

CITY OF MINNEAPOLIS



# U of M Protected Bikeways Project

Bikeway connections through the  
Como, Marcy Holmes, University, and  
Cedar Riverside neighborhoods

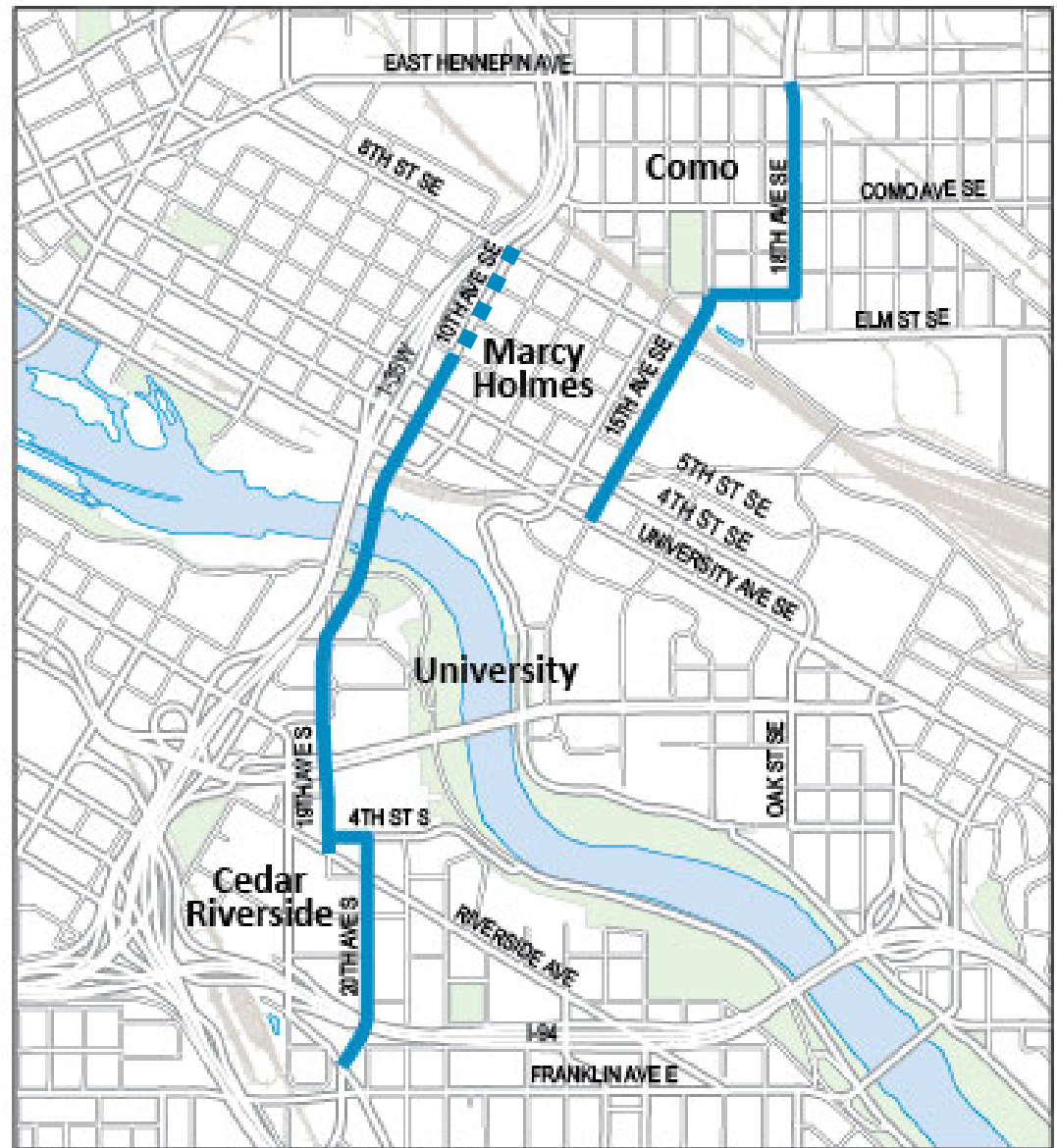
Presentation to the Southeast  
Como Improvement Association

# Tonight's Agenda

- Project overview and schedule
- Project goals and planning guidance
- Como neighborhood
  - Follow up on earlier feedback and questions
  - Recommended concepts
  - On-street parking
- Next steps
- Questions?

