

40th Street Bikeway

Kings Highway to Stevens Avenue
December 2021

Community Engagement Summary

City of Minneapolis Public Works is recommending street improvements on 40th Street (West and East) from Kings Highway (Dupont Avenue S) 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.

Public Works conducted community engagement for the proposed project in October and November 2021. The purpose of the engagement was to provide information about the project to residents, businesses, and travelers, and to collect input on the proposed design concept. Figure 1 shows the communications and engagement activities used.

Figure 1: 40th Street Bikeway Communications and Engagement Strategies

Date	Strategy	Description	Participants
Oct. 25, 2021	Project information mailing	Post mail letter to residents and property owners in proximity to the project area (225' from center line, about 5 houses in on intersecting streets). Included an invitation to neighborhood meetings.	478 letters posted
Oct. 27 - Nov. 3, 2021	Business outreach	Project staff email and phone calls to businesses adjacent to the project area.	5 phone calls 4 emails
Nov. 3, 2021	East Harriet Neighborhood Association Meeting	Project staff presentation at the neighborhood meeting.	Approx. 15 participants
Nov. 9, 2021	Minneapolis Bicycle Advisory Committee, Engineering Subcommittee (BAC)	Project staff presentation at the November meeting.	Approx. 10 participants
Nov. 10, 2021	Kingfield Neighborhood Association Meeting	Project staff presentation at the neighborhood meeting.	Approx. 10 participants



Date	Strategy	Description	Participants
Nov. 18, 2021	Minneapolis Pedestrian Advisory Committee, Infrastructure and Engineering Subcommittee (PAC)	Project staff presentation at the November meeting.	Approx. 10 participants
Ongoing	Project website	Includes project description, fact sheet, and presentation materials.	n/a
Ongoing	Public comments	To date, project staff have received five email comments regarding the proposed project.	5 emails

Comment Summary

- **Opposition to removal of on-street parking:** The proposed concept would eliminate on-street parking on the south side of 40th Street W, from Bryant Avenue to Lyndale Avenue (2 blocks, 19 spaces). At the East Harriet Neighborhood Association meeting and in follow-up emails, businesses and property owners representing the buildings in the northwest quadrant of the Lyndale Avenue and 40th Street W intersection, expressed opposition to the proposed removal of on-street parking. They stated that any loss of parking could harm their businesses as customers may not be willing or able to walk from parking spaces in the adjacent neighborhoods to access their businesses.
- **General support for the project:** Multiple people expressed support for the project, citing the benefits for people who bike and walk in the area. This includes participants at both neighborhood meetings, BAC and PAC members, business representatives, and residents of the area.
- **Explore a different design concept:** Participants at the East Harriet Neighborhood Association asked that Public Works consider alternative design concepts. Concepts suggested include the following:
 - Do nothing from Bryant Avenue to Lyndale Avenue (and leaving the on-street parking in place).
 - Change 40th Street W to a one-way traffic lane configuration to create space to maintain the existing on-street parking (support for this suggestion was mixed).
 - Evaluate options for a more substantial construction project that would include the bikeway and maintain the on-street parking.
- **Opposition to delineator posts:** Two residents expressed opposition to the proposed delineator posts citing bicyclist safety concerns (i.e., not as safe as a curb separated bikeway), the need for ongoing maintenance, and aesthetic concerns.
- **Concern for those with mobility impairments:** One resident expressed concern for those with limited mobility and their ability to safely cross the bikeway to access properties on 40th Street.



Public Works Responses

- **Opposition to removal of on-street parking:** Public Works acknowledges that re-purposing on-street parking may change how customers access adjacent businesses. The parking study shows that there is generally on-street parking available on the adjacent streets, the removal of on-street parking on 40th Street means that customers, employees, and residents will face the potential of traveling a longer distance to access buildings. Currently off-street bicycle parking is provided at two of the three businesses on the south side of the street and at one location on the north side of the street.

Installing the 40th Street Bikeway is consistent with the City's commitment to prioritize people who walk, bicycle, and take transit. These priorities are set by city plans and policies such as the Complete Streets Policy, Transportation Action Plan, and Street Design Guide. Further, the 40th Street Bikeway will leverage the bicycle improvements being installed at the 40th Street intersections on Bryant Avenue and Grand Avenue as 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.

- **General support for the project:** Support noted.
- **Suggestion for different design concept:** Alternative design concepts suggested include: 1) do nothing for the two-block segment from Bryant Avenue to Lyndale Avenue, 2) change 40th Street to a one-way configuration, 3) pursue a capital project to reconfigure 40th Street in a way that allows the bikeway and maintains on-street parking. Public Works has evaluated these suggestions and offers the following responses:
 - **Do nothing:** Public Works considered the possibility of not making any changes from Lyndale Avenue to Bryant Avenue. This would require people biking to transition from a two-way design to one-way design for a two block stretch, which would interrupt a bikeway that connects major routes across the Kingfield and East Harriet neighborhoods. Research has shown that safety, comfort, and continuity are critical factors for bicycle infrastructure and experience has shown that in order to maximize utility, a bikeway should be continuous. In short, a gap in the bikeway will likely deter from its use. Therefore, this option will not be pursued.
 - **One-way traffic on 40th Street:** Public Works considered the possibility of converting all or a portion of 40th Street to a one-way traffic facility to allow space to maintain on-street parking. While this is a treatment that is being explored in other parts of the city, the related traffic and safety impacts make it difficult to implement for a short segment of 40th Street. Making this change for a larger stretch of 40th Street is also not supported due to its role in serving east-west vehicular mobility between Kings Highway and Nicollet Avenue, and potential traffic and safety impacts such as neighborhood spillover traffic.
 - **Reconfigure 40th Street:** The proposed 40th Street Bikeway project is being implemented with dedicated bikeway funding which is limited and does not allow for reconstruction of 40th Street. 40th Street is not planned for reconstruction at this time.



- **Opposition to delineator posts:** 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 such as the sealcoating planned for 40th Street in 2022. Delineator posts have been shown to better demarcate space and improve safety for bicyclists.
- **Concern for those with mobility impairments:** The proposed project will include installation of a two-way bikeway on the south side of 40th Street using painted pavement markings and delineator posts. The bikeway will not create a physical barrier or limit people from crossing the street, nor will it impede mobility at intersection crossings.

Next Steps

Public Works is recommending approval of the proposed 40th Street Bikeway concept. Upon city council approval, 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, community engagement, and project approval
- January – March 2022: Detailed engineering
- Summer 2022: Installation

More Information

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

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

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