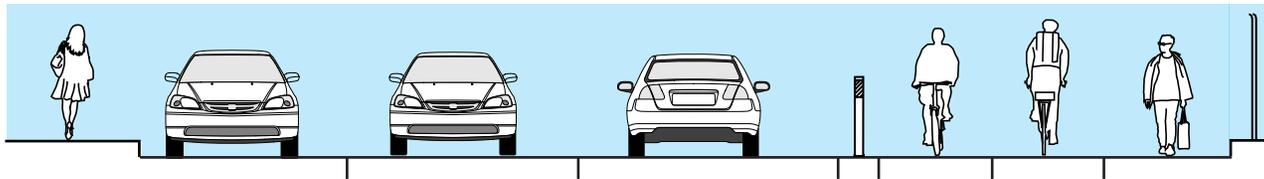


W 36th St Protected Bike Lane and Pedestrian Path



City of Minneapolis
Public Works Department
May 6, 2014

Project staff: Simon Blenski, simon.blenski@minneapolismn.gov, 612-616-7345



Tonight's Agenda

1. Project schedule
2. Existing conditions
3. City plans and goals
4. Project concept/layouts
5. East and west connections
6. Next steps
7. Questions and comments

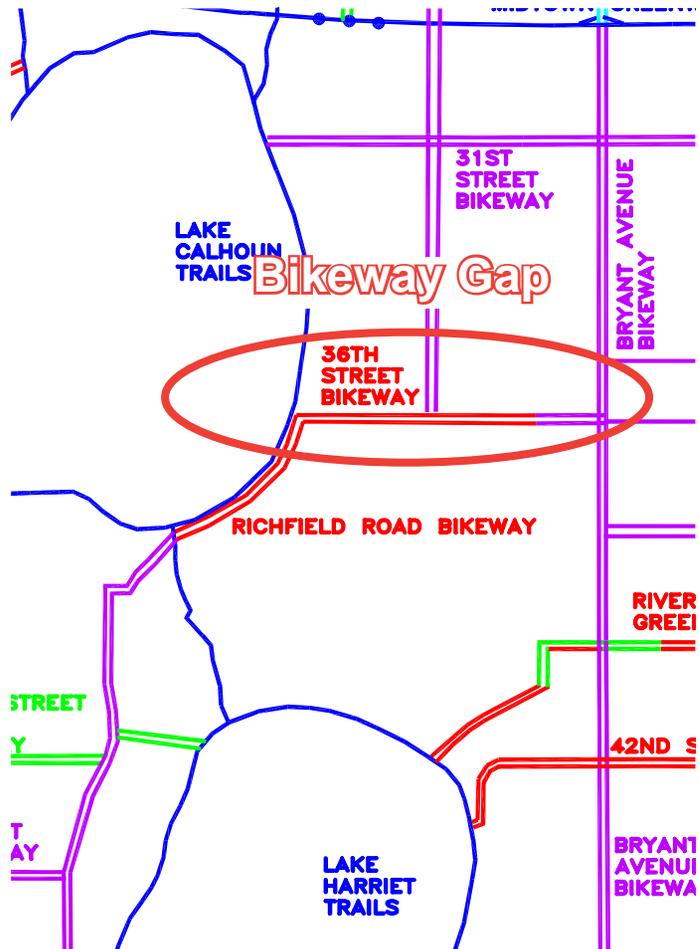
Project Scope

Lake Calhoun

Bicycle & pedestrian connection on W 36th St between Lake Calhoun and Bryant Ave S

