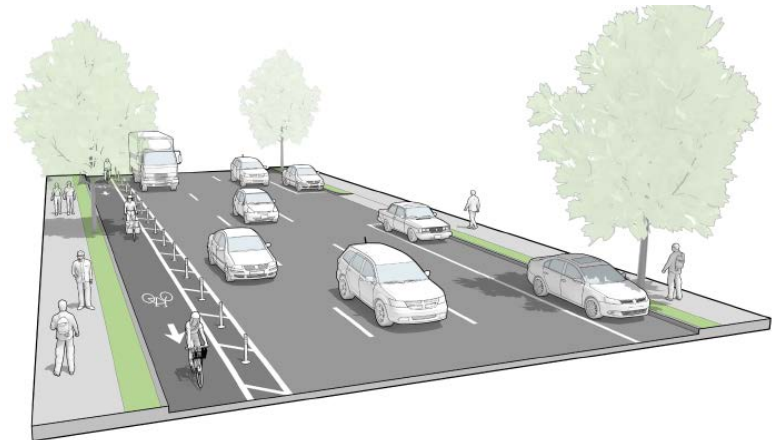
Options Considered

1-way protected bikeway on University Ave SE and 4th St SE

West of I-35W



East of I-35W

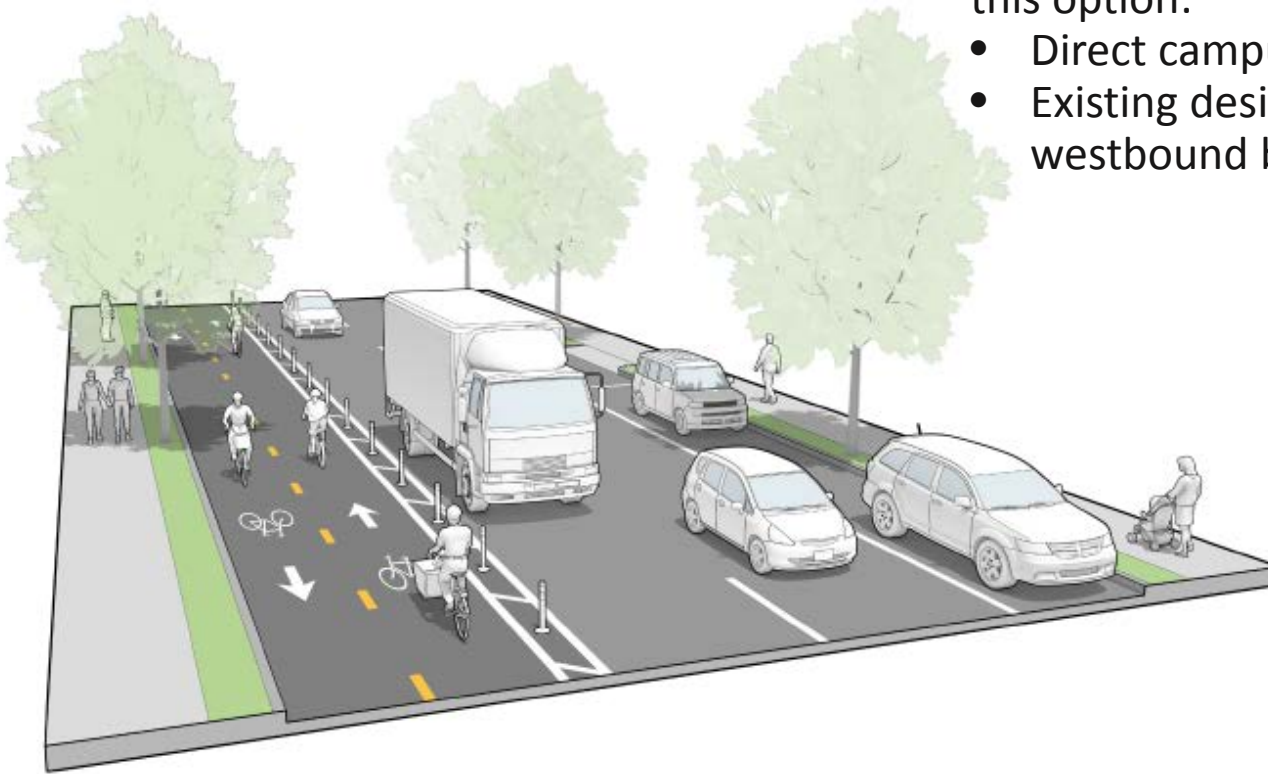


Options Considered

2-way protected bikeway on University Ave SE

Main reasons for considering this option:

- Direct campus access
- Existing desire for westbound bike movement



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

Recommended Design

Recommended Design

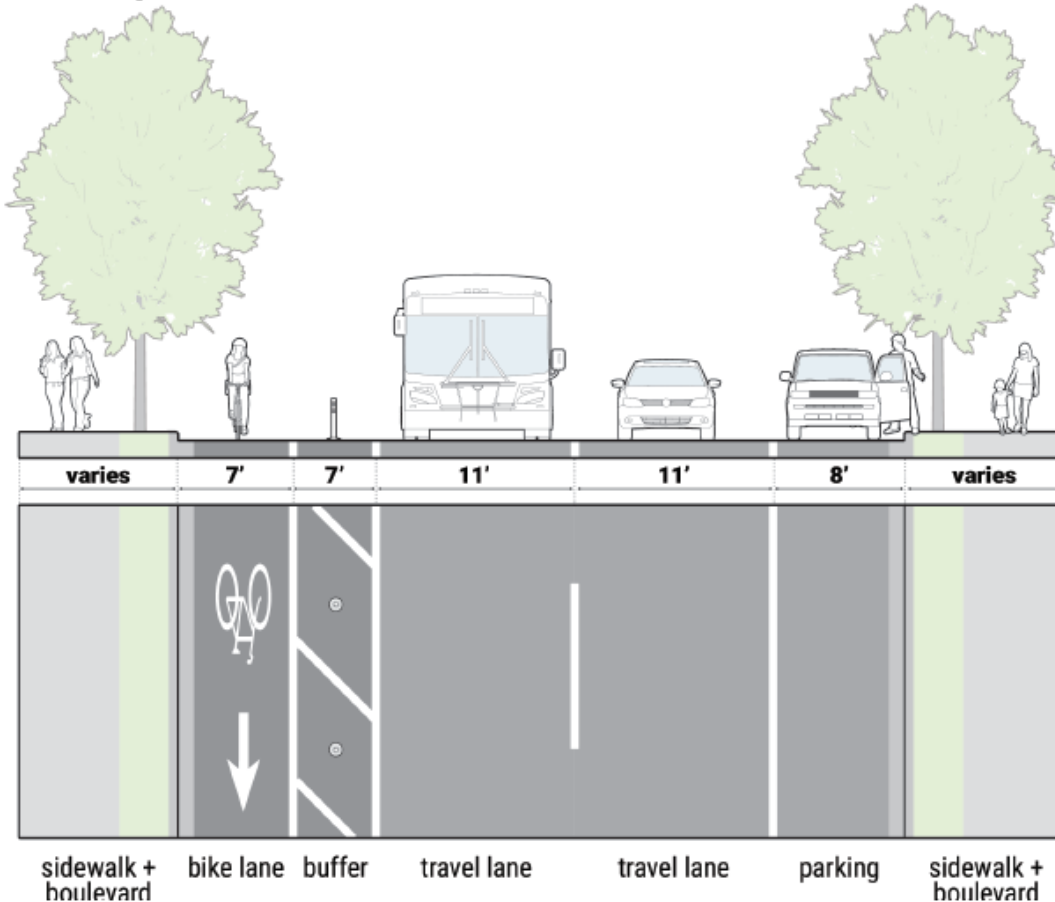
1-way pair of protected bike lanes on both streets for the length of the corridor:

- Enhances existing conventional bike lanes
- Minimizes tradeoffs with other uses
- Near-term, lower-cost implementation is feasible

