

HOPKINS PROTECTED BIKE LANES

Community Engagement Session: Round 2

April 9th, 2025



SMITHGROUP

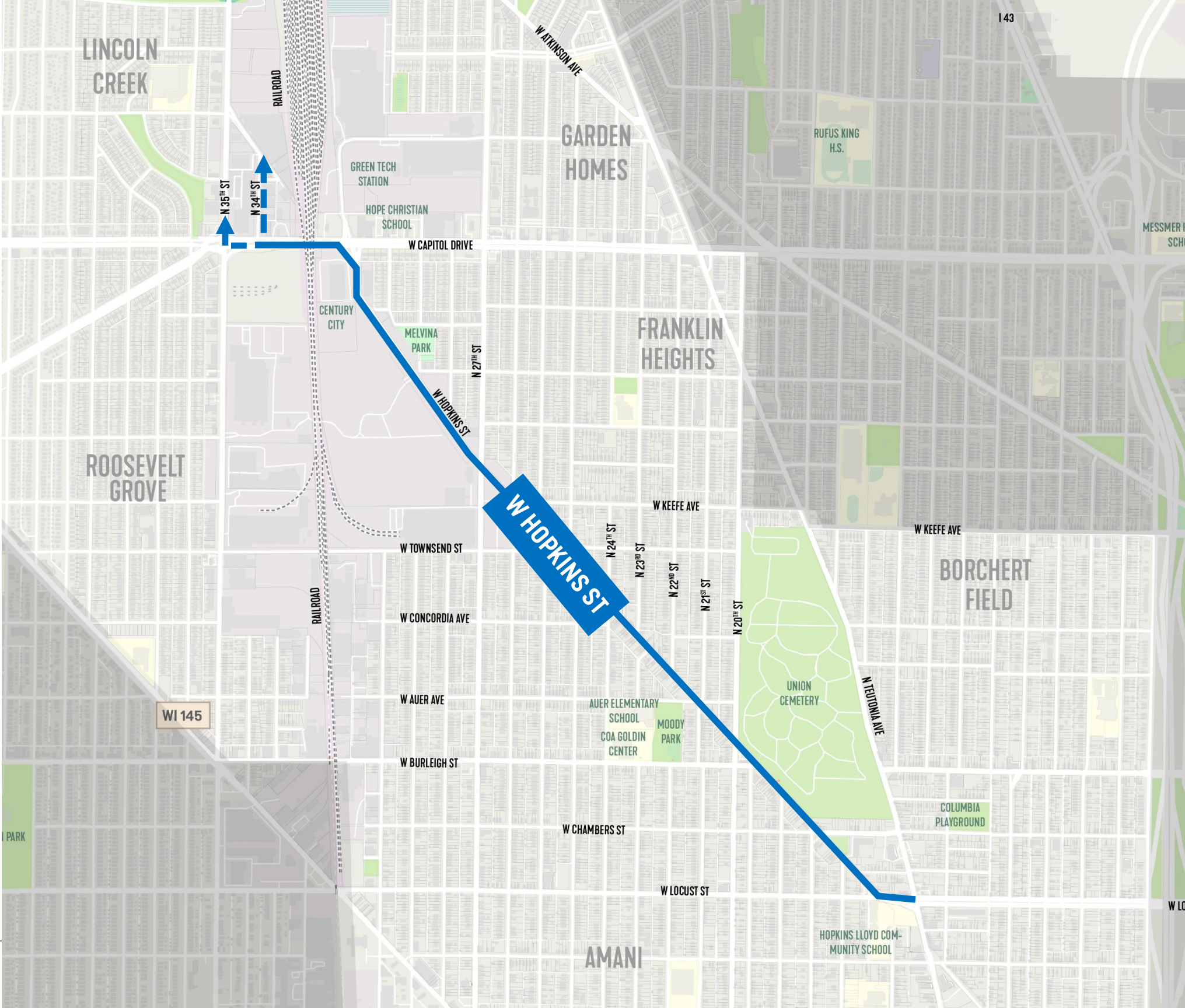


PROJECT OVERVIEW

HOPKINS PROTECTED BIKE LANES

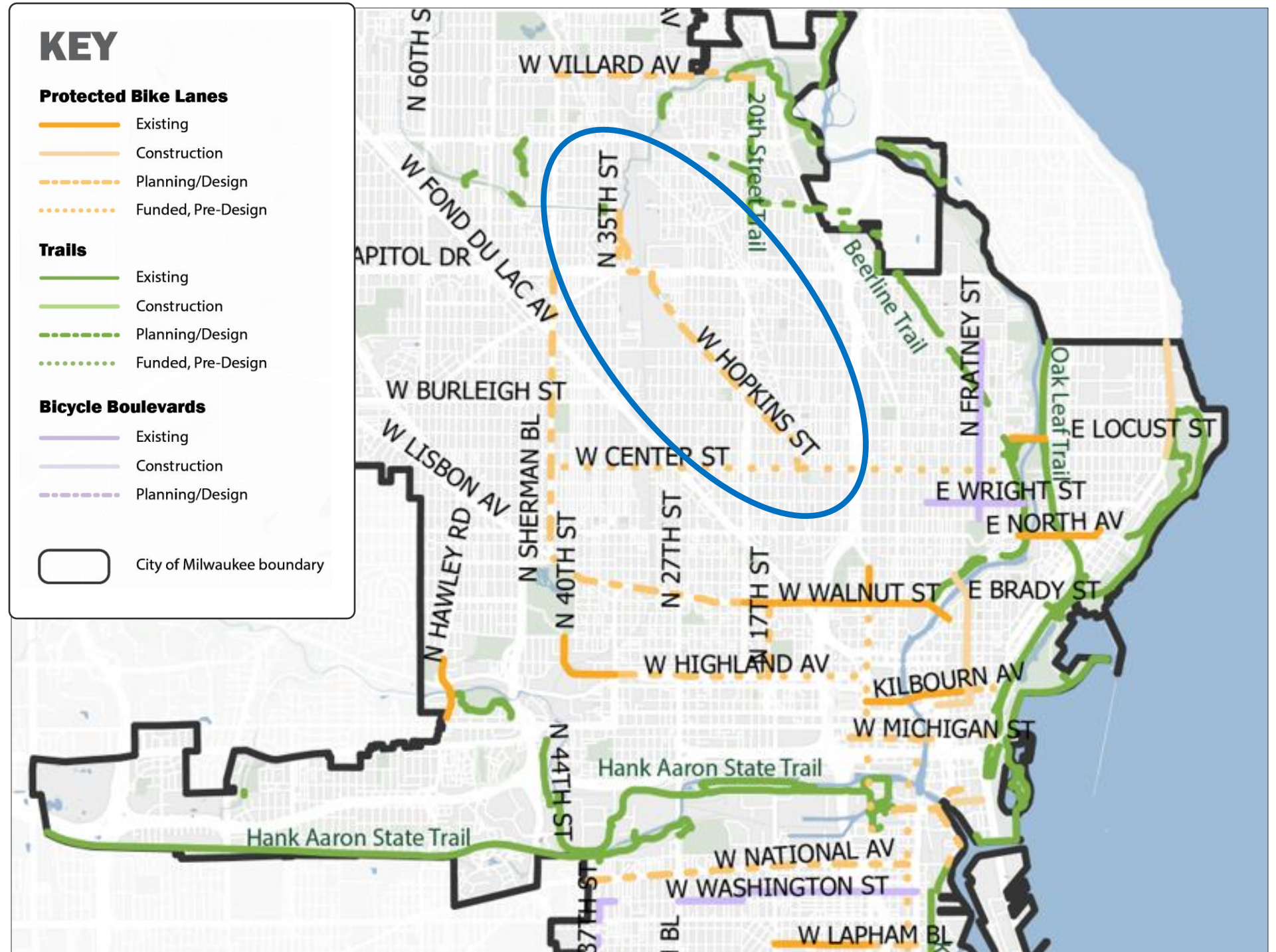
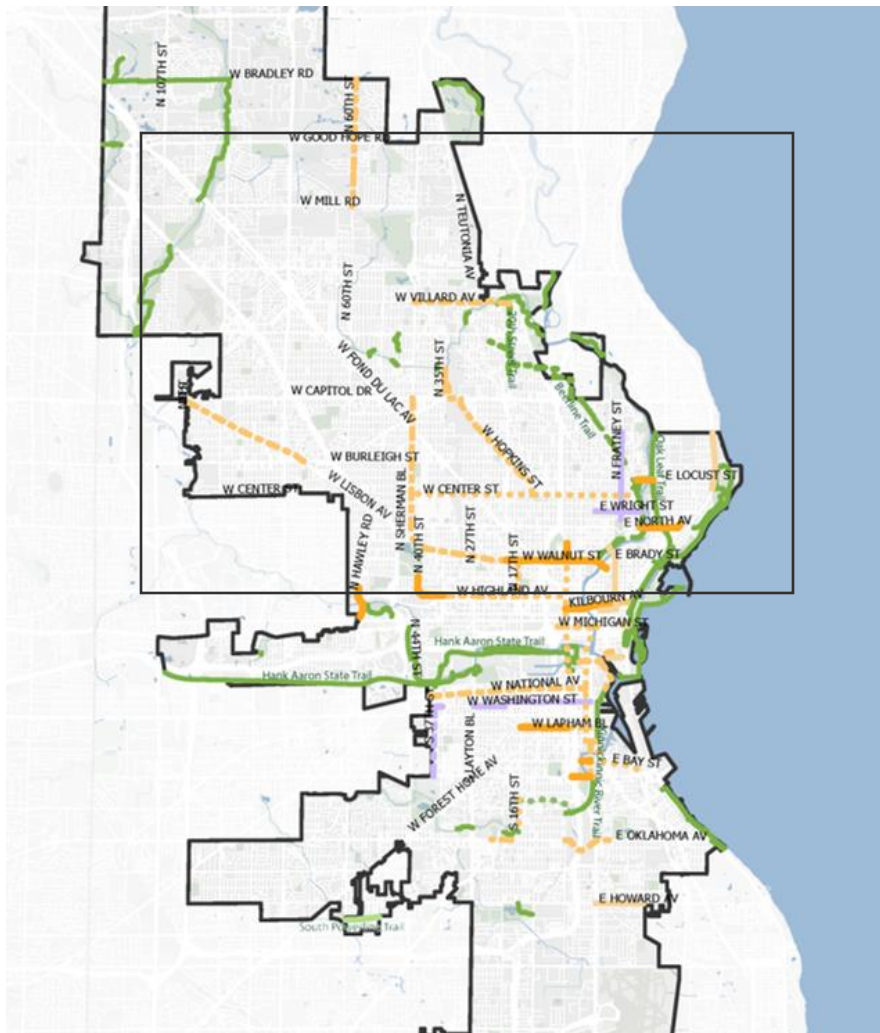
The project aims to **improve safety** for bicyclists, pedestrians, and transit users along the 2.15-mile corridor from **N. Teutonia Avenue to N. 34th Street** through:

- Safer pedestrian crossings & traffic calming
- Protected bike lanes
- Reduce vehicular speed and illegal passing on the right.
- Opportunities for green infrastructure

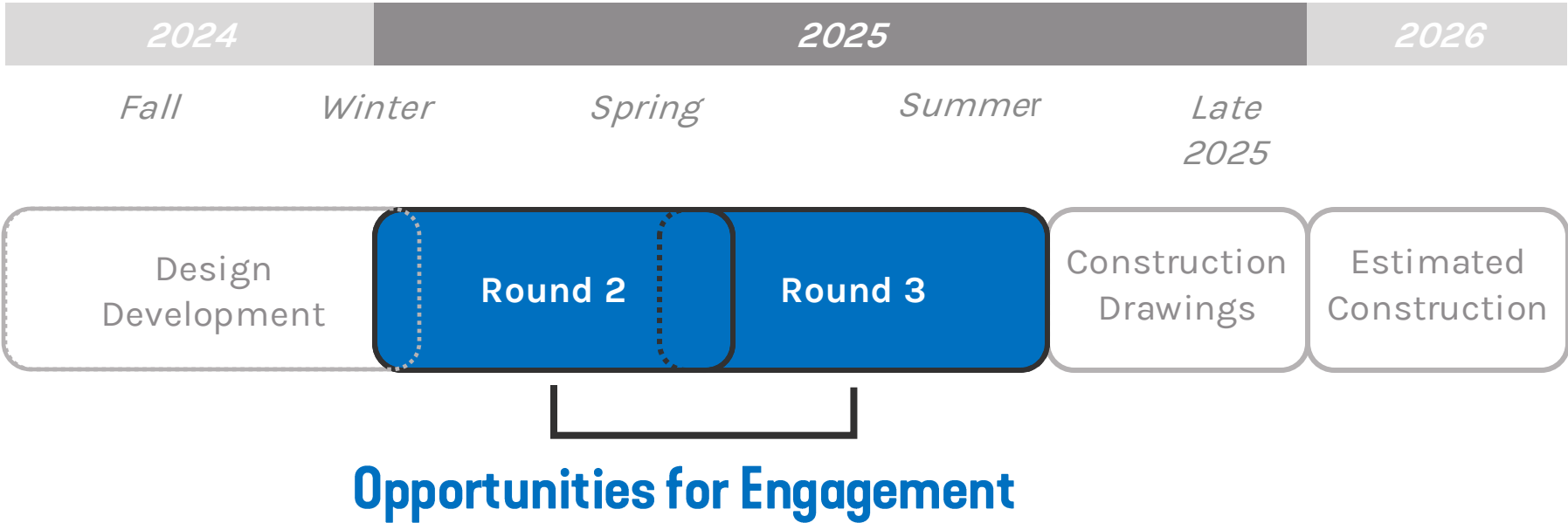


SYSTEM-WIDE NETWORK

The Hopkins corridor plays a major role in connecting North Side neighborhoods to the future Protected Bikeway network.



PROJECT TIMELINE



Community Engagement: Round 1
(Fall 2024)
Understanding existing challenges and opportunities along the project corridor

Community Engagement: Round 2
Review alternative concept designs for safety improvements and bike lanes along the corridor

Community Engagement: Round 3
Presenting the final design concept

COMMUNITY OUTREACH

WHAT WE'VE HEARD SO FAR

- Need for more stop signs, and traffic calming to reduce **reckless driving** and **speeding**.
- Demand for **physical separation** between cars and bikes to prevent accidents.
- **Better lighting** and **improved pedestrian crossings** to enhance walkability and safety.
- **Repave** the roads
- Need for public education on how to **use system safely**; additional community outreach needed to **promote biking**.



Amani Harvest Festival Outreach



January Community Advisory Committee Meeting

EXISTING CONDITIONS

PHOTOS OF THE HOPKINS ST PROJECT AREA



Capitol Drive (just west of 31st St)