Jo Pond

City Plans and Goals

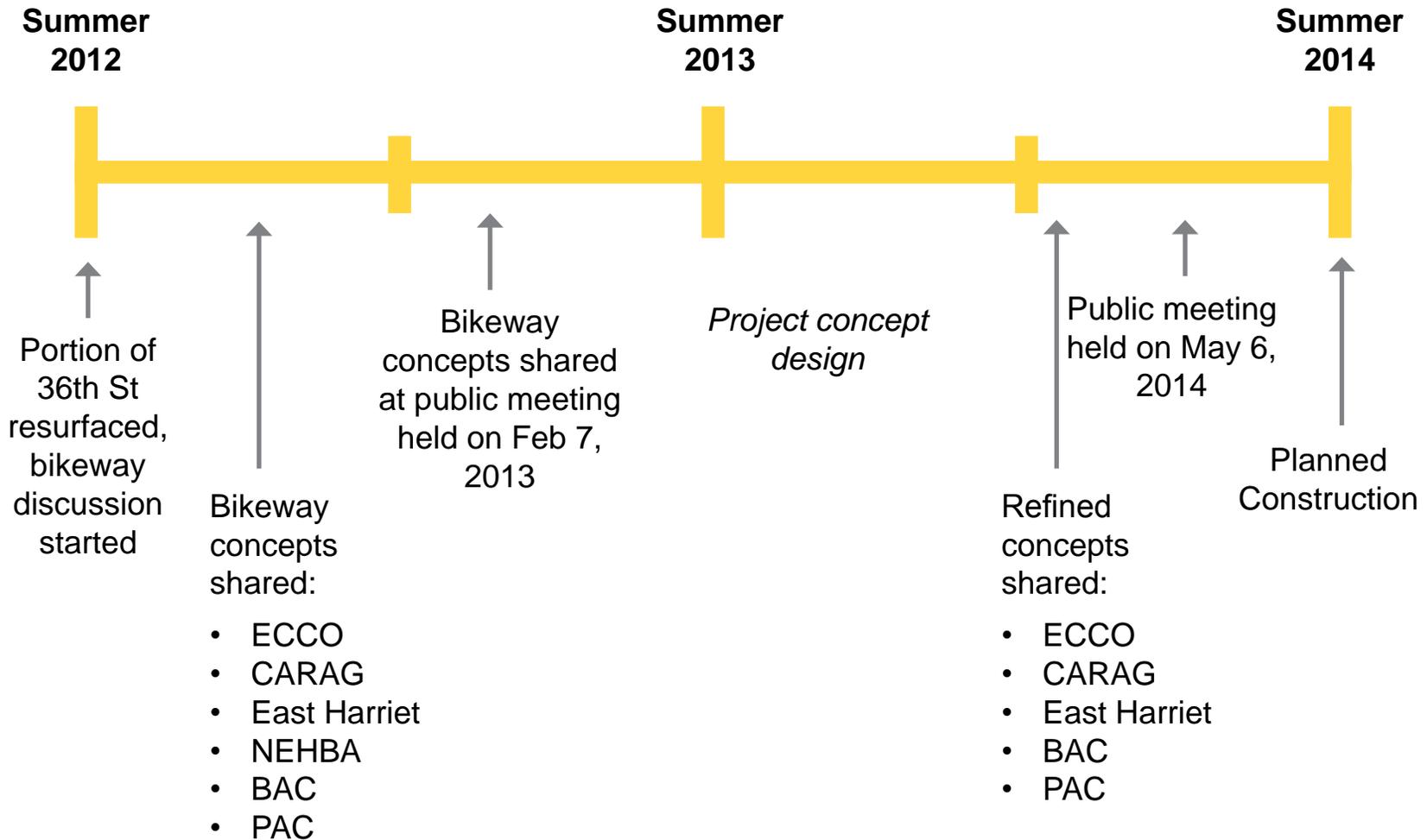


Bicycle Master Plan (Updated 2011)



Pedestrian Master Plan (Updated 2009)

Project Schedule



Feedback has focused on the following:

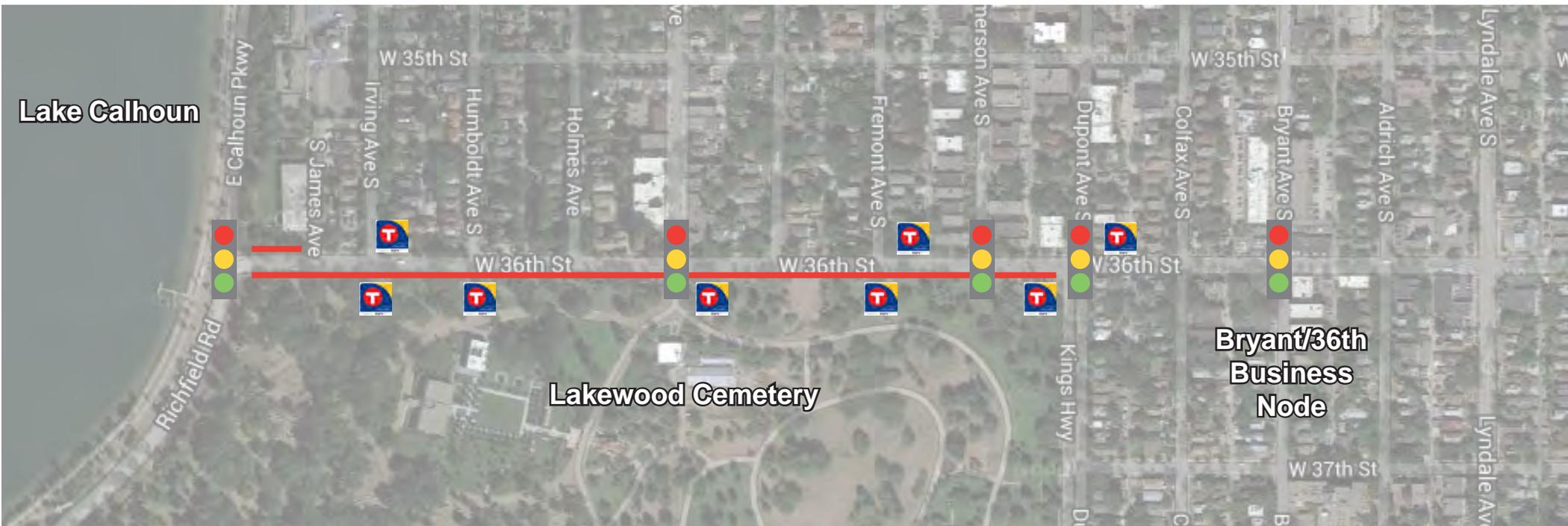
- Design of bus stops and shared bicycle/pedestrian space
- Connection at 36th St/Richfield Rd
- Connections to the north side of W 36th St
- Bicycle connection from Dupont to Bryant
- Parking impacts from Dupont to Bryant
- Traffic impacts to the corridor

Project Budget

- Approximately \$100,000
 - \$55,000 Hennepin County grant
 - \$35,000 City of Minneapolis match
 - \$10,000-19,000 NRP
- \$80,000 in City of Minneapolis signal capital funds will benefit project