## Project Overview

- 2.6-mile bikeway project programmed for 2019 construction
- Lead agency: City of Minneapolis Public Works
- Project limits include various streets within the Como, Marcy Holmes, University, and Cedar Riverside neighborhoods



# Project schedule

Date	Task
Spring-Summer 2017	Introduced project, shared initial concepts, and sought feedback  SECIA meeting on April 20, 2017
Fall-Winter 2017	Sharing the recommended concept  SECIA meeting on Dec 20, 2017
Winter 2018	Seek City Council approval for the concept
2018	Detailed design and engineering
Summer 2019	Construction

# What is a protected bikeway?



# What is a protected bikeway?



# Planning and Policy Guidance

The City sees protected bikeways as an important tool to increase bicycling in Minneapolis.



## Standard bike lane

Current city bicycle mode share: **5%**

(2015)

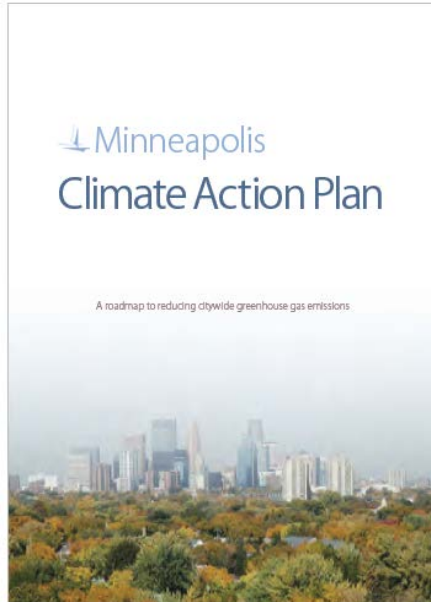


## Protected bike lane

City bicycle mode share goal: **15%**

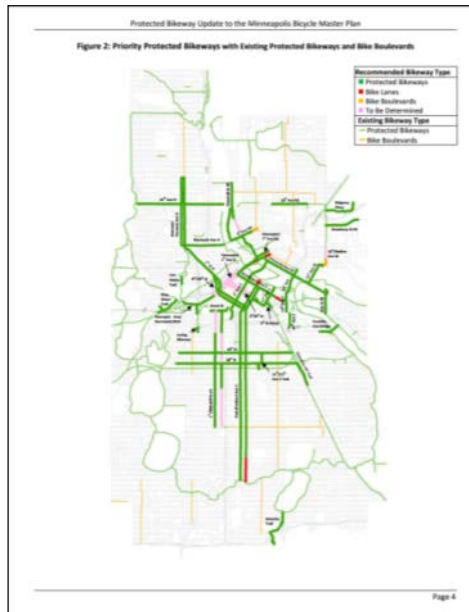
(2025)

# Planning and Policy Guidance



## 2013 Minneapolis Climate Action Plan

Recommends a 30-mile network of new on-street protected bike lanes



## 2015 Update to Minneapolis Bicycle Master Plan

Identifies U of M project corridor as a protected bikeway



## 2016 Complete Streets Policy

Policy direction to rebalance transportation system with a priority on walking, biking, and transit