Capitol Drive and 31st St



Hopkins and 27th St



Hopkins and 24th Pl



Hopkins and Keefe Ave

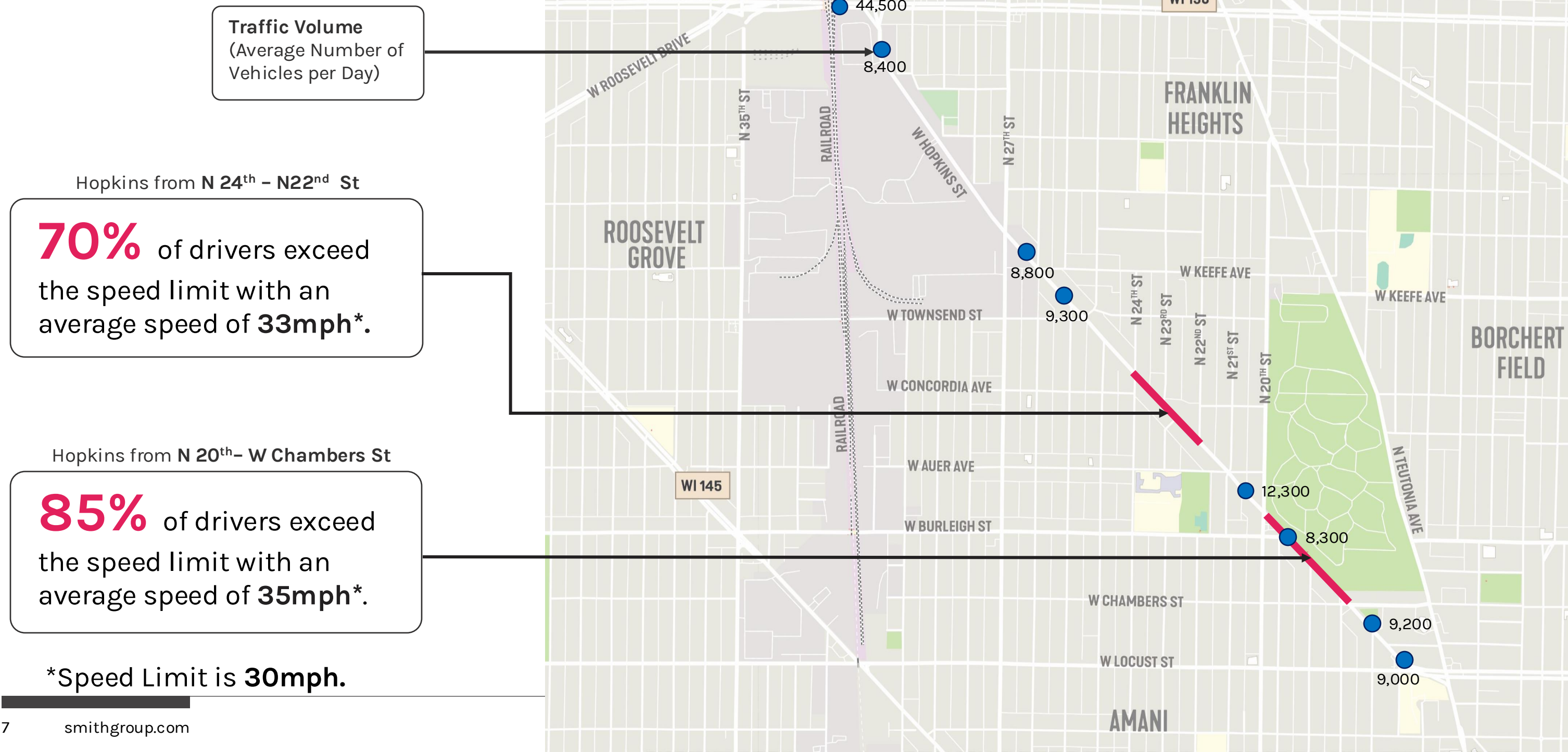


Hopkins and Chambers St



EXISTING CONDITIONS

VEHICULAR SPEED & VOLUME



COMPLETE STREETS

TOOLKIT OF DESIGN STRATEGIES

Benefits of Protected Bike Lanes

- Reduce vehicle speed
- Prevents passing on right
- Physical separation
- Improves comfort and safety



One-Way Protected Bike Lanes

W Pleasant St / W Walnut S



Two-Way Protected Bike Lane

Van Buren St



Raised Crosswalks

Galena and MLK Dr



Access Control - Closing Slip Lanes

Layton and Pierce



Floating Bump Outs

Bruce and 6th E



Bus Bulb with Raised Protected Bike Lane and In-Lane Boarding

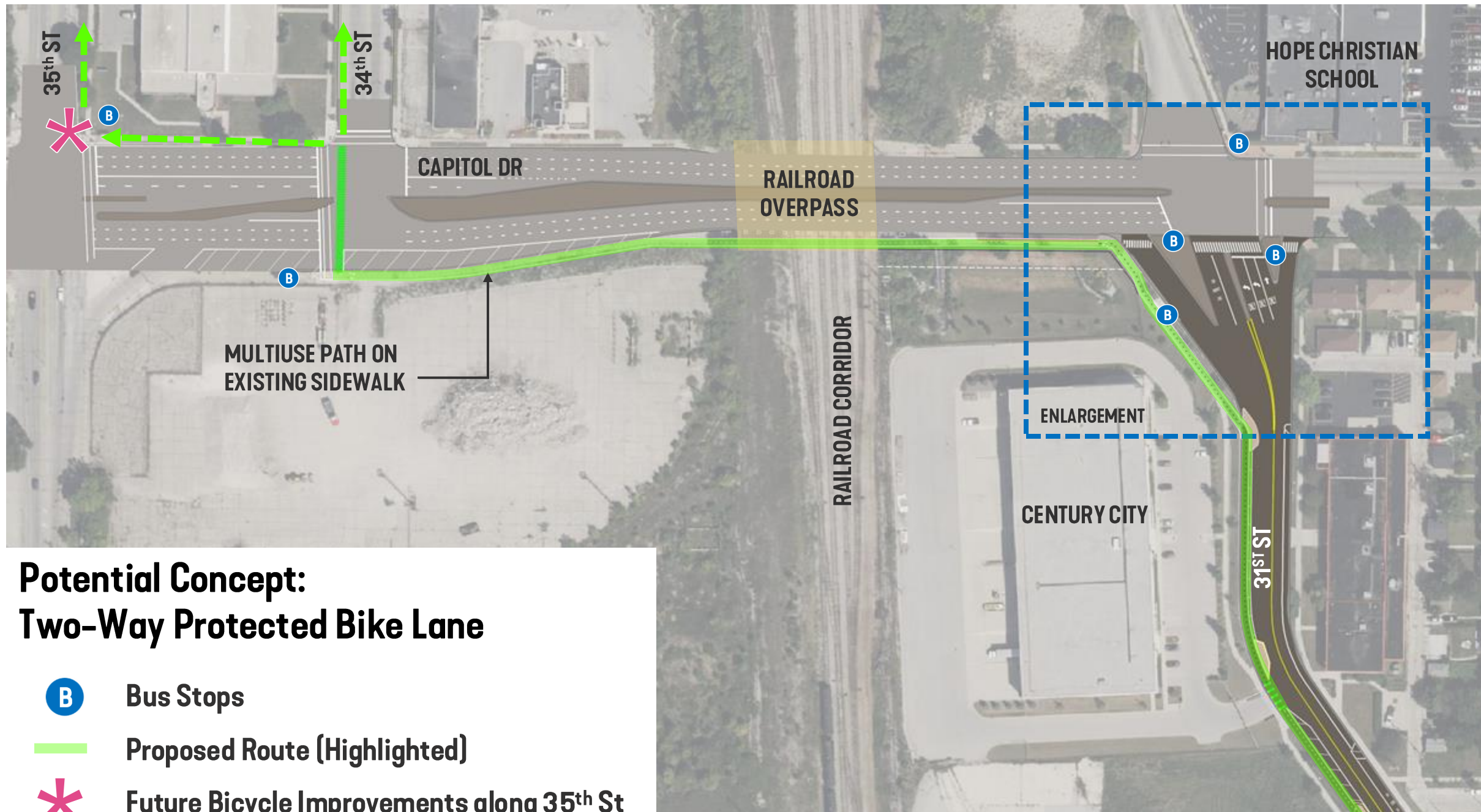
800 Block W Walnut



Protected Bike Lane with Floating Parking Lane

Eastbound 6th

CONNECTING ALONG CAPITOL DRIVE



Potential Concept: Two-Way Protected Bike Lane

Bus Stops

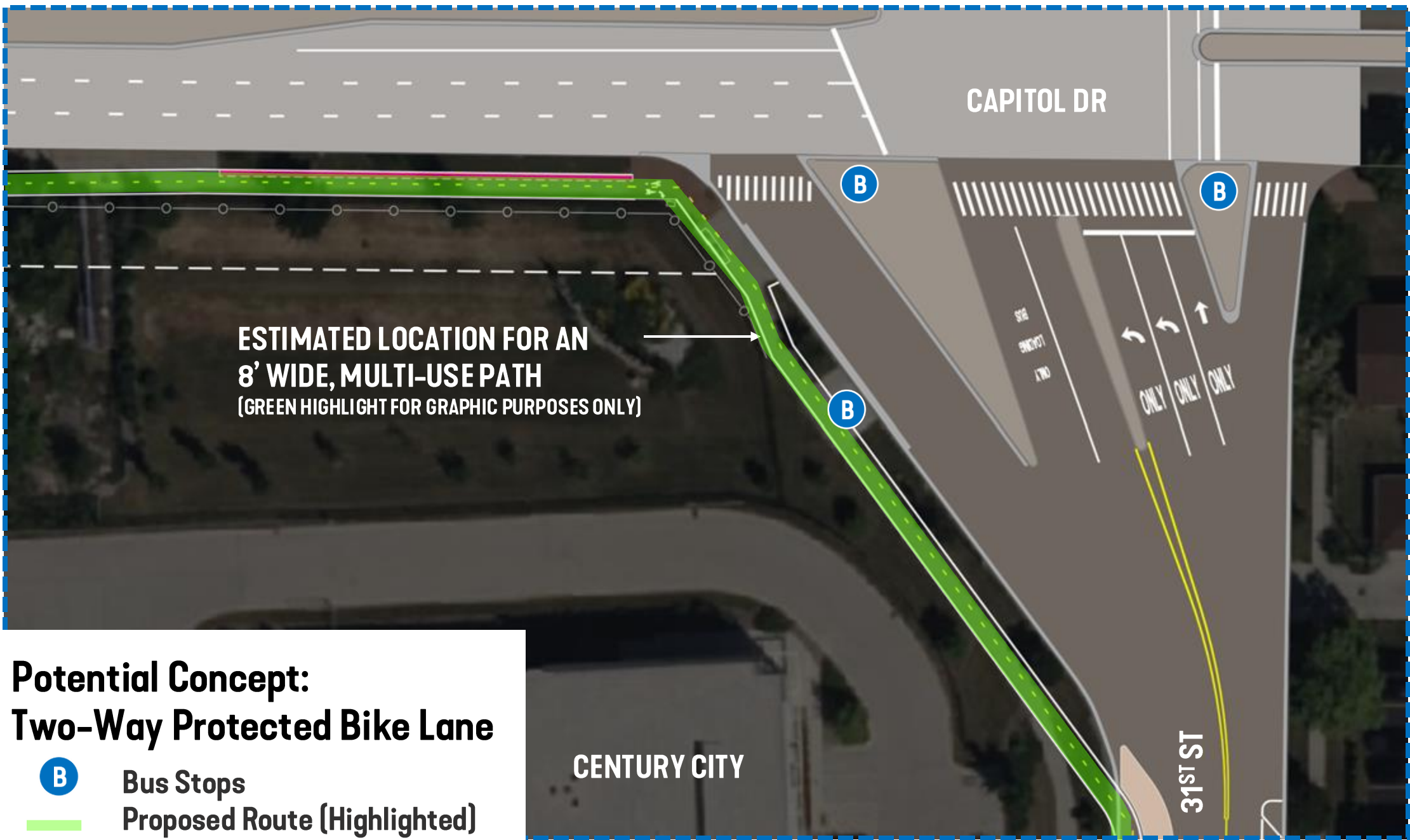
 Proposed Route (Highlighted)

