

CITY OF MINNEAPOLIS

38th Street E Bike Lanes

(Minnehaha Ave to W River Pkwy)

Neighborhood Meeting

May 9, 2017



Tonight's Presentation

- Project Coordination
- Project Goals
- Policy Guidance
- Planning Evaluation
- Outreach and Engagement
- Final Plans



Project Coordination

- 1) Resurfacing Project: Driven by pavement condition
 - Remove and replace pavement surface
 - Extend operational life of roadway
- 2) Bike Lane Project: Independent, opportunity-driven
 - Implement Bicycle Master Plan
 - Improve conditions for walking and biking

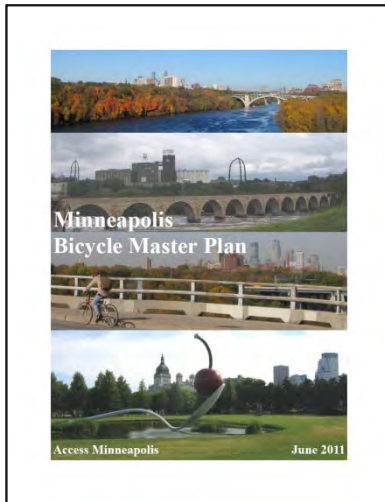


Project Goals

- Enhance safety and predictability for all users
- Encourages bicycle usage
- Improve non-motorized connectivity
- Promote traffic calming
- Support active transportation options

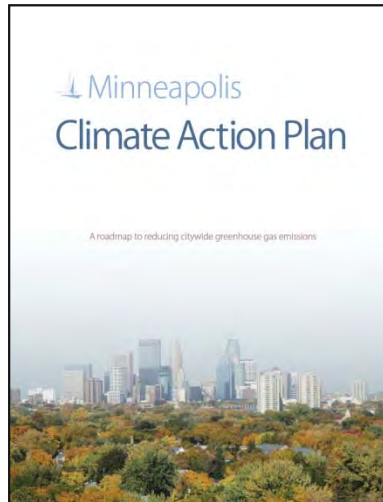


Policy Guidance



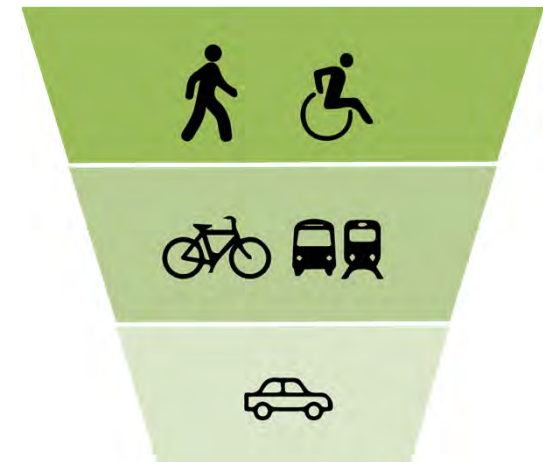
Bicycle Master Plan (2011)

- Improve safety and mobility for bicyclists
- Increase bike mode share
- Map of how system may look fully built out
- Route identification and design factors



Climate Action Plan (2013)

- Increase bike commuting
- Support safe, walkable neighborhoods
- Double transit ridership
- Reduce greenhouse emissions and dependency on automobiles



