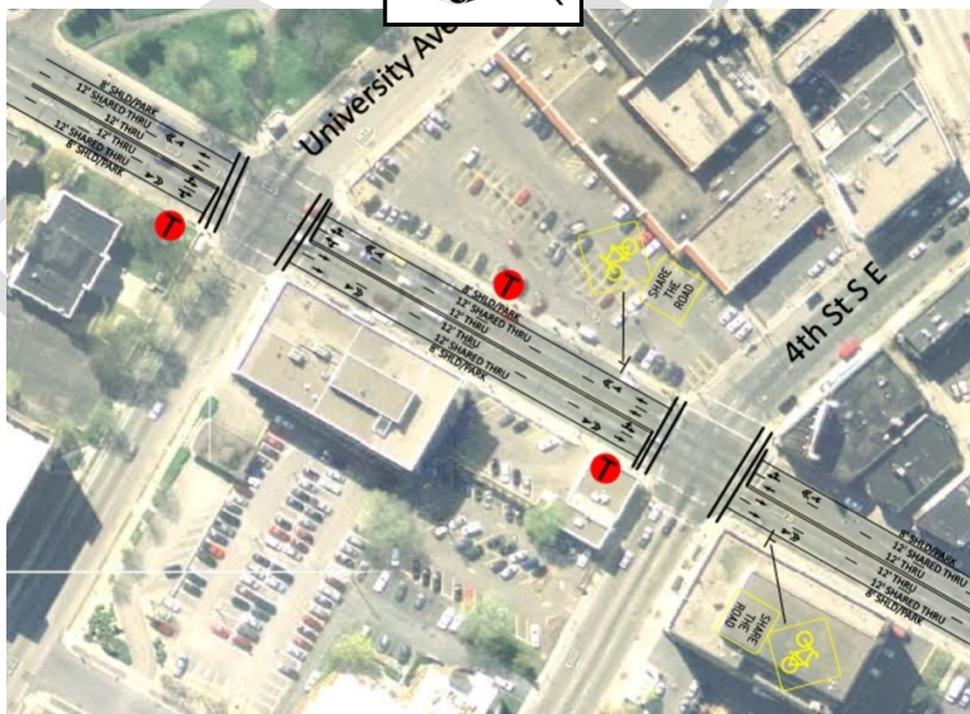


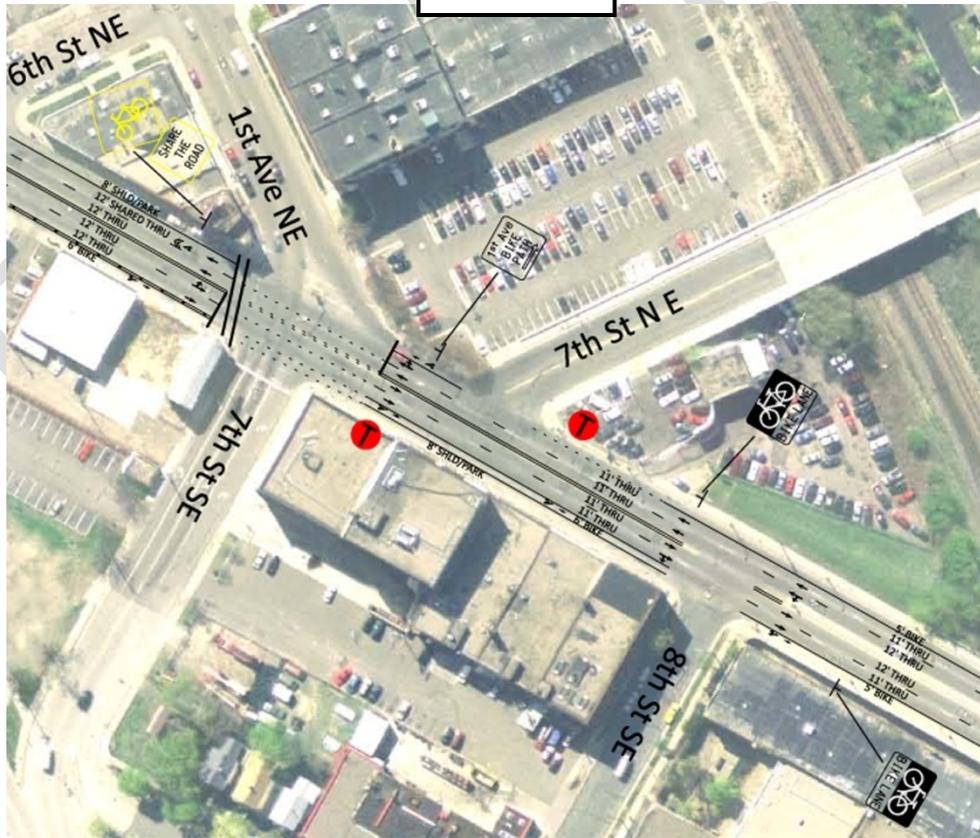
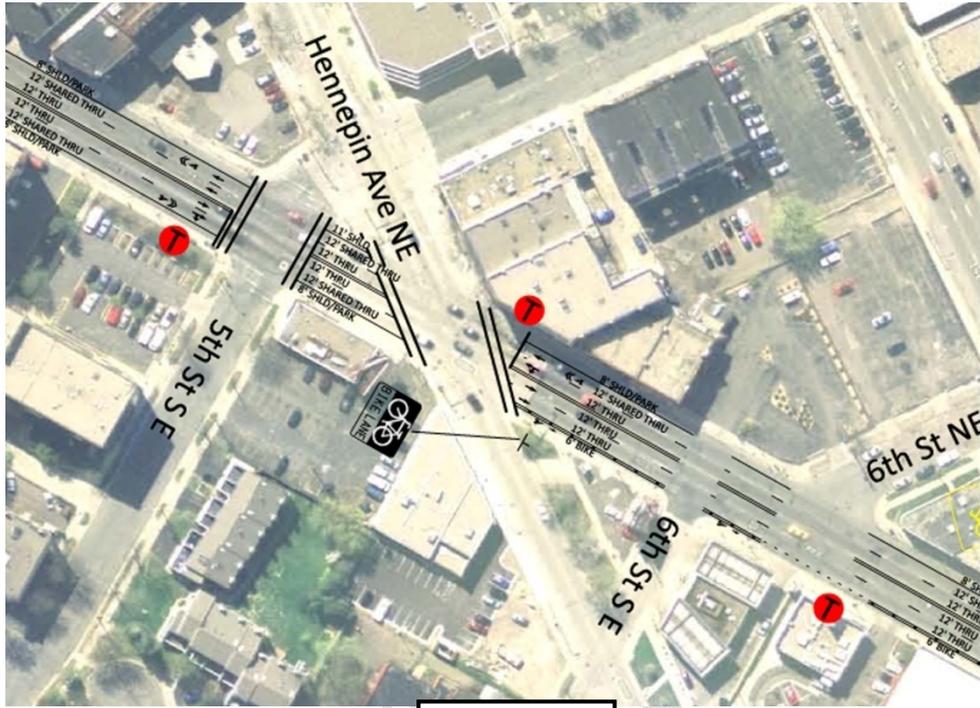


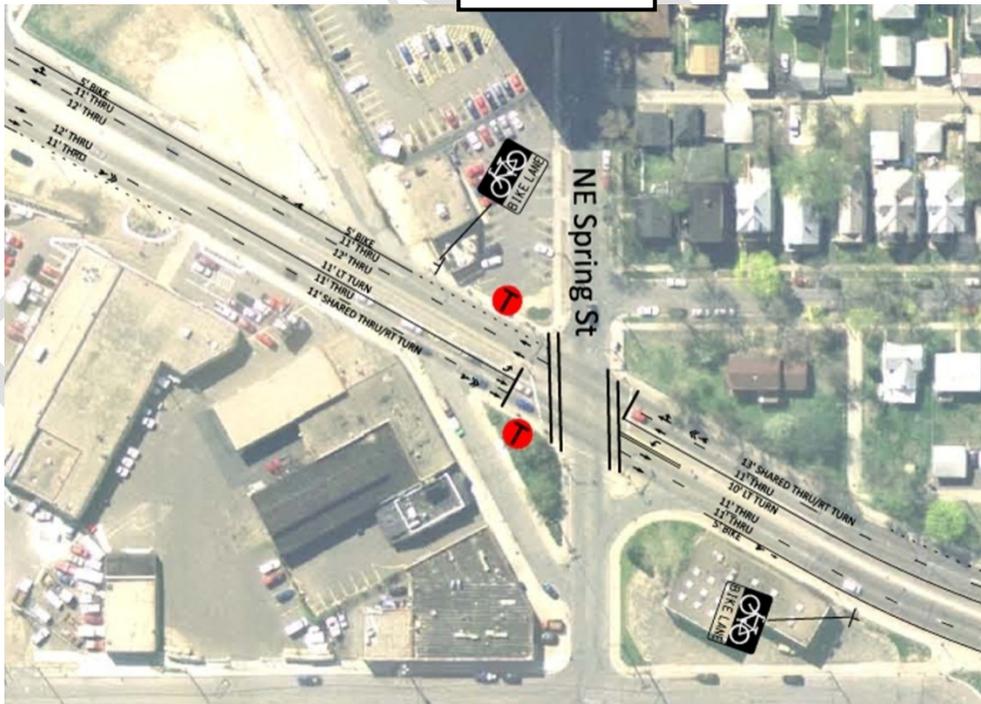
**APPENDIX A  
RECOMMENDED BICYCLE PLAN**