 **Future Bicycle Improvements along 35th St**



HOPKINS PROTECTED BIKE LANES

CAPITOL DR AND 31ST ST - ENLARGMENT



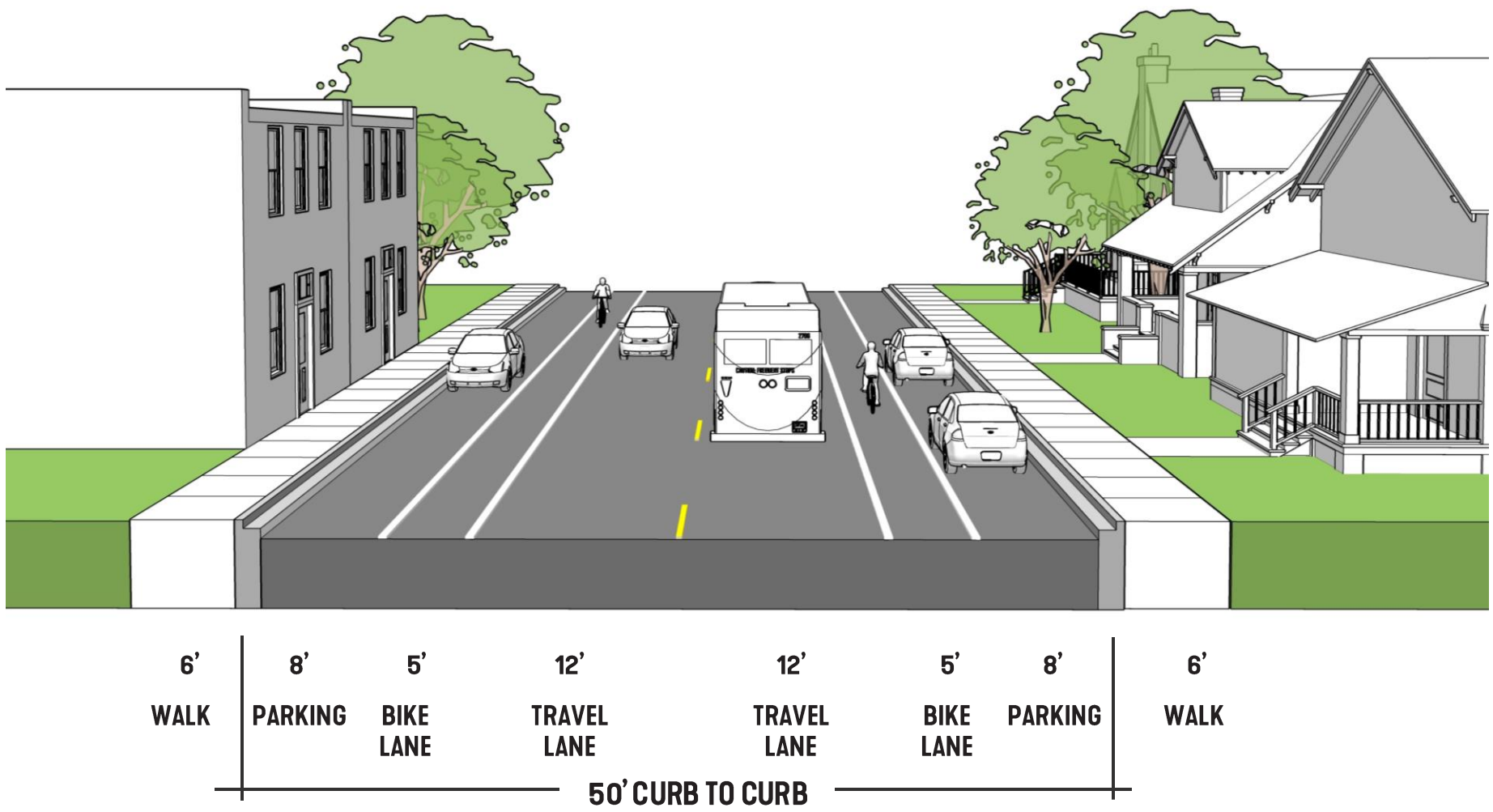
Potential Concept:
Two-Way Protected Bike Lane

- B Bus Stops
- Proposed Route (Highlighted)



HOPKINS PROTECTED BIKE LANES

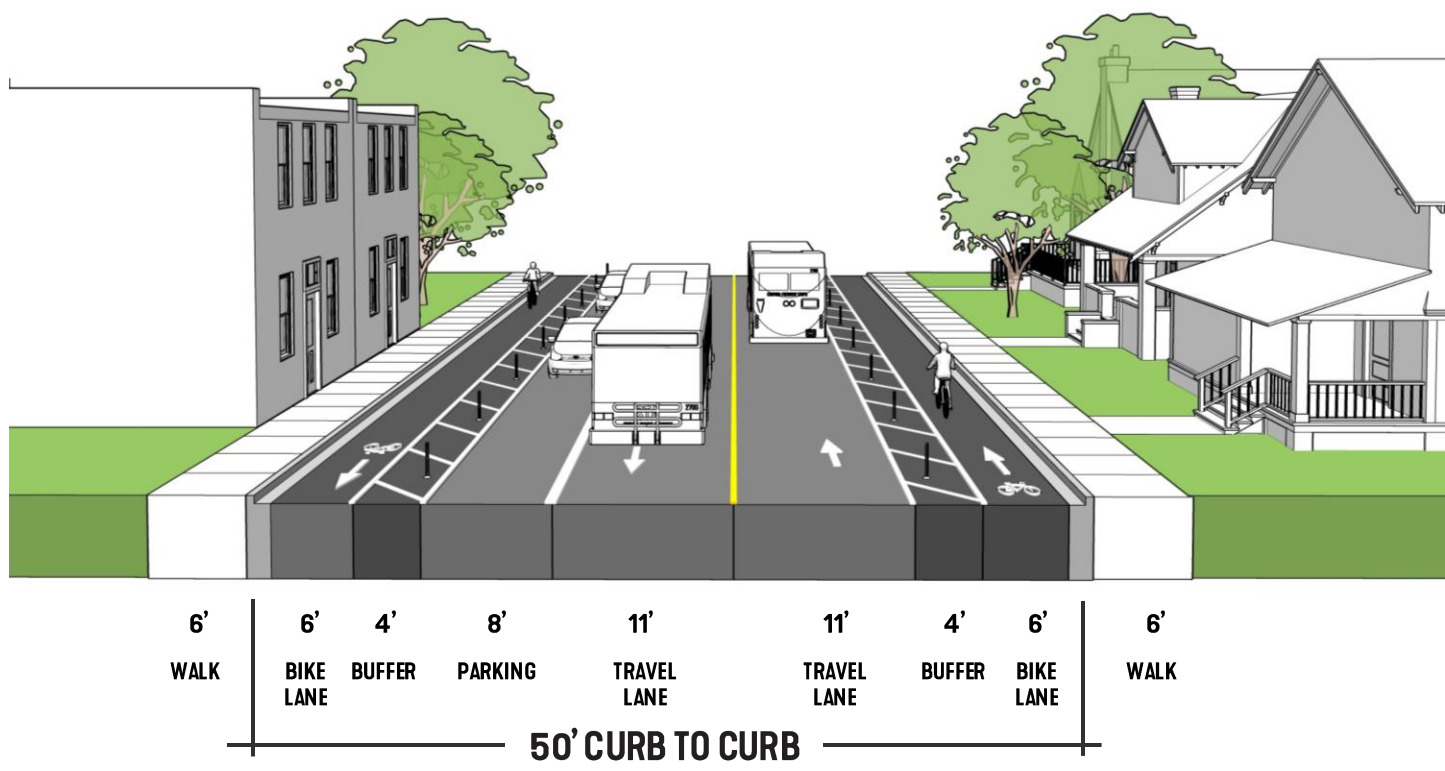
STREET SECTIONS: WHAT IT LOOKS LIKE TODAY



