

40th Street Bikeway

Kings Highway to Stevens Avenue
October 2021

Project Overview

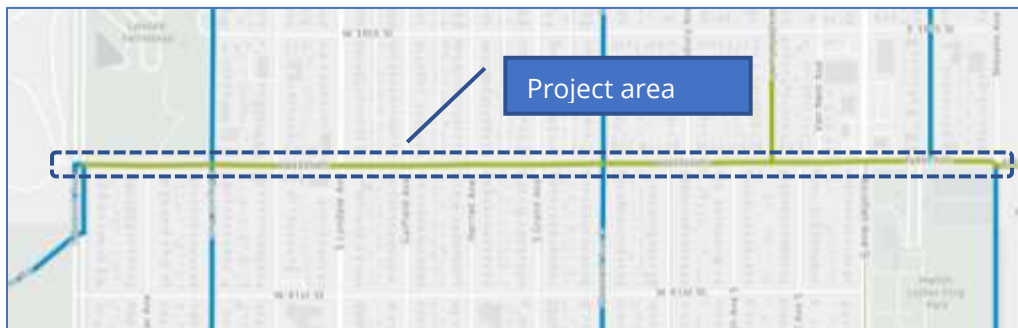
City of Minneapolis Public Works is recommending street improvements on 40th Street from Kings Highway to Stevens Avenue. The project will replace the existing directional bike lanes on 40th Street with a two-way protected bikeway on the south side of the street. The project will be installed with roadway striping paint and delineator posts.



Delineator-protected bikeways use plastic delineator posts or “bollards” and a painted buffer space between the bikeway and the travel or parking lane to provide physical separation from motorized traffic. This photo shows a delineator-protected bikeway along Oak Street SE in Minneapolis.

Project Benefits

The 40th Street Bikeway will improve bicycle safety and mobility by upgrading the existing bike lanes to a protected bikeway design that supports travel for all ages and abilities. This project will connect to critical routes such as the Bryant Avenue Bikeway, Blaisdell (Whittier-Lyndale) Bikeway, the new non-motorized bridge over I-35W at MLK Park, and the Grand Rounds via Kings Highway and Lake Harriet Parkway. The 40th Street Bikeway will also make use of new protected bicycle intersections at Bryant Avenue and Grand Avenue that will be installed as part of two separate street reconstruction projects.



*Project Area
and City of
Minneapolis
AAA Network*



Timeline

The 40th Street Bikeway will be installed upon completion of pavement restoration and maintenance work along 40th Street in the Summer 2022.

- October – December 2021: Concept design and community engagement
- January – March 2022: Detailed Engineering
- Summer 2022: Installation

Project Goals

- Install a bicycle connection for all ages and abilities
- Improve safety and mobility for all modes of travel
- Maintain efficient traffic operations
- Accommodate access for residents, businesses, and visitors

More Information

Project website: For more information on this project, visit the project website:

<https://www.minneapolismn.gov/government/projects/40th-st-bikeway/>

Contact: Dan Edgerton, Principal Transportation Planner (contractor)
612-207-57-22 | dan.edgerton@minneapolismn.gov

If you need other disability related accommodations or materials in an alternative format, please contact Dan Edgerton, Minneapolis Department of Public Works by November 19, 2021 by calling 612.277.5722 or email dan.edgerton@minneapolismn.gov. Deaf and hard-of-hearing persons may use a relay service to call 311 agents at (612) 673-3000. TTY users may call (612) 673-2157 or (612) 673-2626.

Attention: If you have any questions regarding this material please call 311

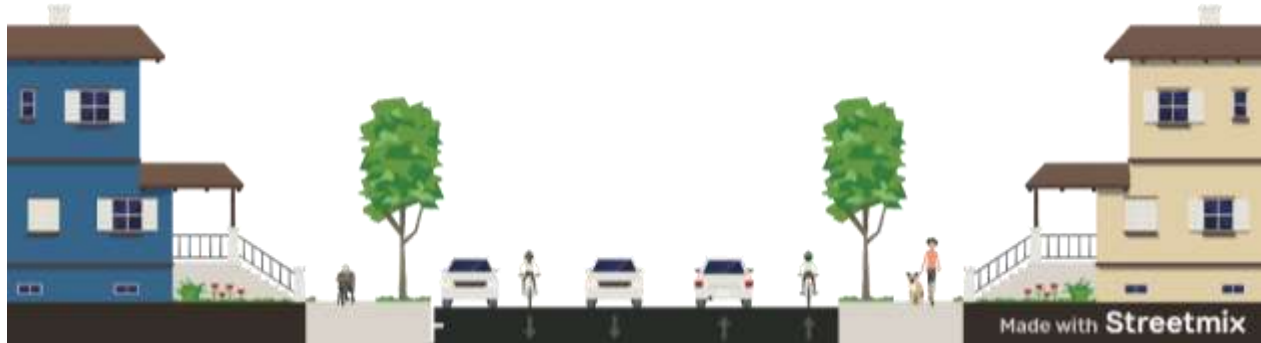
Hmong - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu (612) 673-2800
Spanish - Atención. Si desea recibir asistencia gratuita para traducir esta información, llame al teléfono (612) 673-2700

Somali - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac (612) 673-3500



Existing Conditions





40th Street has sidewalks and boulevards on both sides of the street, parking on one side of the street (except for two blocks), two on-street bike lanes, and two traffic lanes. The public right-of-way varies but is mostly 66 feet wide with approximately 40 feet of pavement within the curbs.



Existing users

Pedestrians, bicyclists, and bus riders make up 31% of the activity on 40th Street.

Estimated number of daily users

-  Pedestrians: 300
-  Bicyclists: 310
-  Transit users: 275 (pre-pandemic)
-  Motor vehicles: 2,850

Recommended Street Design

This project will create a two-way, protected bikeway on 40th Street from Kings Highway to Stevens Avenue. The bikeway will be installed by restriping the road within the existing curb lines and replacing the existing directional bike lanes with a new two-way facility on the south side of the street.





Frequently Asked Questions

Why does 40th Street need a two-way bicycle facility?

The City's [Transportation Action Plan establishes](#) an [All Ages and Abilities \(AAA\) Bicycle Network](#) to make bicycling a real possibility for more people. This network will include protected lanes and trails that are physically separated from moving cars, trucks and buses, will feature improved intersection crossings, and be accessible year-round. Delineator protected bikeways are recommended for implementation as a part of street retrofit projects, often in conjunction with street maintenance projects such as resurfacing and/or sealcoating.

How will the project leverage other projects in the area?

The 40th Street Bikeway will leverage the bicycle improvements being installed at the 40th Street intersections on Bryant Avenue and Grand Avenue that are part of two separate roadway reconstruction projects, as well as the protected bikeway upgrades scheduled for construction along Blaisdell Avenue South between Lake Street and 40th Street in 2022.

How will this project affect users of the street?

The 40th Street Bikeway will prioritize people who walk, bicycle, and take transit while maintaining safe and effective vehicle traffic operations. These priorities are set by the City's Complete Streets Policy, Transportation Action Plan and Street Design Guide.

Will this project reduce the supply of on-street parking?

Yes, the existing on-street parking on the south side of 40th Street between Bryant Avenue and Lyndale Avenue will be removed (approximately 19 parking spaces). The existing on-street parking on the north side of 40th Street will remain in place along the entire corridor.

Will there be assessments for this project?

No, adjacent property owners will not be assessed for the 40th Street Bikeway. This project is funded through a dedicated bicycle safety improvement program.