



**Approvals – Project Status: 30%**

 Core Team Member	<u>5/5/16</u> Date
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 Core Team Member	<u>5/9/16</u> Date
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 Core Team Member	<u>5/11/16</u> Date
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**Approvals – Project Status: 60%**

_____ Core Team Member	_____ Date
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**Approvals – Project Status: 90%**

_____ Core Team Member	_____ Date
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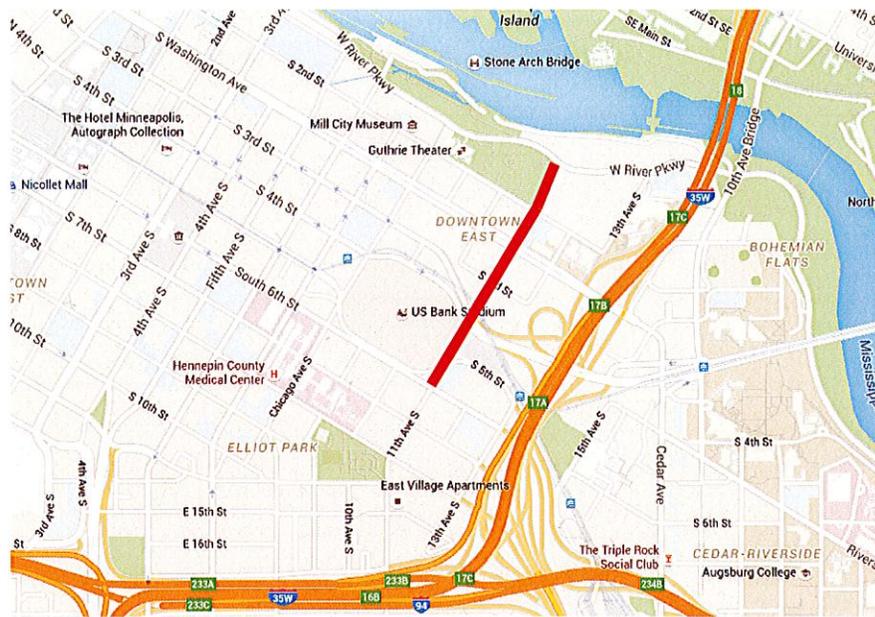
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_____ Core Team Member	_____ Date
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Note: Send or deliver final signed copies of the PRO to the Project Sponsor, Customers and Division Director.

**Introduction and Background:**

Project Location	11 <sup>th</sup> Ave S
Project Limits	From 6 <sup>th</sup> St S to West River Pkwy
Project Length	0.3 Miles
MSA Designation	MSA (2 <sup>nd</sup> St S to 6 <sup>th</sup> St S), Local (West River Pkwy to 2 <sup>nd</sup> St S)
ADTs	6,800-8,000 (2014)
Year Built	1969-2001
PCI	“Good-Very Good” 73-89 (sealcoat in in 2011)
ROW	80 feet
Street Typology	Activity Area Street (2 <sup>nd</sup> St S to 6 <sup>th</sup> St S), Local (West River Pkwy to 2 <sup>nd</sup> St S)



**11<sup>th</sup> Ave S Project Limits**



11<sup>th</sup> Ave S facing north at 3<sup>rd</sup> St S



11<sup>th</sup> Ave S facing north at 2<sup>nd</sup> St S

## **Project Overview and Scope:**

### **Project Objective**

The objective of the project is to provide a protected bikeway connection on 11<sup>th</sup> Ave S between 6<sup>th</sup> St S and West River Pkwy.

### **Scope**

The scope of the project includes the activities listed below.

- Evaluation of different protected bikeway alternatives
- Identification of a preferred protected bikeway alternative
- Seek stakeholder input on preferred alternative
- Signing, striping, pavement marking

### Key Issues:

- Management of traffic and turning volumes
- Bicycle facility intersection design
- Connections to existing bikeways
- Parking removal and off-set parking lane

The scope of the project does not include (exceptions):

- Moving curb lines
- Realignment of intersections
- Purchasing right-of-way

The following areas of scope are uncertain or have not been fully defined.

- Need for sealcoat or fog seal to establish a “blank slate” for new markings
- Alternative means of vertical protection other than a painted buffer and flexible delineators
- A new curb cut connection on West River Pkwy at 11<sup>th</sup> Ave S

**Project Justification**

The 11<sup>th</sup> Ave S project is recommended in the 2015 Protected Bikeways Update to the Bicycle Master Plan. This segment of 11<sup>th</sup> Ave S is a high-demand corridor for bicycling, carrying over 1,160 bicyclists per day. A protected bikeway creates a more comfortable space for bicyclists to ride that is physically separated from motor vehicle traffic. A separated facility can attract a wider demographic of riders and can help the City achieve its goal of increasing bicycling in Minneapolis.

