



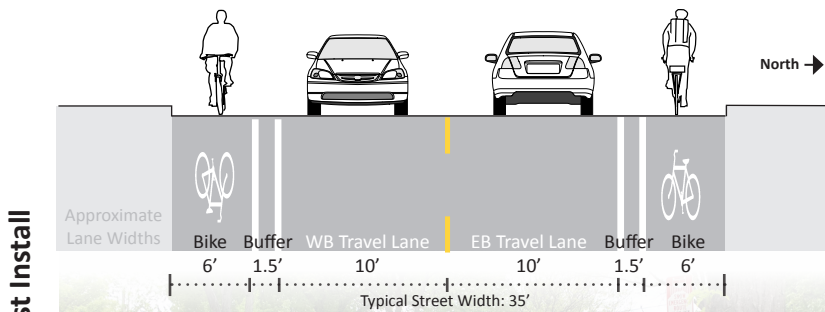
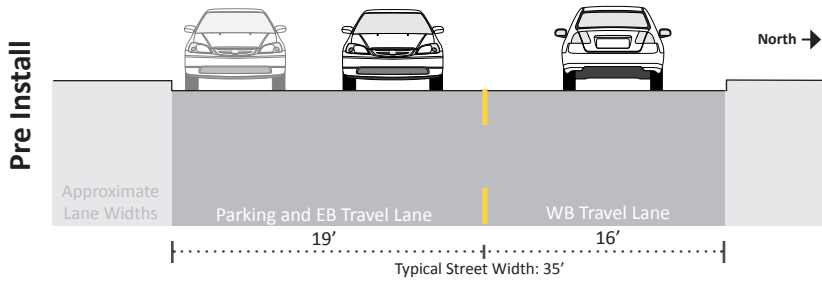
38th Street East Post-Installation Evaluation Report

July 2019

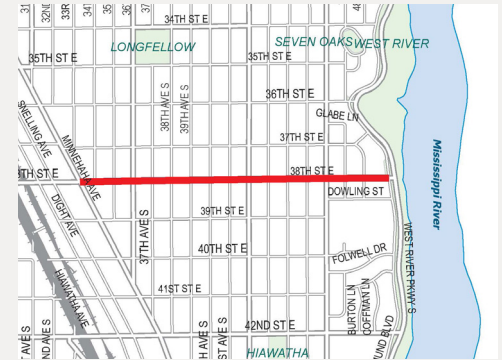
This report summarizes the conditions along 38th Street East from Minnehaha Ave to West River Parkway following the installation of bicycle lanes in the fall of 2017. The goals of the project included enhancing safety and predictability for all users, promoting traffic calming, and improving bicycle and pedestrian connections to destinations including Blue LRT and nearby trails and businesses. Collecting data before and after the installation of the bike lanes helps us track changes in safety, mobility, and accessibility on the corridor.

Typical 38th Street Cross-Section

The project installed two six-foot bike lanes with a one-and-a-half foot buffer. The drive lanes were narrowed to 10 feet with one lane in each direction. Parking was removed on the majority of the corridor. The typical street width is about 35 feet.



Project Extent



Stakeholder Feedback

"We love it! Both Howe and Hiawatha elementary schools operate bike trains to school pretty regularly and the lanes make **safe, convenient and accessible** connections to the school and nearby businesses for neighborhood families."

-Dave Cowan, Howe School Parent and MnDOT SRTS Coordinator

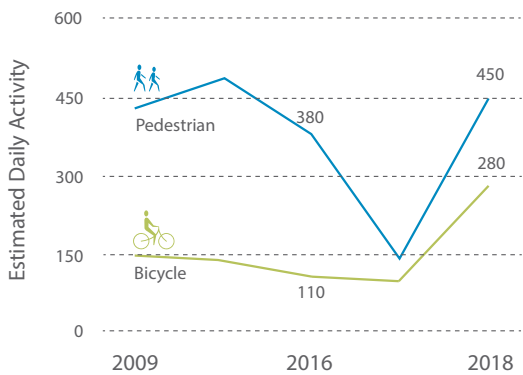
Howe Elementary principal and staff reported **increased safety for student crossing guards**, who no longer have to step into the roadway to be seen around parked cars. Bike racks at the school were reported to be full on most typical school days. The school also exceeded **50% participation in Bike and Walk to School Day** for the first time in 2017.





Bicycle & Pedestrian Counts

Initial bicycle counts show a **154% increase** in activity since the project installation in 2017. A **62% decrease** was also observed in people riding on the sidewalk from 2016 to 2018, which is a positive trend for pedestrian safety.



Location:
38th St E, west of 42nd Ave S.

Daily estimates are collected annually in September. For more information regarding the City's methodology please visit [this webpage](#).

Vehicular Travel Speeds

Vehicular travel speeds along the corridor increased after the project was installed. A **3 mph** increase was observed in 85th percentile speed. Vehicles traveling above the posted speed limit **increased by 19%**. Public Works will continue to monitor speeds to understand ongoing trends.



30 mph is the posted speed limit on E 38th Street.

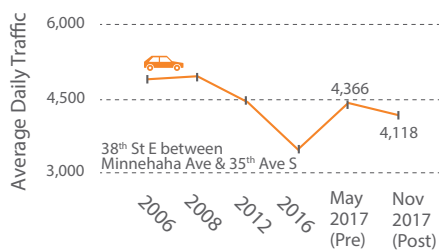
85th Percentile Speeds*

Year	Speed (mph)
2016	33 mph
2018	36 mph

*85 percent of all vehicles were observed to travel at or below this speed

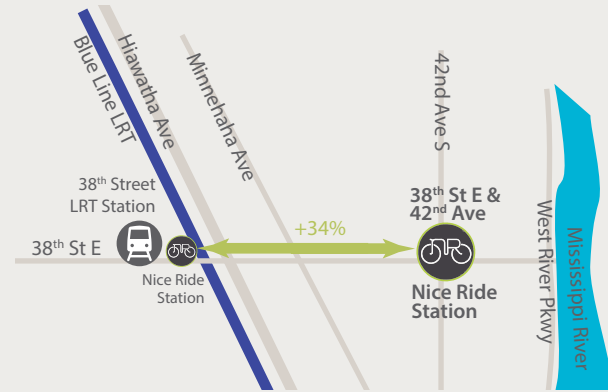
Vehicular Traffic Trends

Vehicle traffic volumes along the corridor have decreased slightly since 2006.



NiceRide Trip Trends

Since project implementation, there was a **6% increase** in Nice Ride trips that originated or ended at the E 38th St & 42nd Ave Nice Ride Station, including a **34% increase** in trips connecting to the 38th St LRT Nice Ride Station.



Multimodal Crash Data

The City will be analyzing crash data for the first three full years after the installation of the bikeway (2018-2020). Multiple years of crash data are necessary to better understand crash trends along the corridor. This data is not currently available, and the report will be updated when this analysis is complete.

Sales Data

Public Works is working with the Departments of Community Planning and Economic Development, and Finance to obtain sales data from the State of Minnesota. This data would allow Public Works to evaluate a broader dataset and control for other non-project related factors, at which time the report would be updated with this analysis.