

CITY OF MINNEAPOLIS

Protected Bikeways Update to the Bicycle Master Plan



Minneapolis City Council
Transportation & Public Works Committee

Overview

- Draft update is available for public comment
- Result of a year-long planning process
- Addendum to existing plan
- List/map of priority locations
- Includes capital and maintenance costs

Protected Bikeway Update to the
Minneapolis Bicycle Master Plan

DRAFT

April 17, 2015



More info online: www.minneapolismn.gov/bicycles

Public Open House

**Wednesday, April 29
4:30-7:30pm
Minneapolis Central Library
300 Nicollet Mall**

Goal of open house:

Seek feedback on priority network of protected bikeways

Comments can be submitted online:
www.minneapolismn.gov/bicycles



What is a protected bikeway?

- A bicycle facility that is physically separated from motor vehicle traffic.
- Off-street trails are the most common type of protected bikeway.
- Protected bikeways may also be located within street corridors and physically separated from traffic lanes



What is a protected bikeway?



Cedar Lake Trail



West River Pkwy



Plymouth Ave Bridge



36th St W



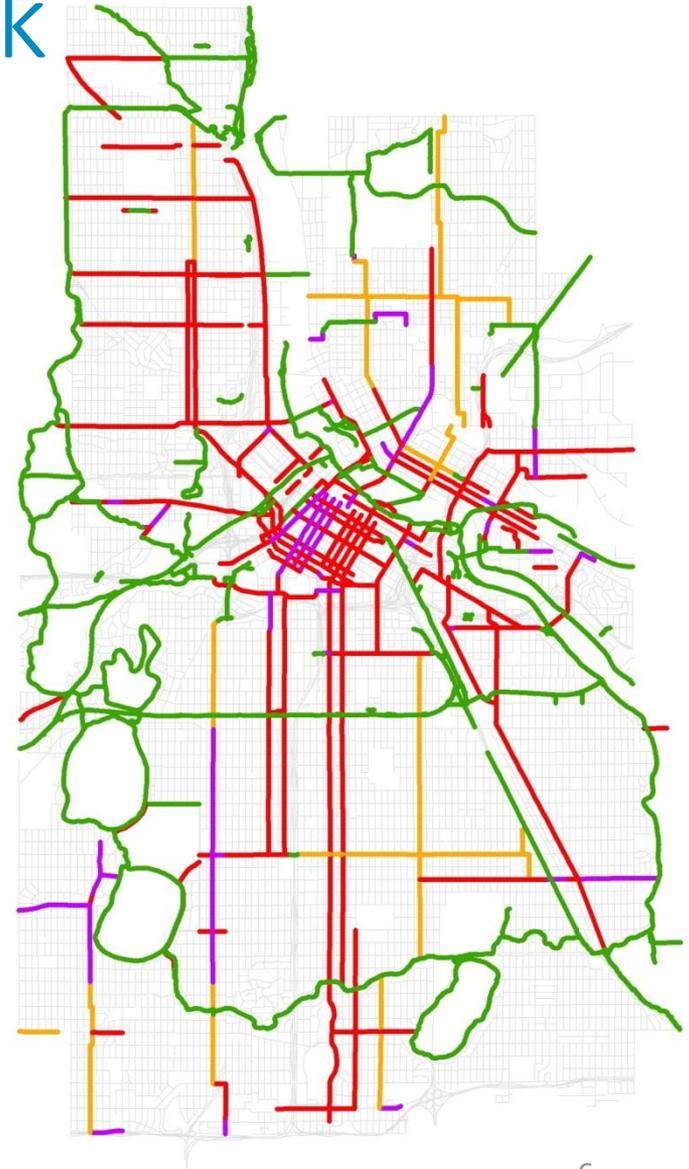
2014 Bikeway Network

Bikeway Mileage

■ Protected Bikeways:	96 miles*
■ Bike Lanes:	82 miles
■ Shared Lanes:	15 miles
■ Bike Boulevards:	20 miles

Total: 213 miles

***Includes 2 miles of on-street protected bike lanes**



Why prioritize protected bikeways?