Other considerations:

- Design helps change character of both University Ave SE and 4th St SE west of I-35W to improve walking and biking environment
- Will continue to monitor bicyclist movements on University Ave SE east of I-35W

Typical Design West of I-35W (MnDOT)



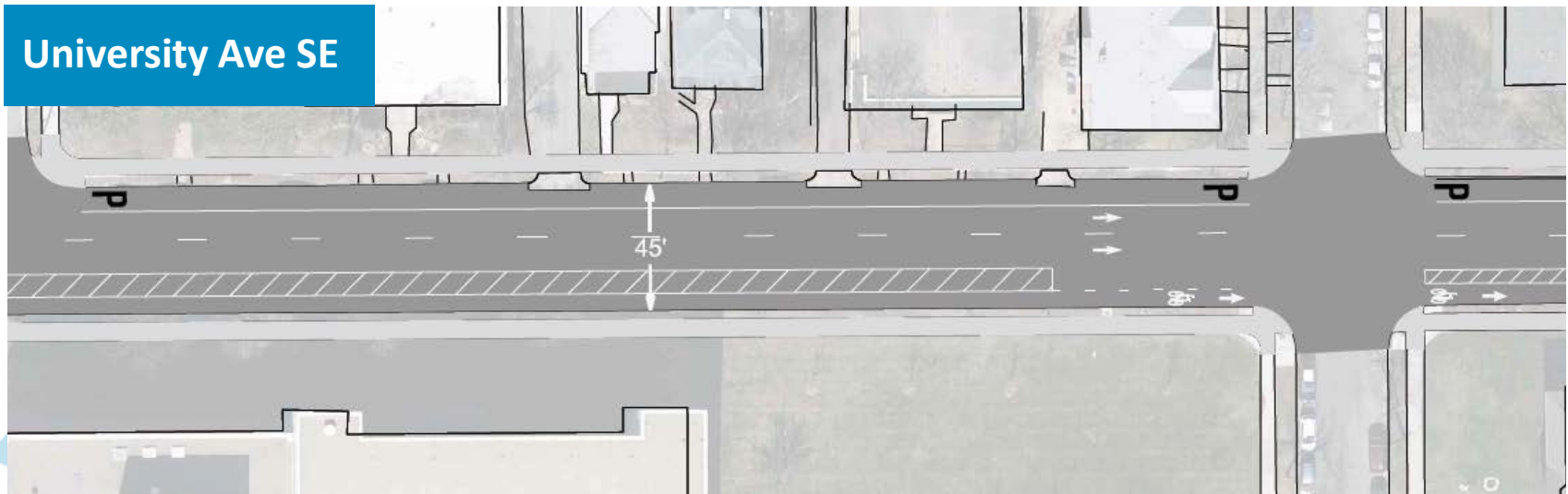
University Ave SE:

2 travel lanes maintained, on-street parking maintained on north side

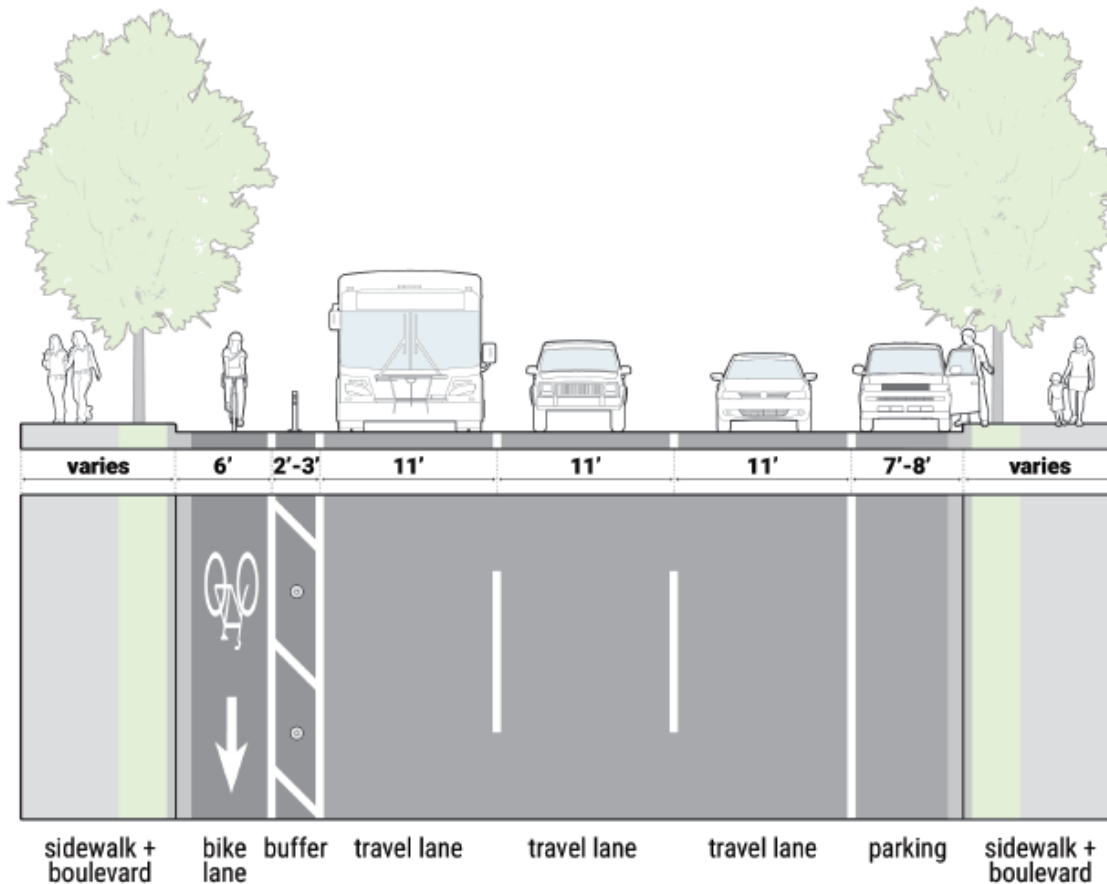
4th St SE:

Travel lanes reduced from 3 to 2 lanes, on-street parking added on south side

Typical Design West of I-35W (MnDOT)



Typical Design East of I-35W (Hennepin County)



University Ave SE:

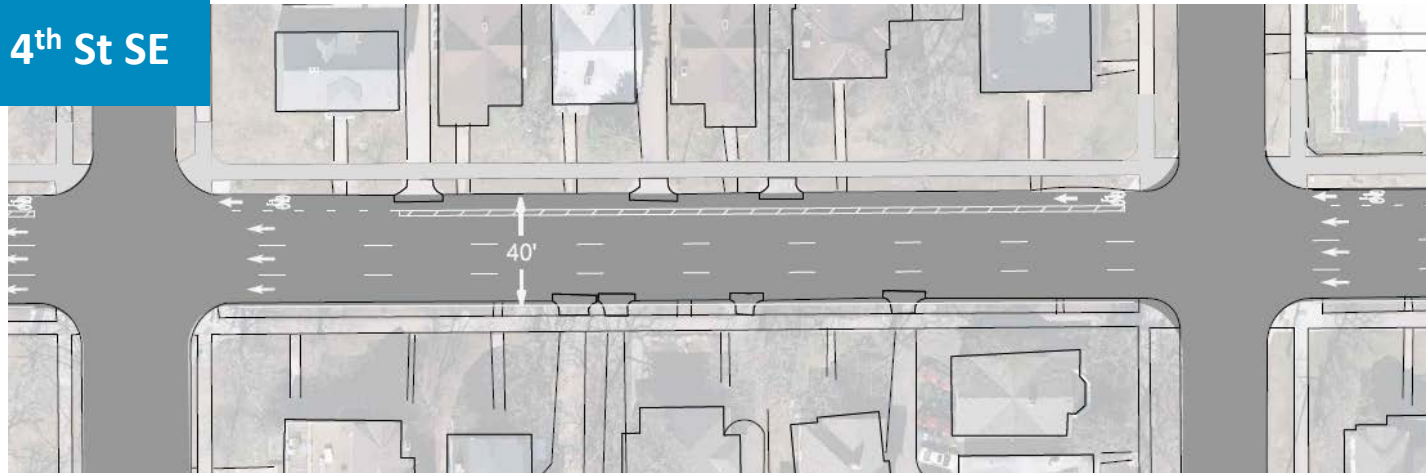
3 travel lanes maintained, most on-street parking maintained on north side

