

CITY OF MINNEAPOLIS



U of M Protected Bikeways Project

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

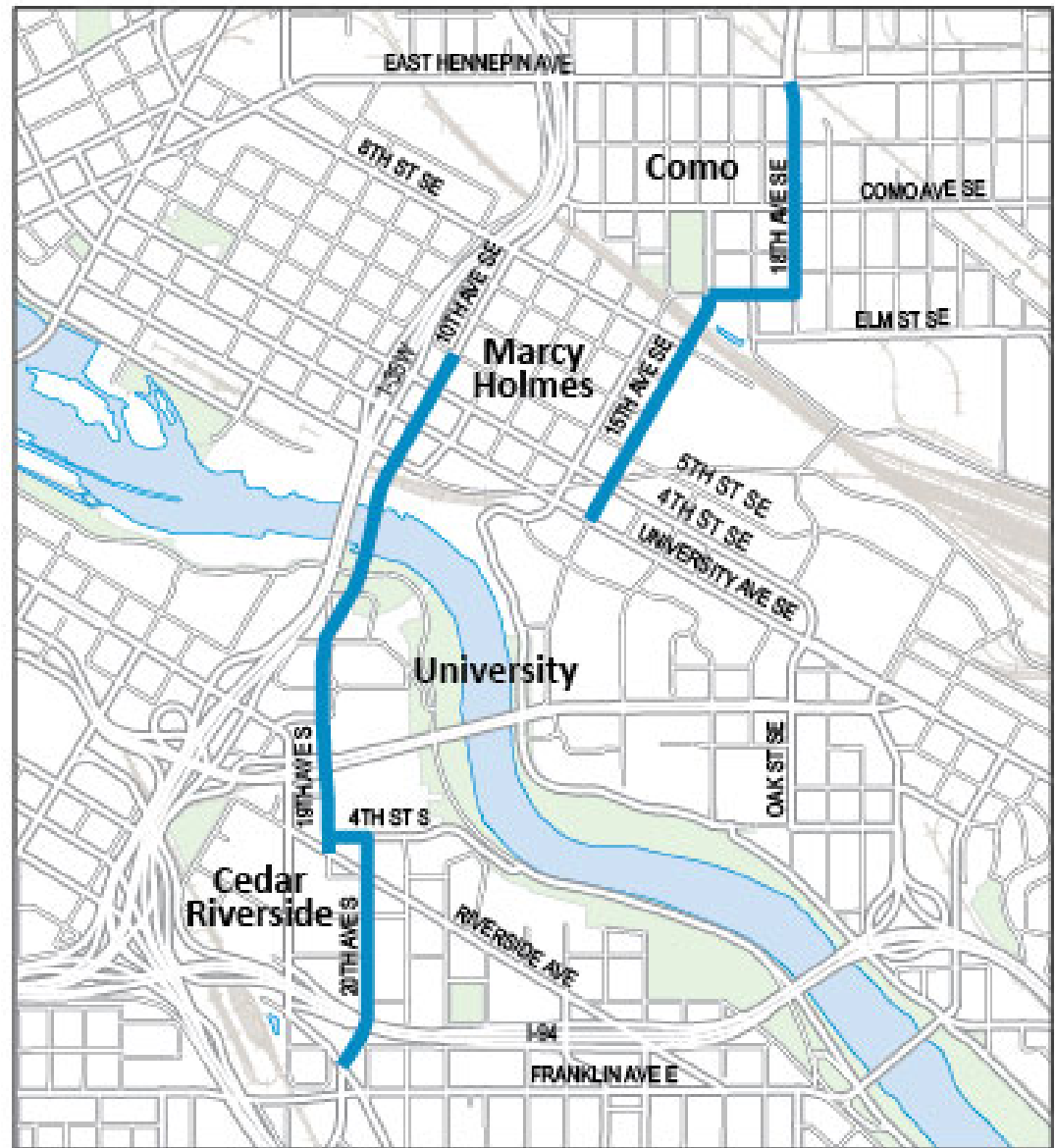
Presentation to the Southeast
Como Improvement Association

Tonight's Agenda

- Project overview
- Project schedule
- Project goals and planning guidance
- Como Neighborhood
 - Proposed 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 Location

Project schedule

April-July 2017: Community engagement and preliminary design

August 2017: Seek City Council approval for layout

2018: Detailed design and engineering

Summer 2019: Construction

What is a protected bikeway?