- Growing demand locally and nationally
- Several protected bikeways under development now
- 2011 Bicycle Master Plan does not address protected bikeways other than trails
- 2013 Climate Action Plan calls for 30 miles of on-street protected bicycle facilities by 2020

 Minneapolis
Climate Action Plan

A roadmap to reducing citywide greenhouse gas emissions



Why prioritize protected bikeways?

- Important tool to increase bicycling in Minneapolis



Standard bike lane
Comfortable for some



Protected bike lane
Comfortable for many

Planning Process

Identify locations where protected bikeways should be evaluated, considering:

- High Bicycle Demand
- High Traffic Conflict
- Good Network Integration
- Public Input (Spring 2014)

Confirm locations for further evaluation

Evaluate design and implementation feasibility

Draft recommended protected bikeway corridors and plan document

- Feasibility analysis results
- Already-programmed projects

Public review and input (Spring 2015)

Final draft Bicycle Master Plan amendment for City Council consideration

Coordination
with
Minneapolis
Bicycle
Advisory
Committee
and Hennepin
County

19 corridors were identified for evaluation

Criteria:

- High Bicycle Demand
- High Traffic Conflict
- Good Network Integration
- Public Input (Spring 2014)

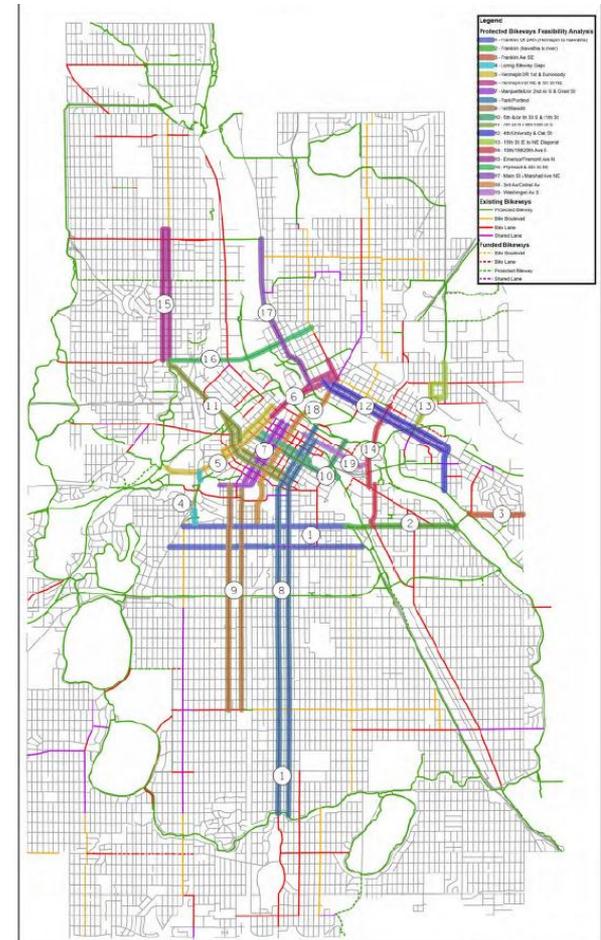
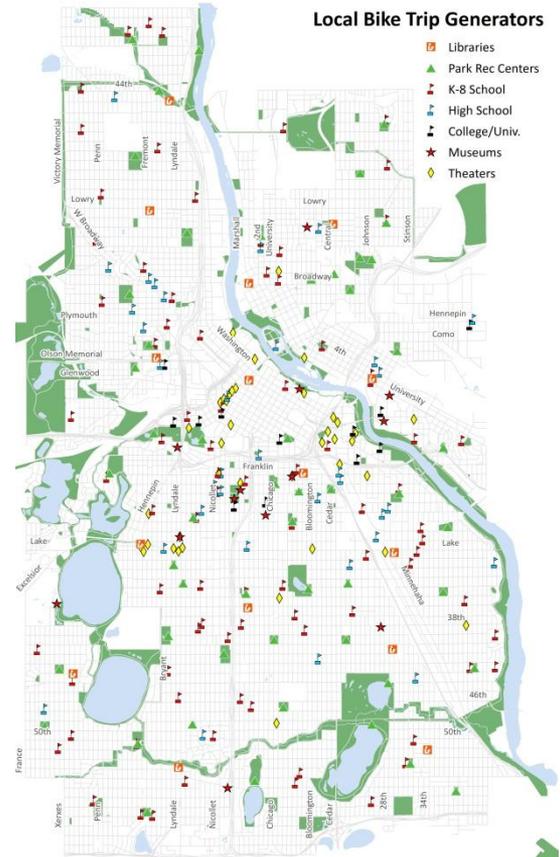
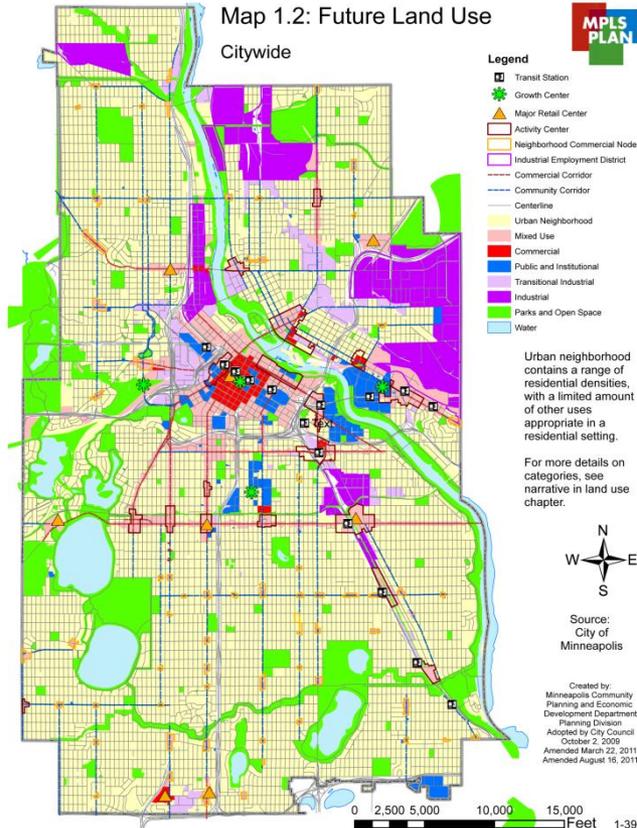
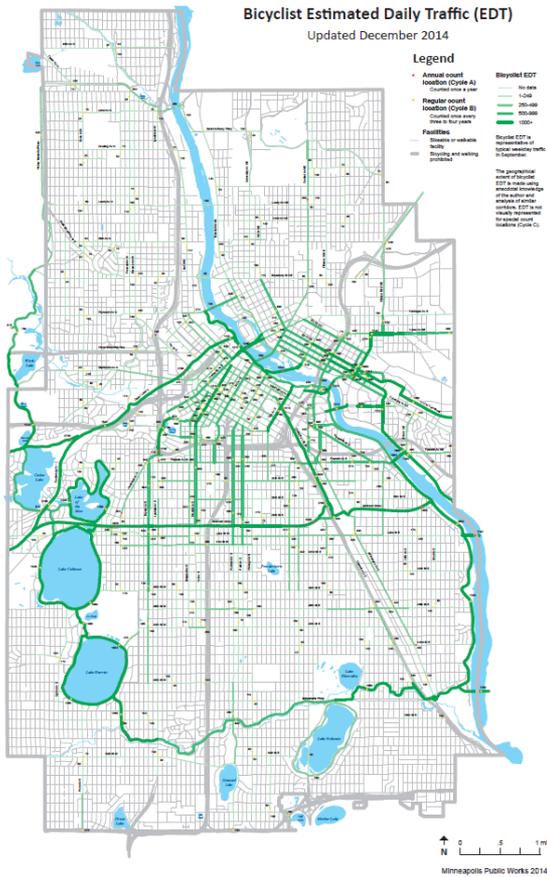


