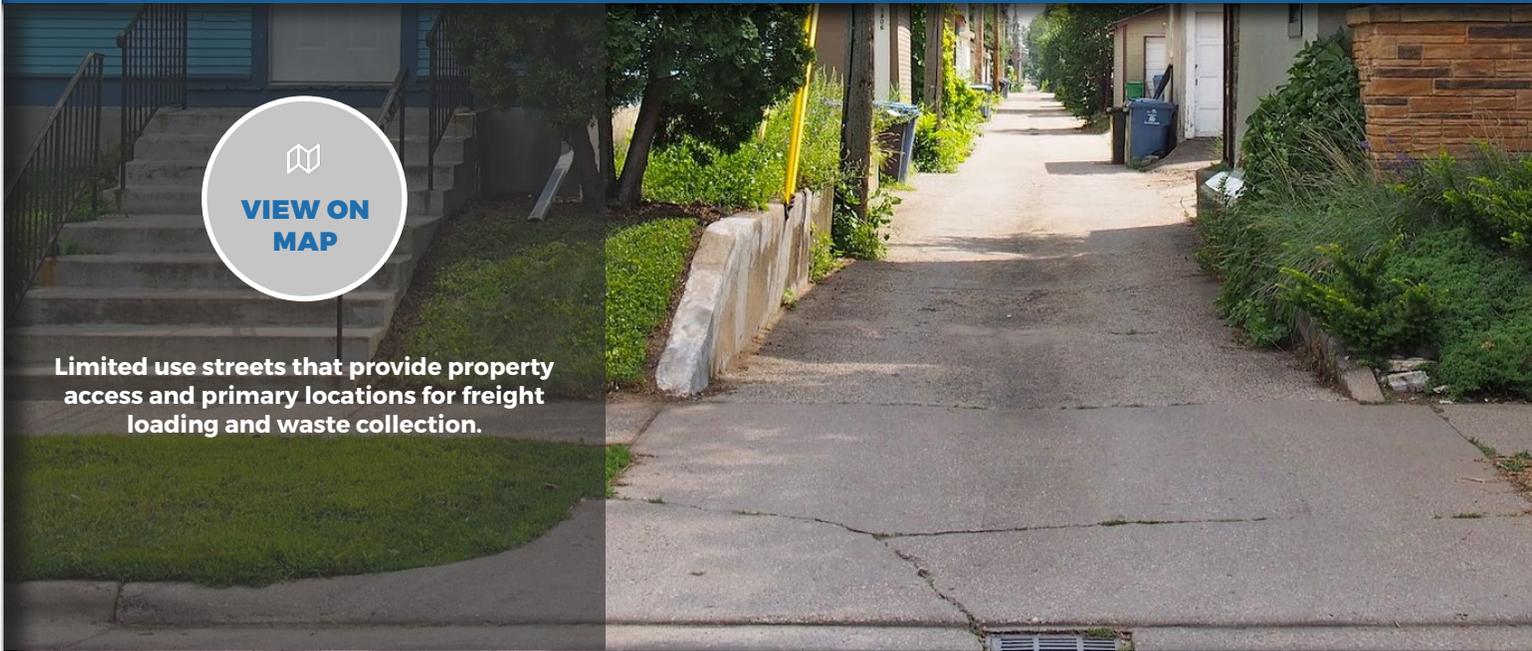


2.12 Alley



Limited use streets that provide property access and primary locations for freight loading and waste collection.

DESCRIPTION

Alleys are limited use streets that provide property access and serve as primary locations for freight loading and solid waste, recycling, and organics collection. Alleys are located throughout the city, most commonly in Urban Neighborhood areas. The street is designed for low speeds of 10 mph or less, where people walking, biking, and driving share space. Alleys are not intended for through traffic and design elements should discourage traveling more than one block.

TYPICAL CHARACTERISTICS

Miles	~426 miles
Right of Way Width	12'-14' on most residential alleys Commercial alleys may be 16' or wider
Effective Right of Way	Typically the same as right of way width
Functional Class	N/A
Jurisdiction	City of Minneapolis
Route	N/A
Modal Network	None
Snow Emergency Route	No
Historic Street	No

TYPICAL DESIGN AND OPERATIONS

See [Street Design Guidance chapter](#) for more information

A. Sidewalk	No dedicated sidewalk. Pedestrians use the shared roadway space.
B. Boulevard and Furnishing	Landscaping is not typically included in alleys, but green stormwater infrastructure may be included as appropriate to treat and/or reduce stormwater runoff.
C. Bikeway	No dedicated bikeway. People bicycling use the shared space.
D. Transit	Transit service not provided.
E. Freight	Not included on the Truck Route Network. Provide access for solid waste, recycling, and organics collection and accommodate frequent loading up to 30 minutes in both residential and commercial alleys, which is allowed per City of Minneapolis ordinance.
F. Roadway	<ol style="list-style-type: none"> 1. One 2-way shared travelway space for pedestrians, bicycles and motor vehicles. 2. Alleys are paved with a v-shaped design to provide for stormwater conveyance from adjacent properties to the City storm water system.
G. Design speed	10 mph See design speed guidance for more detail.
H. Design vehicle	N/A. Typically use 5' curb-return radius. See curb-return radii guidance for more details.
I. Control vehicle	N/A
J. Motor Vehicle Property Access	Serves as a primary loading access for most properties in the city.
K. Intersection Traffic Control	Yield control
L. Intersection details	None

TYPICAL CROSS SECTIONS

Figure 2.12.1:
Residential alley (12' wide)

