# 24th Street Bikeway Frequently Asked Questions (FAQ)

1. **Why is a bikeway proposed to be installed on 24th Street in 2018?**
   In summer of 2018, Minneapolis Public Works plans to resurface 24th Street between Hennepin Avenue and 3rd Avenue South. The resurfacing project provides an opportunity to implement a bikeway on this segment of 24th Street, as identified in the Minneapolis Bicycle Master Plan. Numerous factors were considered when identifying streets for bikeways including system connectivity, proximity to destinations, motor vehicle volumes and speeds, and proximity to other bikeways. Even without an existing bikeway, 24th Street is a high demand corridor for bicycling today. An average of 230-290 people bicycle on the corridor daily in 2017[1]. Currently, bicyclists, buses, and motorists all share the same space in the roadway. Public Works has also identified a number of traffic safety issues on 24th Street:

| **Reported crashes** (2012-2015) | **Number of Reported Crashes** | **Crashes with Injuries** | **Crashes with Serious Injuries** |
|---|---|---|---|
| Pedestrian | 10 | 100% | 30% |
| Bicycle | 7 | 85% | 29% |
| Motor Vehicle | 160 | 21% | 5% |
| All reported crashes | 177 | 28% | 6% |

*Source: Minneapolis Police Department (2012-2015)*

In November 2017, Public Works conducted a speed study which found that 41% of drivers traveled above the posted speed limit (30 mph) on 24th Street between Colfax and Pleasant Avenue. Higher speeds are known to increase injuries for crashes involving people who walk or bike. The current proposal of dedicated bike lanes on 24th Street is intended to improve the safety, comfort, and the predictability of all users regardless of travel mode, promote traffic calming, support bicycle demand with improved infrastructure, and improve access to destinations along the corridor. Dedicated bike lanes can be installed on over half of the 24th Street corridor without changing existing on-street parking. Additionally, the proposed 24th Street bike lanes would connect to a new 24th Street pedestrian bridge over I-35W (anticipated completion in 2021) and to existing bike lanes on 24th Street East, creating an approximately 2.3 mile bike lane on 24th Street from Hennepin to Hiawatha Avenue.

2. **How will the bike lanes benefit all users of 24th Street, regardless of travel mode?**
   Dedicated bike lanes on 24th Street will allow people who bike to ride more safely and predictably along 24th Street. Currently, bicyclists traveling on 24th Street need to maneuver into/around vehicular travel lanes or on the sidewalk. In 2017, 18% of observed bicyclists on 24th Street were

[1] City of Minneapolis Bicycle & Pedestrian Counts, 2017

riding on the sidewalk[1]. The addition of bike lanes requires some parking removal and narrowing of traffic lanes, which would encourage slower vehicular speeds and improve sight lines at intersections. Vehicular travel lane widths on 24th Street vary between 12 and 18 feet in width depending on how far from the curb cars are parked. The proposed layout would create consistent 10 foot vehicular travel lanes along the corridor. Studies show that 10 foot vehicular travel lanes can slow motor vehicle speeds, which in turn increases safety for everyone and reduces crashes involving injuries. Higher speeds play a critical role in the cause and severity of crashes. For more detailed information on travel speeds and reported crashes, please see 24th Street project info sheet.

3. **What about the protected bike lanes that were recently implemented on 26th and 28th Streets?**
In fall of 2017, Minneapolis Public Works installed a protected bikeway on 26th and 28th Street between Hennepin Avenue and Hiawatha Avenue, as identified in the Protected Bikeway Update to the Minneapolis Bicycle Master Plan. The installation of a protected bikeway aims to enhance the safety, comfort, and general efficiency of travel for all people traveling on 26th or 28th Street. Public Works identified a number of traffic safety issues on 26th and 28th Street between Hennepin and Hiawatha Avenue before the installation of the protected bikeway.
    - 51% of motor vehicles on 26th Street drove above the posted speed limit (30 mph)
    - 67% of motor vehicles on 28th Street drove above the posted speed limit (30 mph)
    - The 85th percentile speed was 34 miles per hour on 26th Street
    - The 85th percentile speed was 37 miles per hour on 28th Street

| **Reported crashes** (2011-2015) | **Number of Reported Crashes** | | **Crashes with Injuries** | | **Crashes with Serious Injuries** | |
|---|---|---|---|---|---|---|
| | 26th St | 28th St | 26th St | 28th St | 26th St | 28th St |
| Pedestrian | 13 | 17 | 100% | 88% | 31% | 24% |
| Bicycle | 17 | 22* | 94% | 91%* | 24% | 45%* |
| Motor Vehicle | 305 | 416 | 18% | 3% | 24% | 3% |
| All crashes | 335 | 455 | 25% | 5% | 29% | 6% |

*Source: Minneapolis Police Department (2011-2015)* **Includes 1 crash where a person riding a bicycle was killed*

Higher speeds are also known to increase injuries for crashes involving people who walk or bike. While the 26th/28th bikeway project does result in some reduction in vehicular travel lanes, a detailed traffic analysis was conducted and concluded that vehicle capacity could be maintained by adjusting signal timing. The City is observing and monitoring both streets and has adjusted signal timing based on those observations to improve vehicle capacity. Despite being a high demand neighborhood for bicycling, there are few on-street bicycle facilities in the area. More information can be found on the 26th/28th project website.