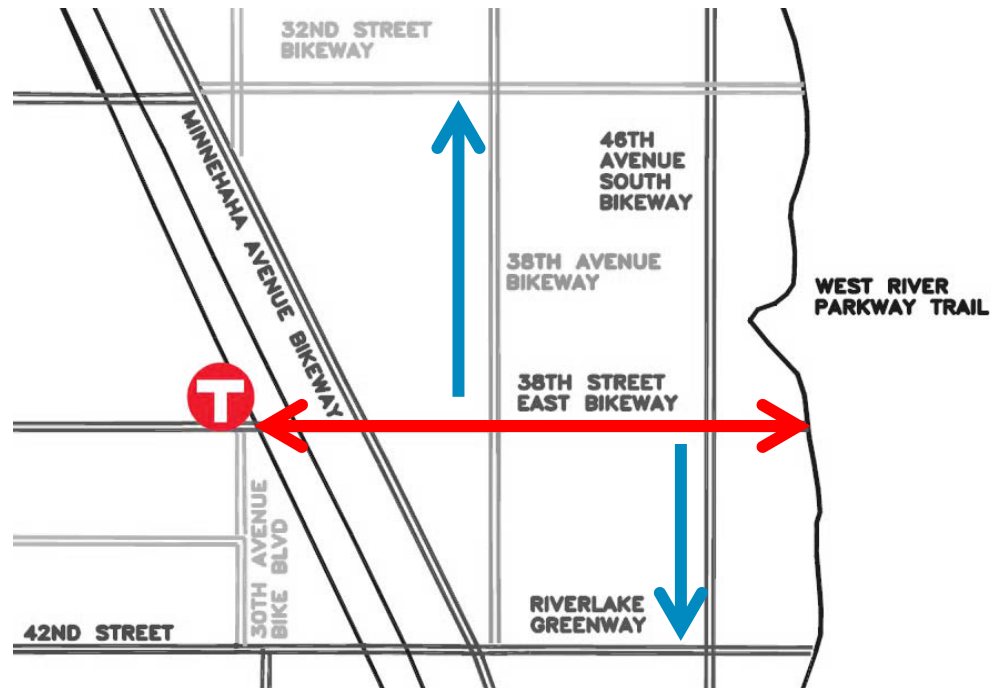
Complete Streets Policy (2016)

- Establish modal priority framework
- Inform transportation decision-making
- Rebalance transportation network and strengthen multimodal connections
- Facilitate less reliance upon motor vehicles



Why choose 38th St?

- Identified in Bicycle Master Plan
- East-West Connectivity
- Blue Line LRT Station
- Trail connections
- Lack of dedicated bike lanes in neighborhood
- Traffic calming



Planning Factors and Consideration

- Route Spacing
- Directness
- Access and Connectivity
- System Gaps and Barriers
- Proximity to Parks, Schools, and Transit Service
- Traffic volumes
- Alternate Routes
- Design best practices
- Loading Zones
- Parking Capacity and Demand
- School Operations
- Business Operations
- Disability Parking Zones
- Critical parking areas
- Pedestrian Crossings
- Crash History
- Traffic Controls
- Snow Emergencies