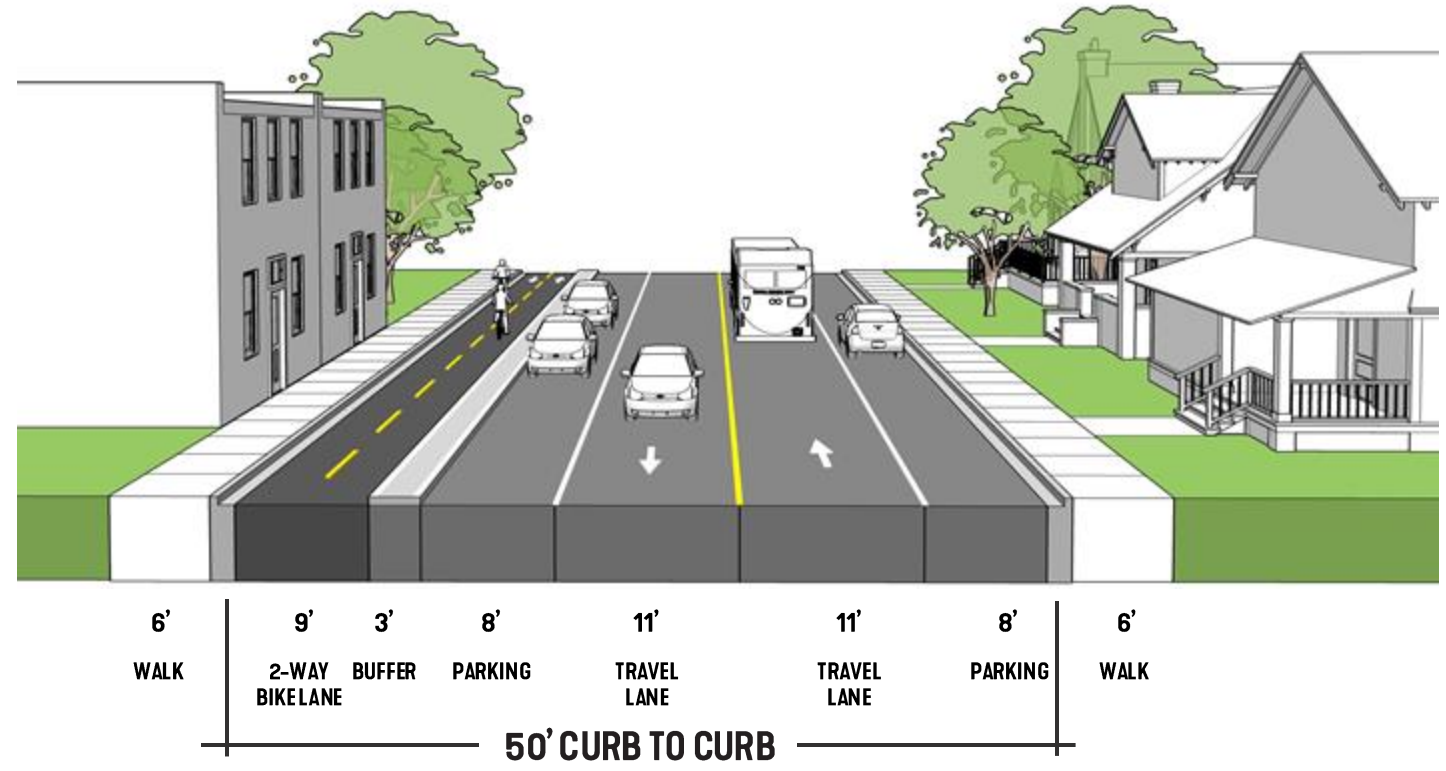
Existing Conditions

HOPKINS PROTECTED BIKE LANES

STREET SECTIONS: POTENTIAL DESIGNS



One-Way Protected Bike Lanes



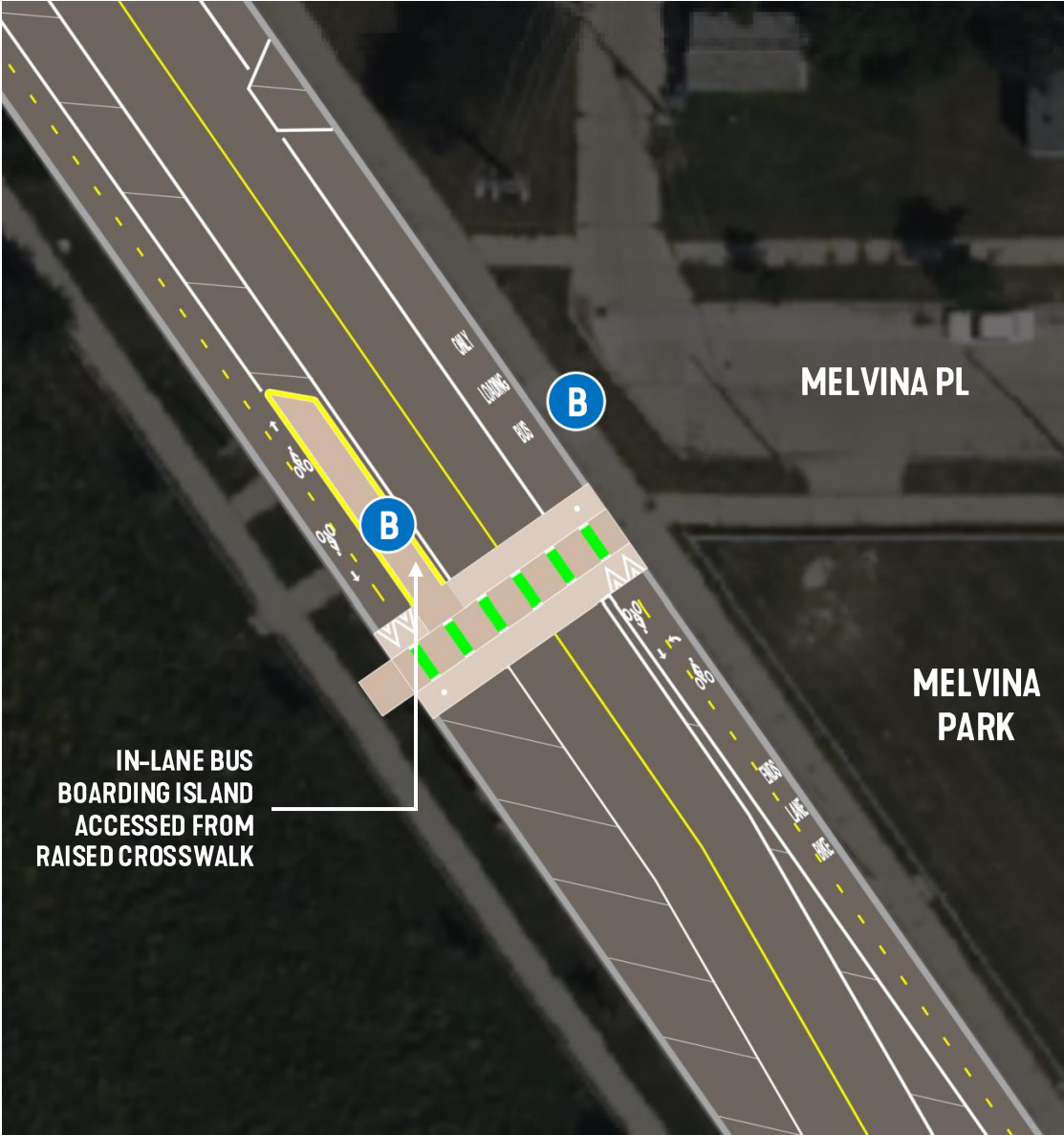
Two-Way Protected Bike Lane

HOPKINS PROTECTED BIKE LANES

TRANSITION AT MELVINA PARK



One-Way Protected Bike Lane



Two-Way Protected Bike Lane

B Bus Stops

HOPKINS PROTECTED BIKE LANES

BUS ISLAND ACCESSIBILITY



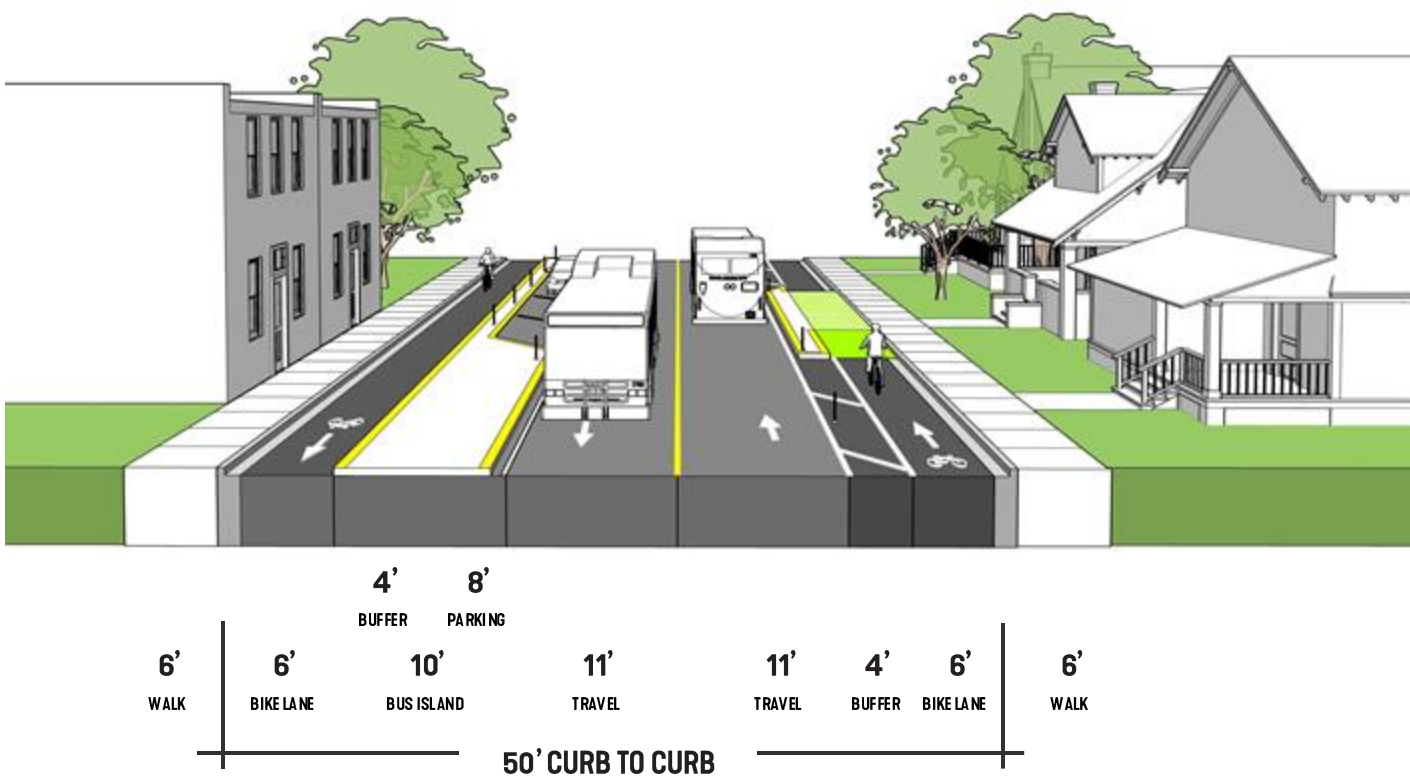
Nose-Accessed Bus Islands at Crosswalks