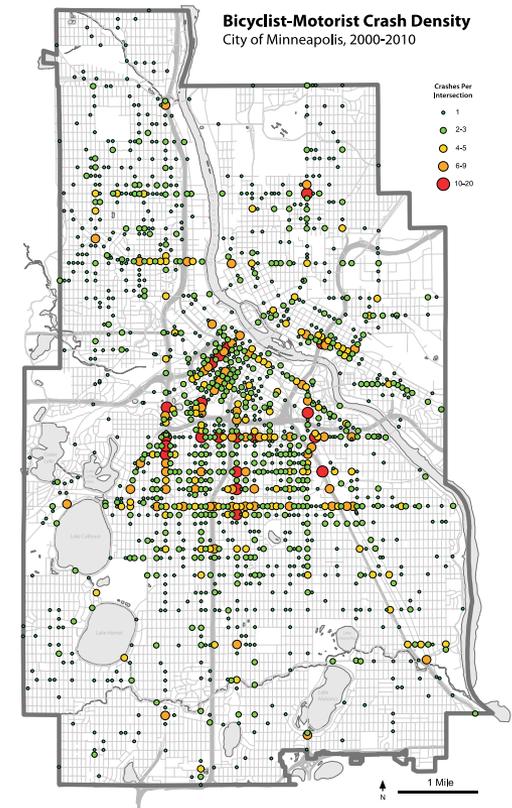
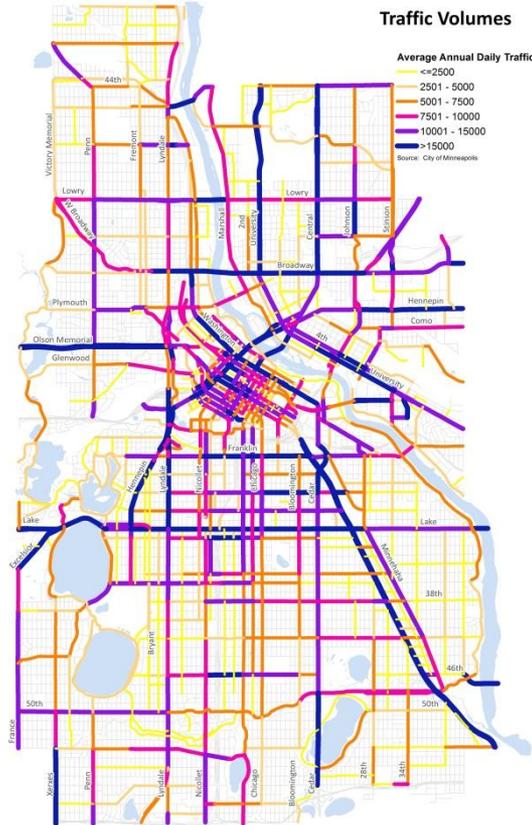
Figure 1-1. Study Corridors

Minneapolis Public Works, 7/11/2014

High bicycle demand

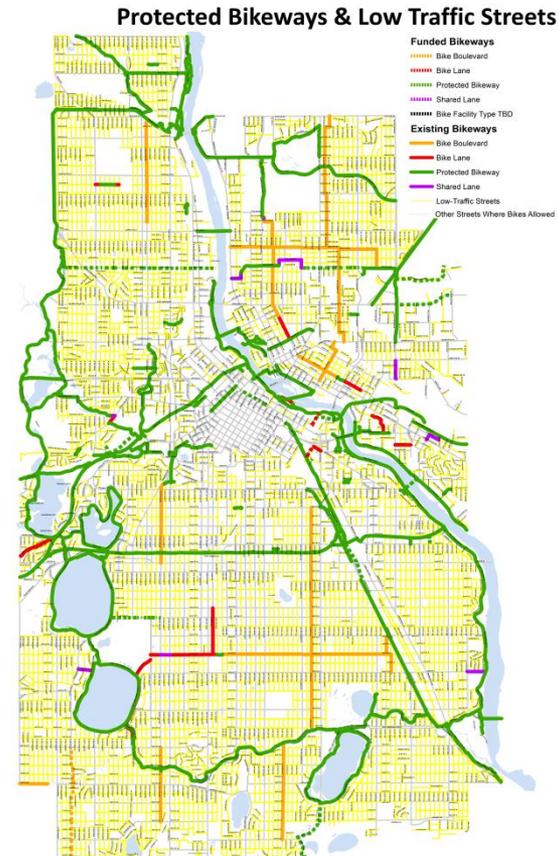
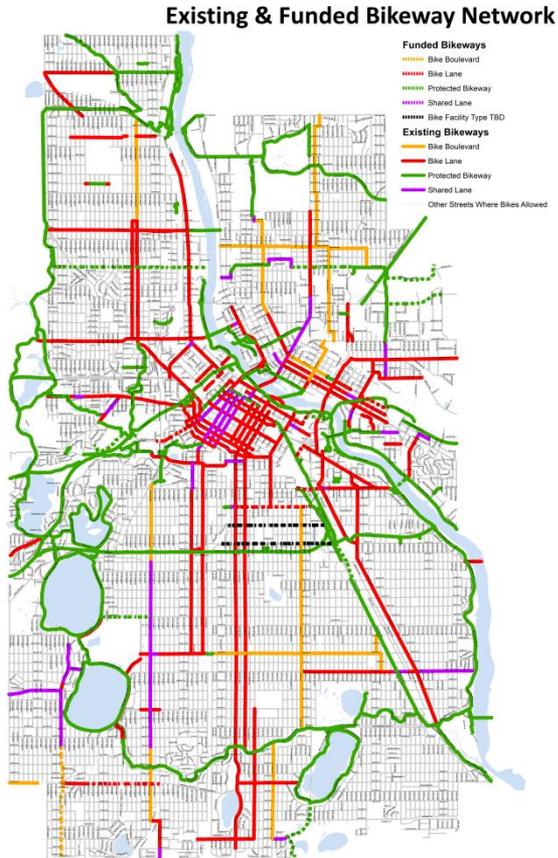