What is a protected bikeway?



Planning 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)

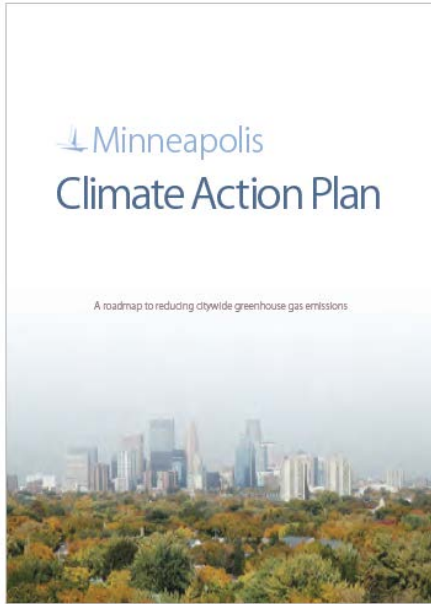


Protected bike lane

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

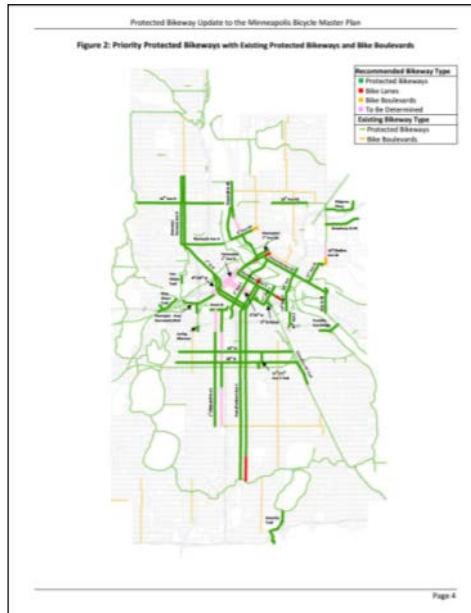
(2025)

Planning 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



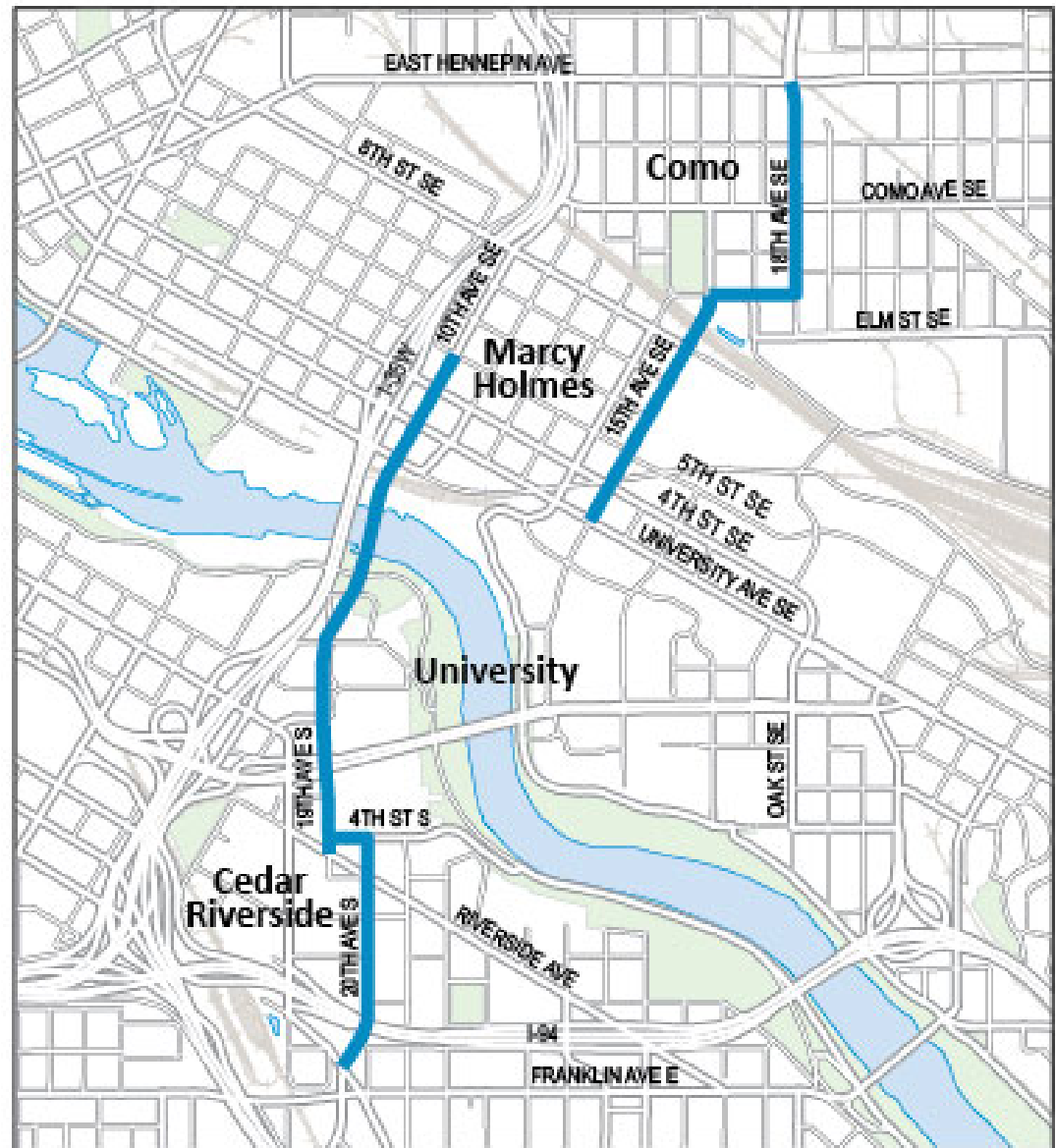
- Between 400 and 4,000 people currently bike along this corridor each day
- High demand area of all modes of traffic, with a high potential for conflict
- Many existing bike lanes, but few comfortable connections