# Corridor Context



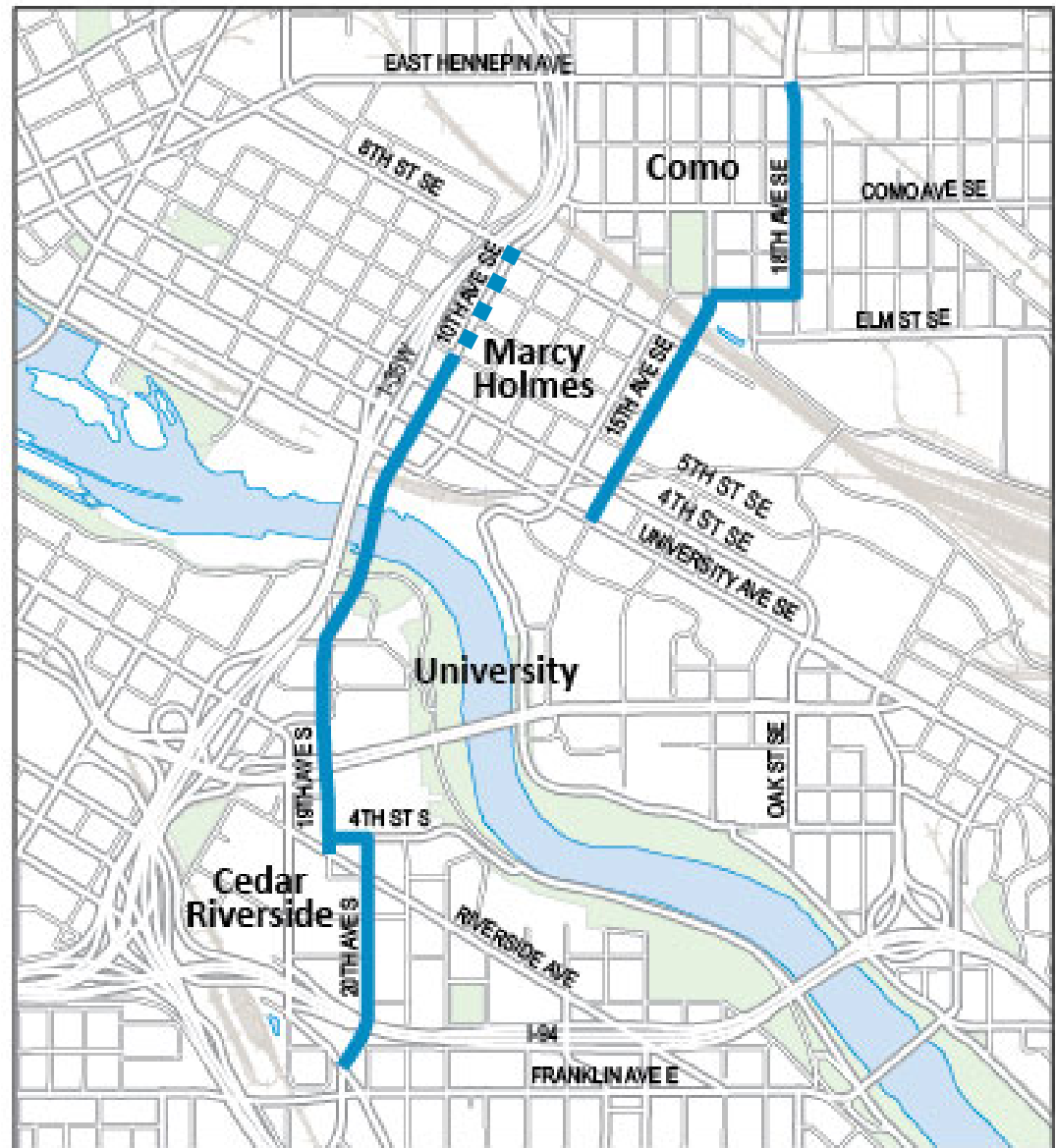
- Between 400 and 4,000 people currently bike along this corridor each day
- High demand area of all modes of traffic, with a high potential for conflict
- Many existing bike lanes, but few comfortable connections



