

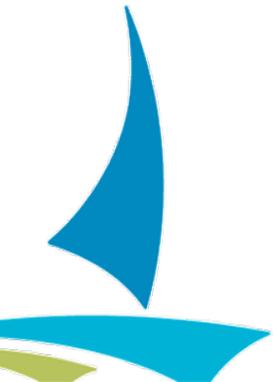
CITY OF MINNEAPOLIS

Access Minneapolis Update

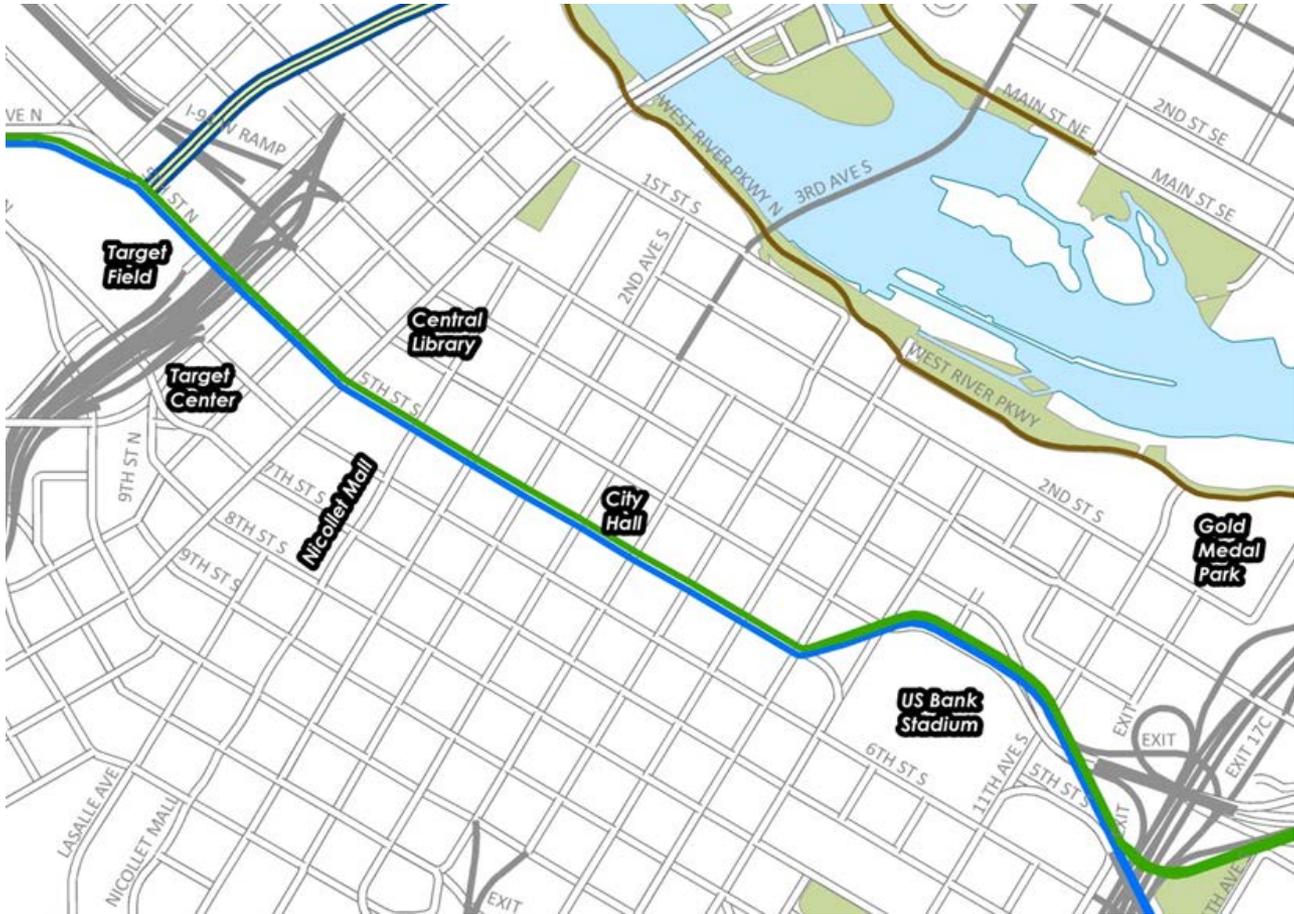
Effect of Access Minneapolis
on North/South Streets
and
Bicycling through Downtown

Objectives

- Put the 3rd Avenue Redesign in context.
- The City does not want “a bike lane on every street.”
- The City’s priority is quality and safety, not quantity.
- Identify future opportunities for improvements.