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/18th Avenue SE bikeway gap



Project Location



Project within Como

18th Ave SE

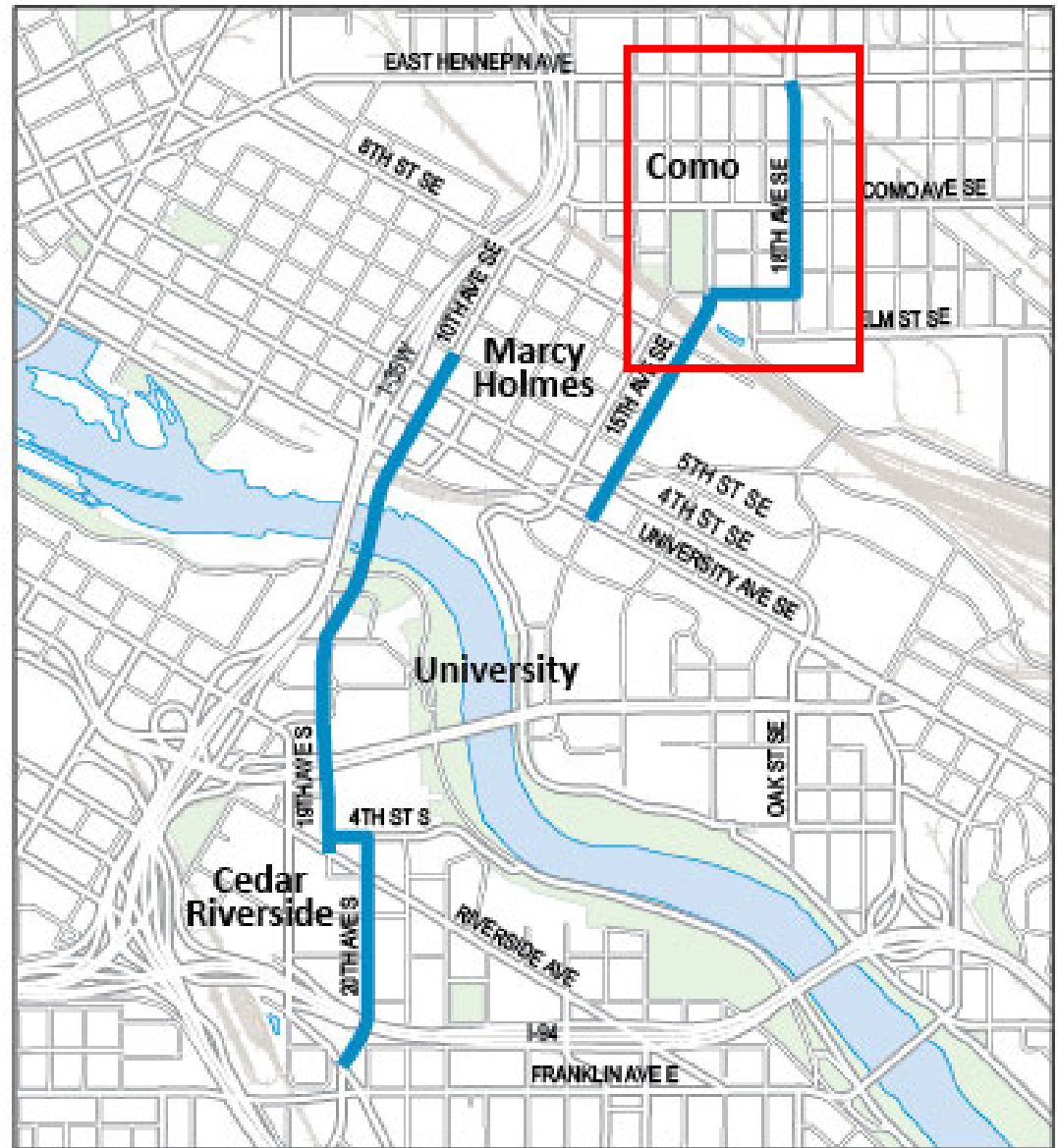
E Hennepin Ave to Rollins Ave SE

Rollins Ave SE

15th Ave SE to 18th Ave SE

15th Ave SE

University Ave SE to Rollins Ave SE