→ Low Cost- High Benefit project

Existing Conditions

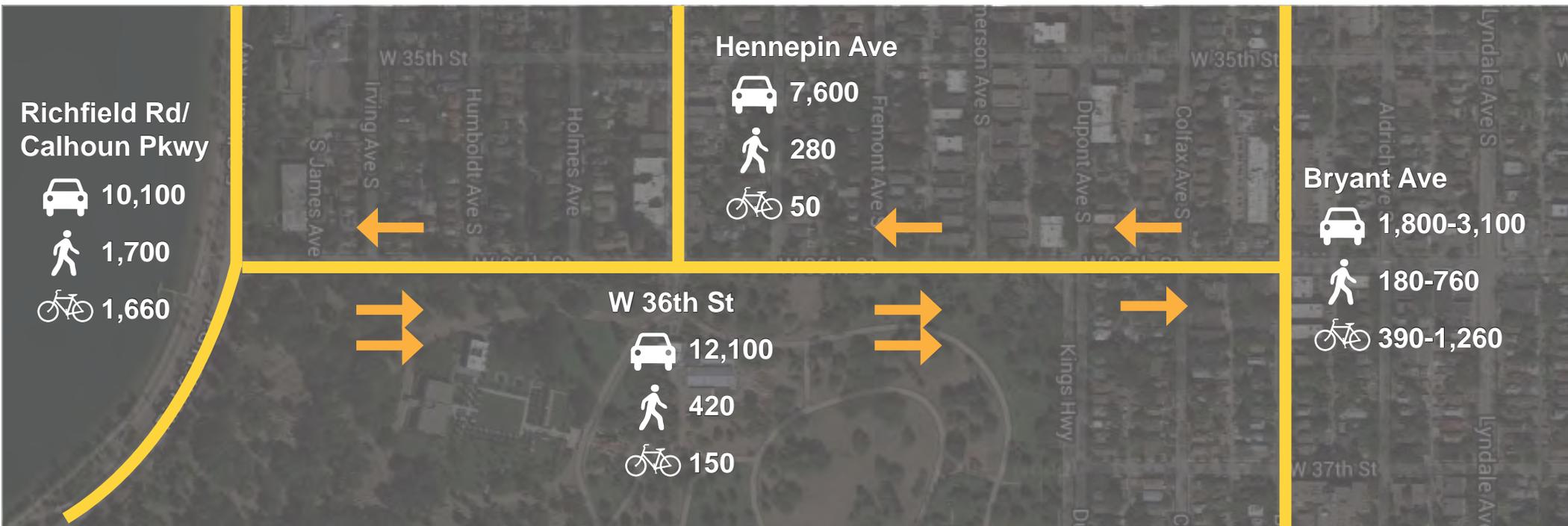


- Traffic Signals: 5**
- Richfield Rd/Calhoun Pkwy
 - Hennepin Ave
 - Emerson Ave
 - Dupont Ave/Kings Hwy
 - Bryant Ave

- Bus Stops**
- 3 westbound
 - 5 eastbound

- No Parking**
- South side of 36th St between Richfield Rd & Dupont Ave
 - North side between Richfield Rd & James Ave

Existing Conditions



Motor Vehicle Counts (2012)



September Pedestrian Counts (2012-2013)



September Bicycle Counts (2012-2013)



Number of travel lanes

Existing Conditions



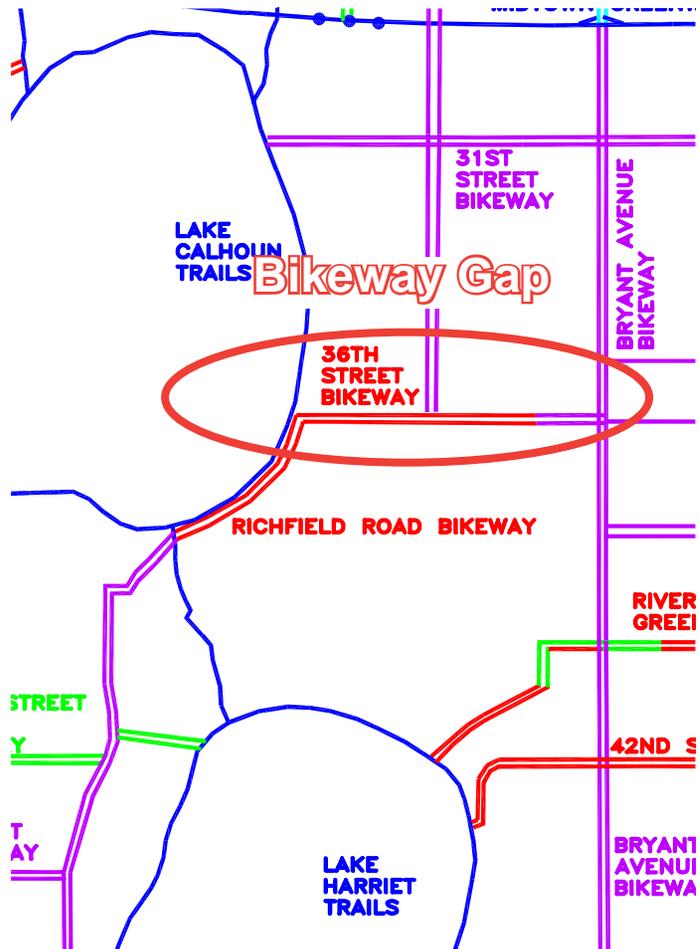
Existing Conditions



Existing Conditions



City Plans and Goals



Bicycle Master Plan (Updated 2011)



Pedestrian Master Plan (Updated 2009)

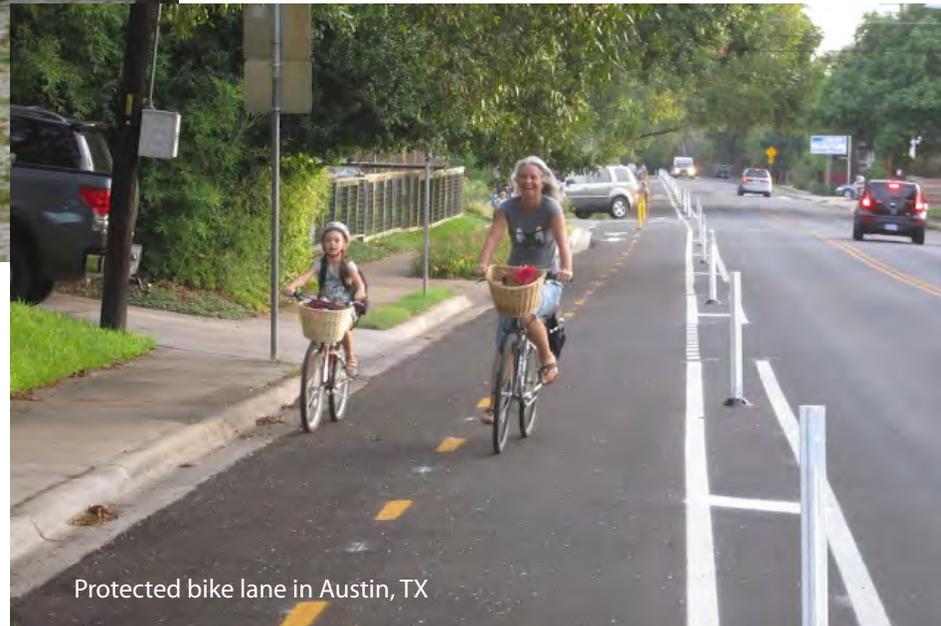
City Plans and Goals

- Implement Bicycle and Pedestrian Master Plans
- Increase trips made by biking, walking, and transit
- Decrease greenhouse gas emissions
- Construct 30 miles of protected bikeways by 2020

What is a protected bikeway?