Existing Users

Average Weekday Activity

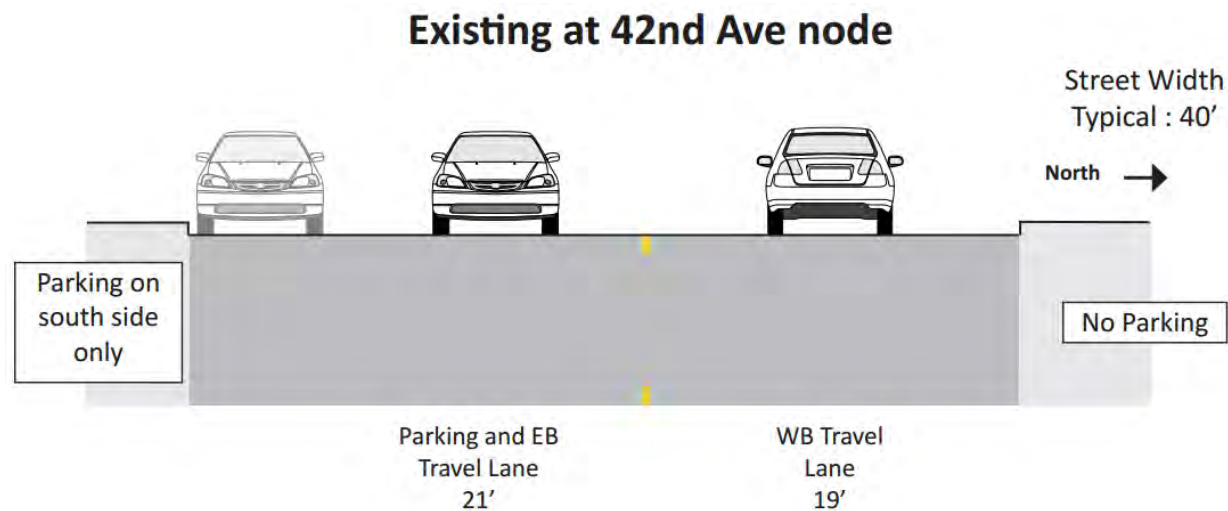
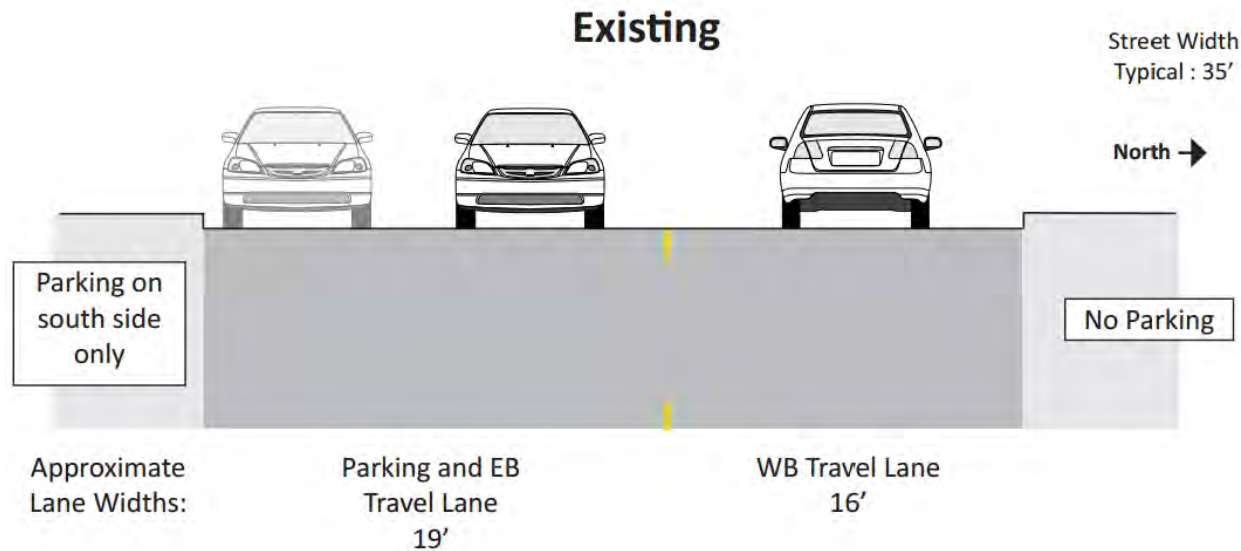
- 300 people walking
- 100 to 200 people biking
- Served by 2-3 buses per hour (Route 23)
- 1,200 to 4,200 people driving



Traffic is highest for all users near Minnehaha Avenue



Existing Conditions



Bike Lane Suitability

Local Evaluation

- Bike lanes found to have a lower bike crash rate
- Increasing mode share and decreasing crash rate
- Encourages traffic calming