6th and Reservoir



Bus Islands with a Ramped Protected Bike Lane
Van Buren and Kilbourn Ave

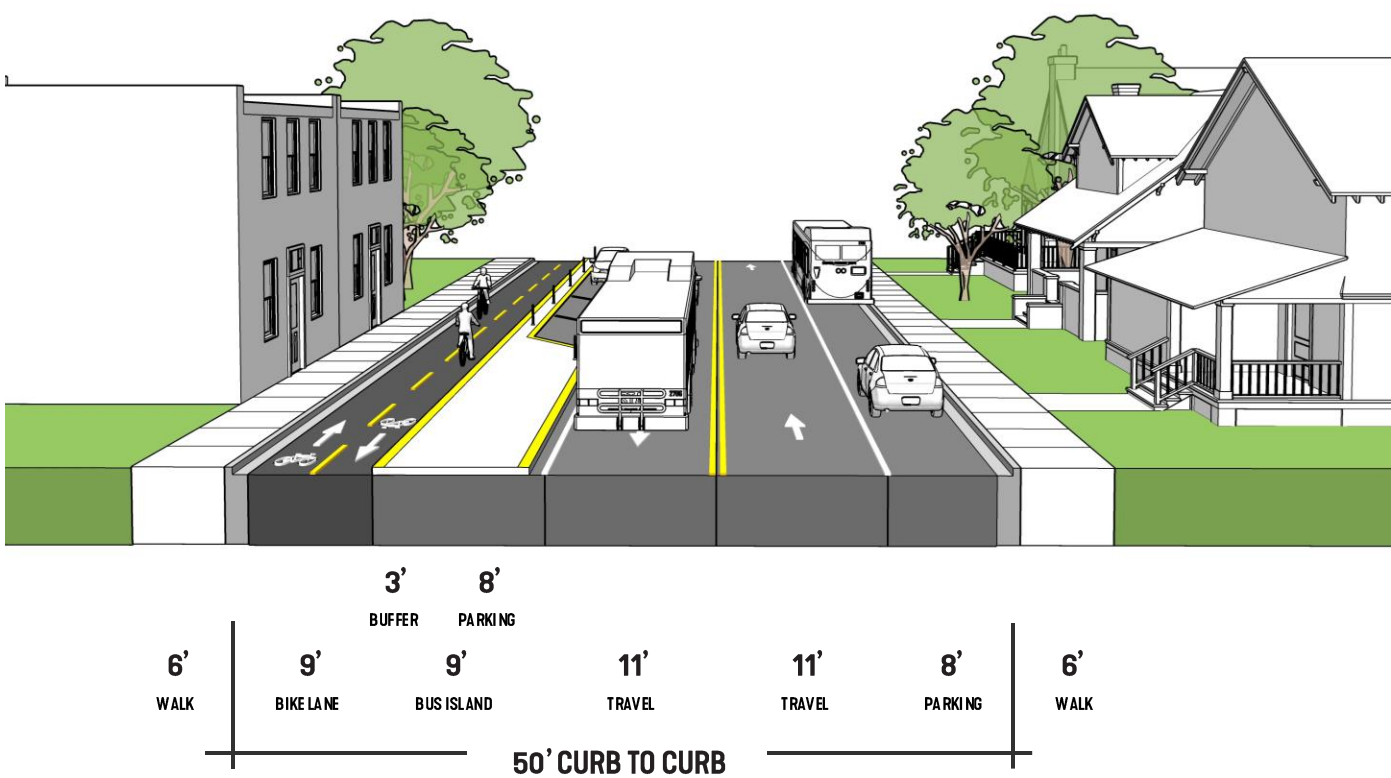
HOPKINS PROTECTED BIKE LANES

BUS LOADING ON PROTECTED BIKE LANES



One-Way Protected Bike Lane

Some bus boarding islands would share space with the protected bike lane (area shown in green).



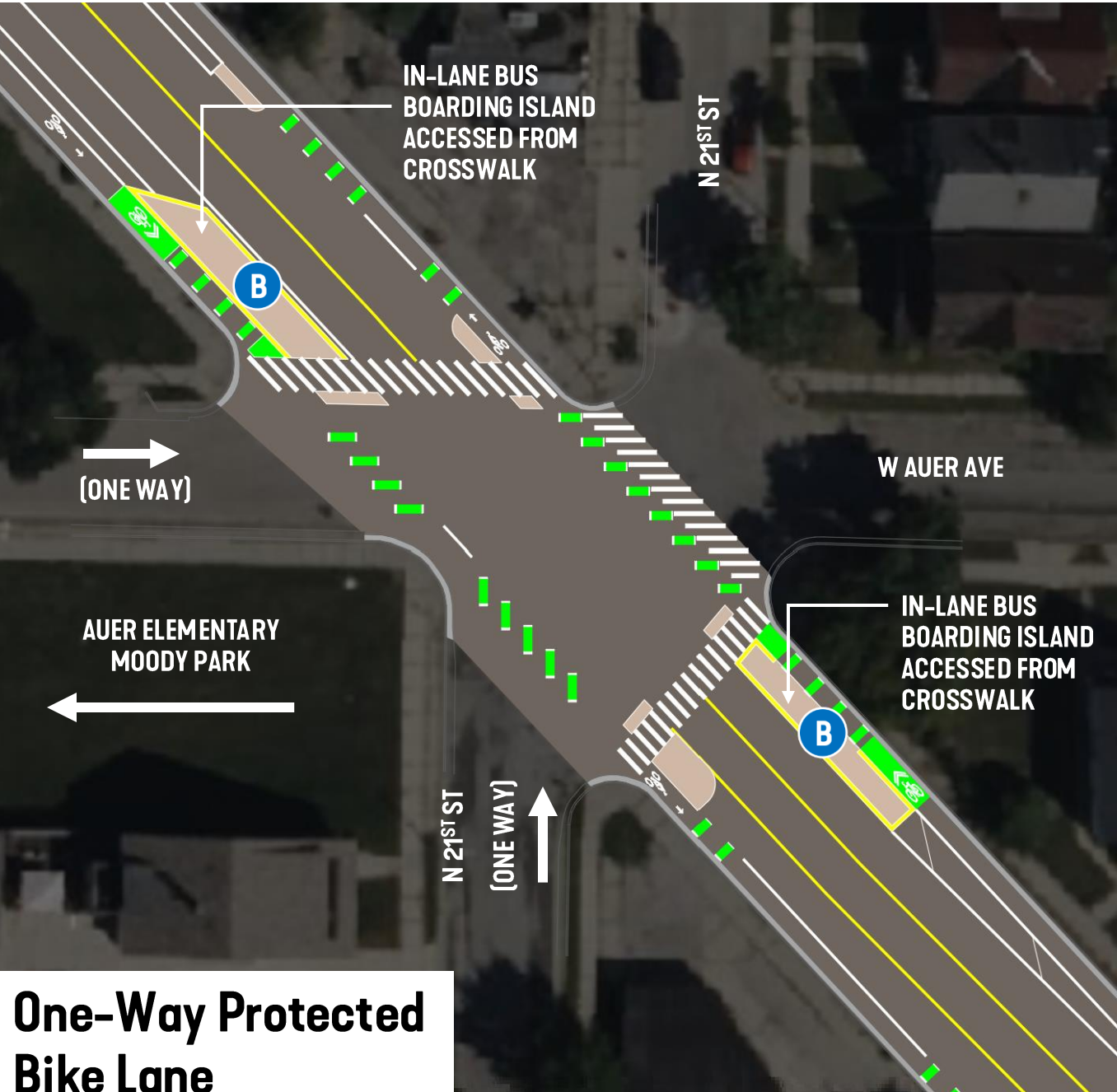
Two-Way Protected Bike Lane

Bus stops on the west side of the street (opposite bike lane) would remain as existing.