A protected bike lane is a bicycle facility within a street corridor that is physically separated from motor vehicle traffic.



“A trail within the street”

Credit: People for Bikes

Credit: People for Bikes

Why is W 36th St a good location for a protected bikeway?

- High bicycle demand, east and west of corridor
- High motor vehicle traffic volumes
- Few cross streets along south curb
- Potential for pedestrian space/bus stop improvements

Looking East

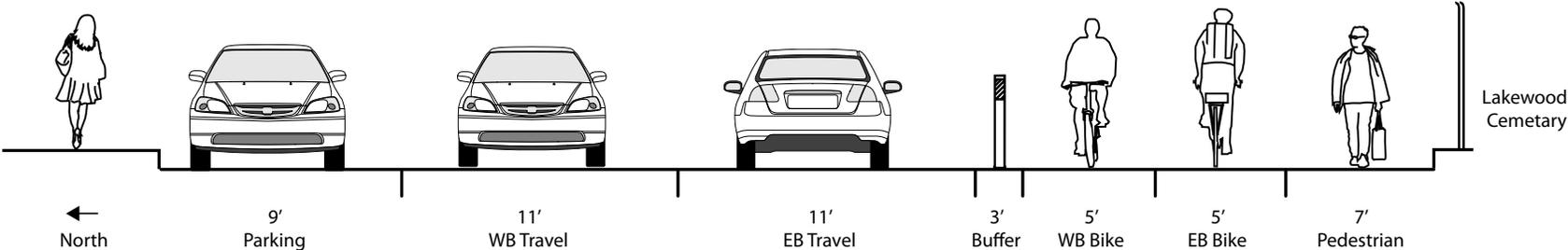
Lakewood Cemetery

Two-way
protected
bikeway and
pedestrian space



Proposed Concept

Typical: Richfield Rd to Dupont Ave



Parking: 9'

Westbound: 11'

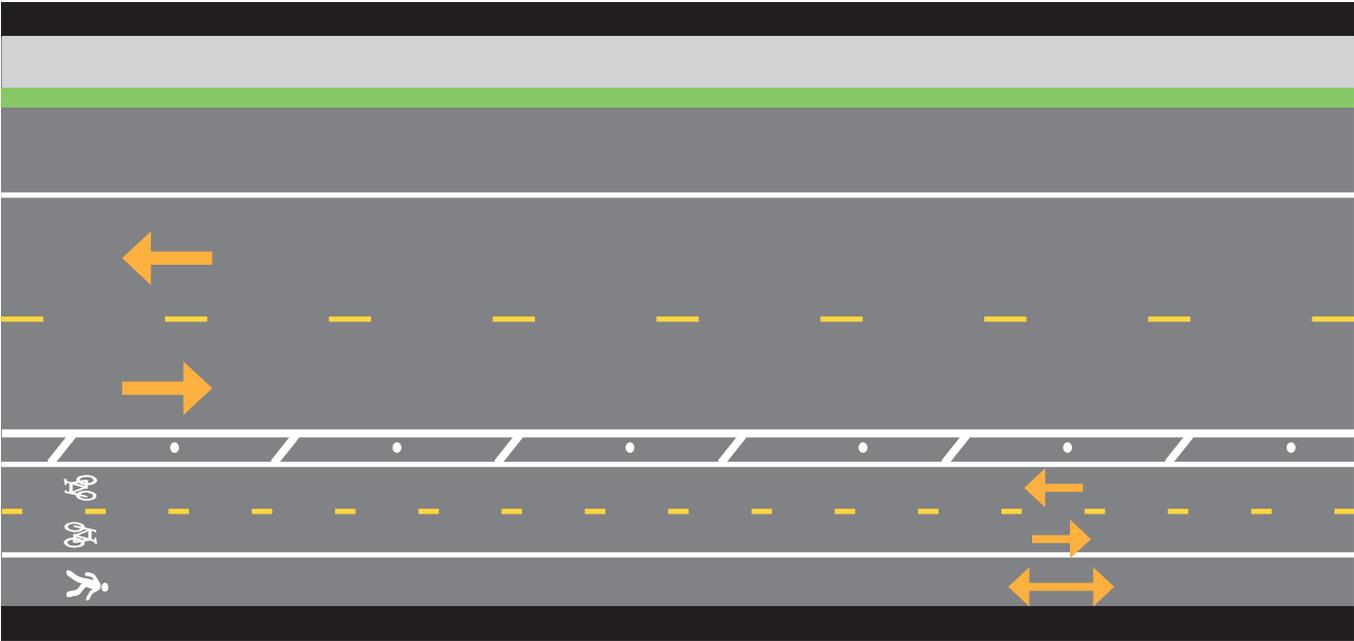
Eastbound: 11'

Buffer: 3'

Bike: 5'

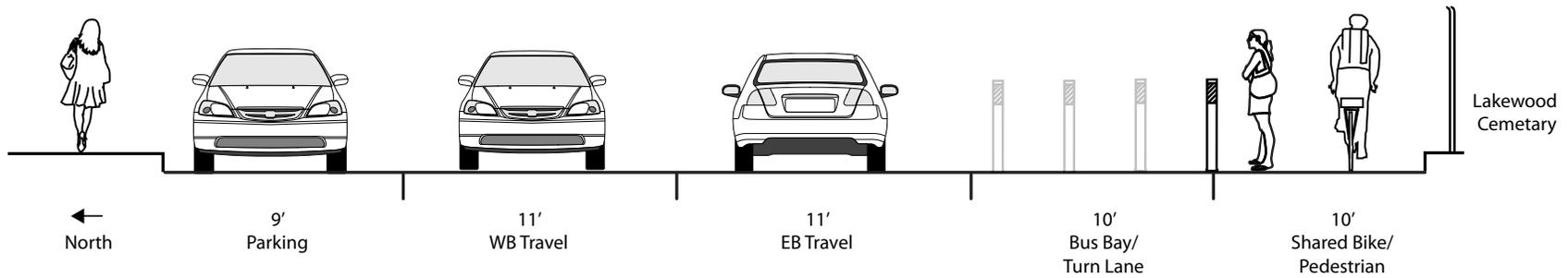
Bike: 5'