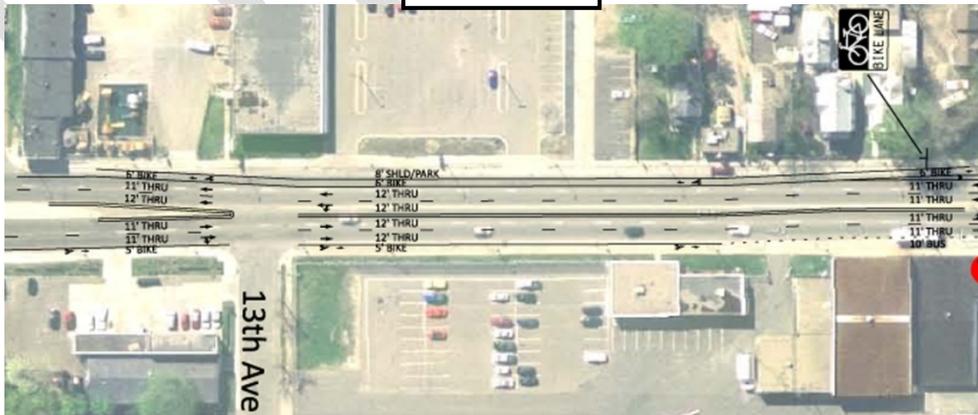
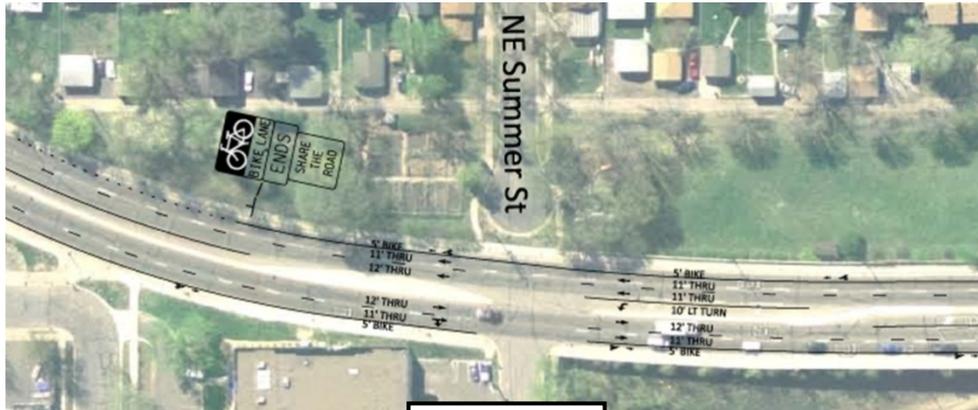
Note: Drawings in Appendix A are not to scale

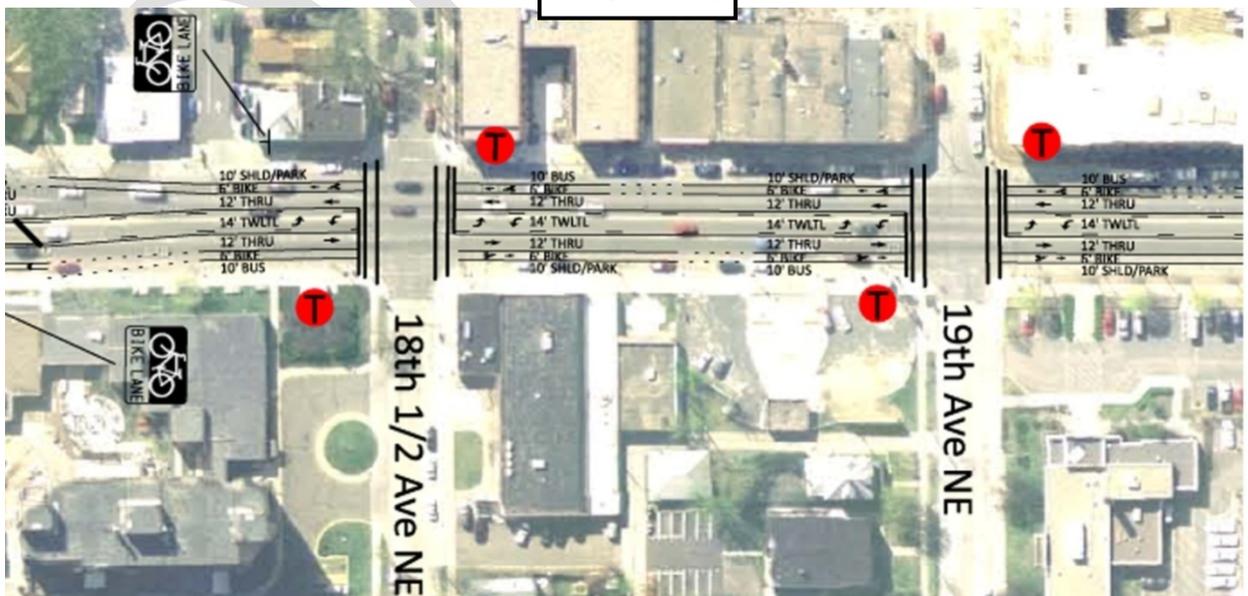
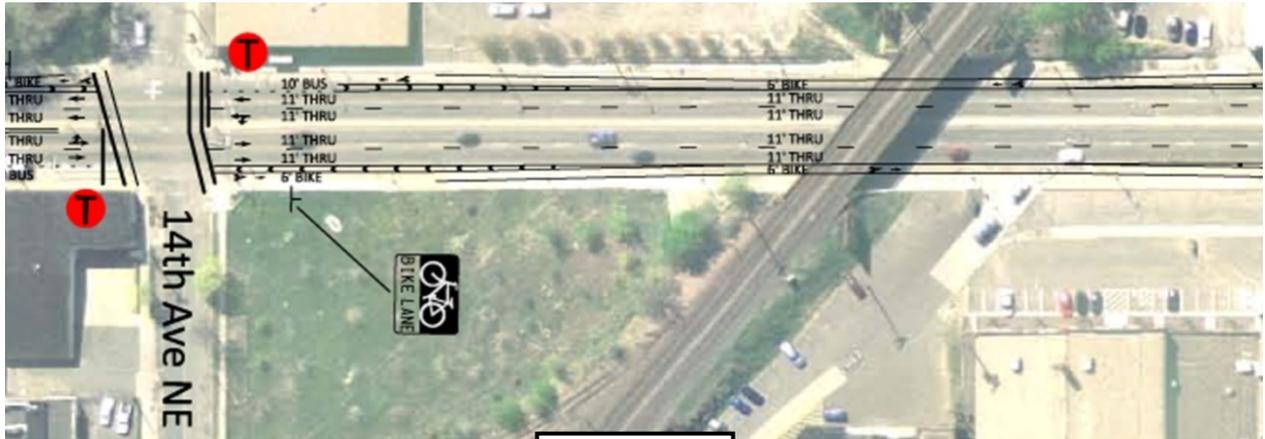
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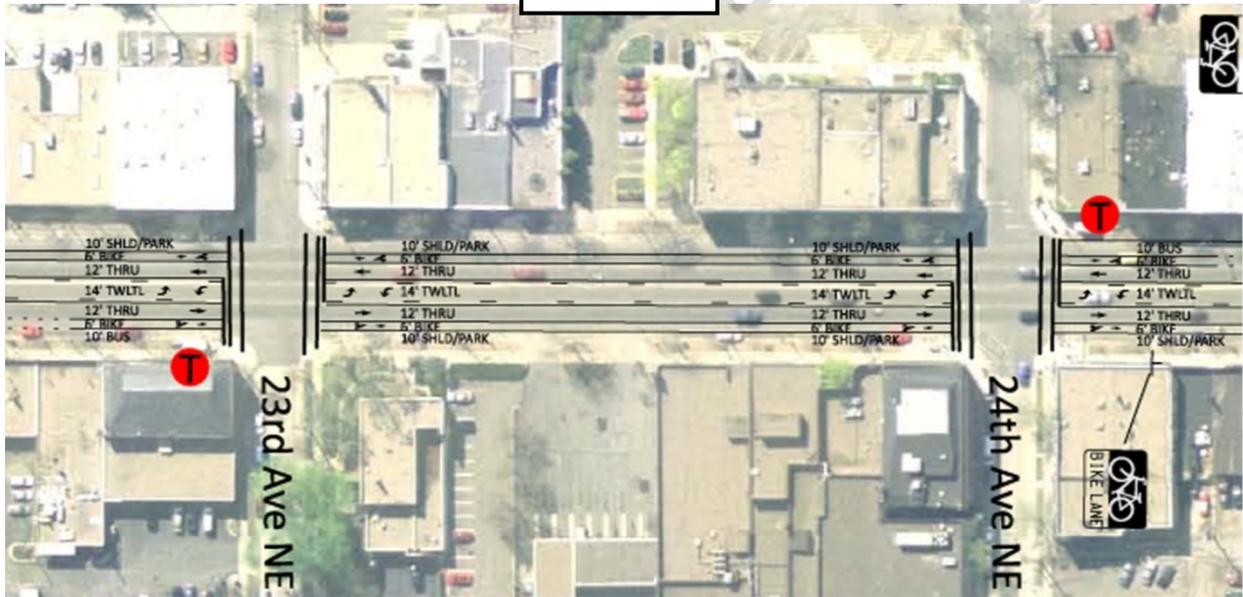
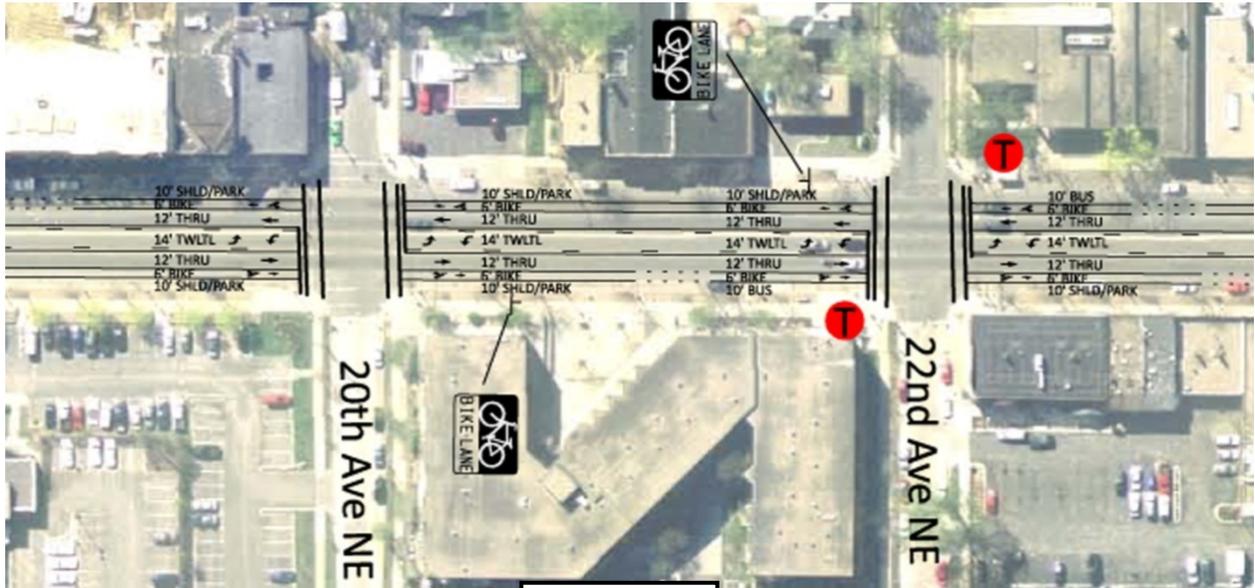