IMPACTS TO PARKING

MID-CORRIDOR TYPICAL CONDITION

B Bus Stops



One-Way Protected Bike Lane

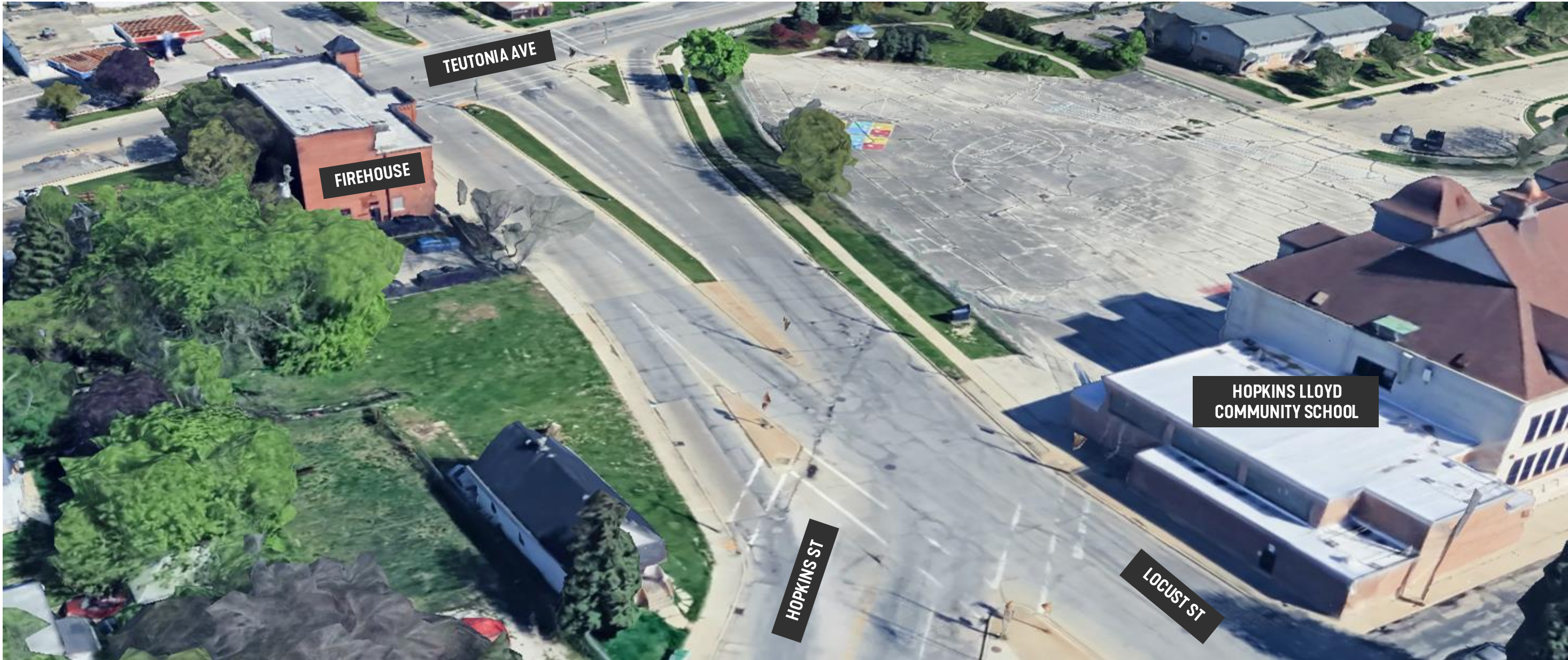


Two-Way Protected Bike Lane



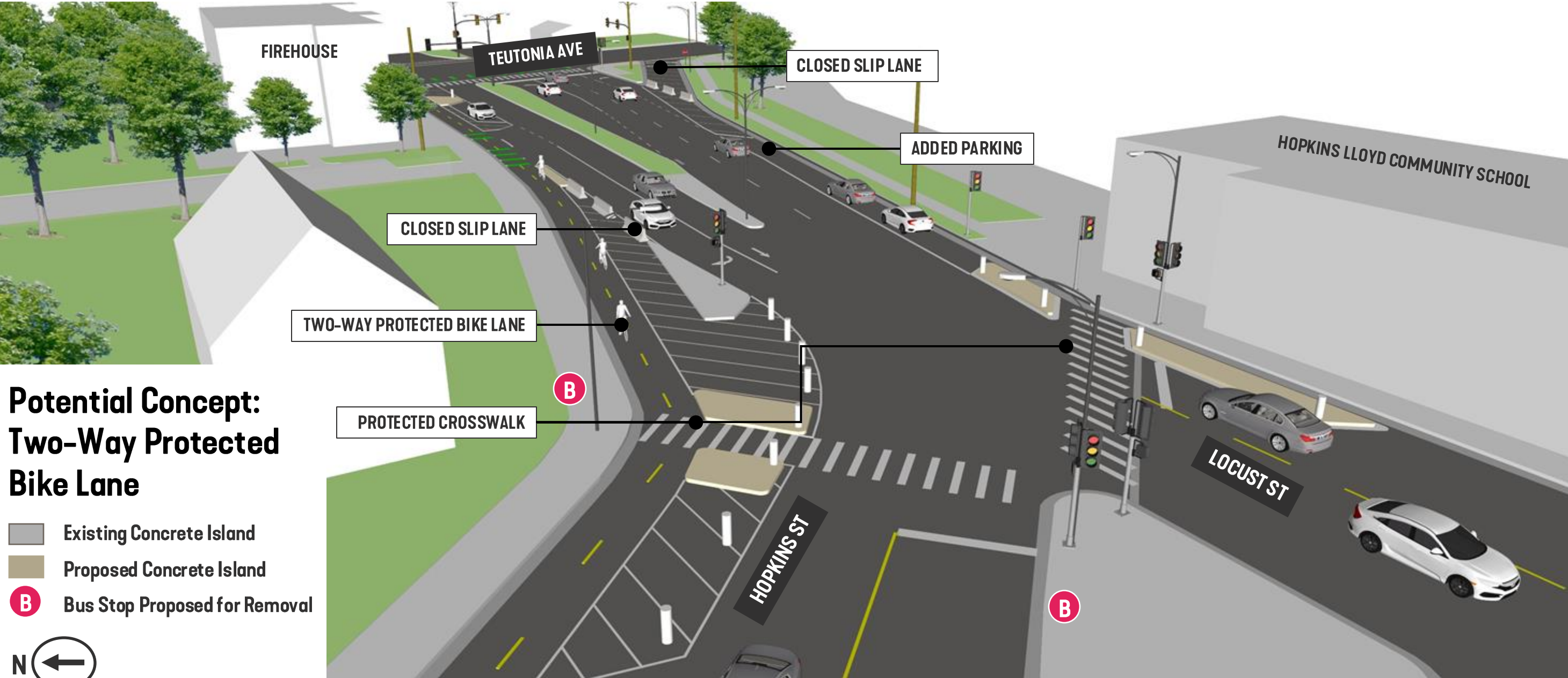
HOPKINS PROTECTED BIKE LANES

TEUTONIA AND LOCUST / HOPKINS – VIEWING SOUTHEAST (EXISTING)



