

CITY OF MINNEAPOLIS

Protected Bikeway Update to the Bicycle Master Plan



Minneapolis City Council
Transportation & Public Works Committee

Purpose

- Staff recommends adoption of the Protected Bikeway Update to the 2011 Minneapolis Bicycle Master Plan



Outline

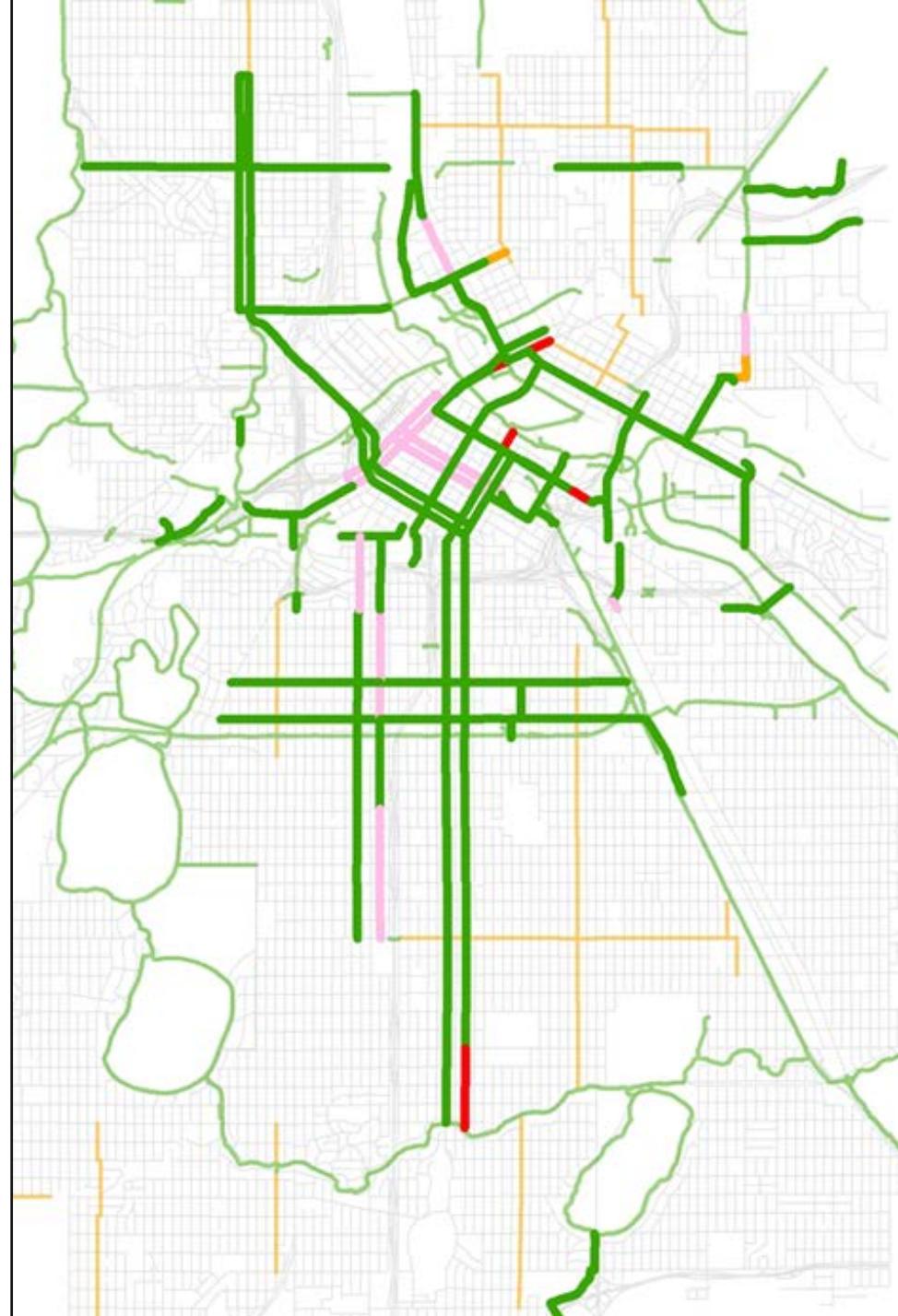
- Recap of the Plan
- Summary of Public Engagement
- Description of Changes to the Plan
- Next Steps