Project Location



Initial Corridor Concepts

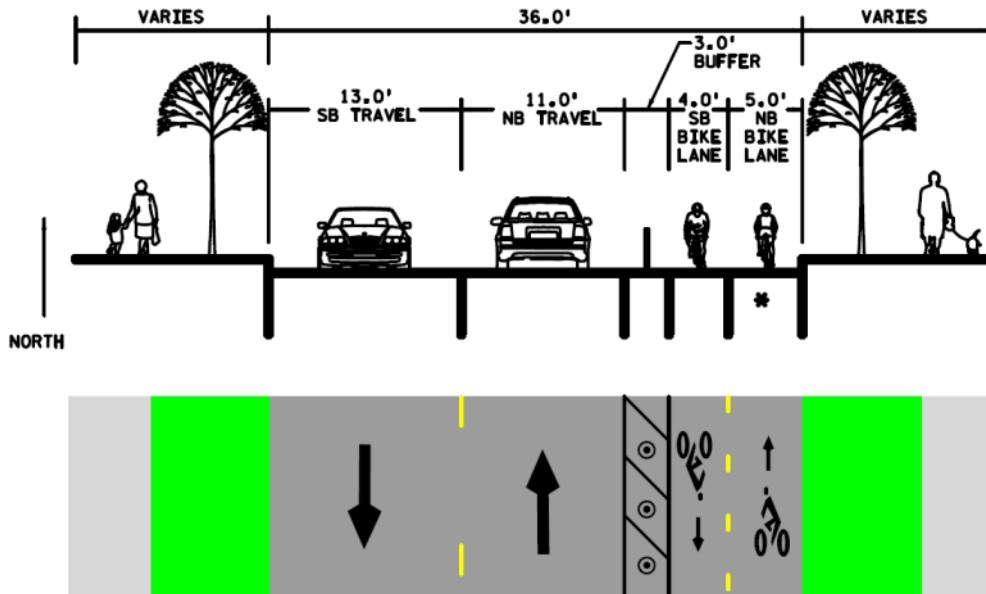


Connection to NE Diagonal Trail

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

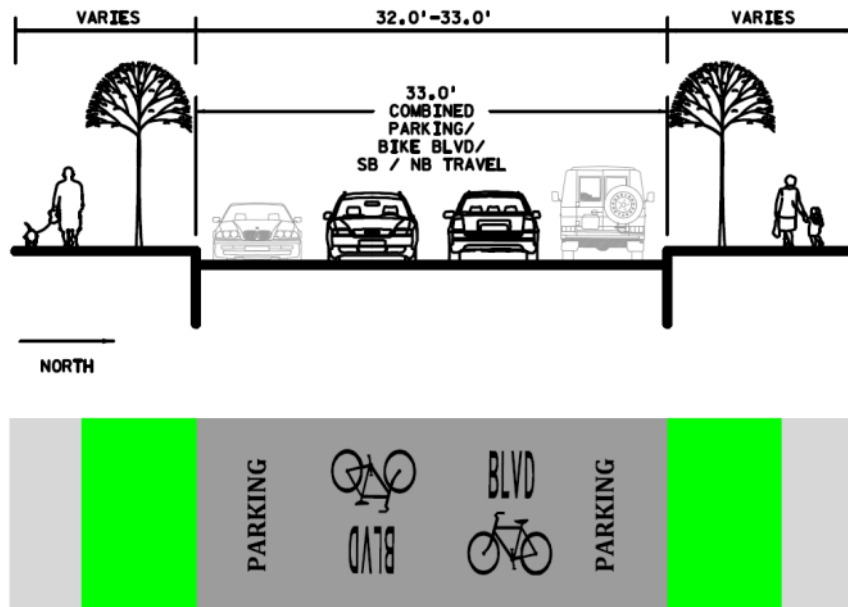


18th Ave SE (E Hennepin Ave to Como Ave SE)



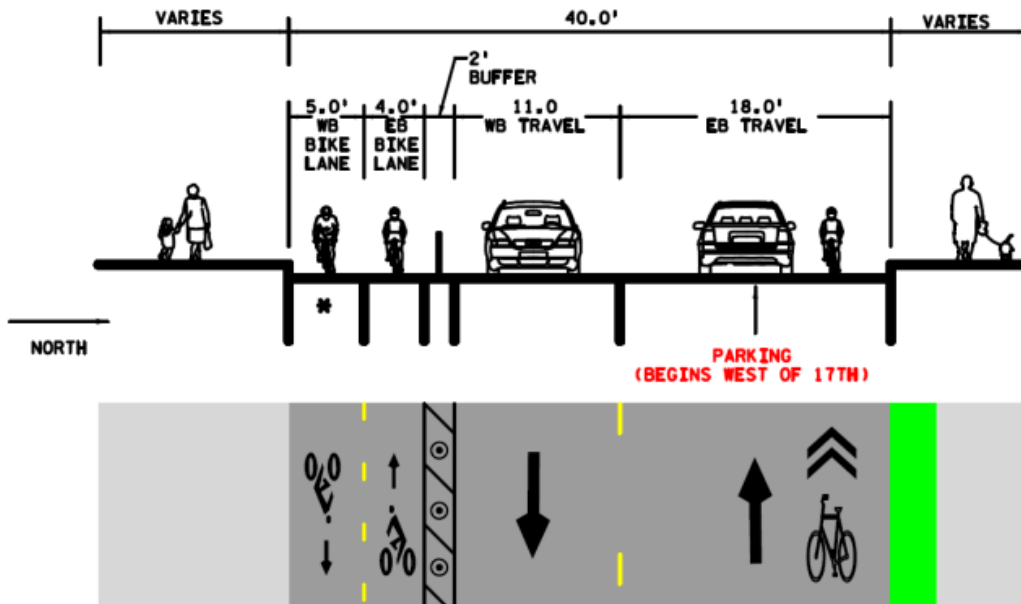
- High-volume street (>5,000 motor vehicles per day)
- 2-way protected bikeway proposed on east side of 18th Ave SE
- 2-way traffic maintained in 2 travel lanes
- Due to narrow street, on-street parking needs to be removed on both sides to fit in bikeway

18th Ave SE (Como to Rollins) Rollins Ave SE (17th to 18th)