Downtown Minneapolis: let's focus on North/South streets

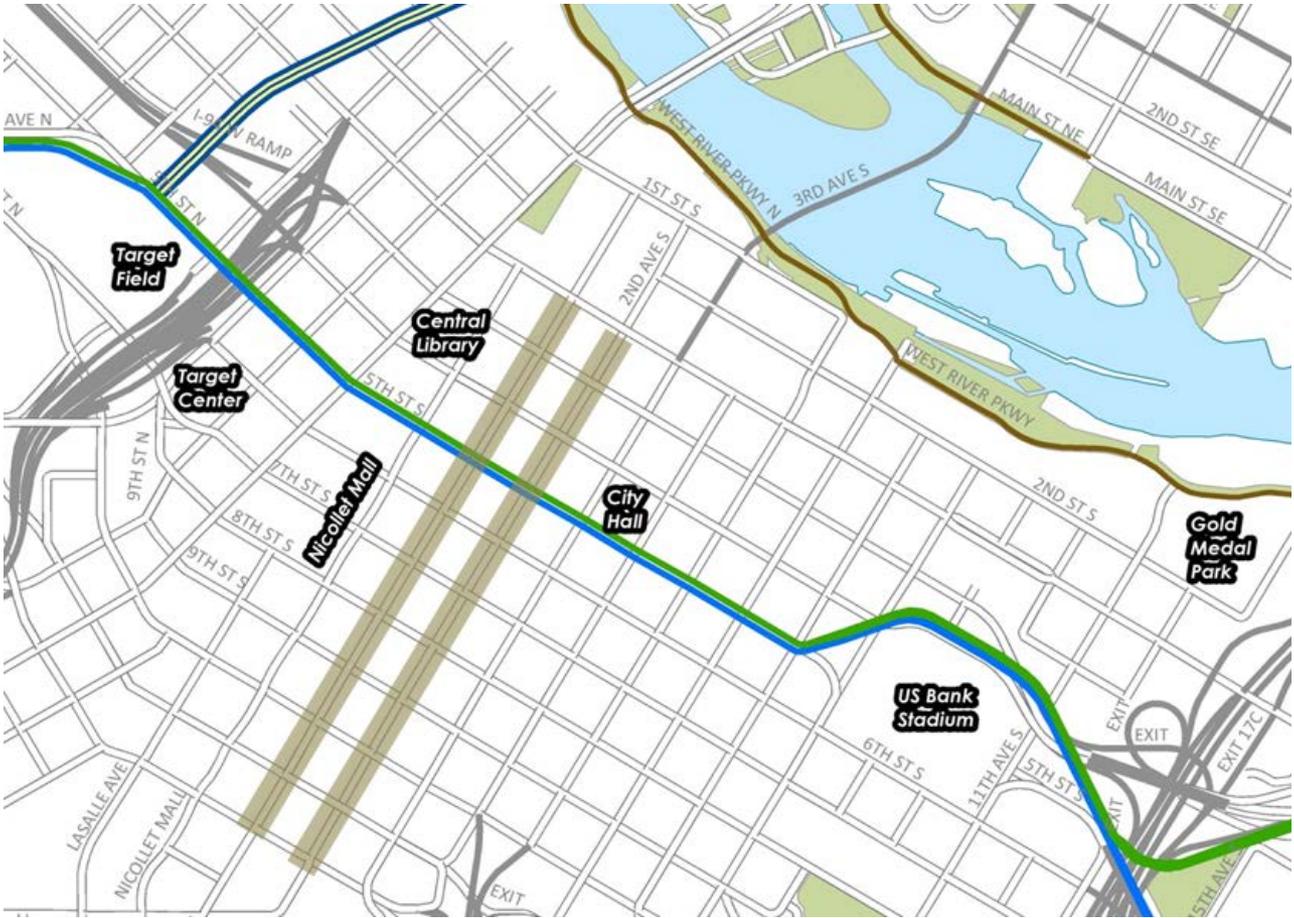


Before Access Minneapolis: many problems, including

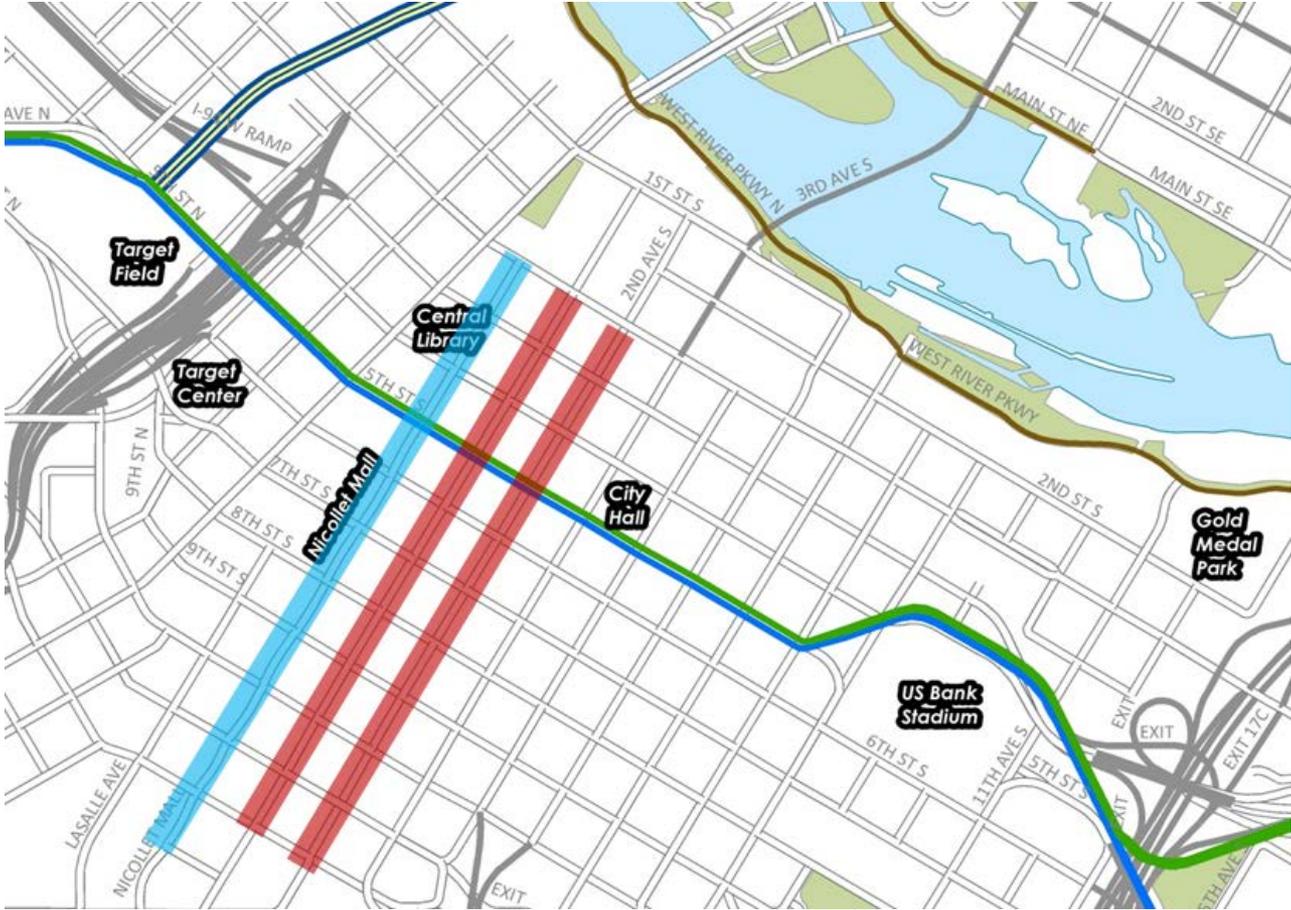
- Buses were spread randomly over almost every street in downtown.
 - Serious bus congestion on all the north/south streets through the core:
 - Nicollet
 - Marquette
 - 2nd
 - 3rd
 - Local buses and express buses intermingled.
 - Bus speeds slow and unpredictable.
 - No capacity for expansion.
 - Downtown Minneapolis not ready for Bus Rapid Transit (BRT)
- Hennepin and First Avenues were one way streets.



Before Access Minneapolis, there were dedicated bikes lanes on Marquette and 2nd Avenues.



The answer to the transit challenge was street specialization through the MARQ2 project.