Pedestrian: 7'



Proposed Concept

Bus Stops/Turn Lanes: Richfield Rd to Dupont Ave



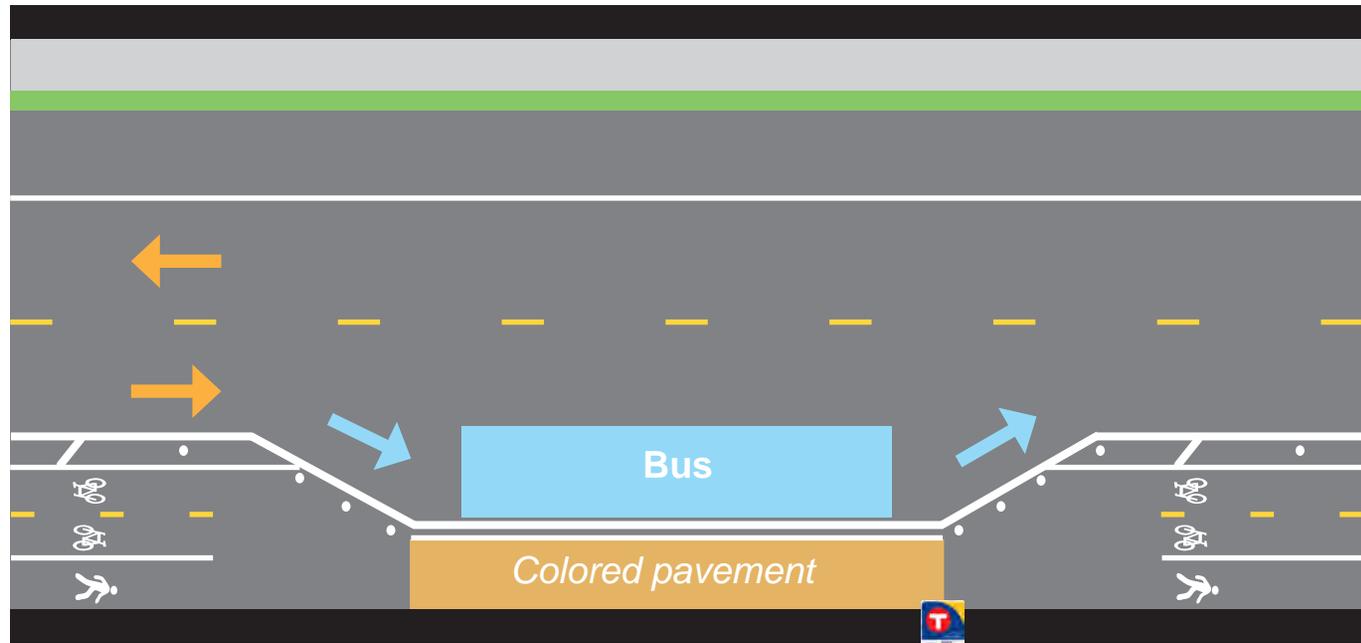
Parking: 9'

Westbound: 11'

Eastbound: 11'

Bus Bay/Turn Lane: 10'

Shared Bike/
Pedestrian
Space: 10'



North

Proposed Concept

Changes from: Richfield Rd to Dupont Ave



Traffic Signals

- Remove 36th/Emerson signal
- Signal is not warranted
- Turn off test in Fall of 2013:
 - 311 comments: 68% in favor of removal
 - No significant impact to traffic flow



Bus Stops

- 5 eastbound stops consolidated to 3 eastbound stops

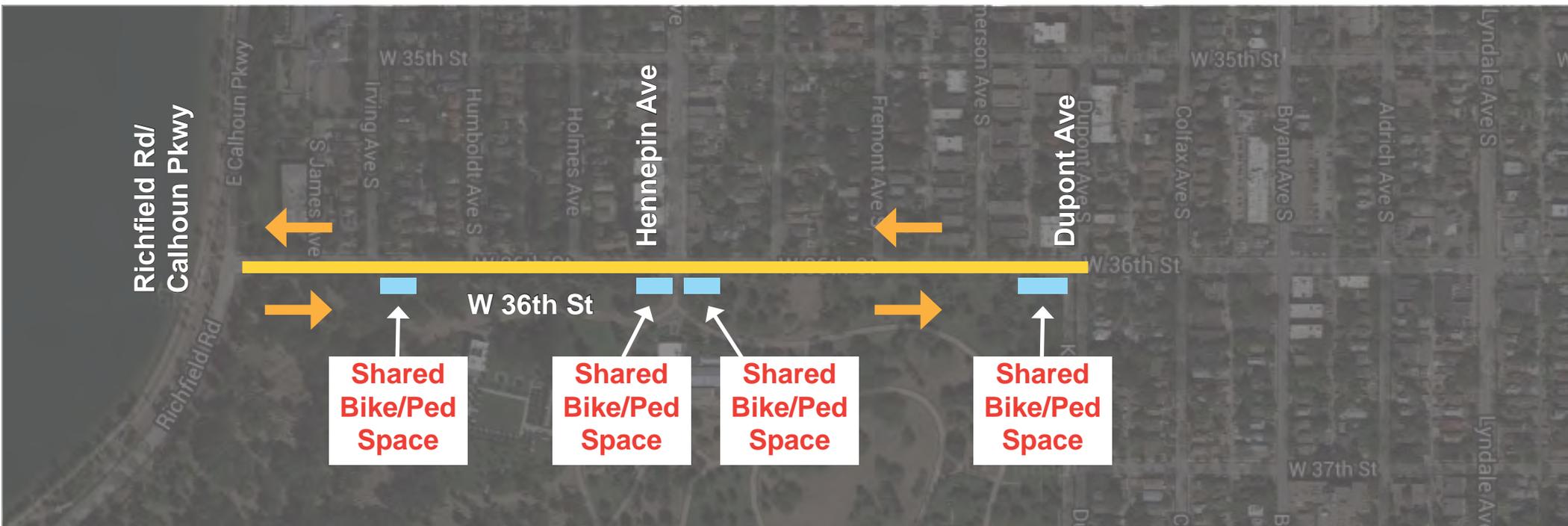


No Parking

- No changes
- Add signed "No Parking" on north side of 36th St within 30' of Emerson