**4. Who has Public Works engaged with on the 24th Street Bikeway project?**

Public Works met individually with stakeholders including neighborhood groups, businesses, schools, and other institutions along the corridor. In addition, Public Works presented project information at the Lowry Hill East Neighborhood Association (LHENA) in September 2017 and at the Whittier Alliance in November 2017. Public Works will return to the neighborhood groups in March 2018. As March 6, 2018, Public Works has attended over 30 meetings to discuss the project with various stakeholders along the corridor, including:

- Ward 10 Office
- Whittier Alliance
- Lowry Hill East Neighborhood
- Minneapolis Bicycle Advisory Committee
- Metro Transit
- Minneapolis Institute of Arts
- MCAD
- Minneapolis International Hostel
- Children's Theater Company
- K&J Auto Repair
- City of Lakes Waldorf School
- Minneapolis First Seventh-day Adventist Church
- Passage Community
- Hark's Market
- Green Machine
- A Slice of New York
- The Wedge Table
- McDonald's
- Urban Bean
- Cliché
- Onforme Design
- Leaning Tower of Pizza
- Giant Coin Wash Laundry
- Red's Savoy Pizza
- Washburn-McReavy Funeral & Cremation Services
- Guns N' Needles Tattoo
- The Café Meow

**5. What factors were considered when deciding the bikeway design?**

Public Works considered the following factors to develop the proposed 24th Street bikeway layout:

- Roadway widths: the varying roadway widths along 24th Street required different bikeway designs
- Surrounding uses: the corridor includes a mix of residential, commercial, and institutional uses that change the context along 24th Street.
- Vehicle speeds and volumes: the number and types of motor vehicles, vehicle speeds, and number of buses vary along the corridor.
- Feedback from stakeholders: aim to balance the need and priorities of different users along the corridor

**6. What would the proposed 24th Street bike lanes look like?**

The proposed 24th Street bike lane design varies based on the factors listed above in the answer to question 5. Below are more details and examples of the recommended 24th Street bikeway layout:

- Western segment (24th Street from Hennepin to Lyndale Avenue): the proposed bike lane design includes 6' bike lanes with a striped 2' buffer. An example of a similar bikeway are the 15th Avenue SE bike lanes (Figure 1).

Figure 1. 15th Ave SE bike lanes (between Como Ave SE to University Ave SE)

- Central segment (24th Street from Lyndale to Nicollet Avenue): the proposed bike lane design includes 6' bike lanes. An example of a similar bikeway are the Franklin Avenue SE bike lanes (Figure 2).

Figure 2. Franklin Ave SE bike lanes (between I-94 and University Ave)

- Eastern segment (24th Street from Nicollet to 3rd Avenue): the proposed bike lane design includes 6' bike lanes and a 7-8' parking lane on the south-side of the street. An example of a similar bikeway are the 31st Street East or 8th Street SE bike lanes (Figure 3).

Figure 3. 31st Street East bike lanes (between 19th Ave and 21st Ave S)

Additional information on the recommended bikeway layout can be found on the project website.

7. **How was parking usage considered?**
   Bike lanes can be installed on over half of the 24th Street corridor without changing existing on-street parking. In addition, Public Works conducted a parking study and collected parking counts on in July 2017 and December 2017 on weekdays and weekends at various times, including several observations at midnight. Observed parking usage on 24th Street was high, but parking usage on side streets is still well-below the total number of parking spaces available. For more detailed information about the parking study, please see the 24th Street Bikeway Parking Study on the project website.

8. **How will the 24th Street bike lanes impact on-street parking?**
   Bike lanes can be installed on over half of the corridor without changes to existing on-street parking. Removal of 23 full-time parking spaces will be needed on the south side of 24th Street between Hennepin & Lyndale Avenue to implement bike lanes. On the east end of the corridor, 25 full-time parking spaces will need to be removed on the north side of 24th Street between Stevens and 3rd Avenue to implement bike lanes. For more details on existing parking supply and usage, please see the 24th Street Bikeway Parking Study on the project website.

9. **Will the 24th Street bike lanes impact existing ADA accessible parking on 24th Street?**
   No. All existing on-street disability parking spaces along 24th Street will be maintained with this project. There are currently two disability parking spaces on the south side of 24th Street between Stevens and 3rd Avenue. If there are questions about ADA parking, please contact Public Works directly at Virginie.nadimi@minnneapolismn.gov or call 612.673.5011.

10. **Will the 24th Street bike lanes impact existing Metro Transit bus service on 24th Street?**
    Public Works has engaged with Metro Transit about the recommended bikeway design. The bike lanes can be installed on 24th Street without changing Metro Transit bus service on 24th Street. The addition of bicycle lanes would result in clear markings as to where bicyclists and motor vehicles, including buses, are supposed to operate on 24th Street and through its intersections.

11. **How can I provide feedback on the project?**
    Comments on the proposed bikeway project can be sent to Virginie Nadimi at Virginie.nadimi@minneapolismn.gov or call 612.673.5011. Minneapolis Public Works has conducted extensive consultation and revised the design in response to stakeholder input. Small adjustments may be made to the proposed bikeway layout before installation in summer of 2018.

12. **What are the next steps for the 24th Street Bikeway project?**
    In March 2018, Public Works will provide a staff recommendation on the 24th Street bikeway design to City Council. If approved, the bikeway would be installed in summer of 2018 following the resurfacing of 24th Street. In the meantime, any project updates can be found on the project website.

13. **How is the 24th Street Bikeway project being funded?**
    The bikeway project is being funded from net debt bonds. Property owners along 24th Street will not be directly assessed for the 24th Street bikeway project.