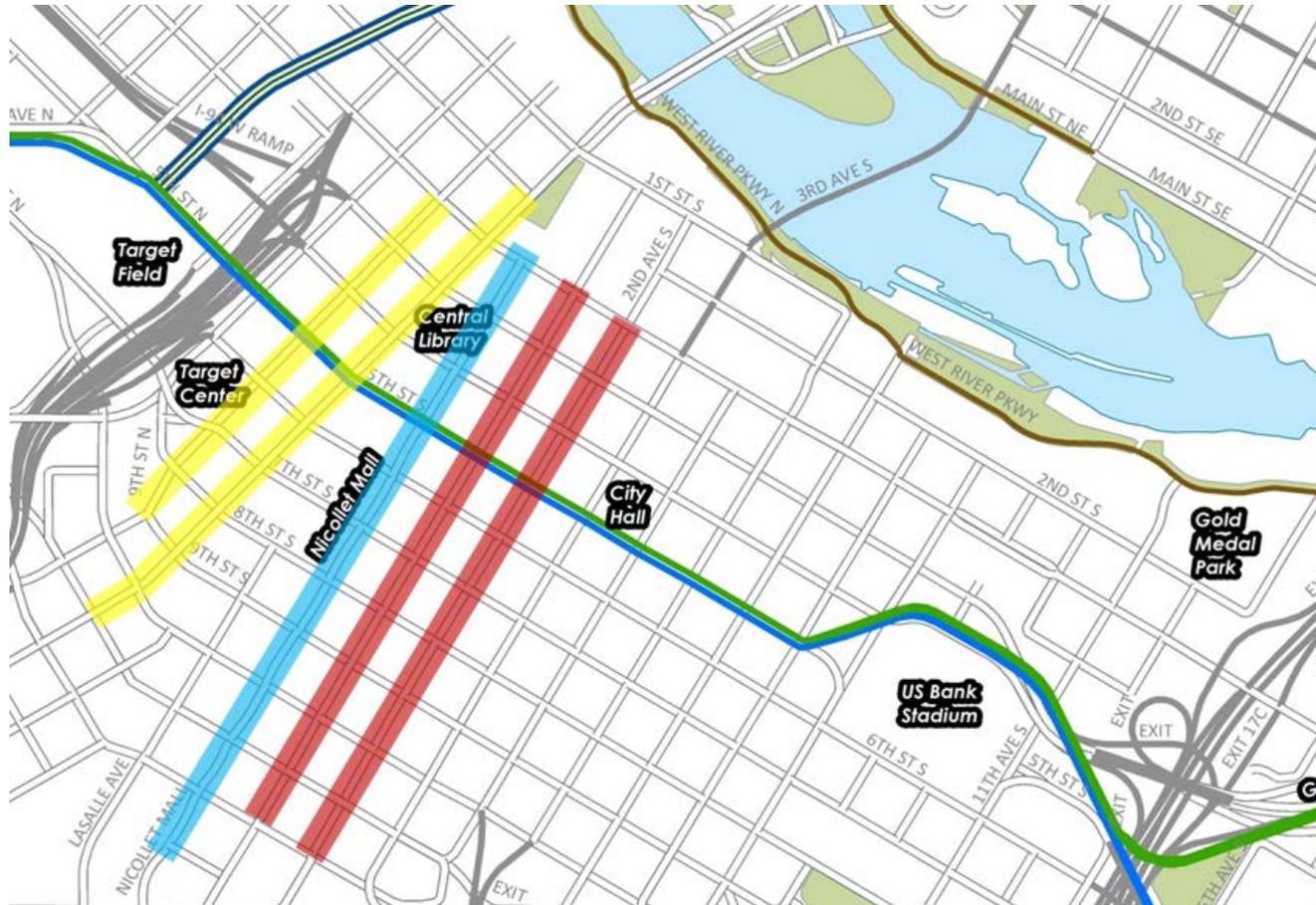
It worked. The concentration of bus routes on Marquette and 2nd had many benefits:

- Local buses separated from express buses.
- 40% reduction in peak hour bus volumes on Nicollet.
- Nicollet Mall ready for a redesign.
- When you concentrate routes, you can concentrate amenities at a lower cost.
- Bus speeds faster and more predictable.
- Bus capacity more than tripled.
- Downtown Minneapolis now ready for Bus Rapid Transit on 35W to Lakeville.
- and...

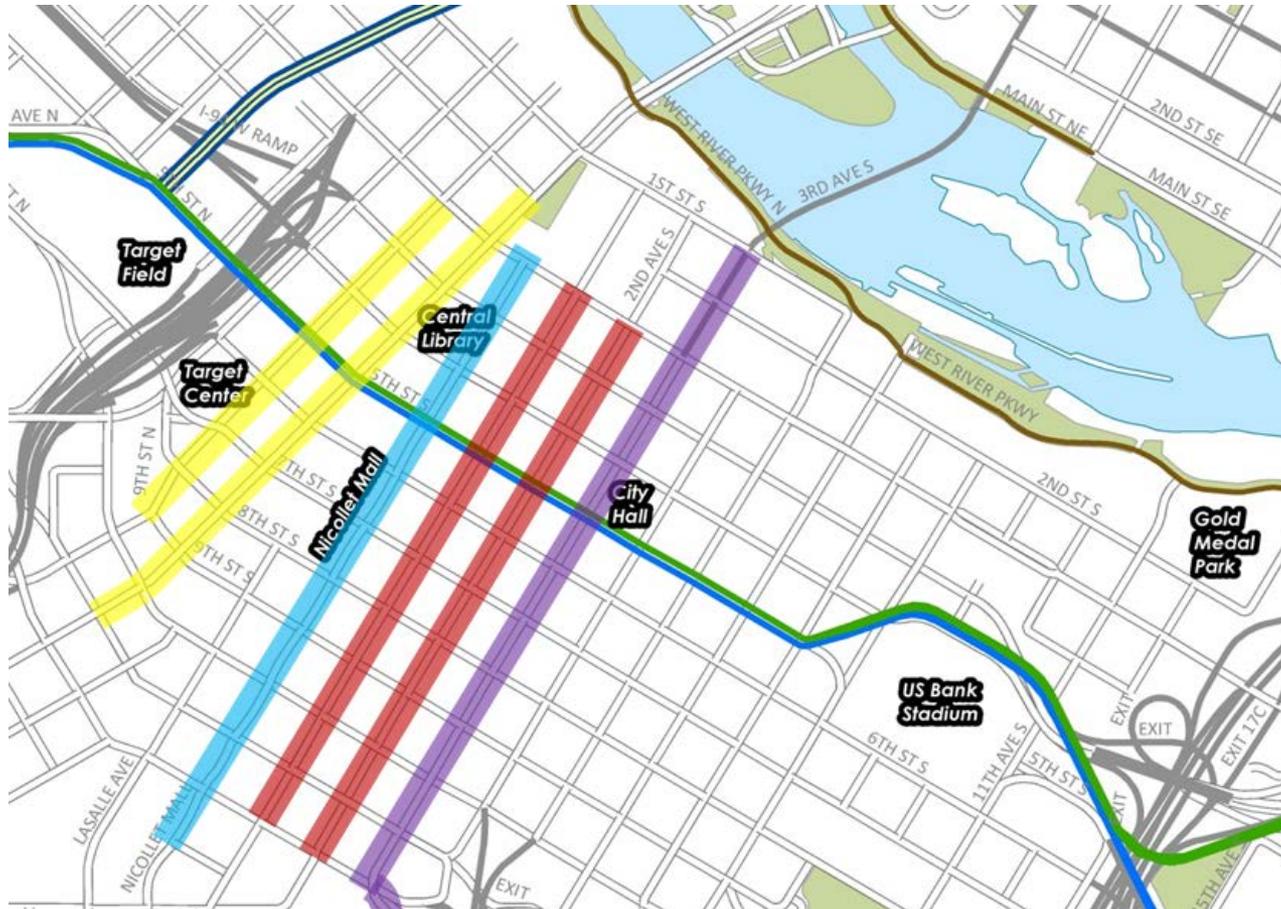


Good News: Hennepin & 1st restored to two way operations.

