

CITY OF MINNEAPOLIS

27th Ave NE Protected Bikeway

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27th Ave NE Protected Bikeway

Scope: On-Street Bicycle facility that will connect the existing University Ave Trail with Marshall Terrace Park. Improvements include pavement markings, signage, and plastic bollards.

Funding: 50% Marshall Terrace Neighborhood NRP Dollars, 50% Hennepin County Grant, Additional City funds for design & project management

Scheduled: 2017 Construction

Project Goals:

1. Improve bicycle connections for Marshall Terrace, Holland, and Columbia Park Neighborhoods, for both transportation and recreational purposes.
2. Improve safety of the roadway for existing and new bicycle users along the corridor
3. Provide a suitable bicycle route in the area to coincide with related planning efforts
4. Repurpose underutilized right of way space to maximize the function of the corridor for a wider variety of users.



27th Ave NE Protected Bikeway, Planning & Policy

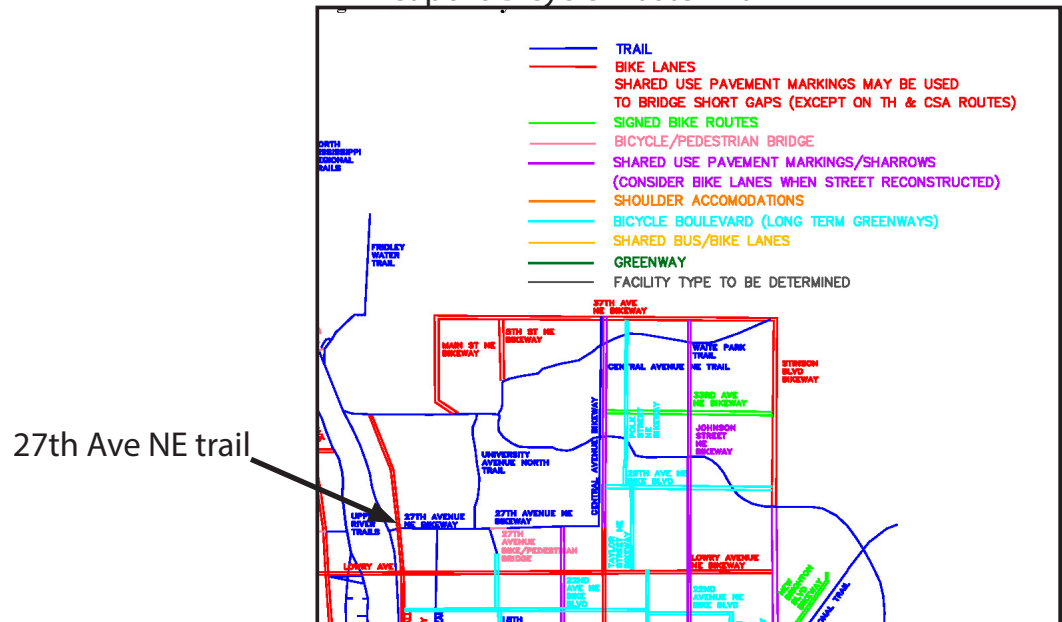
Minneapolis Bicycle Master Plan (2011): 27th Ave NE is identified as a future trail facility from Central Ave NE to the Mississippi River.

Marshall Terrace Neighborhood NRP Phase II Action Plan (2013): Identifies objectives of encouraging biking and walking, mitigating impacts of automobile and truck traffic, increasing access to Mississippi River, and supporting the development of a 27th Ave NE Greenway.

Lowry Ave NE Community Works (2015): County-led engagement effort that culminated in City Council approval of street concepts for a future project on Lowry Ave NE. The approved layout for Lowry Ave NE from Marshall St NE to Central Ave NE expanded sidewalk space but did not include bike lanes.

Minneapolis Complete Streets Policy (2016): Defines a modal hierarchy for prioritizing space within the public right of way.