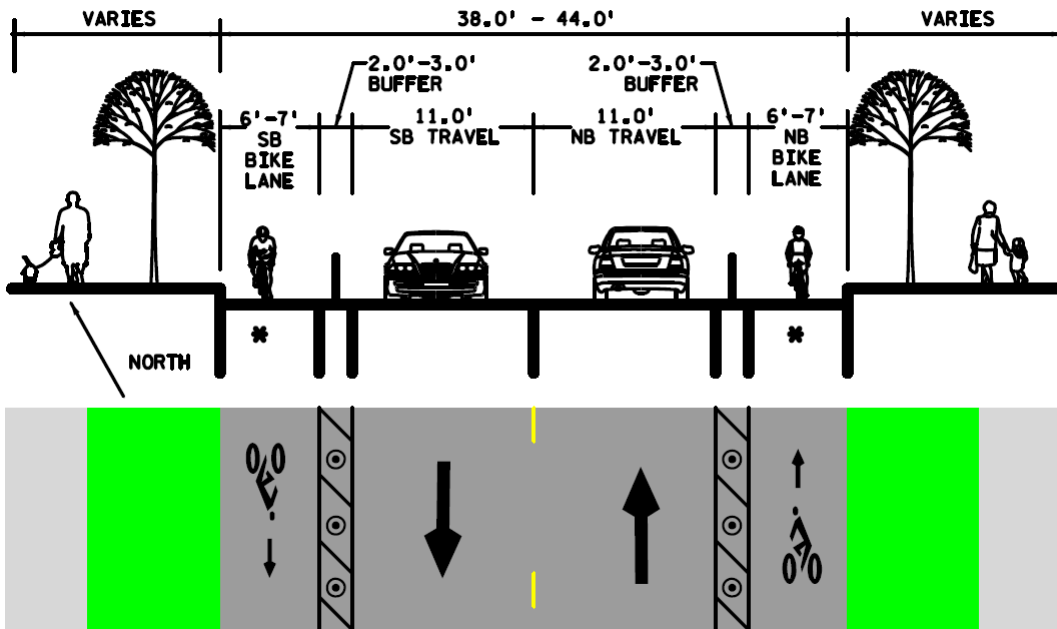
- Low-volume street (about 500 motor vehicles per day)
- 2-way bike boulevard proposed – includes bike markings and signs
- Cars share space with bikes
- 2-way car traffic maintained
- On-street parking maintained on both sides of street

Rollins Ave SE (17th Ave SE to 15th Ave SE)



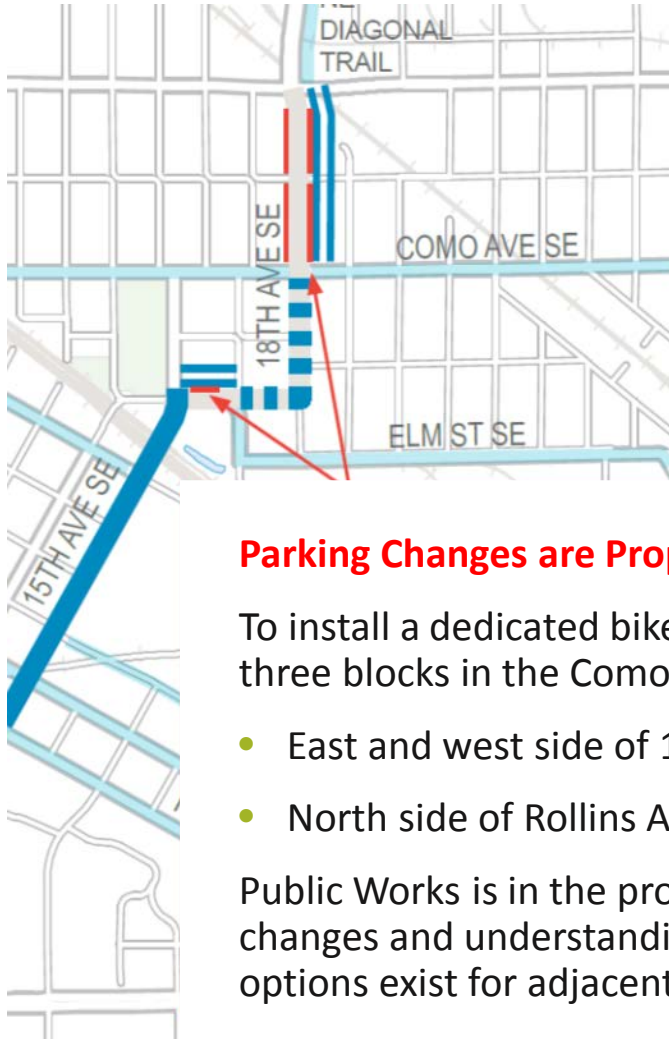
- Establish formal trail connection through existing concrete diverter
- Continue 2-way protected bikeway to 15th Ave SE
- 2-way car traffic maintained
- Due to narrow street, on-street parking needs to be removed on north side to fit in bikeway

15th Ave SE (University Ave SE to Rollins Ave SE)



- High-volume street (>10,000 motor vehicles per day)
- 1-way protected bikeway on both sides of street
- 2-way traffic maintained in 2 travel lanes

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 18th Ave SE (E Hennepin Ave to Como Ave SE)
- North side of Rollins Ave SE (15th Ave SE to 17th Ave SE)

Public Works is in the process of gathering feedback on the proposed changes and understanding what alternative on-street or off-street parking options exist for adjacent residents.