High Traffic Conflict



Based on bicyclist-motorist crashes from 2000-2010 as reported to the City of Minneapolis by the Minneapolis Police Department and Minneapolis Park Police.

Good Network Integration



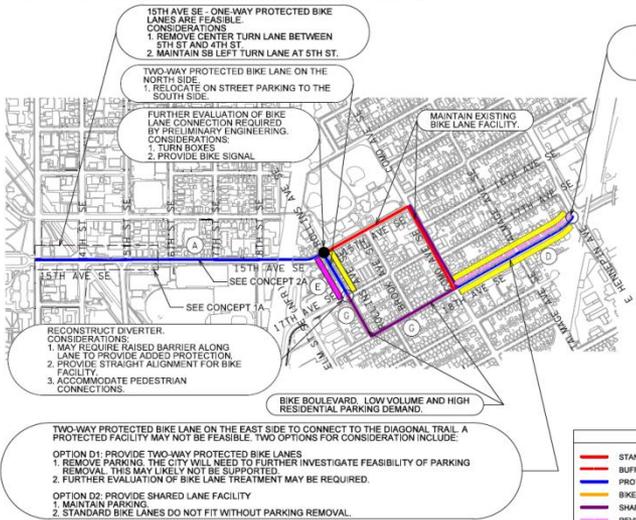
Public Input

- 170 open house comments forms and online surveys (May 2014)
- Multiple meetings with Bicycle Advisory Committee
- Top themes and locations mentioned:
 - High traffic volume streets
 - High-density neighborhoods
 - Overcome physical barriers (river, freeways)
 - “Franklin Ave/24th St” and “downtown” were the top specific locations mentioned



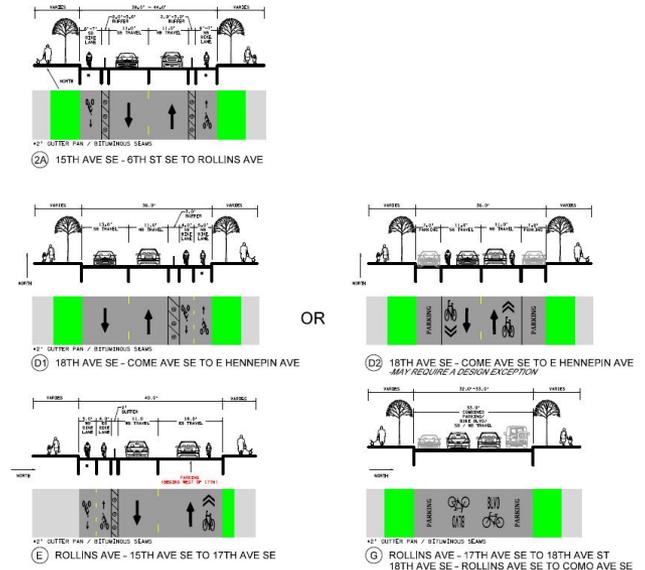
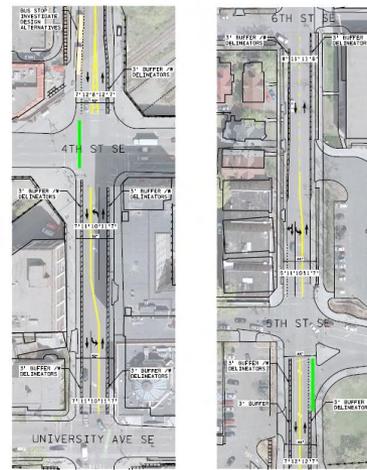
Feasibility Analysis