## U of M Protected Bikeways

# Project Goals

- Enhance safety and predictability for all users
- Support active transportation options around the U of M
- Improve existing bicycle connections to better accommodate existing bicycle demand and encourage more bicycle use
- Complete the Northeast Diagonal Trail/18<sup>th</sup> Avenue SE bikeway gap



- Project Location
- Potential Extension

## U of M Protected Bikeways

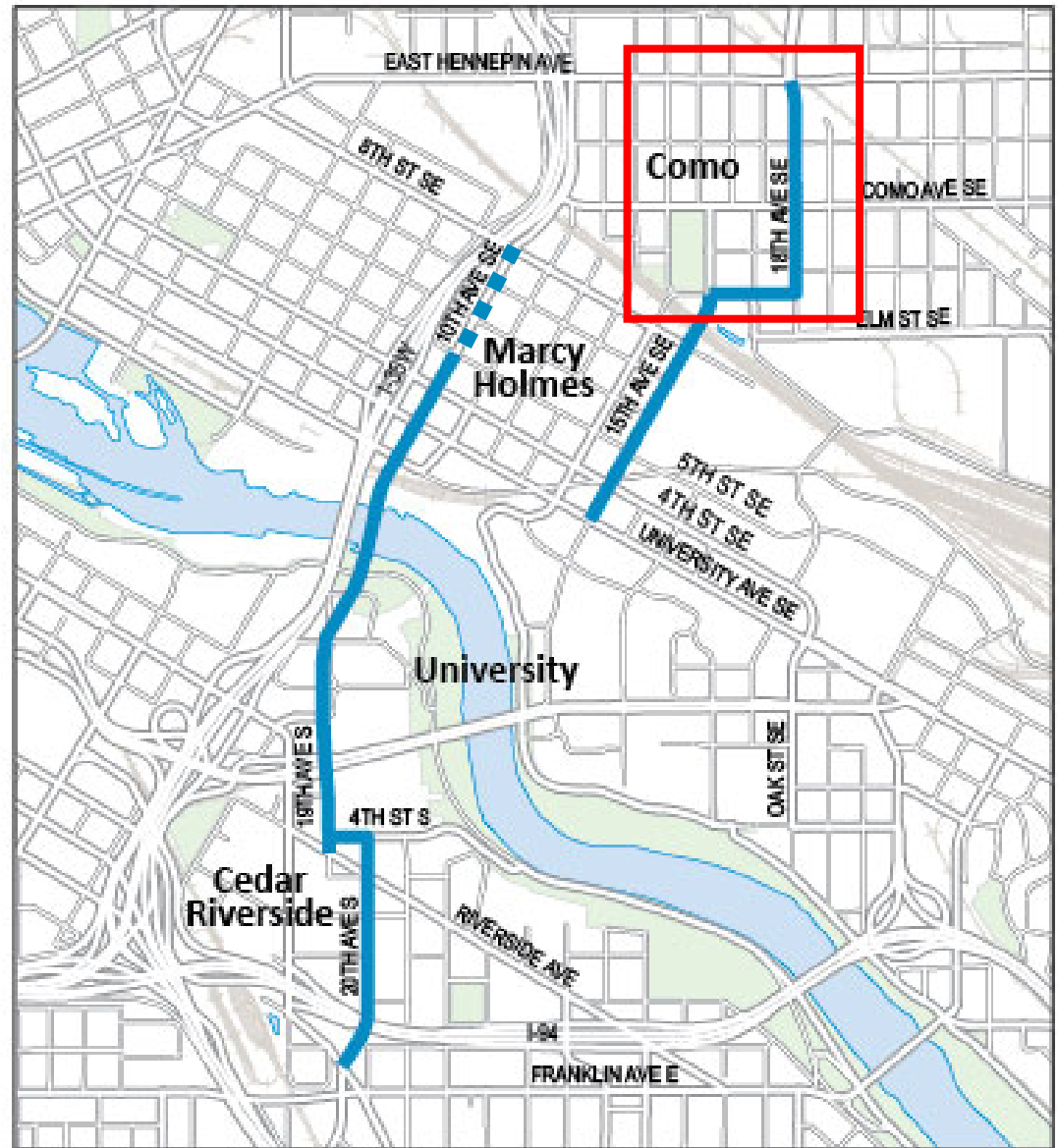
# Project within Como

18<sup>th</sup> Ave SE

E Hennepin Ave to Rollins Ave SE

Rollins Ave SE

15<sup>th</sup> Ave SE to 18<sup>th</sup> Ave SE



- Project Location
- Potential Extension

# Feedback and questions received

## Bikeway-Related

- The 18<sup>th</sup> Ave SE connection is a significant gap in the bikeway network