Proposed Concept

Changes from: Richfield Rd to Dupont Ave



Travel Lanes

- Remove one eastbound travel lane
- Maintain one eastbound and one westbound travel lane

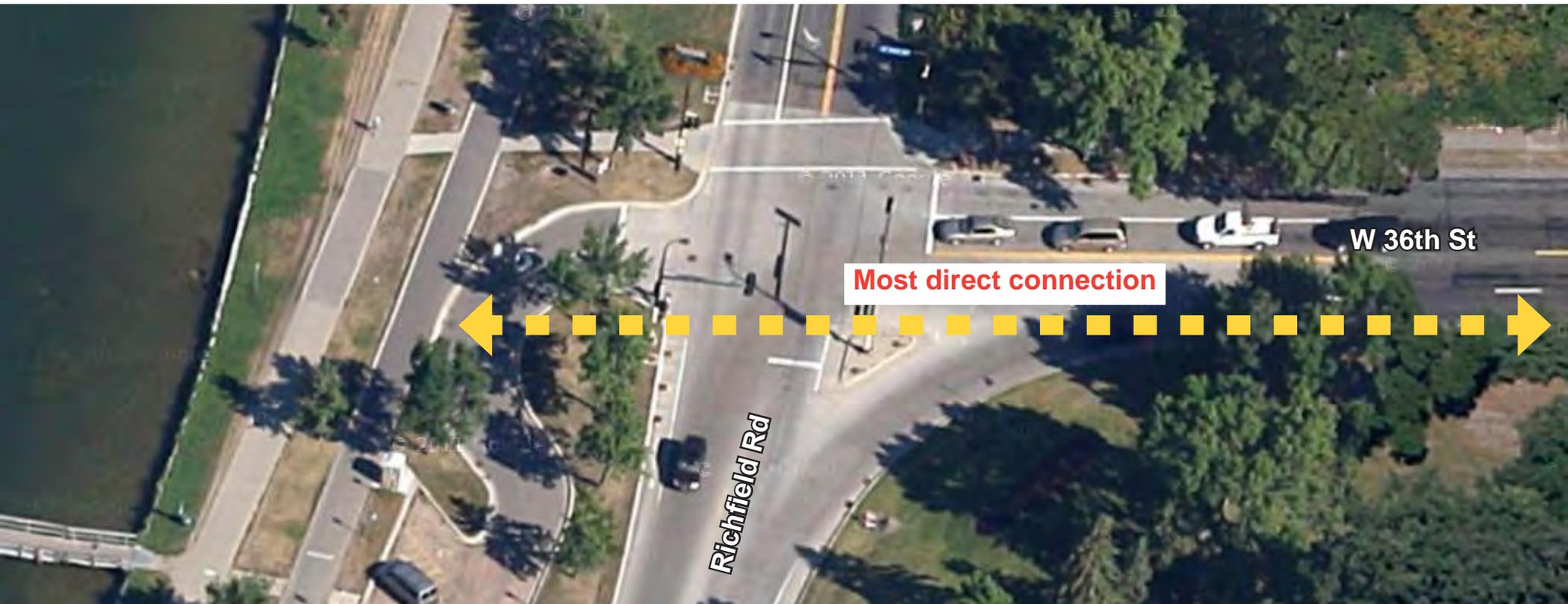
Turn Lanes

- Keep existing westbound turn lanes at Richfield Rd
- Keep existing eastbound left turn lane at Hennepin Ave
- Keep existing eastbound right turn lane/bus stop at Dupont Ave

West Connection at Richfield Rd



West Connection at Richfield Rd



Limitations

- Slip turn is required to facilitate heavy northbound right turns
- Requires modifications to Park Board parking lot
- Requires signal and utility relocation, concrete island reconstruction

➔ **These modifications/alternatives require \$300,000 or more; greatly exceeding the total cost of this project.**