4th St SE:

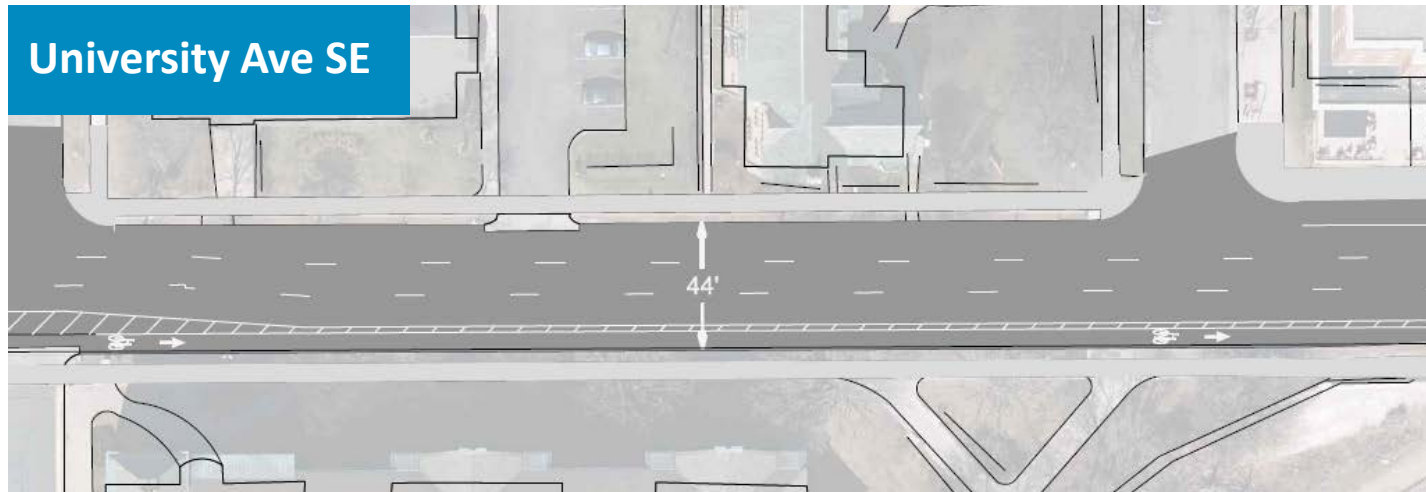
3 travel lanes maintained, except east of 17th Ave SE, most on-street parking maintained on south side

Typical Design East of I-35W (Hennepin County)