**General Information:**

- **Project Team**

- Project Lead: Simon Blenski
- The Project’s core team includes: Simon Blenski (TPP), Bev Warmka (TED), Allan Klugman (TPS), Steve Collin (TMR)
- The Project team includes: Simon Blenski (TPP), Bev Warmka (TED), Allan Klugman (TPS), Steve Collin (TMR), Mitchell Sawh (SSW)
- The major stakeholders include: The City of Minneapolis, Ward 3, Ward 6, Downtown East neighborhood, Bicycle Advisory Committee, US Bank Stadium, and adjacent residents and businesses

- **Schedule**

- December 2015-January 2016 - Preliminary Design Process
- February-April 2016 - Stakeholder Meetings
- May 2016- Layout Approval
- May-June 2016 - Final Design
- TBD 2016 – Construction (dependant on coordination with US Bank Stadium project, 5<sup>th</sup> St ramp closure, and 7<sup>th</sup> St ramp opening)

- **Funding and Budget**

Funding Sources	2016	Total
Net Debt Bonds (BIK28)	\$200,000	\$200,000
<b>Total</b>	<b>\$200,000</b>	<b>\$200,000</b>

- **Right-of-Way & Existing Design**

**Approximate Existing Cross-section facing south**

Segment	Length	Width (in feet)									
		Pedestrian Zone	Parking	Bike Lane	Through Lanes			Bike Lane	Parking	Pedestrian Zone	Total
West River Pkwy to 2 <sup>nd</sup> St S	-	Var	8	5	13.5	-	13.5	5	8	Var	Var
2 <sup>nd</sup> St S to Washington Ave S	412	9	8	5	13	Var	13	5	8	9	80
Washington Ave S to 3 <sup>rd</sup> St S	431	9	8	5	13	Var	13	5	8	9	80
3 <sup>rd</sup> St S to 6 <sup>th</sup> St S	-	16	-	7	14	6	14	7	-	16	80

- **Right-of-Way & Existing Design**

The existing street is two-way and varies between 48' and 62'.

- West River Pkwy to 2<sup>nd</sup> St S: 53'
- 2<sup>nd</sup> St S to 3<sup>rd</sup> St S: 62'
- 3<sup>rd</sup> St S to 6<sup>th</sup> St S: 48'

Sidewalk width varies from 6' to 10'. The pedestrian zone width and total right-of-way width also vary.

- **Traffic Control**

There are signals at Washington Ave S, 5<sup>th</sup> St S, and 6<sup>th</sup> St S. There are gate arms at the Hiawatha LRT Crossing. The remaining intersections are stop controlled.

- **Bicycles**

There are existing northbound and southbound conventional bike lanes. There are 1,160 daily bicyclists that travel on 11<sup>th</sup> Ave S.

- **Parking and Curbside Uses**

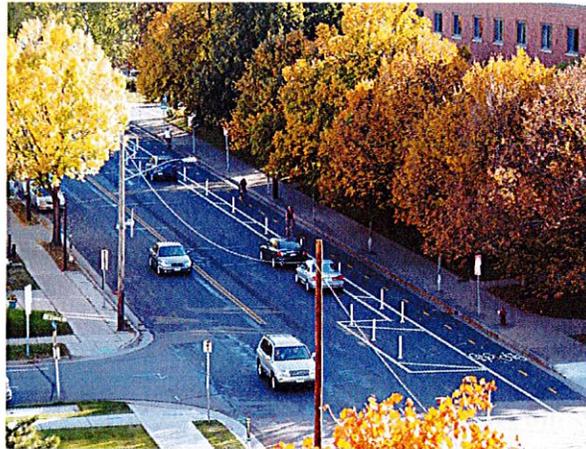
Between the Hiawatha LRT Trail crossing and West River Pkwy there is metered parking on both sides of the street. There are a total of 71 metered stalls.

- **Transit**

No regular transit routes operate on this segment of 11<sup>th</sup> Ave S.