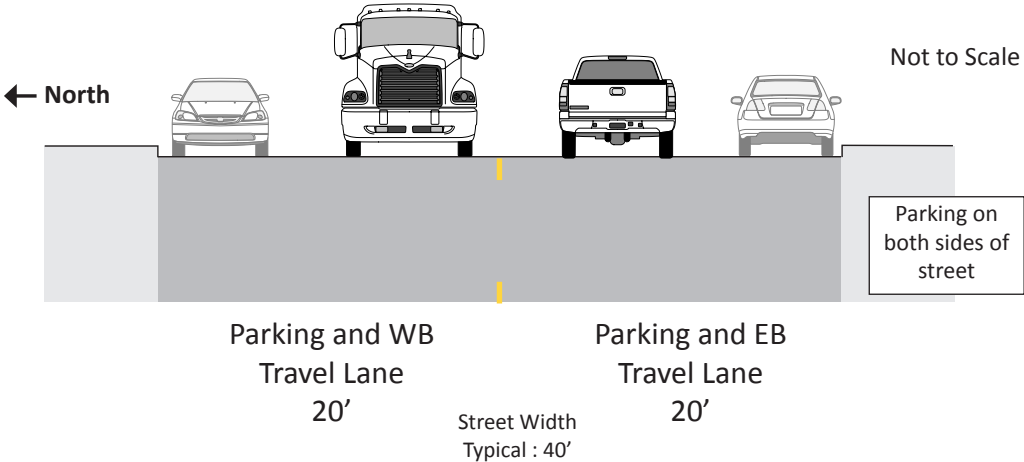
Minneapolis Bicycle Master Plan



Existing 27th Ave NE : Marshall St NE - California St NE



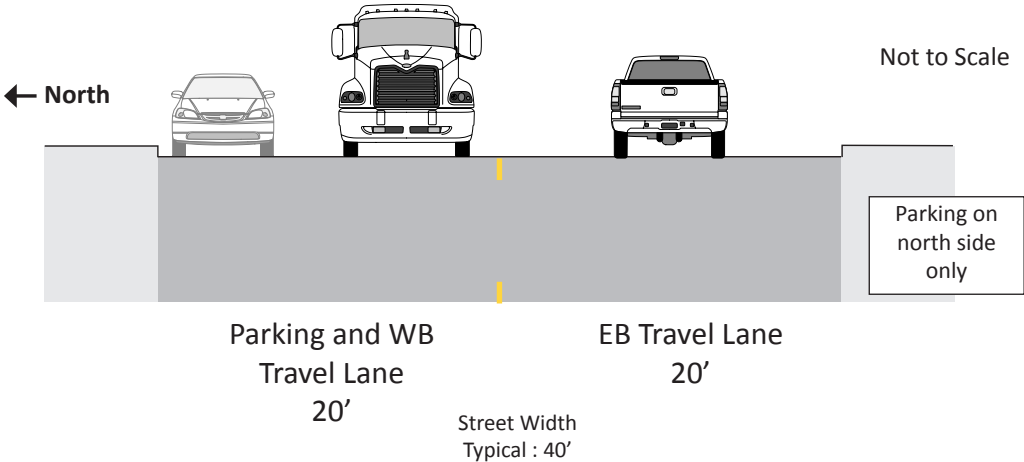
Existing Typical Section



Existing 27th Ave NE : California St NE - University Ave NE



Existing Typical Section



27th Ave NE

Parking Counts: Marshall St NE - University Ave NE

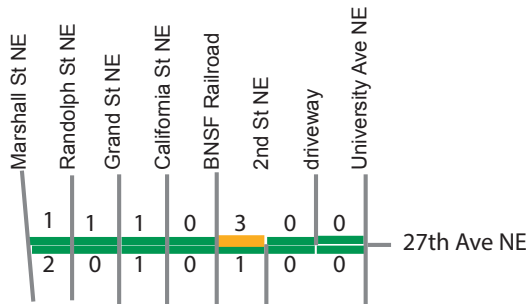
Observed Usage (7 spots average per short block, per side; 25' per parking spot):