On-Street Parking

Parking Options

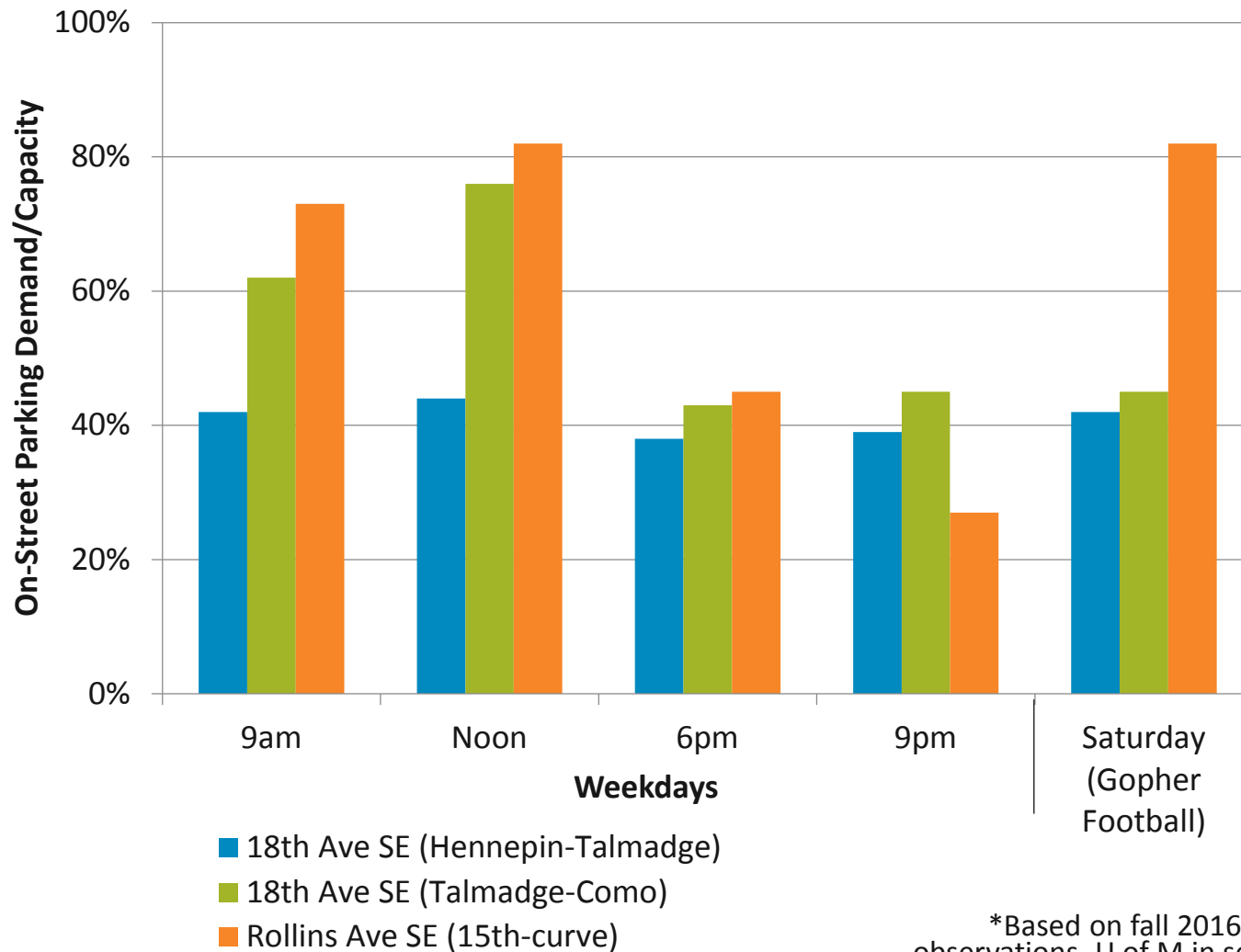
- On 18th Ave SE all properties have access to off-street parking (alley or driveway)
- On Rollins Ave SE all properties, except one, have access to off-street parking options (alley or driveway)

Observed Demand

- Parking demand in University District is generally high
- On 18th 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
- Generally, there is available capacity on most side streets