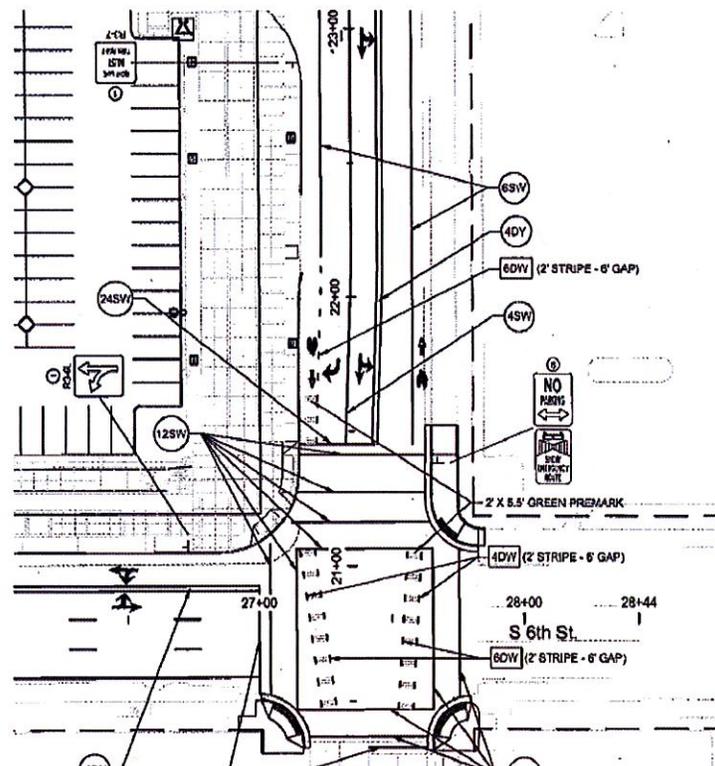
- **Land Use**

11<sup>th</sup> Ave S connects the Mississippi River to the Downtown East and Elliot Park Neighborhoods. Land uses include retail and industrial businesses, multi-family residential, US Bank Stadium, and parks and trails adjacent to the Mississippi River.



Example of off-set parking on Oak St SE

Following the completion of US Bank Stadium in 2016, an interim striping configuration will be installed with northbound and southbound conventional bike lanes, one northbound thru lane and, and one southbound thru/left turn lane. Following the closure of the I-94 WB 5<sup>th</sup> St S ramp and the opening of the I-94 WB 7<sup>th</sup> St S ramp, the southbound right turn lane will no longer be warranted and the 500 block of 11<sup>th</sup> Ave S will be reconfigured with one northbound and southbound thru lane. Under the revised configuration, the protected bike lane design consisting of a 7' bike lane and 6' buffer can be installed. The 11<sup>th</sup> Ave S protected bikeway project should coordinate with the construction schedule of the stadium, 5<sup>th</sup> St S ramp closure, and 7<sup>th</sup> St S ramp opening.



Interim striping plan for 11<sup>th</sup> Ave S between 5<sup>th</sup> St S and 6<sup>th</sup> St S

## **Relevant Plans, Guidelines, and Standards**

### **Minnesota State Aid Standards**

11<sup>th</sup> Ave S is a Municipal State Aid Route (MSA). Therefore, design needs to follow MSA standards. Important MSA standards for the 11<sup>th</sup> Ave S Protected Bikeway project include:

- Collectors or Locals with AADT < 10,000 vehicles per day\*
  - 10-12 foot traffic lanes
  - 7-10 foot parking lanes
  - 5-6 foot bike lanes

\*If a vehicle lane width of less than 11 feet is used, the parking and bikeway lanes shall be at least one foot wider than the minimum widths.

### **Access Minneapolis/Design Guidelines for Streets and Sidewalks**

The Access Minneapolis Citywide Transportation Action Plan, adopted by City Council in July 2009, recommends that the Access Minneapolis Design Guidelines for Streets and Sidewalks, be used for all infrastructure and development projects. These guidelines were developed to support street design practices that better meet the needs of all transportation modes and better coordinate transportation facilities with their land use contexts. It is noted that above said design guidelines are different in some categories than MSA Standards.

### **Bicycle Master Plan**

The Minneapolis Bicycle Master Plan was adopted by the City Council in July, 2011. The project is recommended in the 2015 Protected Bikeways Update to the Bicycle Master Plan.

### **Street Lighting Policy**

Not applicable.

## **Appendix:**

### **Resources**

The following resources provide additional project background information:

- Access Minneapolis Design Guidelines for Streets and Sidewalks  
<http://www.ci.minneapolis.mn.us/public-works/trans-plan/DesignGuidelines.asp>
- Access Minneapolis Citywide Transportation Action Plan  
<http://www.ci.minneapolis.mn.us/public-works/trans-plan/CitywideActionPlan.asp>
- Bicycle Master Plan  
<http://www.minneapolismn.gov/bicycles/WCMS1P-135610>
- Bicycle and Pedestrian Counts  
<http://www.minneapolismn.gov/bicycles/res/WCMS1P-135614>
- NACTO Urban Bikeway Design Guide  
<http://nacto.org/cities-for-cycling/design-guide/>