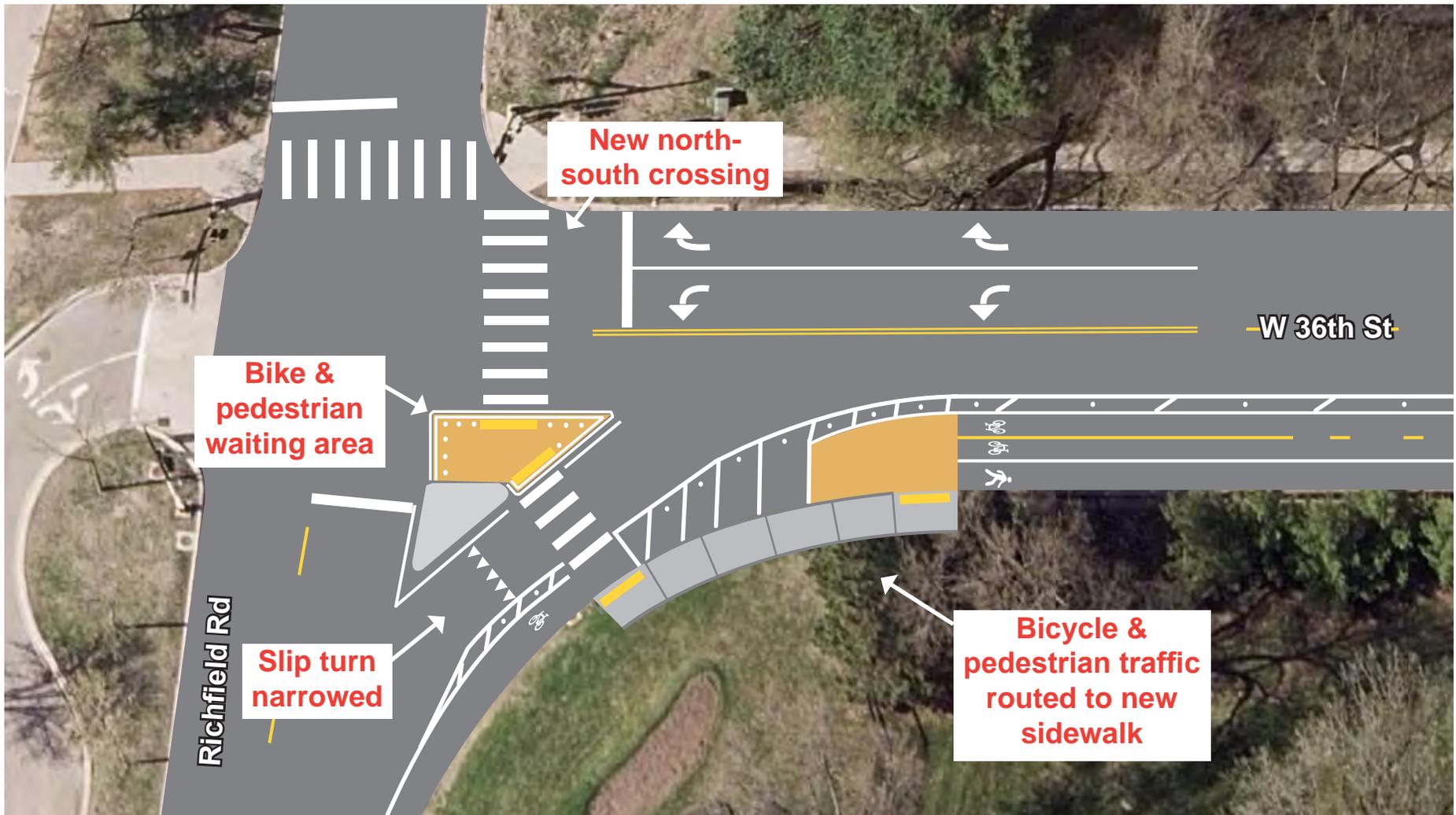
West Connection at Richfield Rd



Best alternative within existing project budget

- Maintain slip turn, but narrow and make accessible for bicyclists and pedestrians
- Establish new north-south crossing
- Lake Calhoun access via existing east-west crossing

West Connection at Richfield Rd

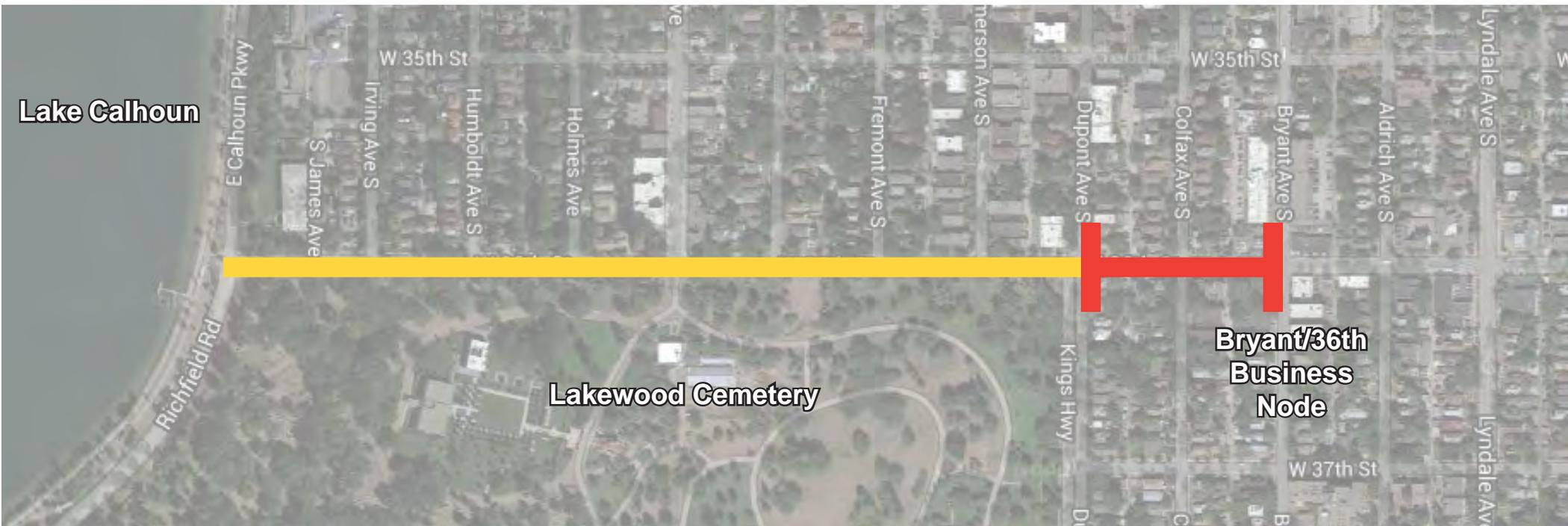


West Connection at Richfield Rd

Design components



East Connection: Dupont to Bryant



Why a bicycle connection to Bryant Ave?

- Dupont is not an existing or planned bikeway
- North of 36th St: Dupont is one-way northbound
- South of 36th: Kings Hwy has a divided highway configuration
- Bryant is a well-used north-south bikeway
- Many destinations at Bryant/36th intersection

Pedestrian connection not needed due to existing sidewalks on both sides of 36th St.