Recap of the Plan

- 55 miles of projects
- 3 tiers
- Many projects are already planned/funded
- Engagement plans will be developed

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



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



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



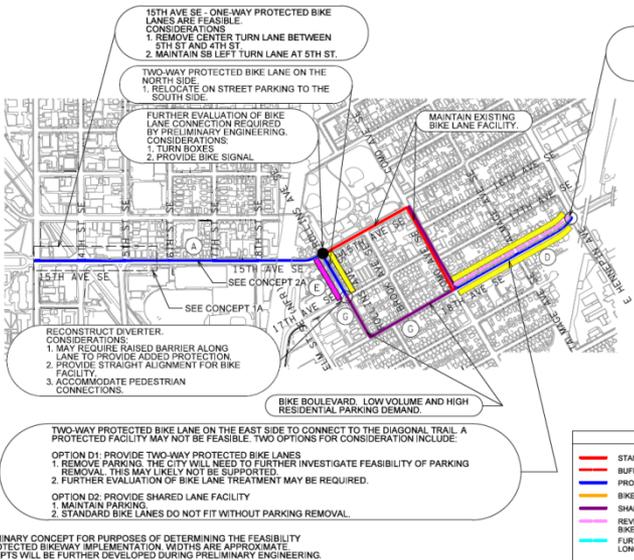
Standard bike lane
Comfortable for some



Protected bike lane
Comfortable for many

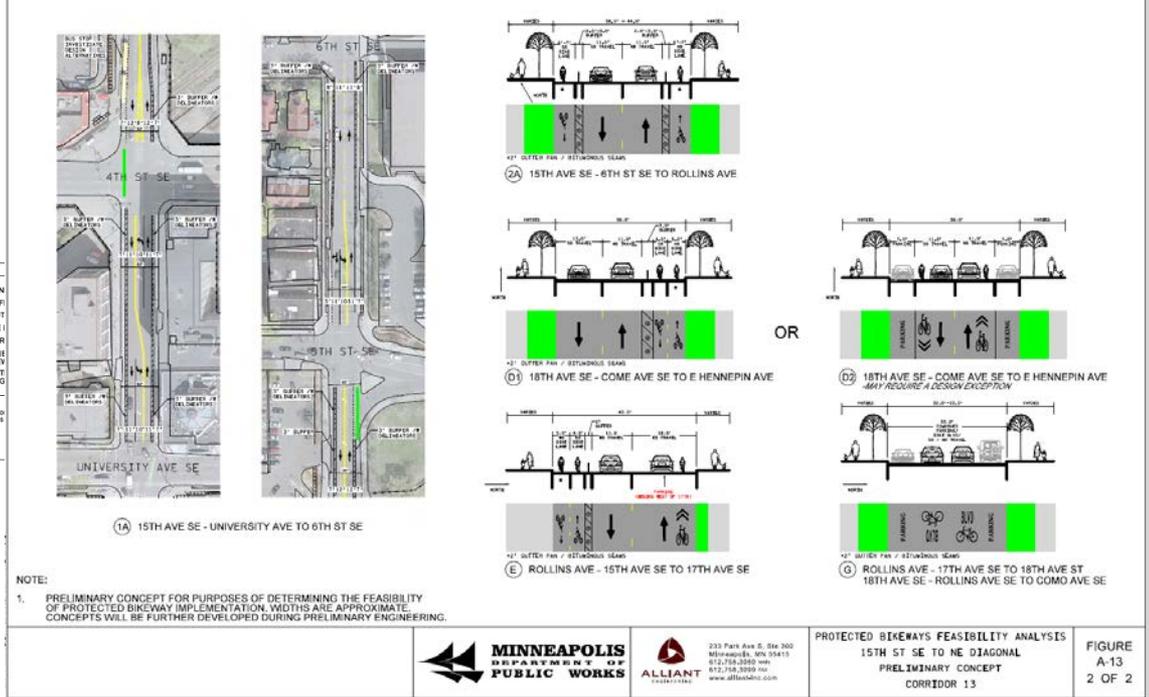
Feasibility Analysis

15TH ST SE TO NE DIAGONAL - CONCEPT DESIGN 13



Example corridor from feasibility analysis

15TH ST SE TO NE DIAGONAL - CONCEPT DESIGN 13



Engagement

- Met and talked to over 1,700 people
- Largely positive comments with constructive conversation
- Opinions about specific corridors were the strongest based on personal experiences