HOPKINS PROTECTED BIKE LANES

TEUTONIA AND LOCUST / HOPKINS – VIEWING SOUTHEAST



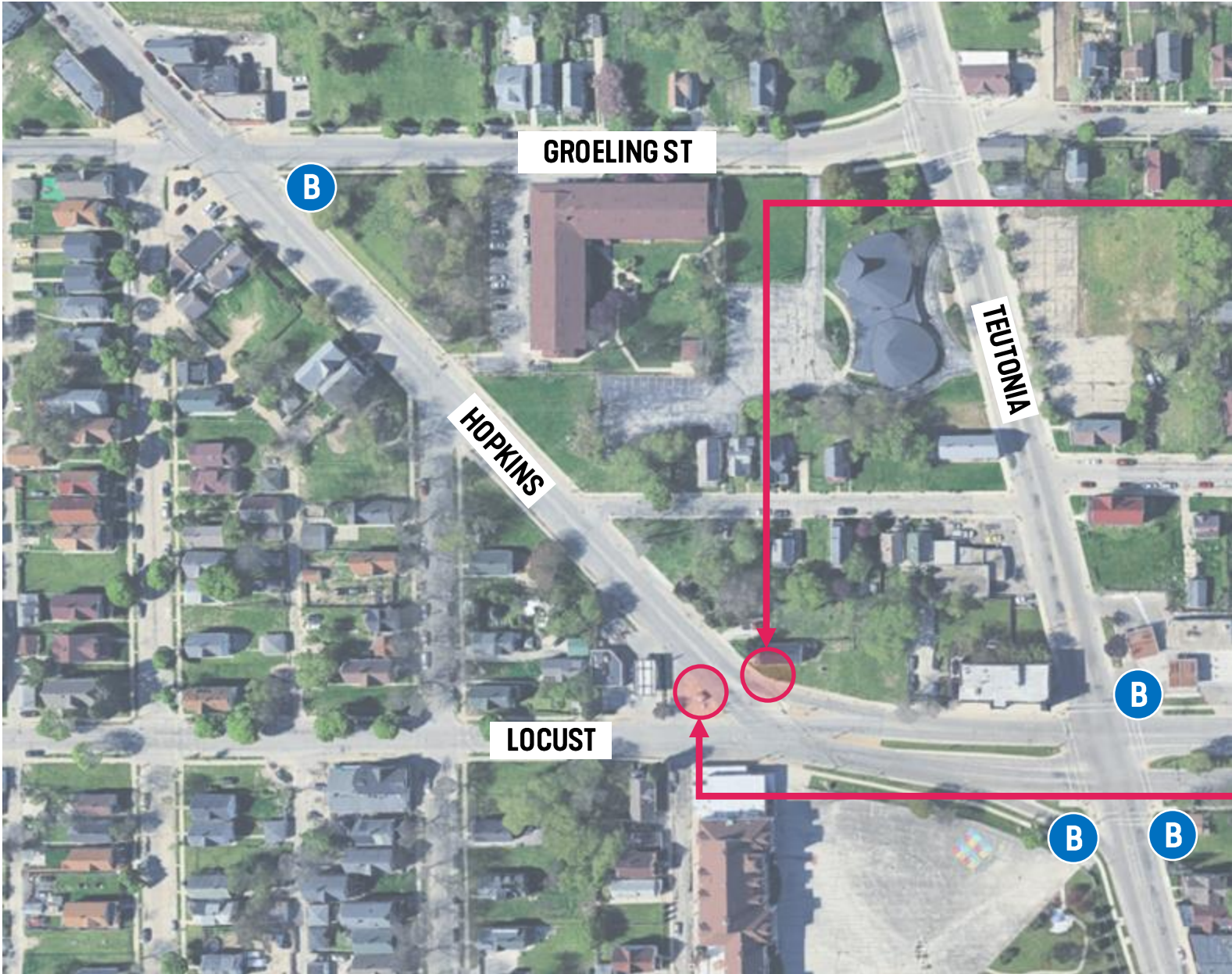
Potential Concept: Two-Way Protected Bike Lane

- Existing Concrete Island
- Proposed Concrete Island
- B** Bus Stop Proposed for Removal



HOPKINS PROTECTED BIKE LANES

BUS STOPS PROPOSED FOR REMOVAL AT LOCUST AND HOPKINS



PROTECTED BIKE LANE OPTIONS

How do the proposed alternatives impact Hopkins St?

Category	One-Way	Two-Way
Speed Reduction	+	+
Limit Passing on the Right	+	+
Parking	-	
Bike/Car Conflicts		+
Physical Protection for Bike Facilities		+
Bus Stops	+	+

- + Positive Impact
- Neutral / Minimal Impact
- Negative Impact



Two-Way Protected Bike Lane
Van Buren St



One-Way Protected Bike Lanes
Kilbourn St

WHAT DO YOU THINK?

What are your thoughts on the **two proposed design alternatives**? Which do you prefer?

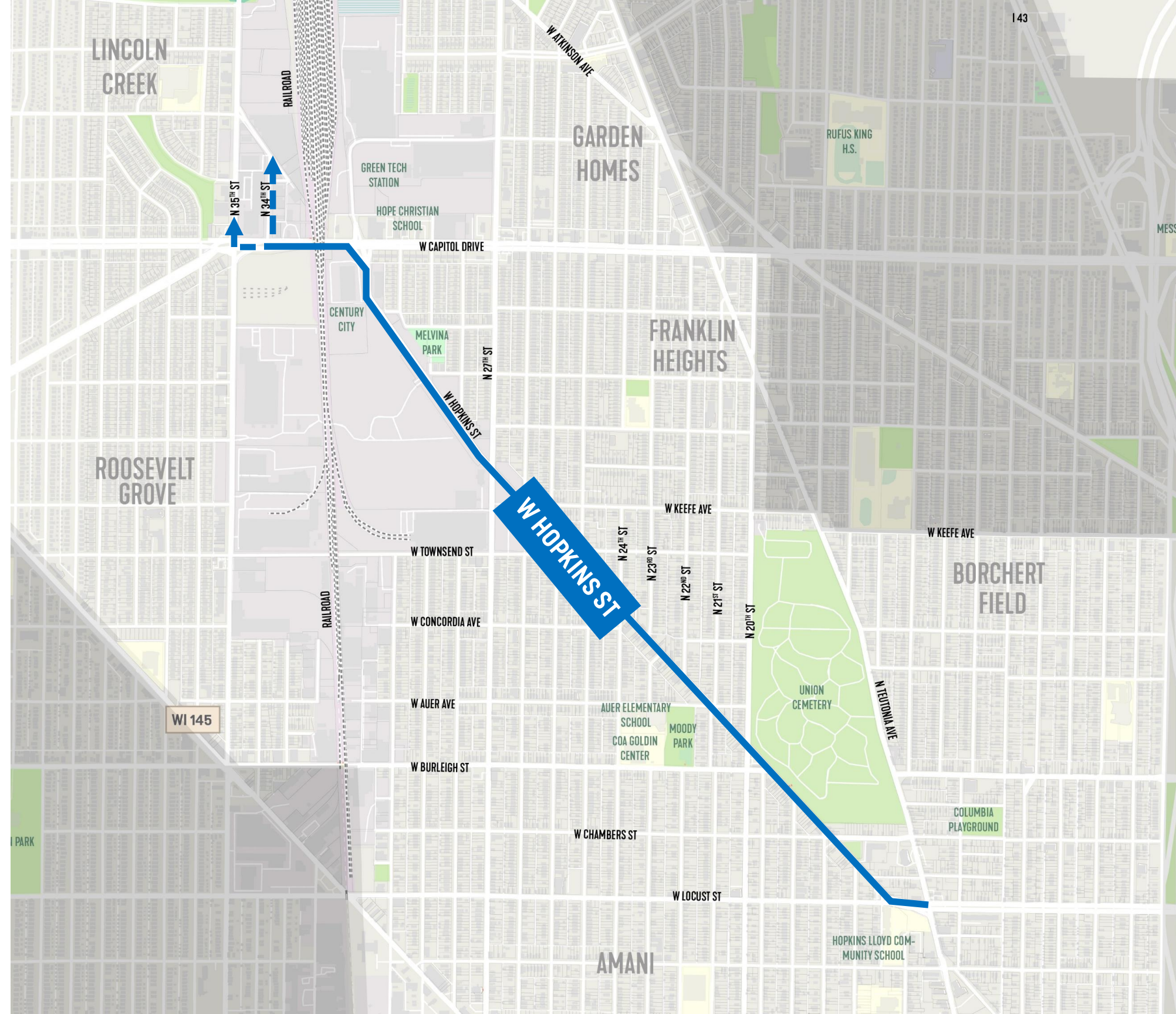
What **safety concerns** do you have with these designs and **where**?

Are there any **other considerations**?
(parking, bus loading, access)



**ADD YOUR
COMMENTS ONLINE!**

*Add your comments
to our Project
Webpage on Social
Pinpoint.*



WHAT DO YOU THINK?

Are there any areas where the design team should consider **crosswalk improvements**?



Recently Updated Ramp and Crosswalk

3rd and Kilbourn St

NEXT STEPS

PROJECT SCHEDULE

**Design Team to
Work on Preferred
Design Alternative**

**Upcoming Pop-up
Outreach events**

**Public Meeting for
Final Design**