On-Street Parking

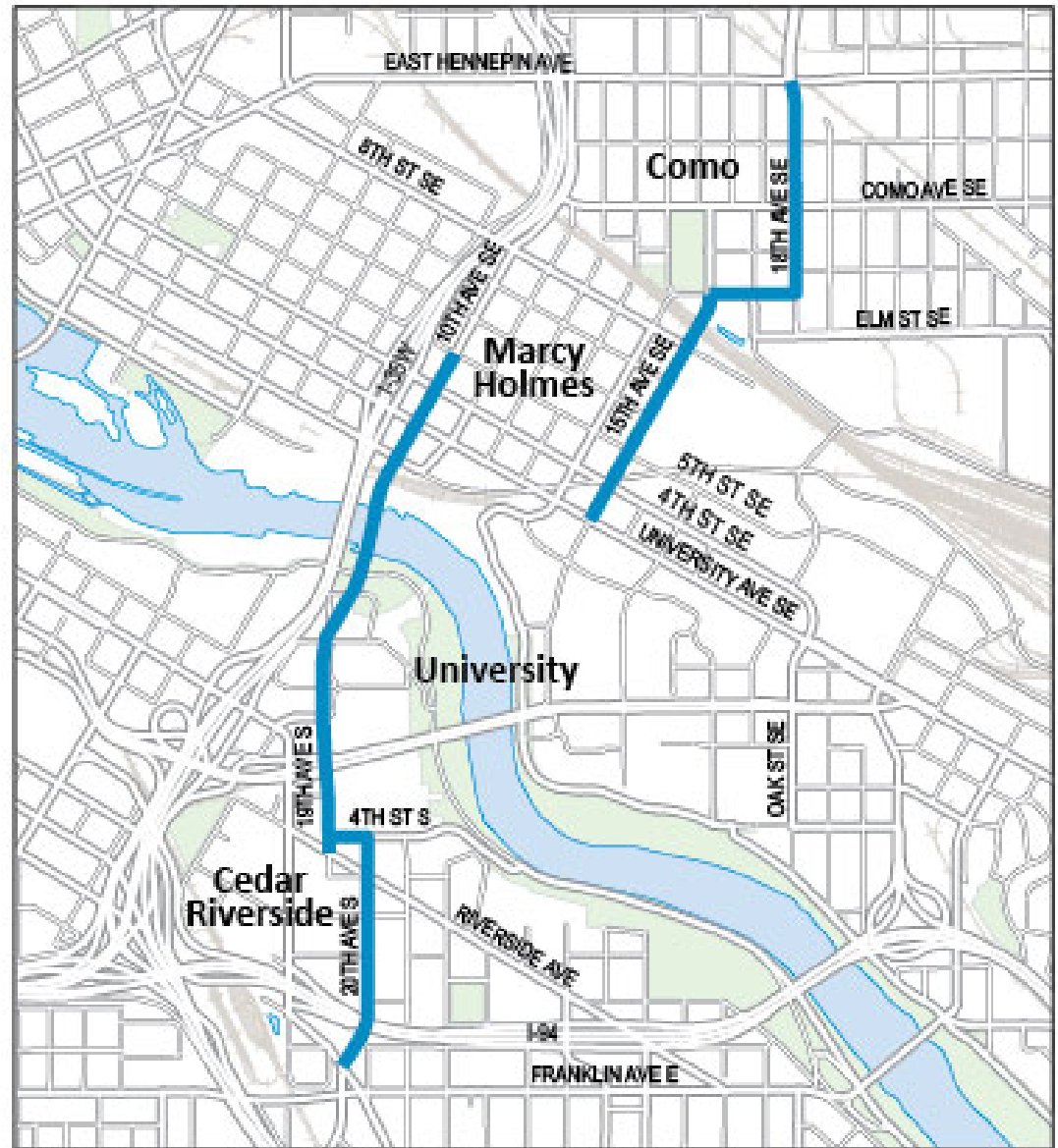
On-Street Parking Use on 18th Ave SE and Rollins Ave SE



*Based on fall 2016 observations, U of M in session

Other Project Segments

U of M Protected Bikeways



Project Location

Next Steps

2017	What
April 20	1 st SECIA community meeting - introduction
June (date TBD)	2 nd SECIA community meeting – share recommended design concepts
August	Seek layout approval from City Council
2019 - Construction	

Please submit feedback to:

Simon Blenski, Transportation Planner
Minneapolis Department of Public Works

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612-673-5012

Project website:
www.minneapolismn.gov/bicycles/projects