Bike Design Guidance

- MnDOT Design Manual
- NACTO Urban Bikeway Design Guide

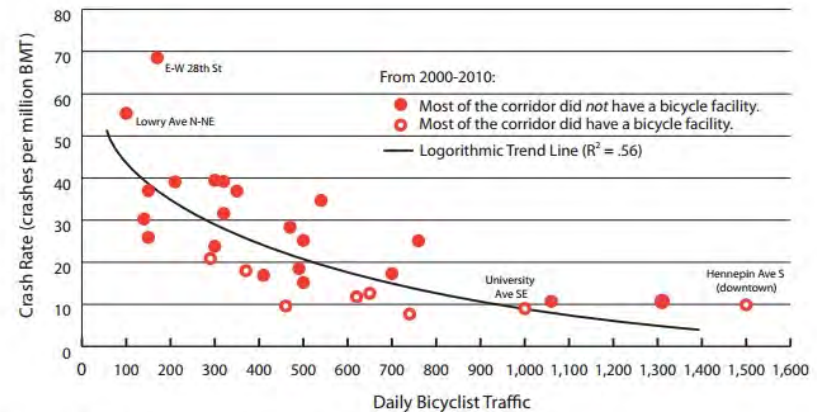


Figure 5.14.5 - Bicyclist-motorist crash rate vs. daily bicyclist traffic

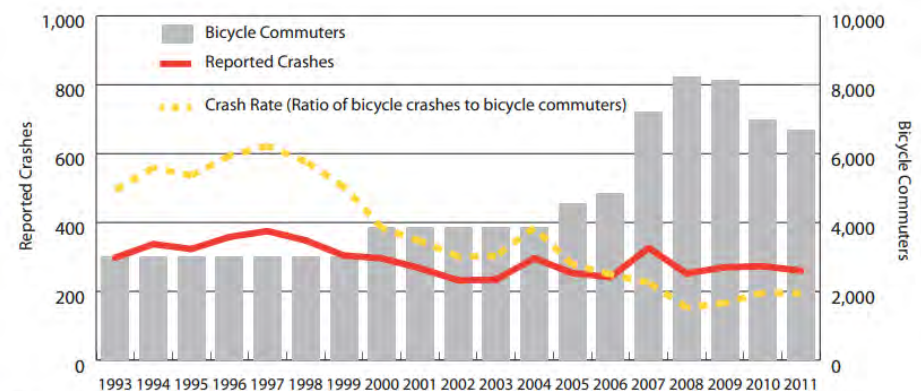
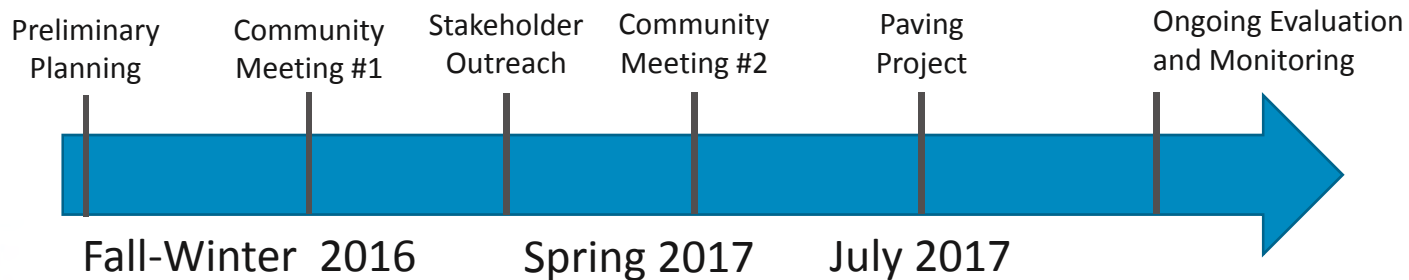


Figure 2.3 - Estimated city-wide bicyclist crash rate, 1993-2010. Source: U.S. Census Bureau 1990-2000 Decennial Census, 2005-2011 American Community Survey

Outreach and Engagement

- Met with Neighborhood Organization and Business Association
 - Concerns about parking removal and availability mornings and weekend evenings
- Community Meeting #1
 - Proposed layout contained changes to parking at 2 areas
 - Concerns with parking demand and availability
- Additional engagement with businesses, residents, Howe School, and stakeholders
- Community Meetings #2