0 - 30% capacity

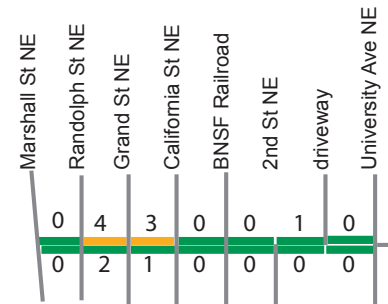
30 - 60% capacity

60 - 100% capacity

Sunday, July 17th 2016, 2:30pm



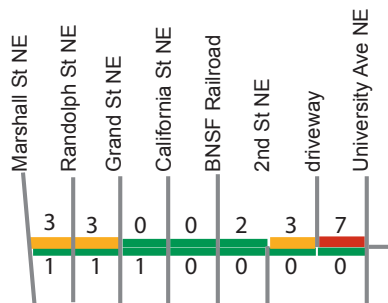
Tuesday, July 19th 2016, 6:45pm



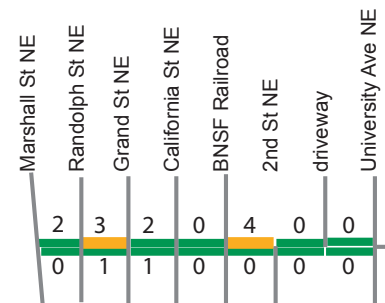
Wednesday, July 20th 2016, Noon



Fri, July 22nd 2016, 2:30pm



Tuesday, Feb 7th 2017, 8:00pm



27th Ave NE

Bicycle & Pedestrian Counts:

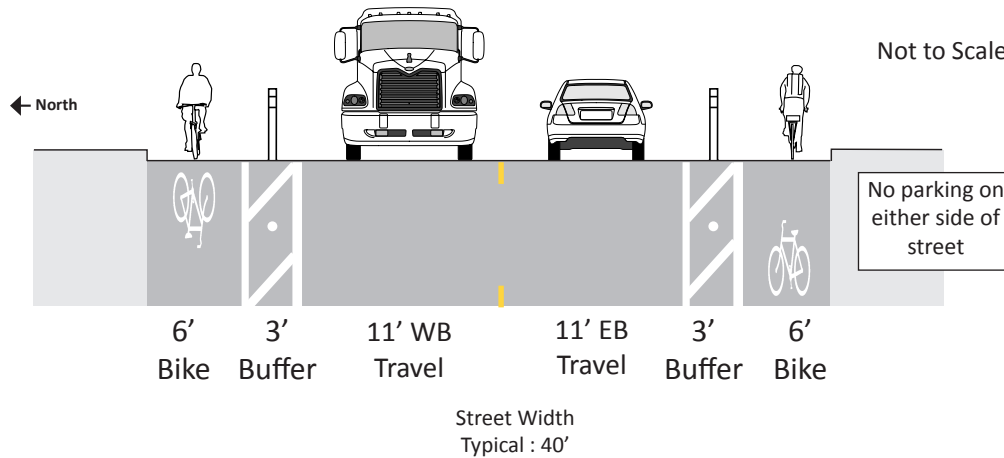
July 21, 2016 4pm - 6pm at BNSF Railroad Crossing

- 70 bicyclists estimated per day, 14% sidewalk riding
- 35 pedestrians estimated per day



Proposed 27th Ave NE : Marshall St NE - University Ave NE

Recommended Typical Section (On-Street Protected Bike Lanes)



Similar Protected Bikeway Facility
on Plymouth Ave N
installed 2015



Proposed

27th Ave NE : Marshall St NE - University Ave NE

Benefits of implementing a protected bikeway:

- Dedicated space for bicyclists currently riding on the corridor, with an additional buffer area and posts to increase safety
- Can encourage others to bicycle on the corridor, creating a “safety in numbers” effect for all users of the street
- Better lane delineation will allow for more predictable and intuitive connections at the intersections of University Ave and Marshall St
- Better delineation of travel lanes on the corridor will visually narrow the roadway. Narrower lanes have been found to generally reduce vehicle speeds and improve safety for all users of the street.



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Questions / Discussion

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