- Many people would like the project installed sooner than 2019
- Consider more robust separation between bikes and cars – curb separation instead of white flexible delineators
- Consider alternate routes to 18<sup>th</sup> Ave SE, including the RR corridor, E Hennepin Ave, and 15<sup>th</sup> Ave SE



# Feedback and questions received

## Parking-Related

- Confirm off-street parking options on 18<sup>th</sup> Ave SE
- Collect additional parking data during Masjid Dar Omar Al-Farooq mosque prayer times
- What is the status of the U of M's Como parking lot?



# Recommended Corridor Concepts



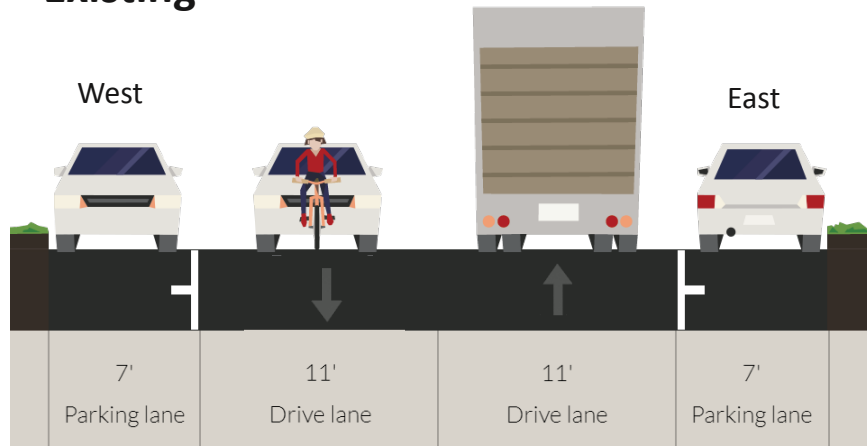
# Connection to NE Diagonal Trail

- Existing trail ends at northeast corner of Stinson Blvd NE and E Hennepin Ave
- Proposed concept would extend bikeway south of E Hennepin Ave