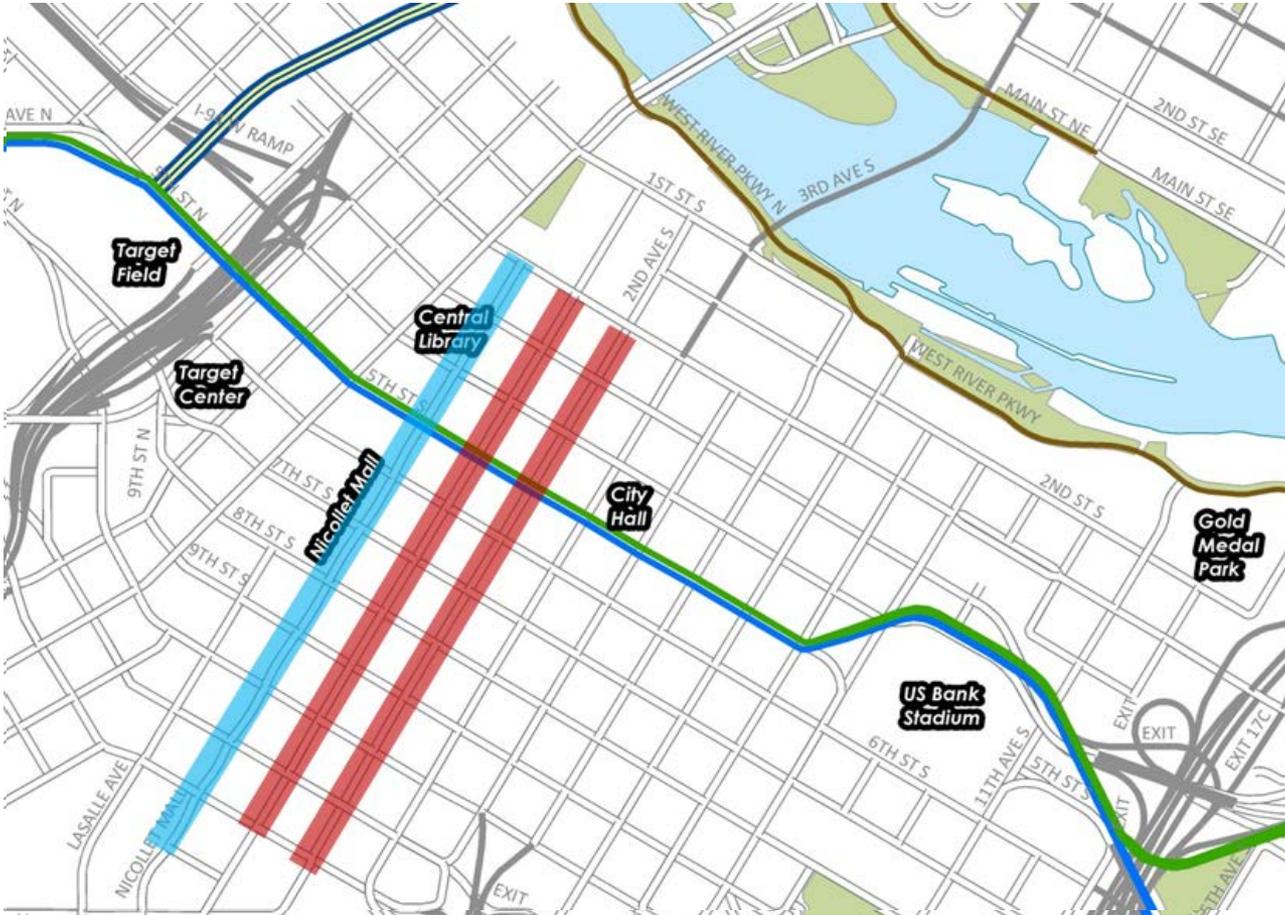
We also added “protected” bike lanes on First Avenue, which nobody likes.



Buses eliminated entirely from 3rd Avenue



But there was a cost: dedicated bikes lanes were eliminated from Marquette and 2nd Avenue.



Seeking replacement for Marquette and 2nd bicycle lanes since 2009

- Possible corridors include:
 - Two way facility on 3rd Avenue
 - Two way facility on Nicollet Mall
 - Returning one way bike lanes to Marquette and 2nd Avenues through lane narrowing
- Nicollet Mall Design Process
 - The City chose not to include a dedicated lane for bicyclists as part of the redesign of Nicollet Mall, in favor of maximizing pedestrian space.
 - Mayor Hodges then asked directing Public Work staff to develop an alternative protected facility.



Aftermath of 2007 Bridge Collapse

- Federal money available to repair downtown streets.
- 4th and 5th Avenues were in bad shape; the travel lanes were wider than necessary.
- 4th and 5th Avenues were resurfaced and restriped with 11 foot wide auto lanes.
 - Narrower lanes encourage people to obey the speed limit.
 - Room left over for bike lanes.
 - Bicycle lanes added with no reduction in the number of auto lanes.

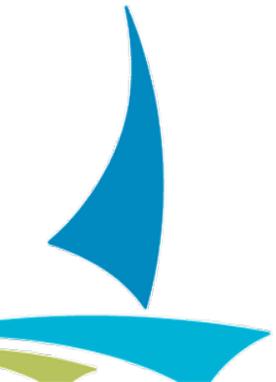


4th and 5th are not great routes for bicyclists.



Why 4th and 5th are not the best routes for bicyclists

- 4th and 5th Avenues are short, they don't continue outside downtown.
- 4th leads directly into an entrance to 35W, where bicycles can't ride.
- 5th is where cars exit from 35W, where bicyclists can't come from.
- This makes 4th and 5th very valuable to the roads network, but not as valuable to the bike network.



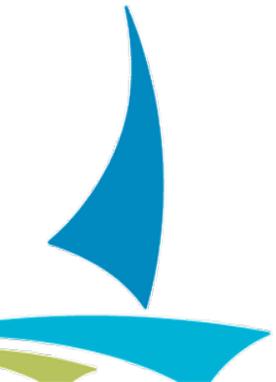
Observations from 4th and 5th

- Not every bicycle lane is built at the expense of car lanes.
- Bicycle lanes in “leftover space”
 - Sometimes we have installed bike lanes where they happen to fit easily, not necessarily where they would add the most value for bicyclists or the system as a whole.
 - We have many such routes in Minneapolis.
- If we plan ahead around quality and safety, we can create opportunities for all users.