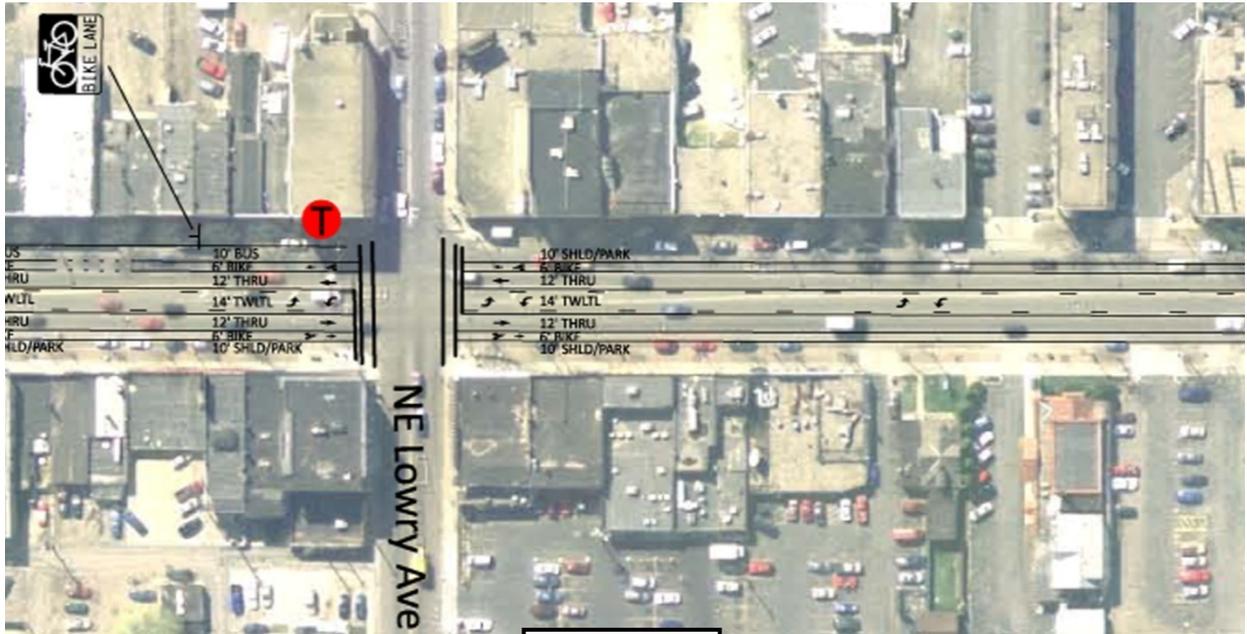


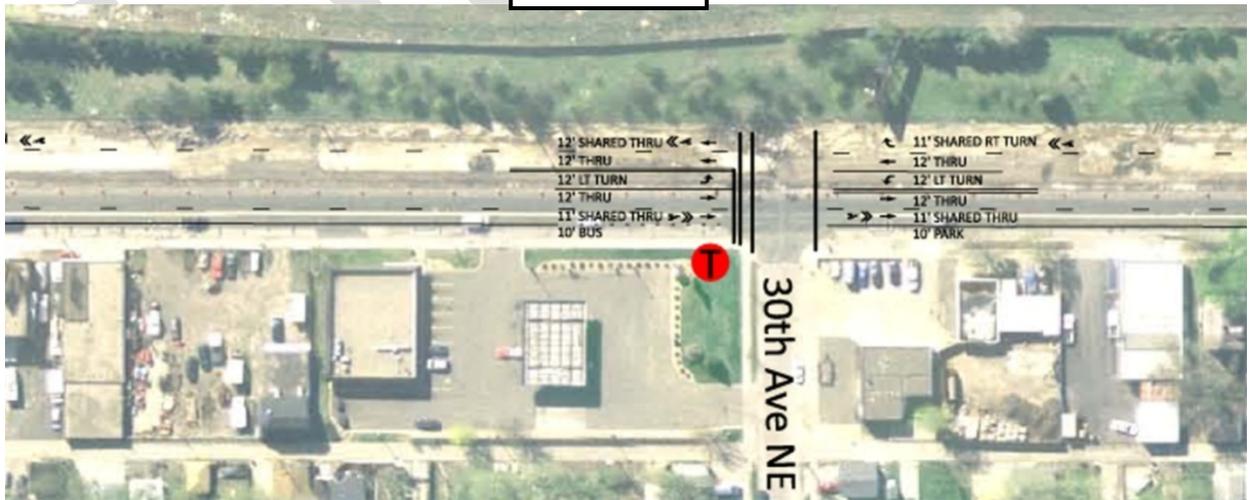
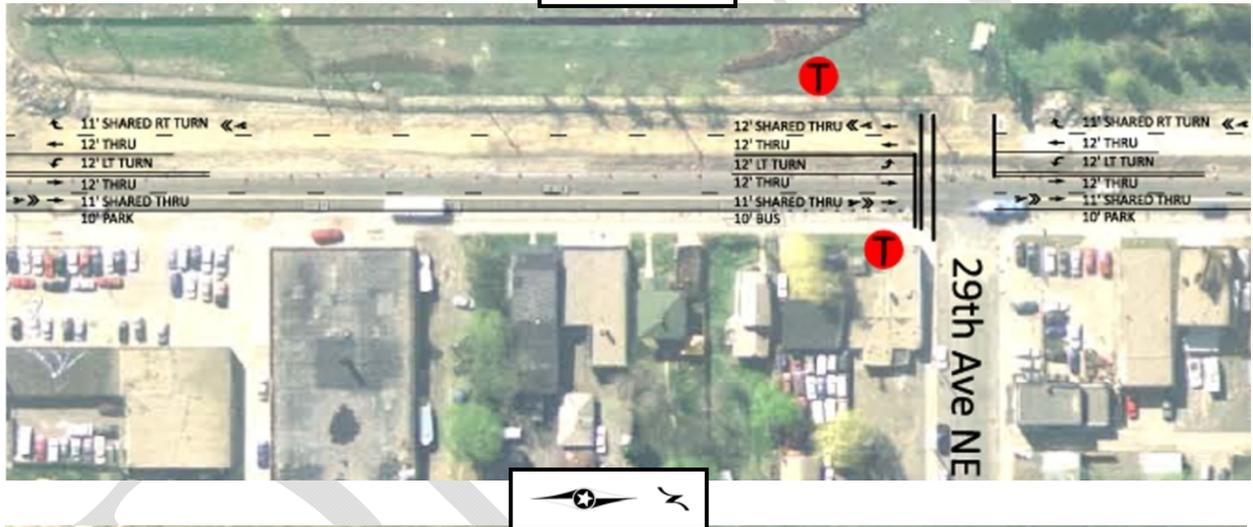




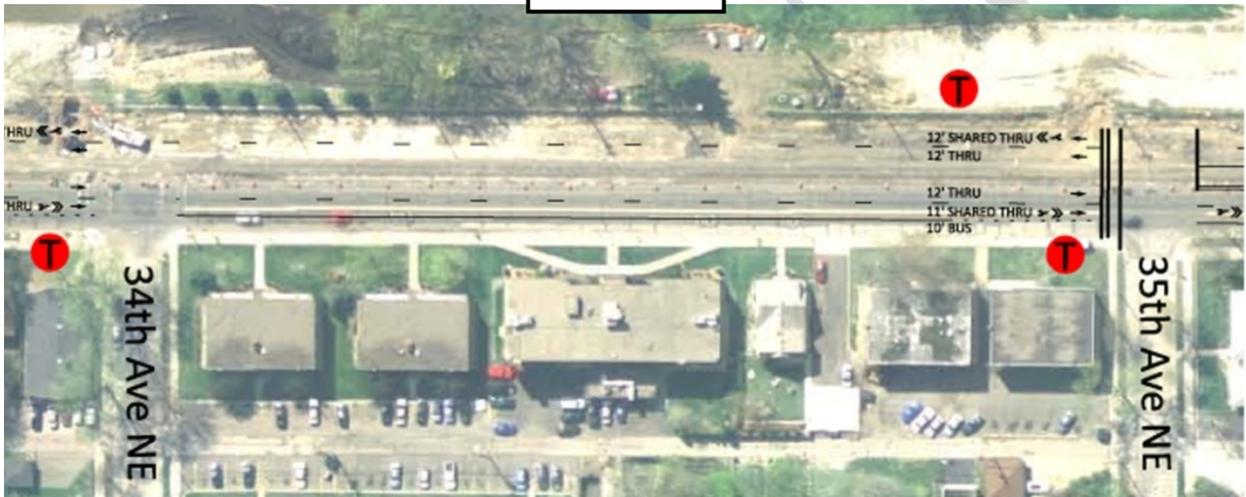
















**APPENDIX B  
EXISTING CONDITIONS INVENTORY**

1. Corridor Characteristics
2. Existing Peak Hour Turning Movement Volumes
3. Existing 13-Hour Bicycle Turning Movement Volumes