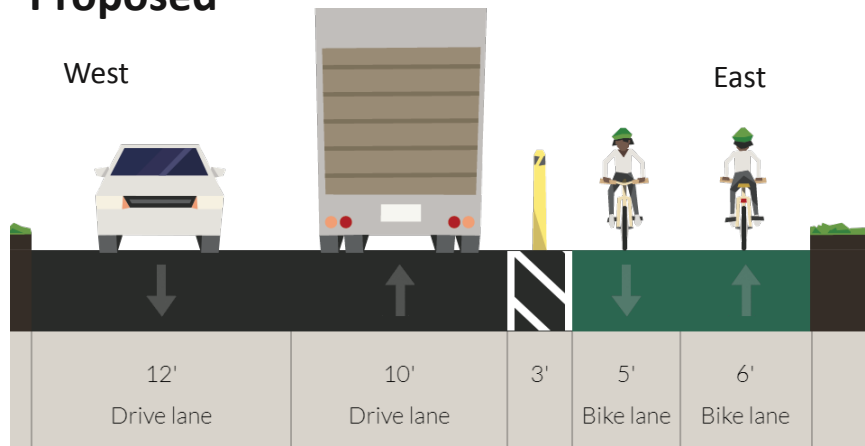


# 18<sup>th</sup> Ave SE (E Hennepin Ave to Como Ave SE)

## Existing



## Proposed



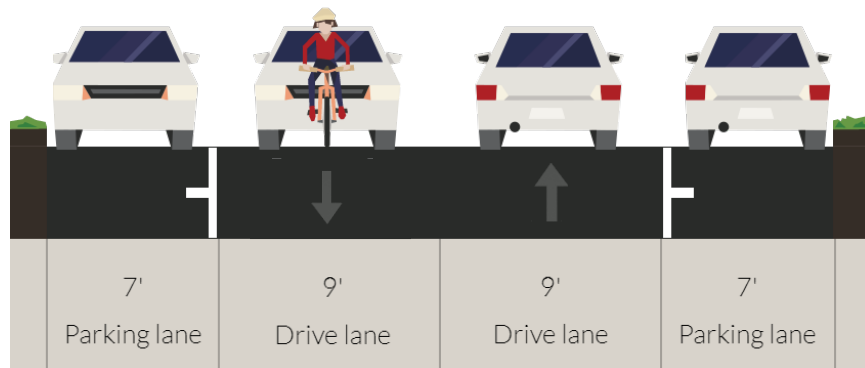
- High-volume street (>5,000 motor vehicles per day)
- 2-way protected bikeway proposed on east side of 18<sup>th</sup> Ave SE
- 2-way traffic maintained in 2 travel lanes
- Due to narrow street, on-street parking needs to be removed on both sides to fit in bikeway



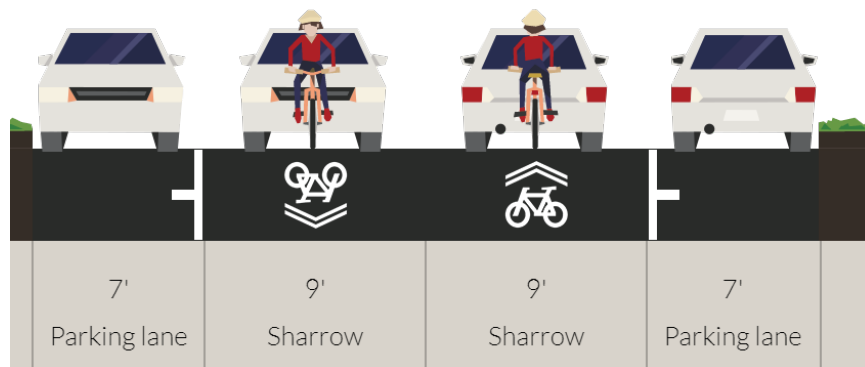
# 18<sup>th</sup> Ave SE (Como to Rollins Ave SE) Rollins Ave SE (17<sup>th</sup> to 18<sup>th</sup> Ave SE)



## Existing



## Proposed



- Low-volume street (about 500 motor vehicles per day)
- 2-way bike boulevard proposed – includes bike markings and signs
- Cars share space with bikes
- 2-way car traffic maintained
- On-street parking maintained on both sides of street

# 18<sup>th</sup> Ave SE at Fairmount St SE

## Recommended stop sign change at 18<sup>th</sup> Ave SE and Fairmount St SE:

- Convert 3-way stop to 1-way stop for westbound traffic
- 3-way stop originally installed in the 1970's to mitigate cut thru traffic and encourage slow speeds
- This installation is no longer consistent with Public Works' practice for installing stop signs at T-intersections
- Other current street design features of the street help address cut thru traffic and encourage slow speeds
- This change also supports the project by decreasing the number of stops for bicycle traffic