15TH ST SE TO NE DIAGONAL - CONCEPT DESIGN 13



Example corridor from feasibility analysis

15TH ST SE TO NE DIAGONAL - CONCEPT DESIGN 13



NOTE:
 1. PRELIMINARY CONCEPT FOR PURPOSES OF DETERMINING THE FEASIBILITY OF PROTECTED BIKEWAY IMPLEMENTATION. WIDTHS ARE APPROXIMATE. CONCEPTS WILL BE FURTHER DEVELOPED DURING PRELIMINARY ENGINEERING.



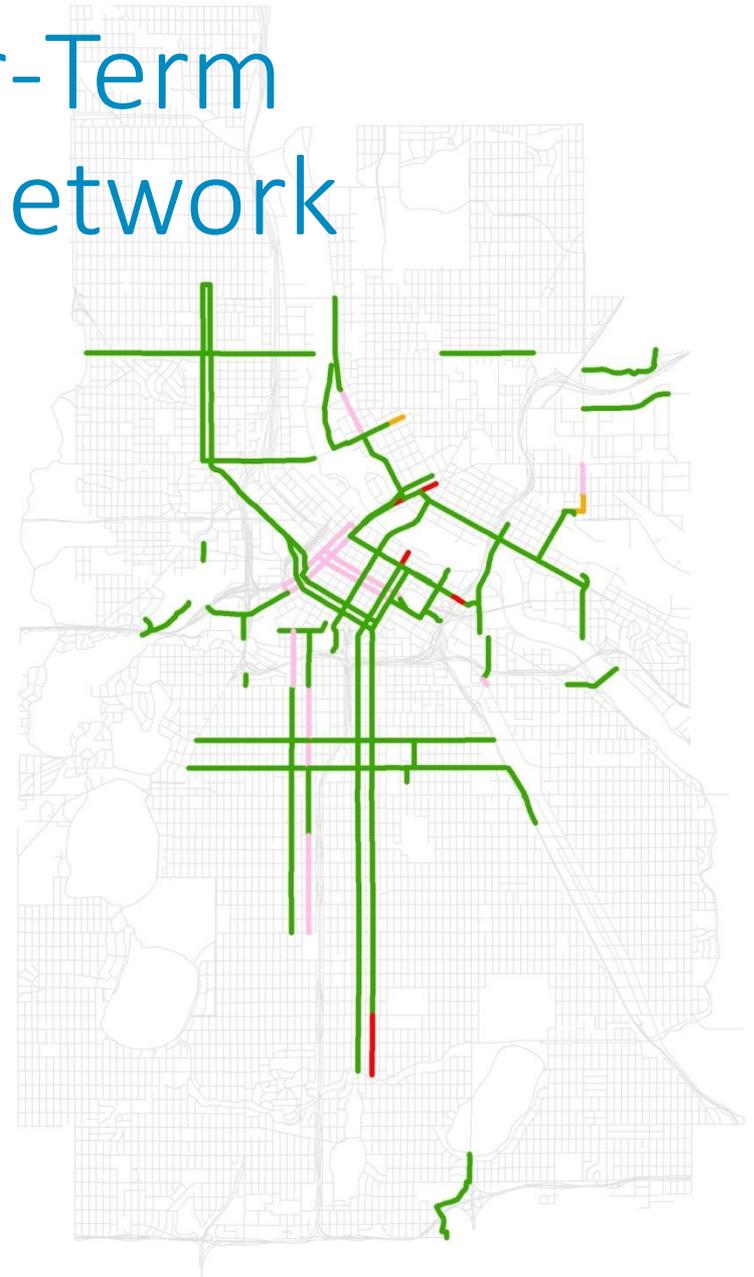
PROTECTED BIKEWAYS FEASIBILITY ANALYSIS
 15TH ST SE TO NE DIAGONAL
 PRELIMINARY CONCEPT
 CORRIDOR 13