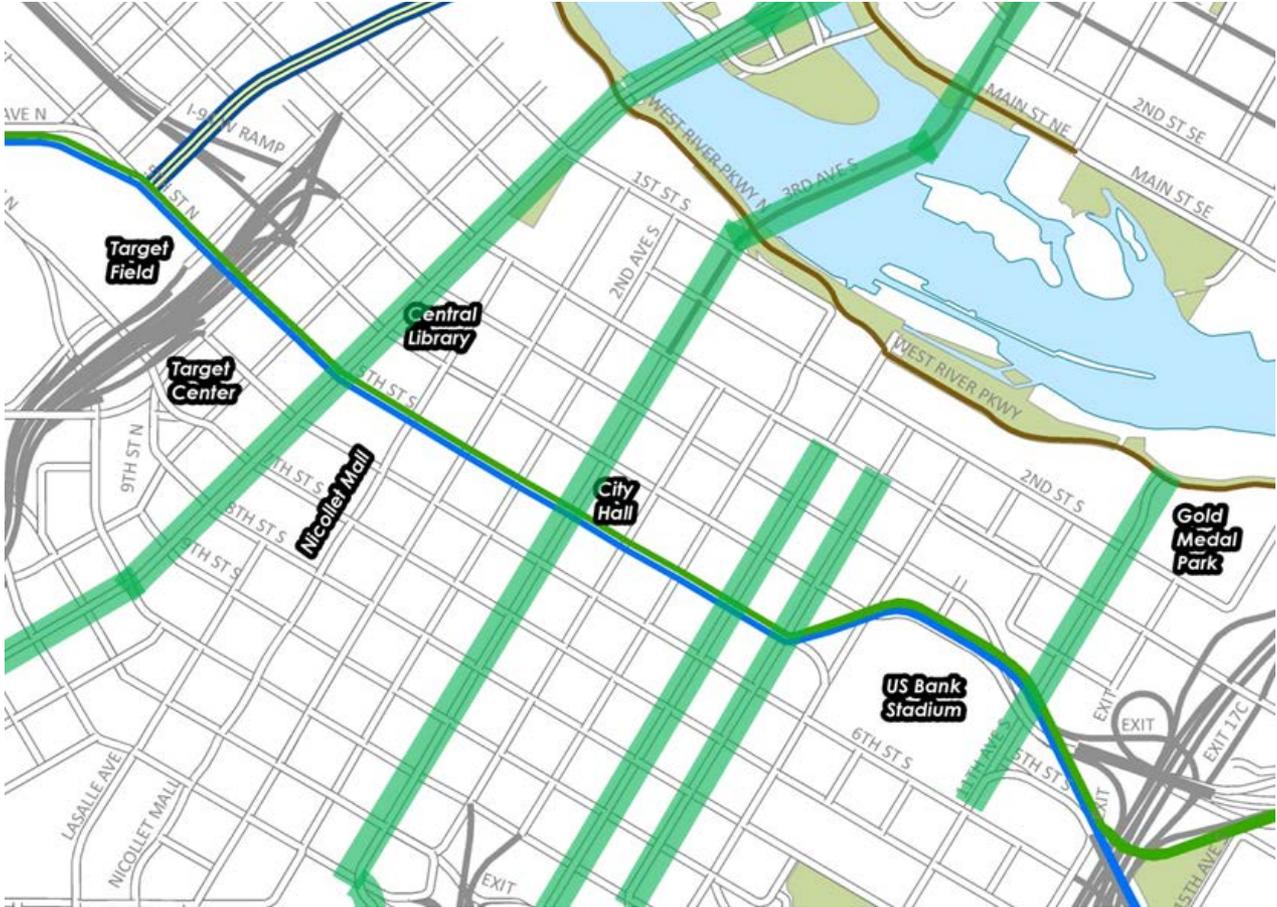


Safety: How do we achieve safety and avoid bike/auto collisions?

- Protected bike lanes are safer.
- Volume and visibility of bicyclists improves safety.
- There really is safety in numbers.
 - So “a bike lane on every street” would be counter productive to safety. That would dilute visibility.



Protected Bicycle Network: Quality and Safety, with good spacing of routes.



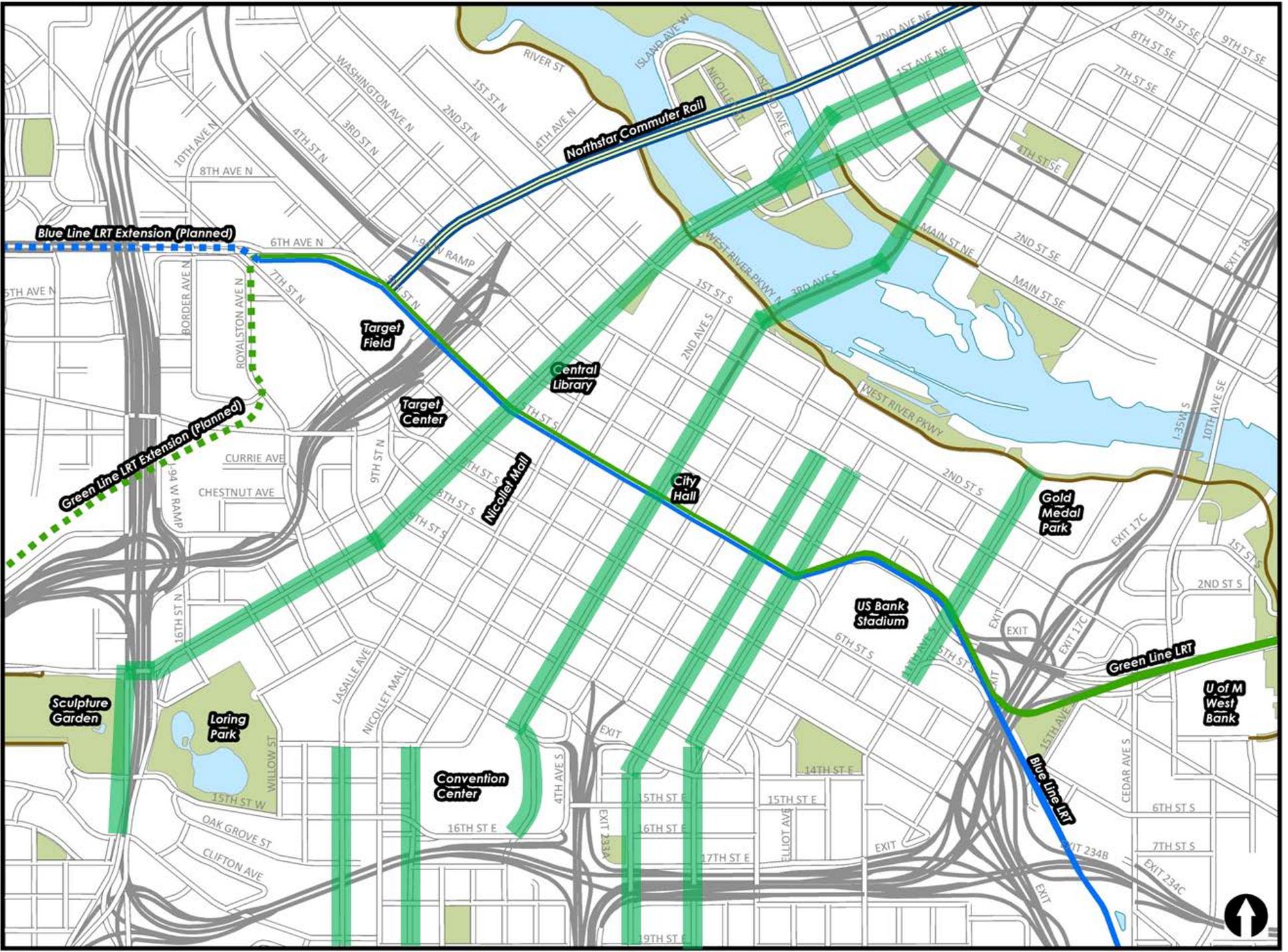
If you value quality and safety over quantity, you create opportunity.