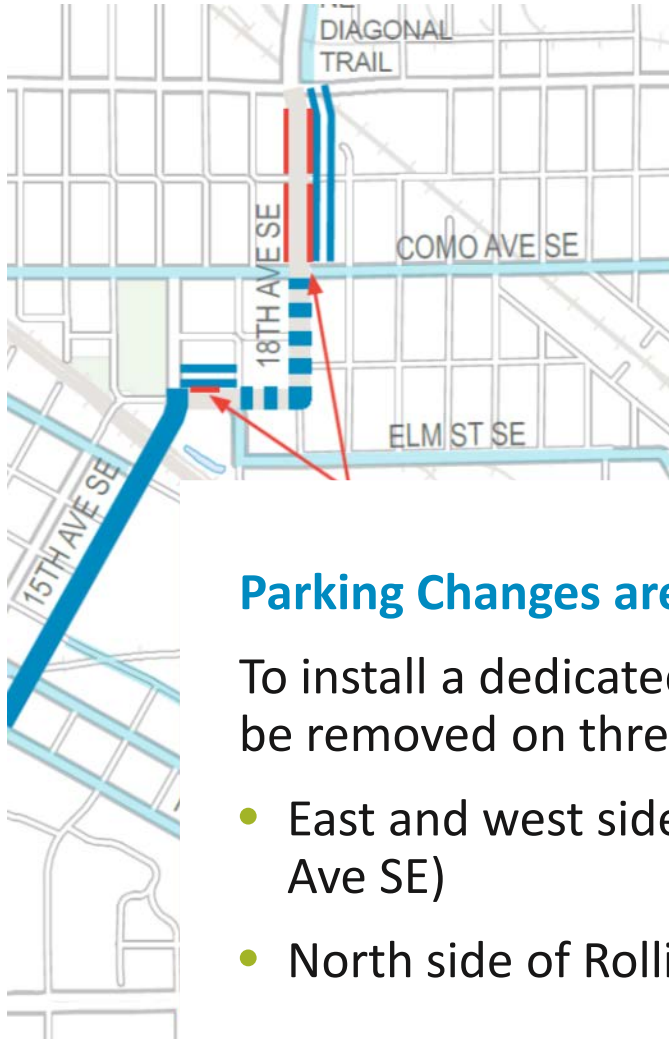
# Rollins Ave SE (15<sup>th</sup> Ave SE to 17<sup>th</sup> Ave SE)



Establish formal trail connection through existing concrete diverter

- 2-way protected bikeway between 15<sup>th</sup> Ave SE and diverter
- 2-way car traffic maintained
- Eastbound bike lane maintained to provide a connection to Elm St SE
- Due to narrow street, on-street parking needs to be removed on north side to fit in bikeway

# On-Street Parking



## Parking Changes are Proposed

To install a dedicated bikeway, existing on-street parking must be removed on three blocks in the Como neighborhood:

- East and west side of 18<sup>th</sup> Ave SE (E Hennepin Ave to Como Ave SE)
- North side of Rollins Ave SE (15<sup>th</sup> Ave SE to 17<sup>th</sup> Ave SE)

# On-Street Parking

## Parking Options

- On 18<sup>th</sup> Ave SE all properties have access to off-street parking (alley or driveway)
- On Rollins Ave SE all properties, except one, have access to off-street parking options (alley or driveway)