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Corridor Characteristics

Zone	From	To	# of Lanes (Width)						Divided	Overall Street Width*	On-street parking		Bus Stop	Pavement Type	Pavement Condition	Comment
			LTL	Thru	RTL	SHLD	LTL	Thru			RTL	SB				
Zone 1	Mississippi River	2nd St SE	-	2-(1.7 & 1.1)	-	8'	-	8'	No	60-60'	No	No	Blurnthous	Fair		
	2nd St SE	University Avenue SE	-	2-(2 & 1.2)	-	8	-	8'	No	64'	8 stalls; NP 7:30 AM & 4-6 PM	NB at University, SB at 2nd St	Blurnthous	Fair		
	University Avenue SE	4th St SE	-	2-(2 & 1.2)	-	8	-	8'	No	64'	8 stalls; NP 6-6 PM	NB at 4th St, SB at 4th St	Blurnthous	Fair		
	4th St SE	5th St SE/ Hennepin Ave	-	2-(2 & 1.2)	-	8	-	8'	No	64'	8 stalls; \$1,000/hr limit; NP 4-6 PM	NB at 5th St	Blurnthous	Fair		
Zone 2	5th St SE/ Hennepin Ave	6th St NE	-	2-(2 & 1.2)	-	8	-	8	No	64	5 metered stalls; 8 metered stalls; 7-9 M.F.	NB at Hennepin Ave	Concrete			
	6th St NE	7th St SE	-	2-(2 & 1.2)	-	8	-	8	No	64	\$0.50/hr; 2 hr limit; NP 5:30-6:30 PM	NB at 6th St, NE at 7th St	Blurnthous	Fair		
	7th St SE	8th St SE	-	2-(2 & 1.2)	-	8	-	8	No	64	8 stalls; NP 6-6 M.F	NB at 7th St, SE at 8th St	Blurnthous	Fair		
	8th St SE	9th St SE	-	2-(2 & 1.4)	-	-	-	-	Yes (4-12)	60-70'	-	NB at 9th St, SB at 9th St	Blurnthous	Fair		
Zone 3	NE Spring St	NE Summer St	-	1-450' (1.1)	-	-	-	-	Yes (4-14)	64-70'	-	-	Blurnthous	Fair		
	NE Summer St	NE Broadway St	-	1-200' (1.2)	-	-	-	-	Yes (4-14)	70'	-	-	Blurnthous	Good	Concrete portion of north of Spring St in good condition	
	NE Broadway St	13th Ave NE	-	1-300' (1.2)	-	-	-	-	Yes (4-12)	60-70'	-	-	Concrete	Good	Concrete portion of Broadway in good condition	
	13th Ave NE	14th Ave NE	-	10'	-	10'	-	10'	Yes (4-12)	68'	34 stalls; 1 hr 8 AM - 8 PM	NB at 14th Ave	Blurnthous	Fair		
Zone 4	14th Ave NE	18th Ave NE	-	2-(2 & 1.2)	-	4-8'	-	4-8'	Yes (4-12)	60-66'	18 unrestricted stalls; 2 stalls; 30 min 8 AM - 6 PM	NB at 18th Ave, SB at 14th Ave	Blurnthous	Fair	RF Overpass at block, short-ft island at 18th Ave	
	18th Ave NE	18th 1/2 Ave NE	-	2-(2 & 1.3)	-	10'	-	10'	No	70'	7 unrestricted stalls, 1 handicapped	NB at 18th 1/2 Ave, SB at 18th Ave	Blurnthous	Fair	Short 4' island at 18th Ave	
	18th 1/2 Ave NE	19th Ave NE	-	2-(2 & 1.3)	-	10'	-	10'	No	70'	8 unrestricted stalls	NB at 19th Ave, SB at 18th 1/2 Ave	Blurnthous	Fair		
	19th Ave NE	20th Ave NE	-	2-(2 & 1.3)	-	10'	-	10'	No	70'	11 stalls; 90 min limit; 8 stalls; 90 min limit; 8 AM - 6 PM Daily	NB at 20th Ave, SB at 19th Ave	Blurnthous	Fair		
Zone 4	20th Ave NE	22nd Ave NE	-	2-(2 & 1.3)	-	10'	-	10'	No	70'	8 stalls; 90 min limit; 8 AM - 6 PM Daily	NB at 22nd Ave	Blurnthous	Fair		
	22nd Ave NE	23rd Ave NE	-	2-(2 & 1.3)	-	10'	-	10'	No	70'	8 stalls; 90 min limit; 8 AM - 6 PM Daily	NB at 23rd Ave, SB at 22nd Ave	Blurnthous	Fair		
	23rd Ave NE	24th Ave NE	-	2-(2 & 1.3)	-	10'	-	10'	No	70'	11 stalls; 90 min limit; 8 AM - 6 PM Daily	NB at 24th Ave, SB at 23rd Ave	Blurnthous	Fair		
	24th Ave NE	NE Lowry Ave	-	2-(2 & 1.2)	-	8'	-	8'	No	70'	8 stalls; 90 min limit; 8 AM - 6 PM Daily	NB at Lowry Ave, SB at 24th Ave	Blurnthous	Fair		
Zone 4	NE Lowry Ave	26th Ave NE	-	2-(2 & 1.3)	-	10'	-	10'	No	70'	14 stalls; 90 min limit; 8 AM - 6 PM Daily	NB at 26th Ave, SB at Lowry Ave	Blurnthous	Fair		
	26th Ave NE	27th Ave NE	-	2-(1.7 & 1.3)	-	10'	-	10'	No	70'	10 stalls; 90 min limit; 8 AM - 6 PM Daily	NB at 27th Ave	Blurnthous	Fair		
	27th Ave NE	28th Ave NE	-	1-100' (1.0)	-	10'	-	10'	Yes	58-78	14 unrestricted	NB at 28th Ave, SB at 27th Ave	Blurnthous	Good	8' high, 3' wide roadway section	
	28th Ave NE	29th Ave NE	-	2-(2 & 1.3)	-	10'	-	10'	Yes	70'	15 unrestricted	NB at 29th Ave, SB at 29th Ave	Blurnthous	Good		
Zone 4	29th Ave NE	30th Ave NE	-	2-(2 & 1.2)	-	10'	-	10'	Yes	70'	11 unrestricted	NB at 30th Ave	Blurnthous	Good		
	30th Ave NE	31st Ave NE	-	2-(2 & 1.2)	-	10'	-	10'	Yes	70'	16 unrestricted	NB at 31st Ave, SB at 31st Ave	Blurnthous	Good	NB R/W/O access to 31st ONLY	
	31st Ave NE	32nd Ave NE/ St Anthony Park	-	2-(2 & 1.2)	-	10'	-	10'	Yes	70'	16 unrestricted	NB at 32nd Ave, SB at 32nd Ave	Blurnthous	Good		
	32nd Ave NE	33rd Ave NE	-	2-(2 & 1.2)	-	10'	-	10'	Yes	70'	17 unrestricted	NB at 33rd Ave, SB at 33rd Ave	Blurnthous	Good		
Zone 4	33rd Ave NE	34th Ave NE	-	2-(2 & 1.2)	-	10'	-	10'	Yes	70'	18 unrestricted	NB at 34th Ave	Blurnthous	Good	NB R/W/O access to 34th ONLY	
	34th Ave NE	35th Ave NE	-	2-(2 & 1.2)	-	10'	-	10'	Yes	70'	15 unrestricted, 2 handicapped	NB at 35th Ave, SB at 35th Ave	Blurnthous	Good		
	35th Ave NE	Columbia Blvd	-	2-(2 & 1.2)	-	10'	-	10'	Yes	70'	25 unrestricted	NB at 35th Ave	Blurnthous	Good		
	Columbia Blvd	37th Ave NE	-	2-(2 & 1.2)	-	10'	-	10'	Yes	78'	9 unrestricted	NB at 37th Ave	Blurnthous	Good		

\* = Street Width Measured from outside face of curb to outside face of curb and includes median width, if present.