- MARQ2 created many opportunities on parallel streets.
- The same is true for the protected bike lanes.
- A protected bike lane on Hennepin would mean the non-protected bike lane on First Avenue could be eliminated.
- A protected bike lane on 3rd Avenue would mean the non-protected bike lanes on 4th and 5th could be eliminated.
- Both of these are potential opportunities for wider sidewalks for pedestrian space and greening.



Future Opportunities





Blue Line LRT Extension (Planned)

Northstar Commuter Rail

Target Field

Central Library

Target Center

City Hall

Nicollet Mall

US Bank Stadium

Gold Medal Park

U of M West Bank

Sculpture Garden

Loring Park

Convention Center

Green Line LRT

Blue Line LRT



addendum



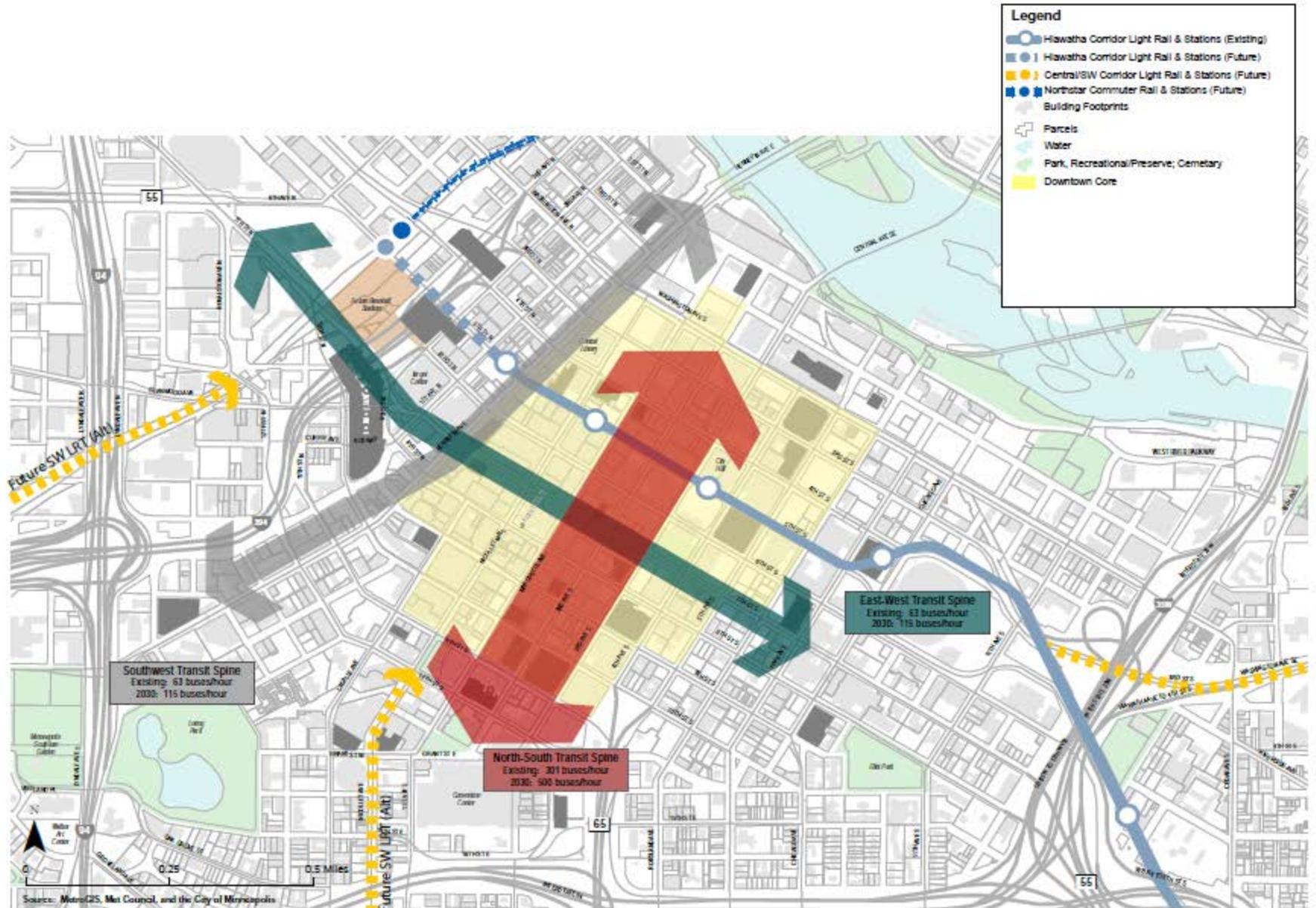
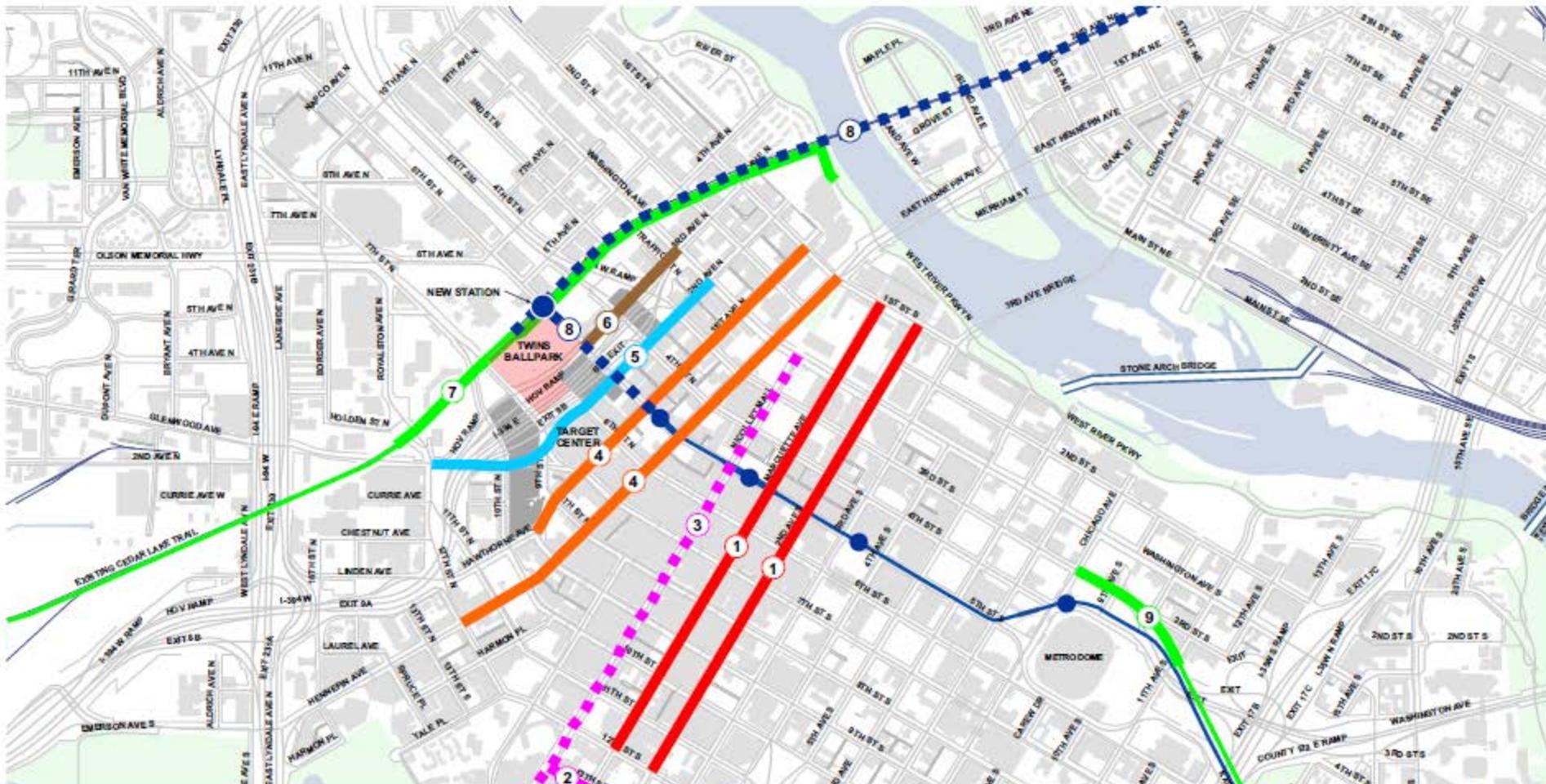


