

Neighborhood greenways are low-stress All Ages and Abilities bicycling routes installed on low-volume Urban Neighborhood streets.



INTRODUCTION

Neighborhood greenways are low-stress All Ages and Abilities bicycling routes installed on low-volume **Urban Neighborhood** streets. Design treatments for neighborhood greenways are intended to manage motor vehicle volume and speed while optimizing travel for people walking, biking, and rolling. There are two types of neighborhood greenways: full neighborhood greenways and bicycle boulevards.

- A full neighborhood greenway adds a dedicated trail to an Urban Neighborhood street while limiting or eliminating access to motor vehicles. A full greenway can often be implemented in combination with green infrastructure improvements and/or park-like amenities. A full greenway may also reduce a typical Urban Neighborhood street by half and retain one way motor vehicle travel and one parking lane. Examples of full greenway in Minneapolis include Milwaukee Ave, 37th Ave N Greenway, and a portion of 18th Ave NE between University Ave and 5th St.
- Bicycle boulevards are enhanced Urban Neighborhood streets that give priority to pedestrians and bicyclists, including traffic and speed management measures such as diverters, speed bumps, curb extensions, median refuge islands, and traffic circles. Bicyclists typically share traffic-calmed space with motor vehicles. Examples of bicycle boulevards in Minneapolis include the 5th Street Northeast Bike Boulevard and the 40th Street River-Lake Greenway.

A neighborhood greenway may include a combination of full neighborhood greenway and bicycle boulevard segments based on available right of way, community input, cost, availability of alley access, parking demand, and the need for green infrastructure to mitigate flooding.