Existing Peak Vehicular Turning Movement Volumes (1 of 2)

Cross Street	Approach	AM PEAK			Off PEAK			PM PEAK			Intersection Total
		L	T	R	L	T	R	L	T	R	
37th Ave NE	NB	20	210	12	36	424	37	36	828	71	2157
	SB	183	845	11	161	336	5	170	349	3	
	SWB	40	40	40	40	40	40	35	35	35	
	EB	20	137	26	24	78	14	38	153	12	
35th Ave NE	W/B	71	110	105	42	106	151	38	148	241	1494
	NB		230	17		536	15		819	22	
	SB	24	665		23	447		37	502		
St. Anthony Blvd	W/B	1		18	6		20	7		24	1411
	NB	17	134	5	35	793	11	77	1203	26	
	SB	32	624	13	55	855	27	41	738	41	
	EB	16	110	28	31	128	50	36	209	36	
29th Ave NE	W/B	26	142	18	19	180	39	13	245	57	2722
	NB		206	4		501	28		906	25	
	SB	14	830		27	628		29	782		
27th Ave NE	W/B	30		12	39		27	36		37	1815
	NB	4	128	3	16	455	9	18	825	19	
	SB	15	675	27	27	420	47	23	440	22	
	EB	32	10	3	55	26	11	78	46	14	
26th Ave NE	W/B	40	19	8	35	35	18	23	39	26	1573
	NB	4	18	2	23	561	37	17	724	22	
	SB	2	679	5	7	522	17	3	570	33	
	EB	9	3	12	37	14	65	21	15	34	
Lowry Ave NE	W/B	5	5	10	34	19	29	25	17	26	1507
	NB	21	123	12	71	409	60	78	730	96	
	SB	31	802	30	48	407	66	67	348	78	
	EB	25	263	38	76	232	59	80	349	57	
24th Ave NE	W/B	31	327	12	35	242	64	35	295	72	2285
	NB	6	162	3	16	789	21	19	1007	20	
	SB	6	772	14	23	700	23	22	569	37	
	EB	8	7	3	30	26	13	33	29	14	
22nd Ave NE	W/B	14	5	6	16	46	61	31	39	74	1894
	NB	16	172	3	14	448	13	31	800	9	
	SB	6	715	13	11	365	20	8	355	19	
	EB	5	8	16	18	13	25	28	15	17	
20th Ave NE	W/B	5	18	5	5	15	27	11	16	23	1332
	NB	6	196	8	10	507	8	4	872	13	
	SB	4	756	2	4	568	4	7	542	6	
	EB	5	5	5	8	2	11	1	3	9	
20th Ave NE	W/B	17		6	10	2	11	9	6	6	1478
	W/B										



Existing Peak Vehicular Turning Movement Volumes (2 of 2)

Cross Street	Approach	AM PEAK			OFF PEAK			PM PEAK		
		L	T	R	L	T	R	L	T	R
19th Ave NE	NB	2	195	9	14	433	7	11	705	13
	SB	6	746	2	12	335	16	12	371	8
	EB	2	7	7	10	10	10	11	9	9
	WB	7	18	9	8	8	13	12	15	23
										Intersection Total
										1199
18th 1/2 Ave NE	NB	5	245	3	4	478	12	8	699	7
	SB	10	728	5	13	418	5	13	398	6
	EB	1	1	3	6	7	7	5	6	8
	WB	6	5	2	4	3	10	6	6	16
										Intersection Total
										1178
18th Ave NE	NB	15	181	32	24	420	64	19	746	120
	SB	42	725	8	44	364	17	54	297	18
	EB	2	81	13	13	97	13	20	136	33
	WB	144	130	31	100	136	64	72	165	84
										Intersection Total
										1764
14th Ave NE	NB	32	248	5	28	478	4	13	851	2
	SB	1	836	30	12	464	22	2	401	8
	EB	3	1	22	22	2	43	30	2	35
	WB			2	5	1	10	1	1	4
										Intersection Total
										1350
Broadway St NE	NB	59	161	29	75	432	93	114	581	124
	SB	93	590	48	128	455	84	118	394	67
	EB	72	491	48	163	527	51	155	644	26
	WB	57	391	150	117	427	94	102	753	57
										Intersection Total
										3135
Spring St NE	NB	12	225	6	23	529	19	29	936	5
	SB	28	902	20	15	503	32	26	488	58
	EB	26	26	29	39	25	17	40	27	47
	WB	13	15	2	15	29	38	20	52	49
										Intersection Total
										1777
1st Ave NE	NB	5	486	10	20	834		12	1125	6
	SB		994	289		735	139		882	186
	WB	23	1380	35	38	981	23	63	1206	42
										3522
Hennepin Ave NE	NB	6	350	137	12	714	195	6	1071	292
	SB		1084			712			959	
	WB	255	610		422	749		525	29	
										2882
5th St NE	NB	9	466	6	20	713	32	9	1236	26
	SB	1	1159	7	12	606		6	907	2
	EB	20	33	31	24	41	70	59	97	111
	WB	3	3	5	3	22	11	23	65	73
										Intersection Total
										2614
4th St NE	NB	33	518		63	761		58	1520	
	SB		1281	16		681	40		860	68
	WB	610	669	60	248	685	81	482	1123	127
										4238
University Ave NE	NB	51	677	72	103	780	183	276	1721	281
	SB	57	1313	20	74	1019	26	71	1112	58
	EB	17	789	268	82	777	137	68	830	181
	WB		880	194		766	75		2054	400
										Intersection Total
										4598
2nd St SE	NB	17	1749		11	941		11	1092	
	SB									
	WB	268		13	15	84		331		
										3964



Existing 13-hour Bicycle Turning Movement Counts (1 of 6)

Location <u>Central at 37th Ave NE</u> Counted: <u>Wed. 6/3/2009</u>												
Count Begins	NB Central Avenue NE			SB Central Ave NE			Eastbound 37th Ave NE			Westbound 37th Ave NE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM												
6:15 AM												
6:30 AM											1	
6:45 AM											1	
6 - 7 AM	0	0	0	0	0	0	0	0	0	0	2	0
7:00 AM				1	1		2					
7:15 AM			1						1			
7:30 AM		2								1		
7:45 AM		1			1	1						
7 - 8 AM	0	3	1	1	2	1	2	0	1	1	0	0
8:00 AM		1										
8:15 AM		1										
8:30 AM					1							
8:45 AM		1										
8 - 9 AM	0	3	0	0	1	0	0	0	0	0	0	0
9:00 AM		1										
9:15 AM										1		
9:30 AM												
9:45 AM					1				1			
9 - 10 AM	0	1	0	0	1	0	0	0	1	1	0	0
10:00 AM		1		1	1						1	1
10:15 AM			1	1		1						
10:30 AM												
10:45 AM									1	1		
10 - 11 AM	0	1	1	2	1	1	0	0	1	1	1	1
11:00 AM										1		
11:15 AM		1										
11:30 AM				1								
11:45 AM					1							
11 - 12 AM	0	1	0	1	1	0	0	0	0	1	0	0
12:00 PM		1							1			
12:15 PM												
12:30 PM		1			1							
12:45 PM										1		
12 - 1 PM	0	2	0	0	1	0	0	0	1	1	0	0
1:00 PM										1		
1:15 PM		1		1	1							
1:30 PM		2					1		1		1	
1:45 PM		1										
1 - 2 PM	0	4	0	1	1	0	1	0	1	1	1	0
2:00 PM					1							1
2:15 PM						1						
2:30 PM					1						2	
2:45 PM		1			1							
2 - 3 PM	1	1	0	0	3	1	0	0	0	0	2	1
3:00 PM		2										
3:15 PM					1							2
3:30 PM	1				1			1		1		
3:45 PM		2			4						1	1
3 - 4 PM	1	4	0	0	6	0	0	1	0	1	1	3
4:00 PM			1		1			2	1	1	1	
4:15 PM			2					1		2	2	
4:30 PM	1	1			4			1	1	1		
4:45 PM		1				1				2		
4 - 5 PM	1	2	3	0	5	1	0	4	2	6	3	0
5:00 PM												
5:15 PM		1										
5:30 PM	1	1		1								
5:45 PM		1								1		
5 - 6 PM	1	3	0	1	0	0	0	0	0	1	0	0
6:00 PM			1	1			1					
6:15 PM												
6:30 PM				1	1							
6:45 PM					2			1				
6 - 7 PM	0	0	1	2	3	0	1	1	0	0	0	0



Existing 13-hour Bicycle Turning Movement Counts (2 of 6)

Location <u>Central at St Anthony Parkway</u> Counted: <u>Tuesday 6/2/2009</u>												
Count Begins	NB Central Avenue NE			SB Central Ave NE			Eastbound St. Anthony Pkwy			Westbound St. Anthony Pkwy		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM					3			2			1	
6:15 AM				1	2						2	
6:30 AM								2			1	1
6:45 AM											1	1
6 - 7 AM	0	0	0	1	5	0	0	4	0	0	5	2
7:00 AM	2				3	1		2			3	
7:15 AM	1	1			1			1				
7:30 AM		1			2				1		2	
7:45 AM		2							1			
7 - 8 AM	3	4	0	0	6	1	0	3	2	0	5	0
8:00 AM					2				1			
8:15 AM					2				2			
8:30 AM					1						1	
8:45 AM		1			2			1	1			
8 - 9 AM	0	1	0	0	7	0	0	1	4	0	1	0
9:00 AM					1							
9:15 AM											2	
9:30 AM		1									1	
9:45 AM		1			1							
9 - 10 AM	0	2	0	0	2	0	0	0	0	0	3	0
10:00 AM												
10:15 AM		1			1							
10:30 AM					1						1	
10:45 AM												
10 - 11 AM	0	1	0	0	2	0	0	0	0	0	1	0
11:00 AM					2	1						
11:15 AM		2			1					1		
11:30 AM					1							
11:45 AM		1	1		1							
11 - 12 AM	0	3	1	0	5	1	0	0	0	1	0	0
12:00 PM					1							
12:15 PM					1						2	
12:30 PM		2										1
12:45 PM		1			1		1	1				
12 - 1 PM	0	3	0	0	3	0	1	1	0	0	2	1
1:00 PM	2											
1:15 PM	2	1						2			1	
1:30 PM		1			1						1	
1:45 PM		1	2		3		1					
1 - 2 PM	4	3	2	0	4	0	1	2	0	0	2	0
2:00 PM				1	2						1	
2:15 PM	1	1			2			2				
2:30 PM	1				1	2			2			1
2:45 PM	1	2			1						1	
2 - 3 PM	3	3	0	1	6	2	0	2	2	0	2	1
3:00 PM		1										
3:15 PM		2			1		1	2			2	
3:30 PM		3						2				
3:45 PM		1										
3 - 4 PM	0	7	0	0	1	0	1	4	0	0	2	0
4:00 PM		2		1	1			3			1	
4:15 PM		1			2						1	
4:30 PM	1	1			1	3		1		1	2	
4:45 PM	1	1					1					1
4 - 5 PM	2	5	0	1	4	3	1	4	0	1	4	1
5:00 PM				1			1					
5:15 PM		1			4			1			1	
5:30 PM		1			3		1	1			1	
5:45 PM	1		4			2			1		1	
5 - 6 PM	1	2	4	1	7	2	2	2	1	0	3	0
6:00 PM	1	2			1			3	1		3	
6:15 PM		3			3			2	3			
6:30 PM	1	3	2		2	2	1				3	
6:45 PM		1		1	3	1	1	1	1	1	1	
6 - 7 PM	2	9	2	1	9	3	2	6	5	1	7	0