Figure 8: Major Transit Service Spines

MARQ2 - THE MARQUETTE & 2ND TRANSIT PROJECT



LEGEND

- 1 SECOND/MARQUETTE TRANSIT IMPROVEMENTS (2008 - 2009)
- 2 13TH STREET PEDESTRIAN GATEWAY (2009)
- 3 NICOLLET MALL TRANSIT & BICYCLE SERVICE IMPROVEMENTS (2009 - 2010)
- 4 HENNEPIN & 1ST TWO-WAY CONVERSION (2009)
- 5 2ND AVE N TWO-WAY CONVERSION (2009)
- 6 3RD AVE N IMPROVEMENTS (2009)
- 7 CEDAR LAKE TRAIL - PHASE III (2010)
- 8 NORTHSTAR COMMUTER RAIL & HIAWATHA LRT EXTENSION (2009)
- 9 HIAWATHA LRT BICYCLE TRAIL EXTENSION (2009)
- LRT STATIONS



Elimination of Marquette and 2nd Avenue Bike Lanes

- It was originally hoped that the bicycle lanes on Marquette and 2nd Avenues could be retained even after building double wide transit lanes on those two streets.
- When it became clear that this was not feasible, the following language was approved allowing bicycles to ride on Nicollet Mall, but not in a dedicated lane.
- “2nd Avenue South and Marquette Avenue South – retain existing one-way bike lanes until streets are reconstructed. When double-width transit lanes are constructed, the bike lanes will be removed and bikes will be permitted to use Nicollet Mall 24-hours per day. Bikes will be allowed to use the 2nd and Marquette dual bus lanes during off-peak periods. In addition, staff will explore with Metro Transit 24-hour-a-day bike use of the bus passing lanes on 2nd and Marquette.” - Adopted Ten Year Action Plan, June 29, 2007.



Bicycle Action Items

- B-1** Install bike lanes per plan
 a Marquette Avenue South (replace)
 b 2nd Avenue South (replace)
 c Hennepin Avenue (replace)
 d 3rd Street South

- B-2** Construct link between West River Parkway and Cedar Lake Trail

- B-3** Extend Hennepin Avenue bike lanes to East Hennepin and Loring Park
B-4 Complete connection to Hiawatha bikeway and add bike lane on 3rd Street

- B-5** Complete 2nd Street North connection to North Loop (may require easement)
B-6 Restripe bike lanes on 10th and 11th Streets to standard width
B-7 Extend bike lane along 15th Street to connect Oak Grove, Loring Park and Elliot Park

Legend

- Hiawatha Corridor Light Rail & Stations (Existing)
- Hiawatha Corridor Light Rail & Stations (Future)
- Central/SW Corridor Light Rail & Stations (Future)
- Northstar Commuter Rail & Stations (Future)
- Building Footprints
- Parcels
- Water
- Park, Recreational/Preserve; Cemetary
- Downtown Core
- On-street Bicycle Lane
- Off-street Multi-use Path