FIGURE
 A-13
 2 OF 2

Recommended Near-Term Protected Bikeway Network

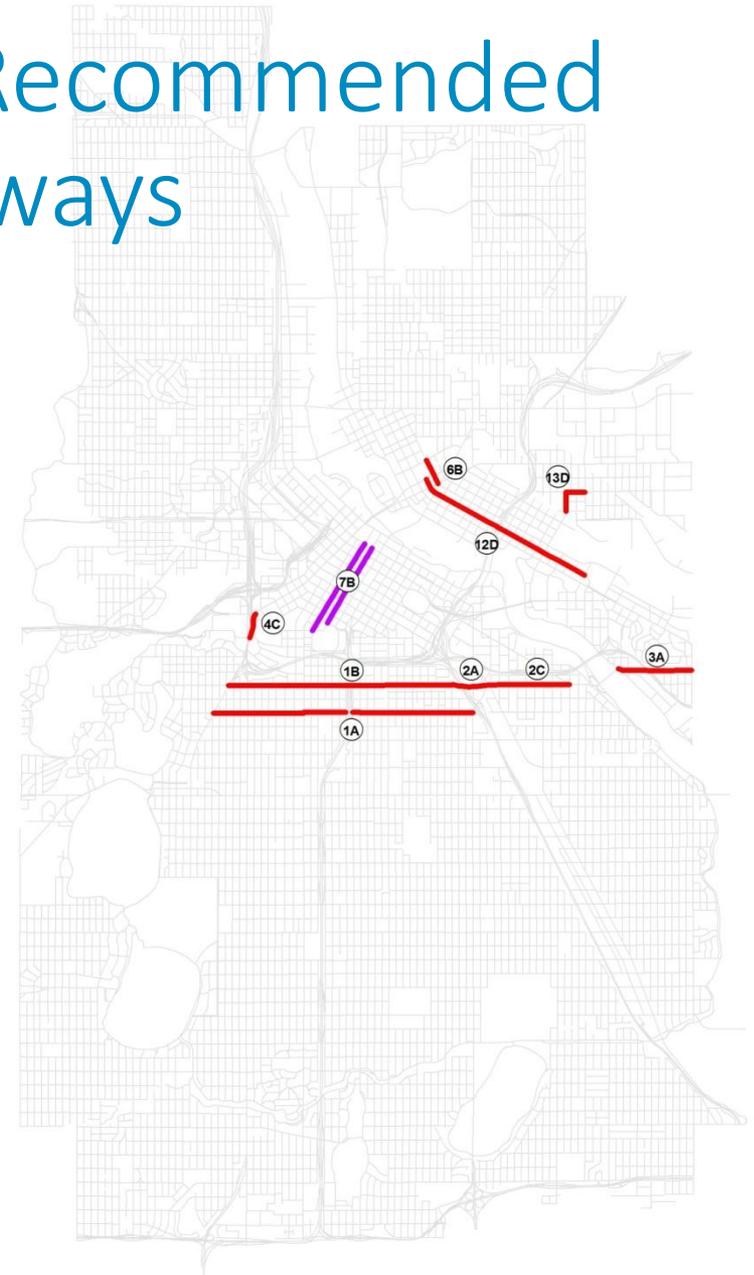
Bikeway Type	Existing Mileage	Recommended Mileage
Protected Bikeways	1	48
Bike Lanes	33	1
Shared Lanes	3	
Bike Boulevards		
To Be Determined		6*
Total	37	55