Existing 13-hour Bicycle Turning Movement Counts (3 of 6)

Location	Central at Lowry			Counted: 10/30/2008			Low 41 F, High 66 F, Clear & Sunny					
Count Begins	NB Central Avenue NE			SB Central Ave NE			Eastbound Hennepin Ave			Westbound Hennepin Ave		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM												
6:15 AM												
6:30 AM		1									1	
6:45 AM					1							
6 - 7 AM	0	1	0	0	1	0	0	0	0	0	1	0
7:00 AM		1			1							
7:15 AM		1						1				
7:30 AM					1							
7:45 AM												
7 - 8 AM	0	2	0	0	2	0	0	1	0	0	0	0
8:00 AM		2			1						1	
8:15 AM					2	2	1					
8:30 AM					2							
8:45 AM		2			1							
8 - 9 AM	0	4	0	0	6	2	1	0	0	0	1	0
9:00 AM							1					1
9:15 AM		1			2							
9:30 AM				1	1							1
9:45 AM												
9 - 10 AM	0	1	0	1	3	0	1	0	0	0	0	2
10:00 AM					1			1				
10:15 AM			1				1					
10:30 AM												
10:45 AM		1			2				1			
10 - 11 AM	0	1	1	0	3	0	1	1	1	0	0	0
11:00 AM		2									1	
11:15 AM		1										
11:30 AM		2			1			1				
11:45 AM		1			1				1		1	
11 - 12 AM	0	6	0	0	2	0	0	1	1	0	2	0
12:00 PM		2			1	1	1				1	
12:15 PM		2	2		3	1						
12:30 PM		1			1							
12:45 PM		1										
12 - 1 PM	0	6	2	0	5	2	1	0	0	0	1	0
1:00 PM		2			3					3		
1:15 PM		2		1	2	1				1	1	1
1:30 PM		2			4		2					
1:45 PM	2						1					
1 - 2 PM	2	6	0	1	9	1	3	0	0	4	1	1
2:00 PM												
2:15 PM		1					2					
2:30 PM							1					
2:45 PM		5			8		2		1	2		
2 - 3 PM	0	6	0	0	8	0	5	0	1	2	0	0
3:00 PM	1	1			2	3	1					
3:15 PM		5			1		2	1				
3:30 PM	1	1			1		2					
3:45 PM		1					1					
3 - 4 PM	2	8	0	0	4	3	6	1	0	0	0	0
4:00 PM		1	1		1							
4:15 PM		1			2					1	1	
4:30 PM		4			3						3	
4:45 PM		5			3	1				1		
4 - 5 PM	0	11	1	0	9	1	0	0	0	2	4	0
5:00 PM					1		1					
5:15 PM		1			3		1			1		
5:30 PM		1					1					
5:45 PM		1			1		1				1	
5 - 6 PM	0	3	0	0	5	0	4	0	0	1	1	0
6:00 PM		1				1	1	1	1			1
6:15 PM		1			2	1				1		
6:30 PM		3	1		3	1	1					
6:45 PM		1			1							
6 - 7 PM	0	6	1	0	6	3	2	1	1	1	0	1



Existing 13-hour Bicycle Turning Movement Counts (4 of 6)

Location <u>Central at Broadway Ave NE</u> Counted: <u>Wed Oct 29 (12:30-7:00pm), Thurs Oct 30 (6:30-12:30)</u>												
Count Begins	NB Central Avenue NE			SB Central Ave NE			Eastbound Broadway Ave NE			Westbound Broadway Ave NE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM												
6:15 AM												
6:30 AM					4						5	
6:45 AM		1			2				2		2	
6 - 7 AM	0	1	0	0	6	0	0	0	2	0	7	0
7:00 AM												
7:15 AM		1				1			1		1	
7:30 AM		1			2			2				
7:45 AM		1			2			1				
7 - 8 AM	0	3	0	0	4	1	0	3	1	0	1	0
8:00 AM					1							
8:15 AM					1							
8:30 AM		1	1		1			1				
8:45 AM											2	
8 - 9 AM	0	1	1	0	3	0	0	1	0	0	2	0
9:00 AM		1										
9:15 AM												
9:30 AM		1			4							1
9:45 AM				1								
9 - 10 AM	0	2	0	1	4	0	0	0	0	0	0	1
10:00 AM					1							
10:15 AM		1									1	1
10:30 AM												
10:45 AM		1										
10 - 11 AM	0	2	0	0	1	0	0	0	0	0	1	1
11:00 AM					1							
11:15 AM												
11:30 AM								1			1	
11:45 AM		1			1						1	
11 - 12 AM	0	1	0	0	2	0	0	1	0	0	2	0
12:00 PM		1			1							
12:15 PM					1			1			1	
12:30 PM		2			1			2				
12:45 PM		1		1	2						1	
12 - 1 PM	0	4	0	1	5	0	0	3	0	0	2	0
1:00 PM		1			3							
1:15 PM								3				
1:30 PM		2		1				1				1
1:45 PM											1	
1 - 2 PM	0	3	0	1	3	0	0	4	0	0	1	1
2:00 PM					1			2				
2:15 PM								1				
2:30 PM											2	
2:45 PM		3			1					1	1	
2 - 3 PM	0	3	0	0	2	0	0	3	0	1	3	0
3:00 PM		4			3			1				
3:15 PM											1	
3:30 PM		1			2						1	
3:45 PM		3	1		1			3				
3 - 4 PM	0	8	1	0	6	0	0	4	0	0	2	0
4:00 PM		3							1	1		
4:15 PM		2			3						1	
4:30 PM		2		1							2	
4:45 PM		2										
4 - 5 PM	0	9	0	1	3	0	0	0	1	1	3	0
5:00 PM		3			1			1			2	
5:15 PM		4			1			2				
5:30 PM		3			2			1			1	
5:45 PM		2			2			1				
5 - 6 PM	0	12	0	0	6	0	0	5	0	0	3	0
6:00 PM		1						1				1
6:15 PM								1			1	
6:30 PM											1	
6:45 PM					1							
6 - 7 PM	0	1	0	0	1	0	0	2	0	0	2	1



Existing 13-hour Bicycle Turning Movement Counts (5 of 6)

Location	Central at Hennepin						Counted:	10/29/2008						Low 40 F, High 62 F, Clear & Sunny					
Count Begins	NEB Central Avenue NE			SWB Central Ave NE			Eastbound Hennepin Ave			Westbound Hennepin Ave									
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right							
6:00 AM																			
6:15 AM									1			1							
6:30 AM		1			1						1								
6:45 AM		1			1			1			1	1							
6 - 7 AM	0	2	0	0	2	0	1	1	0	0	2	2							
7:00 AM		1																	
7:15 AM		2										4							
7:30 AM		1								1	1								
7:45 AM		5			3														
7 - 8 AM	0	9	0	0	3	0	0	0	0	1	1	4							
8:00 AM					3		1												
8:15 AM		2	2					3		1									
8:30 AM		2			1	1				3									
8:45 AM			1		3					2									
8 - 9 AM	0	4	3	0	7	1	1	3	0	6	0	0							
9:00 AM					1						1								
9:15 AM								1			1								
9:30 AM					1														
9:45 AM				1	2														
9 - 10 AM	0	0	0	1	4	0	0	1	0	0	2	0							
10:00 AM		2			4		1	2			2								
10:15 AM		1	1		2	1													
10:30 AM		1	3		2	1		1		1									
10:45 AM		4			1			1			1								
10 - 11 AM	0	8	4	0	9	2	1	4	0	1	3	0							
11:00 AM												1							
11:15 AM		2				1													
11:30 AM		1			1		2	1											
11:45 AM					1		1												
11 - 12 AM	0	3	0	0	2	1	3	1	0	0	0	1							
12:00 PM		1								1	1								
12:15 PM		1						2											
12:30 PM		2						2											
12:45 PM		1																	
12 - 1 PM	0	5	0	0	0	0	0	4	0	1	1	0							
1:00 PM						1	1	2											
1:15 PM		1			5					1									
1:30 PM			3	1				1				1							
1:45 PM		2						1											
1 - 2 PM	0	3	3	1	5	1	1	4	0	1	0	1							
2:00 PM		2		1	1	1		3			1								
2:15 PM																			
2:30 PM		2	1				1	2											
2:45 PM		1	2		1			1		1	1								
2 - 3 PM	0	5	3	1	2	1	1	6	0	1	2	0							
3:00 PM			2		2			1											
3:15 PM			3		1	1	1	2											
3:30 PM					1			1											
3:45 PM		2	1		5		2				1								
3 - 4 PM	0	2	6	0	9	1	3	4	0	0	1	0							
4:00 PM		1		2	2	2				1	1								
4:15 PM		2	1		2		2	1		2									
4:30 PM	1				3			2											
4:45 PM		2			1		1	6		1									
4 - 5 PM	1	5	1	2	8	2	3	9	0	4	1	0							
5:00 PM		2		4			2	1		4									
5:15 PM		2						2		1									
5:30 PM		6	1	1			1	1			1								
5:45 PM		3		2		2	4	1			1								
5 - 6 PM	0	13	1	7	0	2	7	5	0	5	2	0							
6:00 PM		1		1			3	1											
6:15 PM		3		2															
6:30 PM		3								1	2								
6:45 PM				2															
6 - 7 PM	0	7	0	5	0	0	3	1	0	1	2	0							