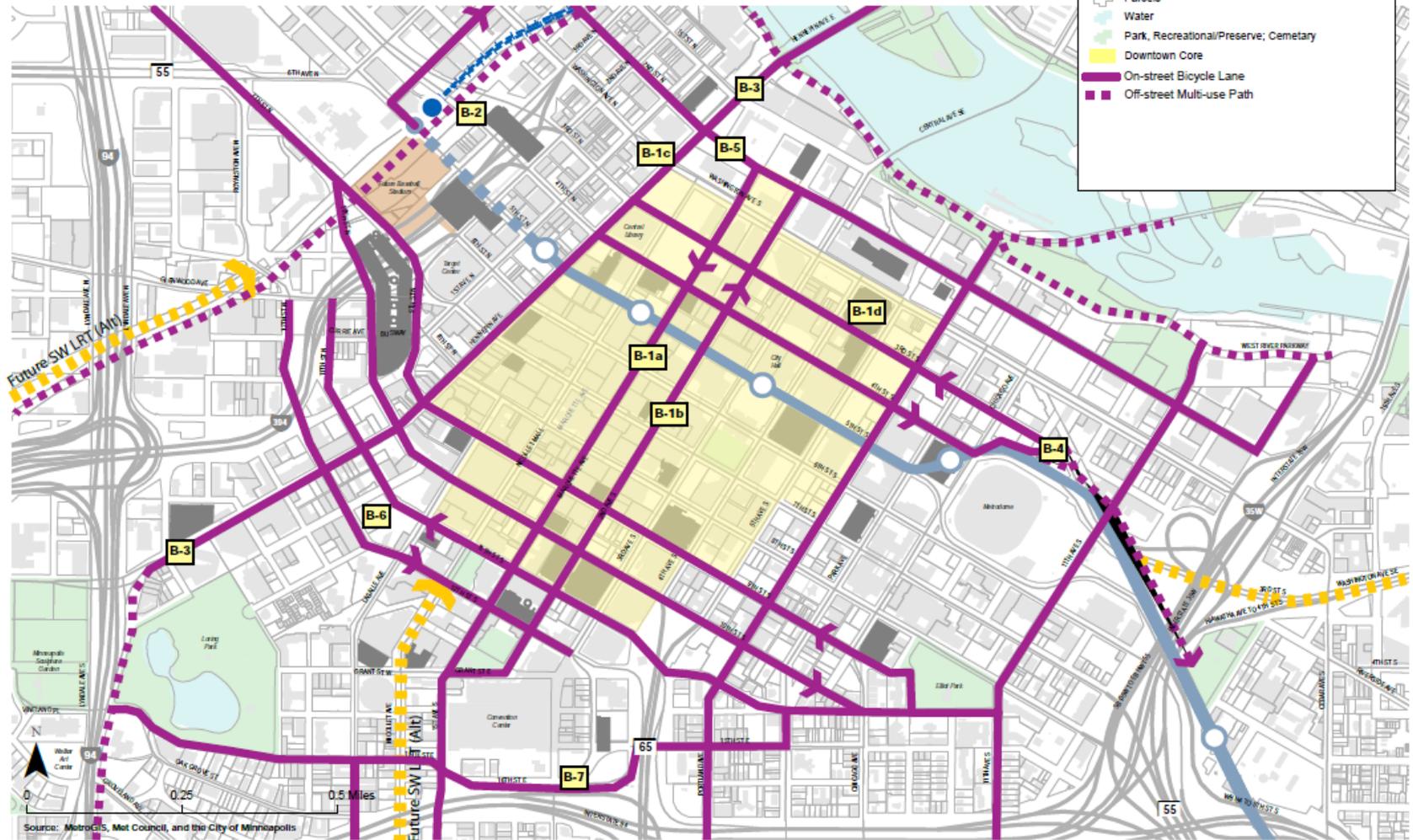


Figure 7: Bicycle Network

Bicycle Action Items

B-1 Modify / Reconstruct Bicycle Lanes

- a. When 2nd and Marquette double-width transit lanes are open, bicycles permitted 24-hour on Nicollet Mall; bicycles permitted in double-width transit lanes during non-peak periods.
- b. Hennepin Avenue concurrent with change to two-way
- c. Portland Avenue concurrent with change to two-way

B-2 Construct link between West River Parkway and Cedar Lake Trail

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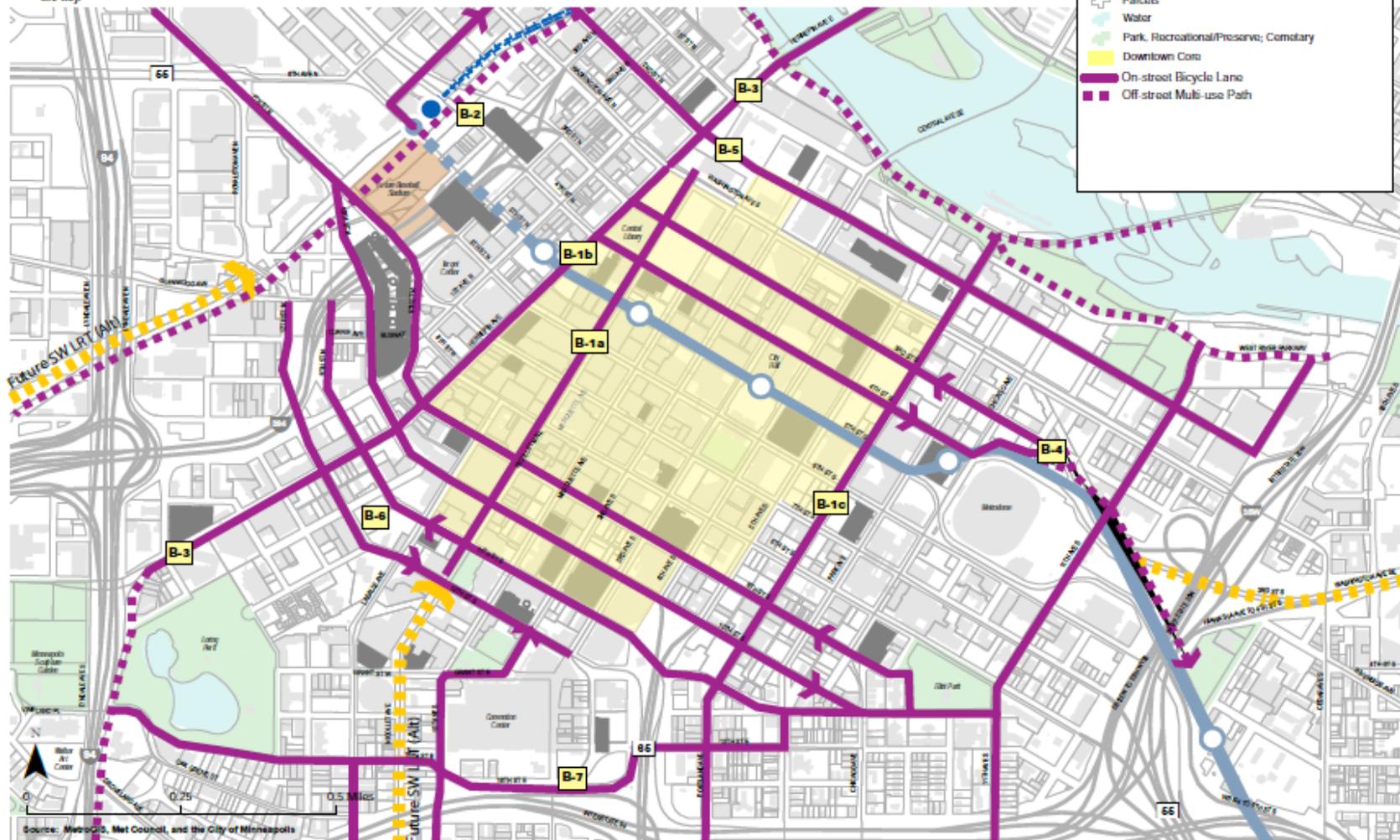


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