- Engagement around corridors is important



Public Open House

Minneapolis Bike Week

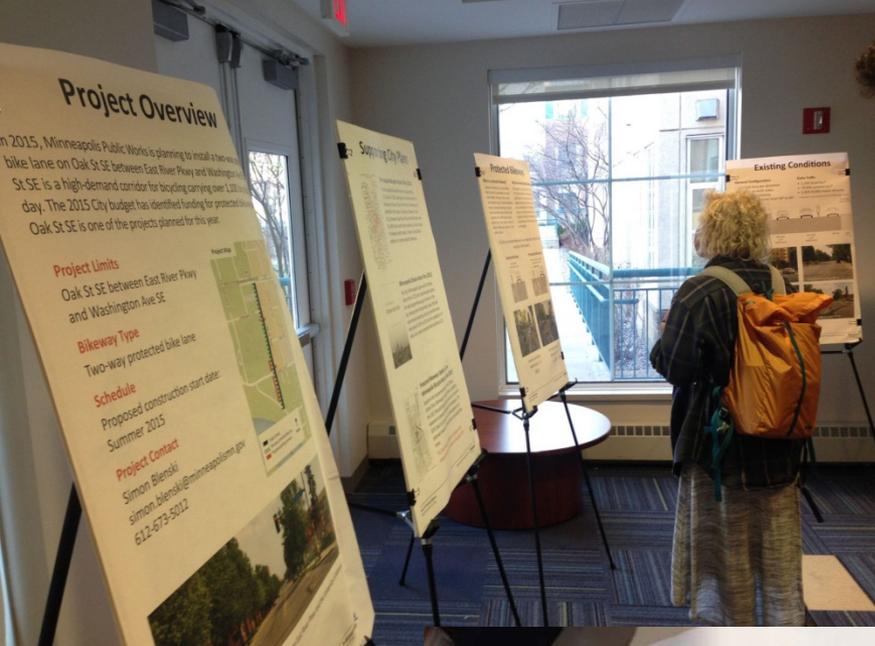




NMBAC Outreach

Sierra Club Outreach





Oak Street Open House

5 Substantive Changes to the Plan

- Protected bikeways not in the plan
- Selection/criteria
- Routes that are “to be determined”
- Maintenance considerations
- Washington Avenue (5th to 19th)



Additional Protected Bikeways

- Plan sets priority corridors for short- to mid-term
- Plan does not preclude other protected bikeways
- Additional protected bikeways will be considered based on a variety of factors



Project Selection/Criteria

- Transportation Criteria

- High bicycle demand
- High traffic conflict
- Good network integration

- Equity Criteria

- Racial/ethnic populations (census data)
- Economic (Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty)