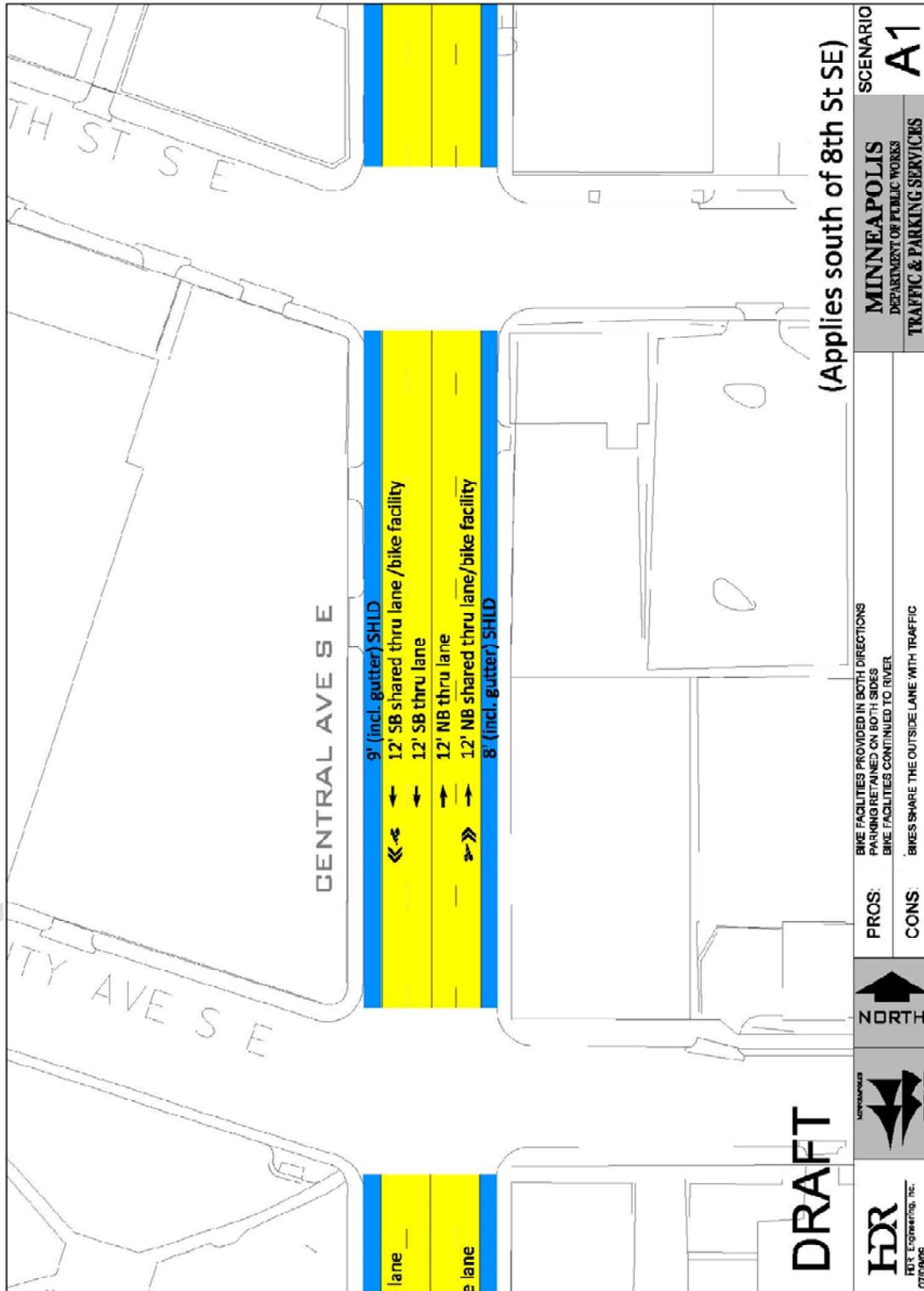
Existing 13-hour Bicycle Turning Movement Counts (6 of 6)

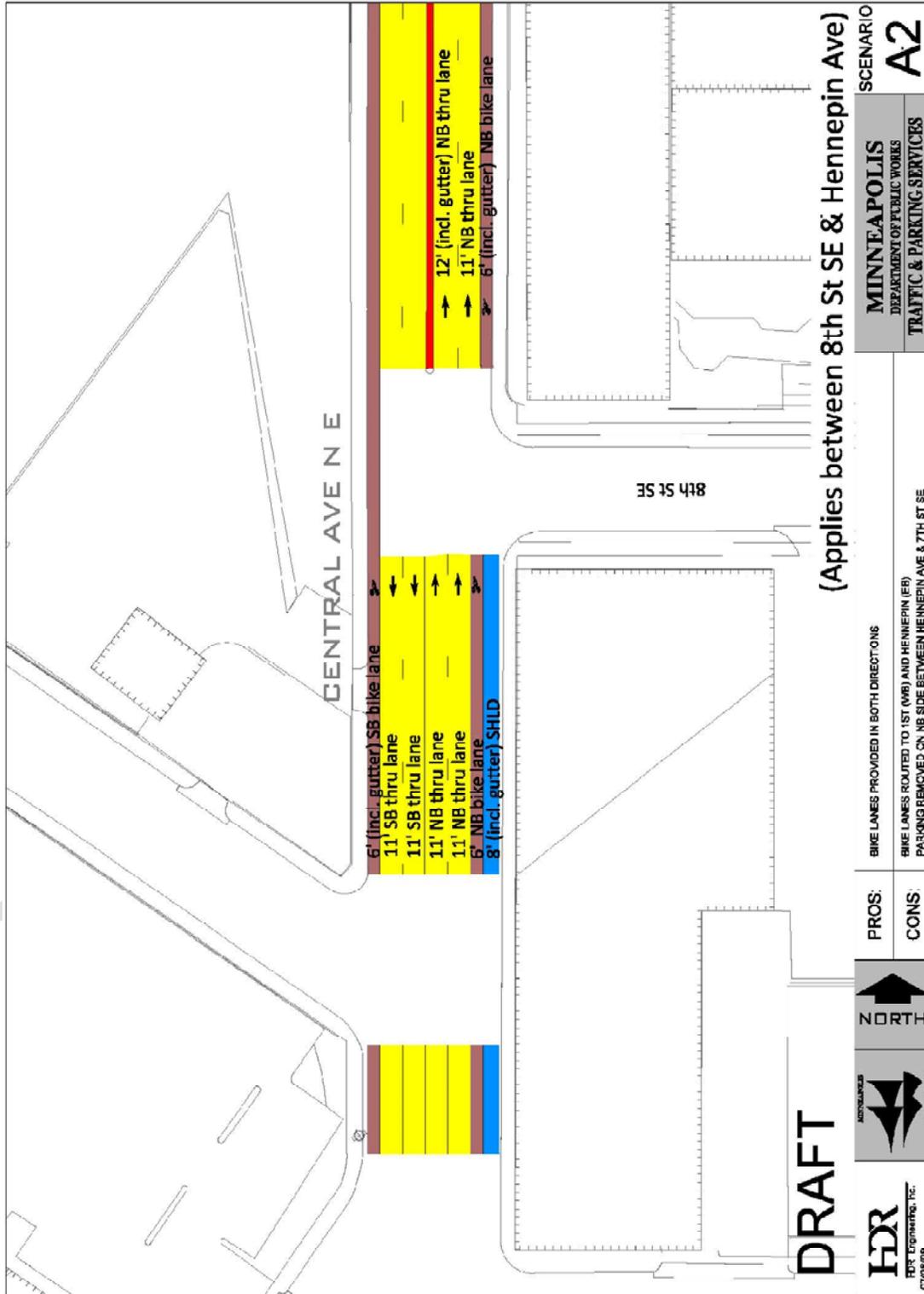
Location: Central at University Ave SE													Counted: Fri Oct 31 (6:30am-12:30pm), Mon Nov 3 (12:30-7:00pm)												
Count Begins	NB Central Avenue SE			SB Central Ave SE			Eastbound University Ave SE			Westbound University Ave SE															
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right													
6:00 AM																									
6:15 AM																									
6:30 AM																									
6:45 AM	1				4			4			1	2													
6 - 7 AM	1	0	0	0	4	0	0	4	0	0	1	2													
7:00 AM	1				2	2					1														
7:15 AM					1			2																	
7:30 AM		1			3			3			1														
7:45 AM		4	1		2	1		1		1															
7 - 8 AM	1	5	1	0	8	3	0	6	0	1	2	0													
8:00 AM		2			3			4	1																
8:15 AM		2			5					1	1														
8:30 AM	2	1			3			5																	
8:45 AM	1	3	1		2			4	2		1														
8 - 9 AM	3	8	1	0	13	0	0	13	3	1	2	0													
9:00 AM		2			4			5			2														
9:15 AM		1	2					4	1		2														
9:30 AM		5		1	4		1	6			4	1													
9:45 AM		2			5			2			1														
9 - 10 AM	0	10	2	1	13	0	1	17	1	0	9	1													
10:00 AM	1	3							1																
10:15 AM		1	1		1																				
10:30 AM					5			1	1																
10:45 AM		4	1	1	3			1			3														
10 - 11 AM	1	8	2	1	9	0	0	2	2	0	3	0													
11:00 AM		1			3	1		3																	
11:15 AM					3			3			1														
11:30 AM				1	1			2			1														
11:45 AM		2	1	1	2			4	1																
11 - 12 AM	0	3	1	2	9	1	0	12	1	0	2	0													
12:00 PM																									
12:15 PM		1						3	1																
12:30 PM																									
12:45 PM		4			7			2	2																
12 - 1 PM	0	5	0	0	7	0	0	5	3	0	0	0													
1:00 PM		1	2		9			3																	
1:15 PM	1	3			5	1		3			1														
1:30 PM		4		1	3	1		4		1	1														
1:45 PM		1		2	2																				
1 - 2 PM	1	9	2	3	19	2	0	10	0	1	2	0													
2:00 PM		4			6			4	1		6														
2:15 PM		1			1	4		3			1														
2:30 PM	1	1			8	1																			
2:45 PM					4			1	1																
2 - 3 PM	1	6	0	0	19	5	0	8	2	0	7	0													
3:00 PM		2	1			1		2			2														
3:15 PM																									
3:30 PM	1	1			4			8	1		1														
3:45 PM		1			4	3		8	1																
3 - 4 PM	1	4	1	0	8	4	0	18	2	0	3	0													
4:00 PM		1			1		1	5	2		1														
4:15 PM	1	3		2	11	5		4				1													
4:30 PM	1	5				1		1																	
4:45 PM		4			6	1		7			6	1													
4 - 5 PM	2	13	0	2	17	8	1	17	2	0	7	2													
5:00 PM	1	2	4	5	4	1					2														
5:15 PM	4	1			3	2	1	1	2																
5:30 PM		3			4						2														
5:45 PM	1	1			4	2		1			2														
5 - 6 PM	6	7	4	5	15	5	1	2	2	0	6	0													
6:00 PM		1					1																		
6:15 PM	1	4			1	1		3	1		2														
6:30 PM	1							3																	
6:45 PM		2			1			1																	
6 - 7 PM	2	7	0	0	2	1	1	7	1	0	2	0													