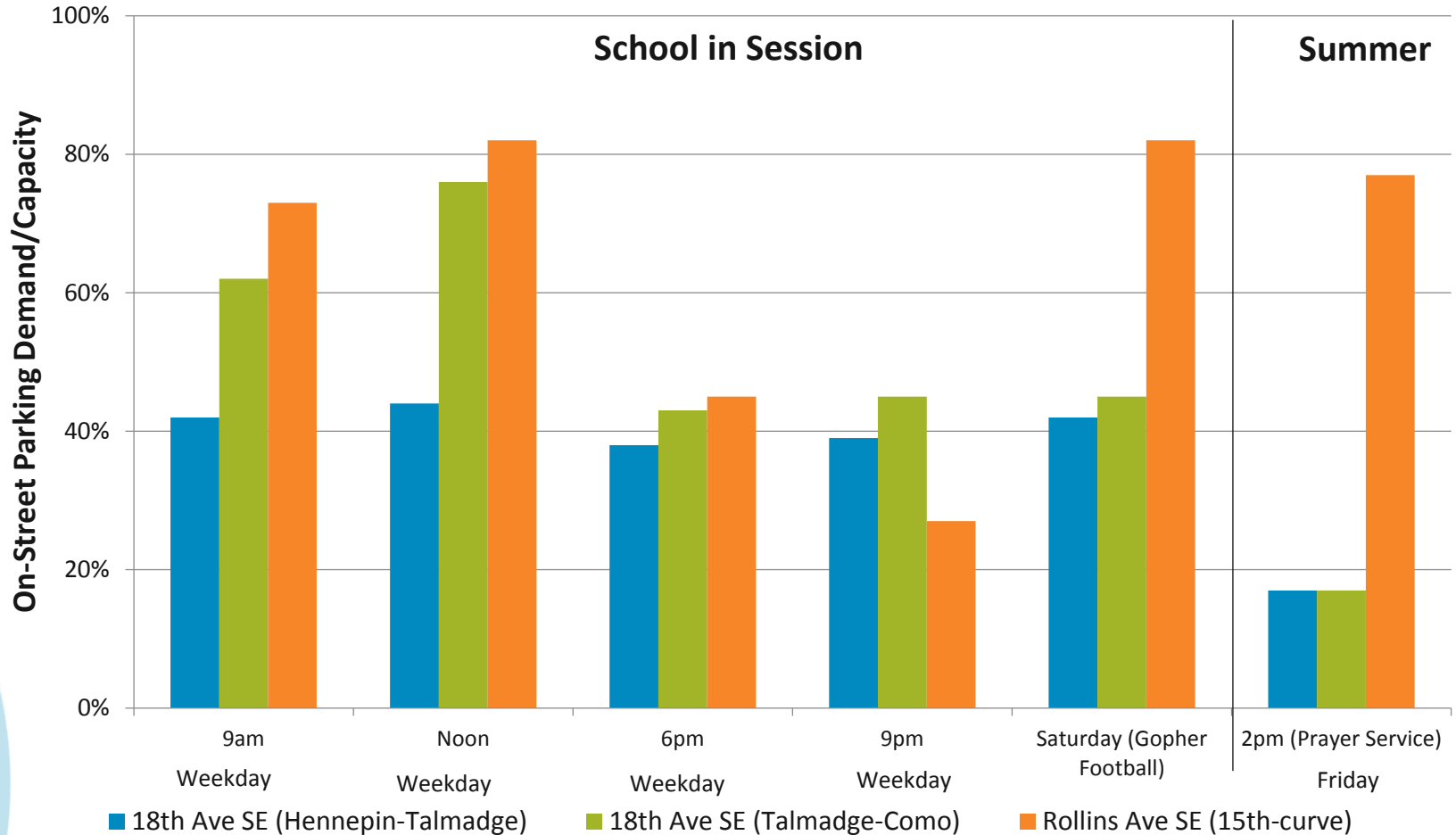
# On-Street Parking

## Observed Demand

- Parking demand in University District is generally high
- On 18<sup>th</sup> Ave SE and Rollins Ave SE, parking demand is highest on weekdays during the day and lower during evenings and overnight
- Demand can be impacted by U of M events
- Masjid Dar Omar Al-Farooq Mosque generates demand, but observations during peak prayer times do not show substantial increases in parking on surrounding streets
- Generally, there is available capacity on most side streets

# On-Street Parking

## Parking Observations



# Next Steps

Date	Task
Fall-Winter 2017	Sharing recommended concept <a href="#">SECIA meeting on Dec 20, 2017</a>
Winter 2018	Seek City Council approval for concept
2018	Detailed design and engineering
Summer 2019	Construction

## **Please submit additional feedback or questions to:**

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612-673-5012

Project website: [www.minneapolismn.gov/bicycles/projects](http://www.minneapolismn.gov/bicycles/projects)