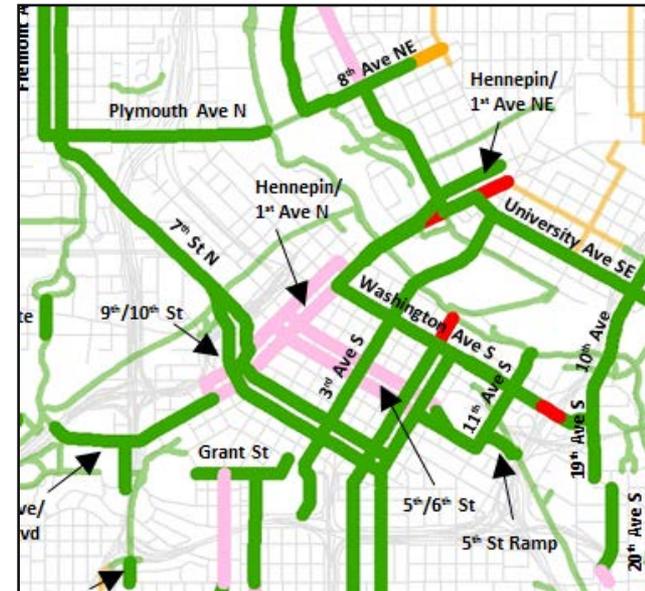
- Other Considerations

- Routes identified in the overall Bicycle Master Plan
- Street reconstruction projects already programmed
- Linkages to other projects (e.g. Hennepin County and Mn/DOT)
- Projects must be definable – termini make sense, project can't be too small or inefficient
- Other unique circumstances



Routes that are “To Be Determined”

- Significant interest in these routes
- Challenges outlined in the Feasibility Analysis
- Recommend further evaluation as part of the capital budget and design process



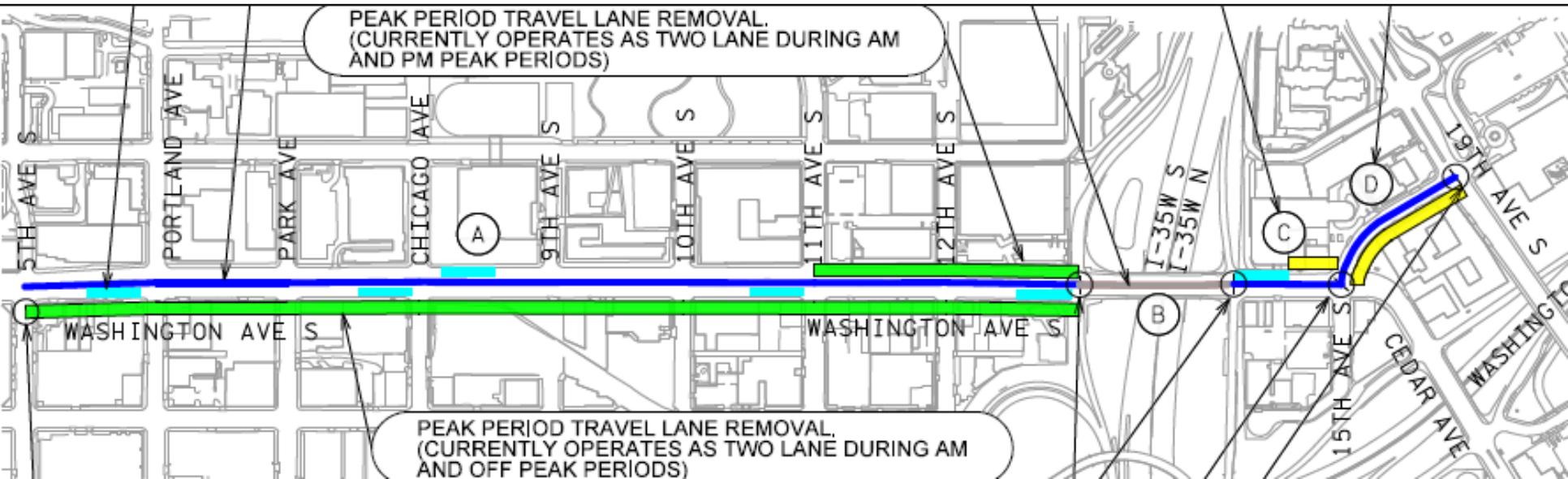
Maintenance

- Maintenance language added to clarify the cost estimates
- Maintenance considerations are important due limited experience with protected bike lanes
- More study and evaluation is needed to determine levels of maintenance for protected bikeways



Change to Washington Ave S

- Washington Ave (5th Ave S to 19th Ave S)
- Moved from Tier 1 to Tier 3 due to protected bikeways not being in the scope for 2016 work



Next Steps

- 2015 Protected Bikeway projects
 - Oak St
 - Plymouth Ave/8th Ave
 - 26th St/28th St
- Develop engagement strategy around corridors