Summer 2014 Met Council sewer work could delay this segment of the project

East Connection: Dupont to Bryant

2 alternatives were explored

Bike Lanes



Benefits

- Designated space for bicyclists
- No impact to on-street parking

Challenges

- Requires westbound bicyclists to transition from north curb to south curb at Dupont
- All lanes would be at minimums; level of comfort for bicyclists would not be very high.

East Connection: Dupont to Bryant

2 alternatives were explored

Two-way protected bike lane - Staff preferred alternative



Benefits

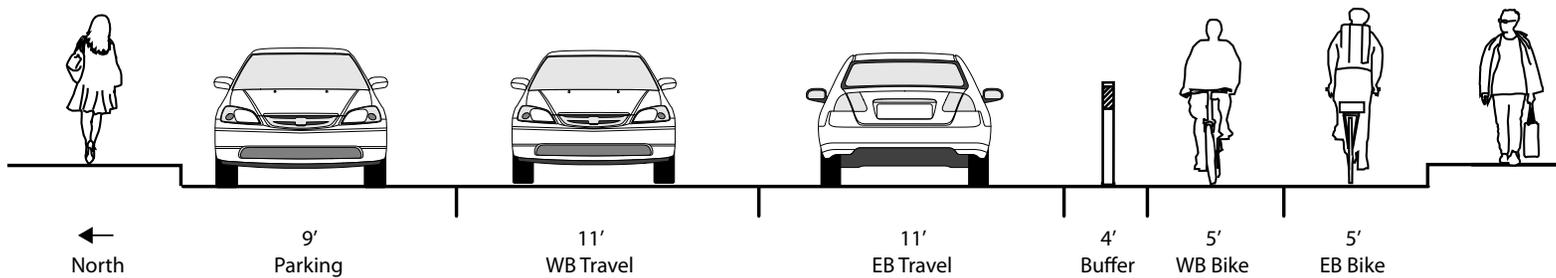
- Physical separation between bicycle and motor vehicle traffic
- Bicyclist level of comfort consistent with facility to the west

Challenges

- Requires removal of 14 parking stalls along south curb
 - Parking demand is high between Bryant and Colfax
 - However, there is capacity on adjacent streets.
- Consideration for alleys and driveways - access would be maintained

East Connection: Dupont to Bryant

Two-Way Protected Bike Lane



Parking: 9'

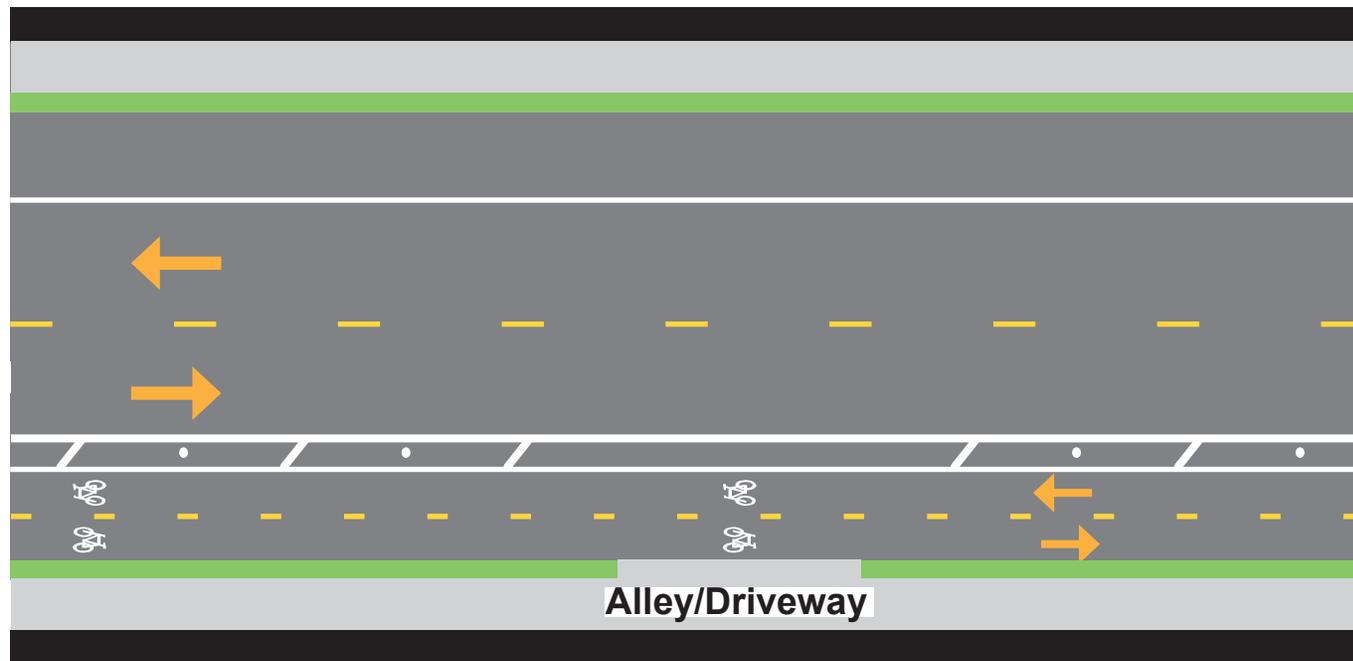
Westbound: 11'

Eastbound: 11'

Buffer: 4'

Bike: 5'

Bike: 5'



Winter maintenance

- The intention is for the City to maintain this new facility.
- The W 36th St project is being designed to accommodate a pick up truck plow (minimum width is 8-ft).
- Other specialized equipment may be used.

Winter maintenance



Plymouth Bridge over Mississippi River



New York City

Next Steps

May

Staff to finalize concept and major changes with Ward 10 office.

June

Detailed design

July/August

Planned construction

Questions or Comments?

- Leave feedback tonight
- Fill out feedback form
- Contact project staff
 - Simon Blenski
 - simon.blenski@minneapolismn.gov
 - 612-616-7345
- Presentation will be posted at:
minneapolismn.gov/bicycles/projects

Thank you for attending.