4th St SE



University Ave SE

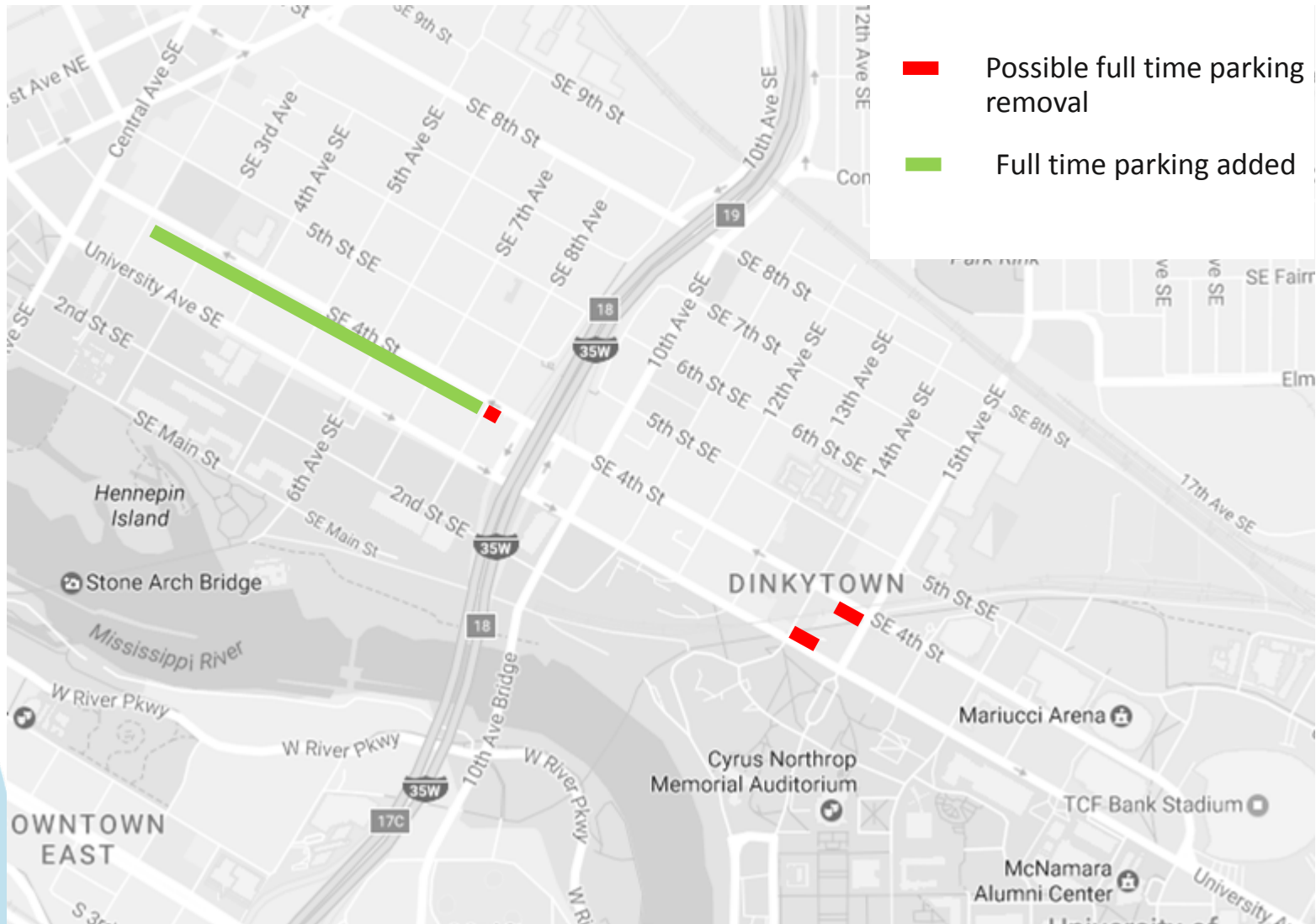


OWNTON
EAST

S3r



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



Implementation Schedule

Implementation Schedule

- **2019 installation of bikeway**
 - In coordination with Hennepin County's resurfacing of University Ave SE east of 10th Ave SE
- **City, County, and MnDOT to coordinate on detailed design, considerations include:**
 - Connections to intersecting bikeways
 - Design at I-35W, signalization
 - Bus stop design on University Ave SE at 15th Ave SE
 - Curbside design on 4th St SE east of 17th Ave SE (sports venues)
- **Continued monitoring and coordination with longer term projects**

Questions and Discussion

- Any questions or feedback about the recommended design?
- Anything you want the project team to consider as we work on the detailed plans for the 2019 project?
- Are there any longer term considerations for the corridor?



Contacts

Simon Blenski, City of Minneapolis
612-673-5012 or
simon.blenski@minneapolismn.gov

Bob Byers, Hennepin County
612-596-0354 or robert.byers@hennepin.us

Mackenzie Turner Barga, MnDOT
651-234-7879 or
mackenzie.turnerbarga@state.mn.us

Website:
www.minneapolismn.gov/bicycles/projects