***Includes corridors that require further evaluation**



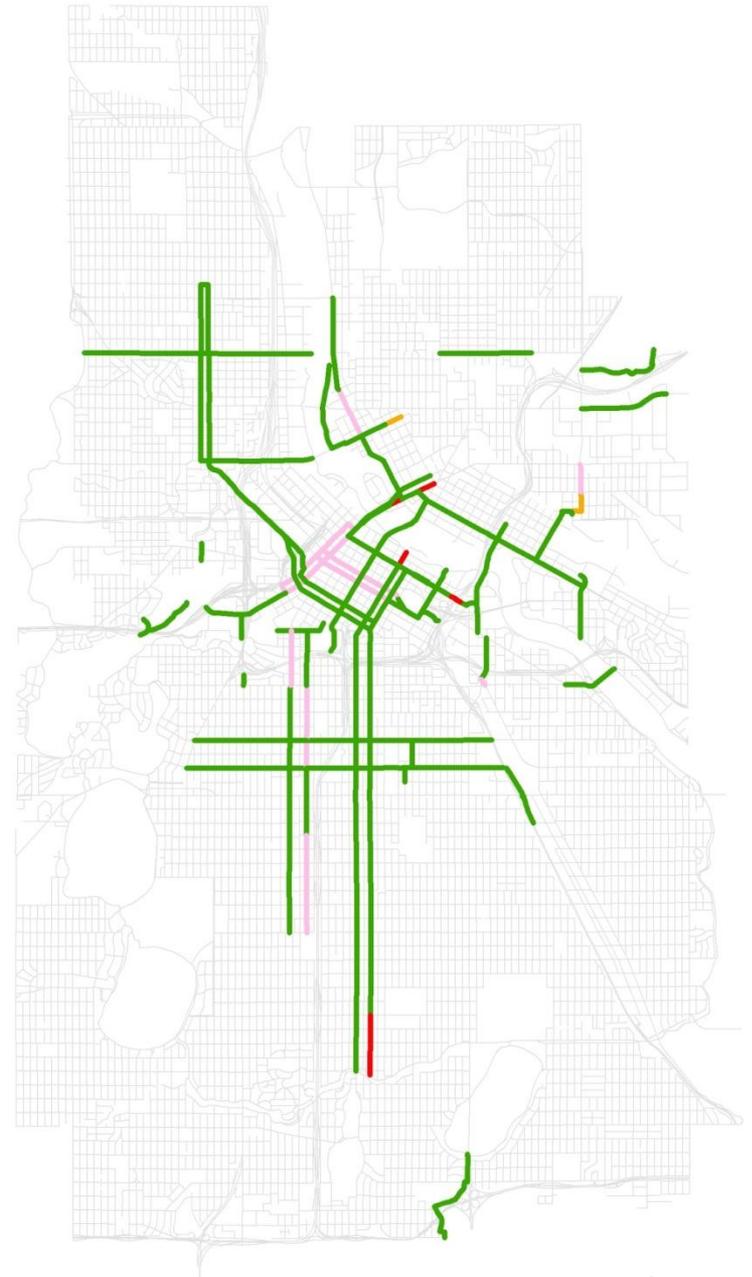
Corridors Evaluated & Recommended for Non-Protected Bikeways

Bikeway Type	Existing Mileage	Recommended Mileage
Protected Bikeways		
Bike Lanes	4	8
Shared Lanes	2	2
Bike Boulevards		
To Be Determined		
Total	6	10



Implementation

- 55 miles of recommended projects
- Separated into 3 tiers based on priority and implementation opportunities
- Many projects are already planned and funded
- Draft plan is guidance for the design process
- Engagement plans will be developed for each project



Capital Costs

- High-level cost estimates, ranges are provided
- Low end includes pavement markings, signs and delineators
- High end includes traffic signal improvements and seal coating; may not be needed for all projects



Tier	Miles	Estimated Unfunded Cost
Tier 1	15	\$3.0-4.3 million
Tier 2	28	\$4.2-7.8 million
Tier 3	11	TBD*

***Includes corridors that require further evaluation**

Maintenance Costs

- Protected bike lanes cost more to maintain than standard bike lanes or trails – snow removal is required in constrained urban corridors
- Cost estimates based on limited experience maintaining protected bike lanes
- Estimates should be refined as the City gains more experience

Tier	Miles	Estimated Annual Maintenance Cost
Tier 1	15	\$544,000
Tier 2	28	\$1.2 million
Tier 3	11	\$487,000
Total	55	\$2.2 million



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