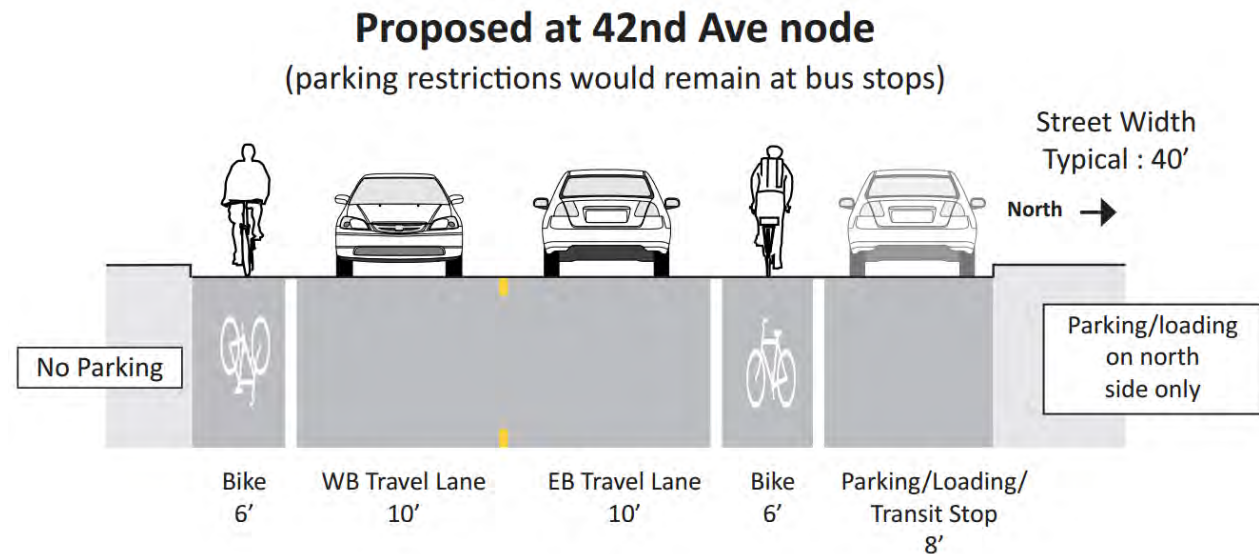
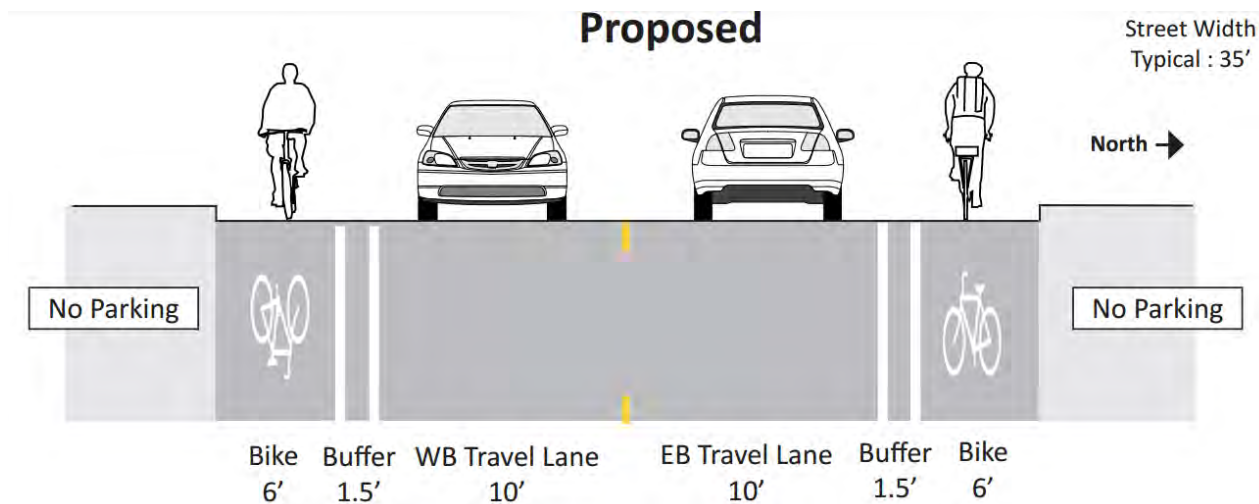


Initial Bike Lane Proposal

- Dedicated bike lanes
- Parking removal along south side of corridor
- Full time parking near 37th Ave S and 42nd Ave S



Final Plan – Sections



Final Plan Layout



Final Plan Layout



Final Plan Layout at 37th Ave S



Final Plan Layout



Final Plan Layout at 42nd Ave S



Final Plan Layout



Final Plan Layout