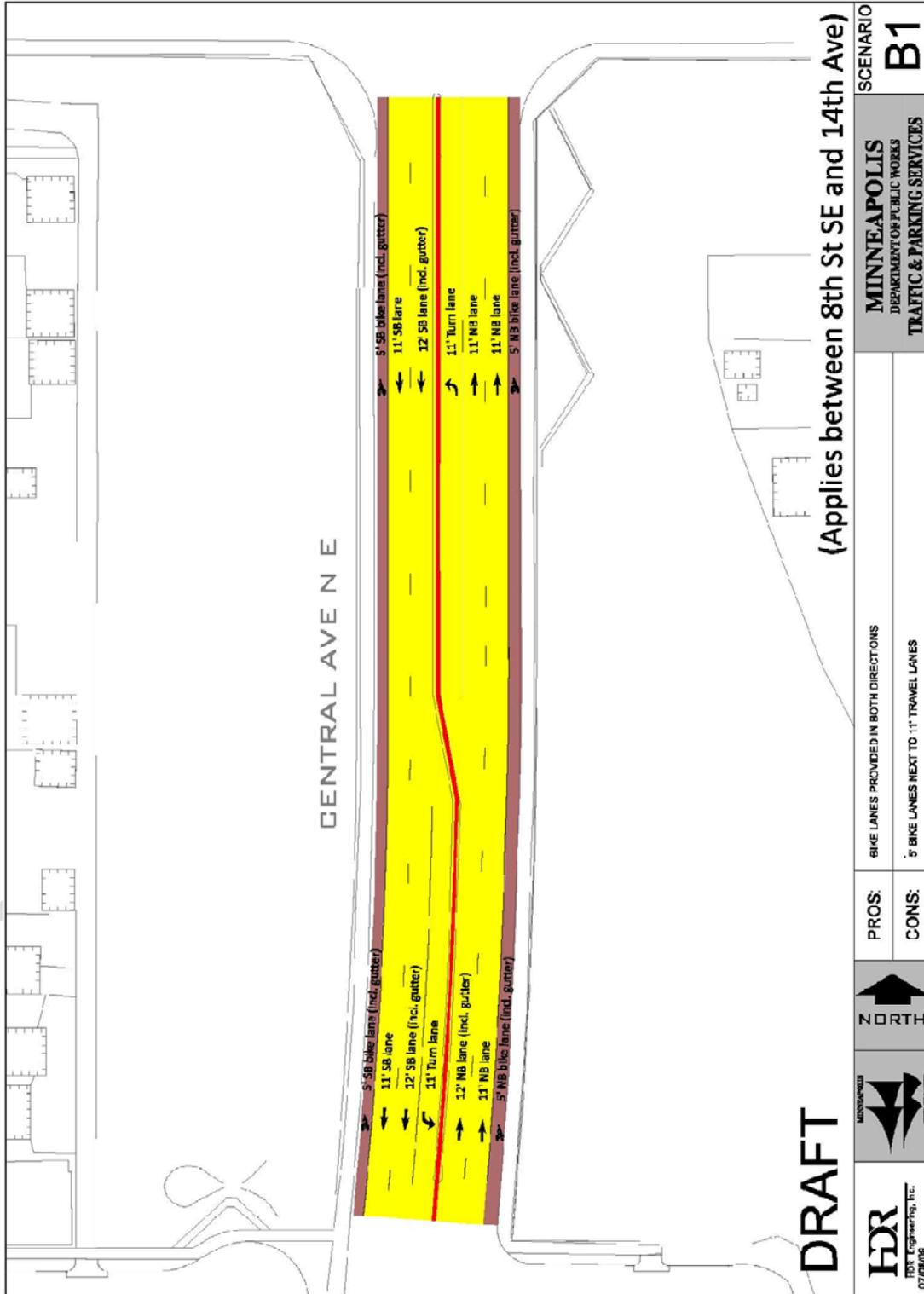


**APPENDIX C  
CONCEPT LAYOUTS**

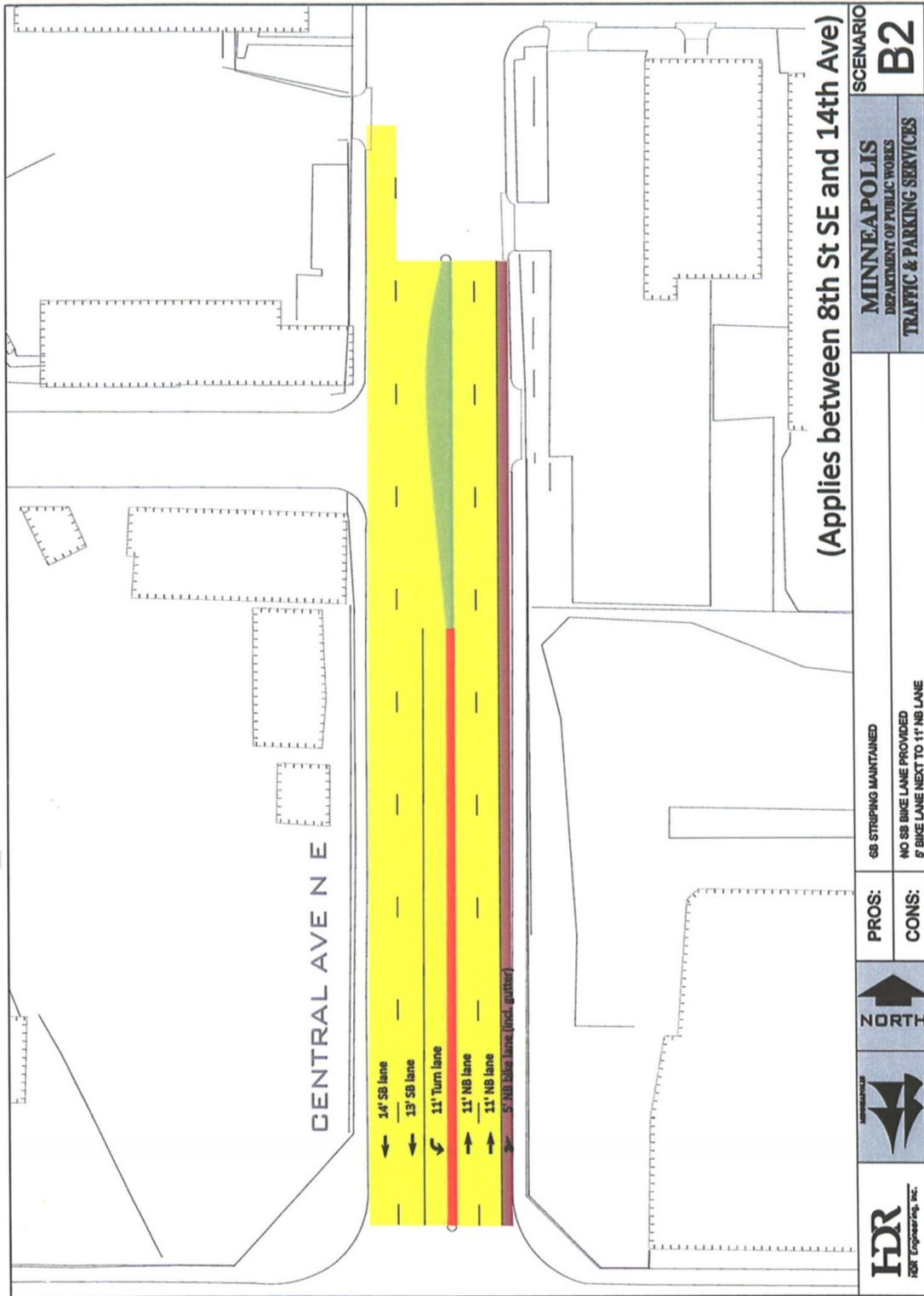
DRAFT

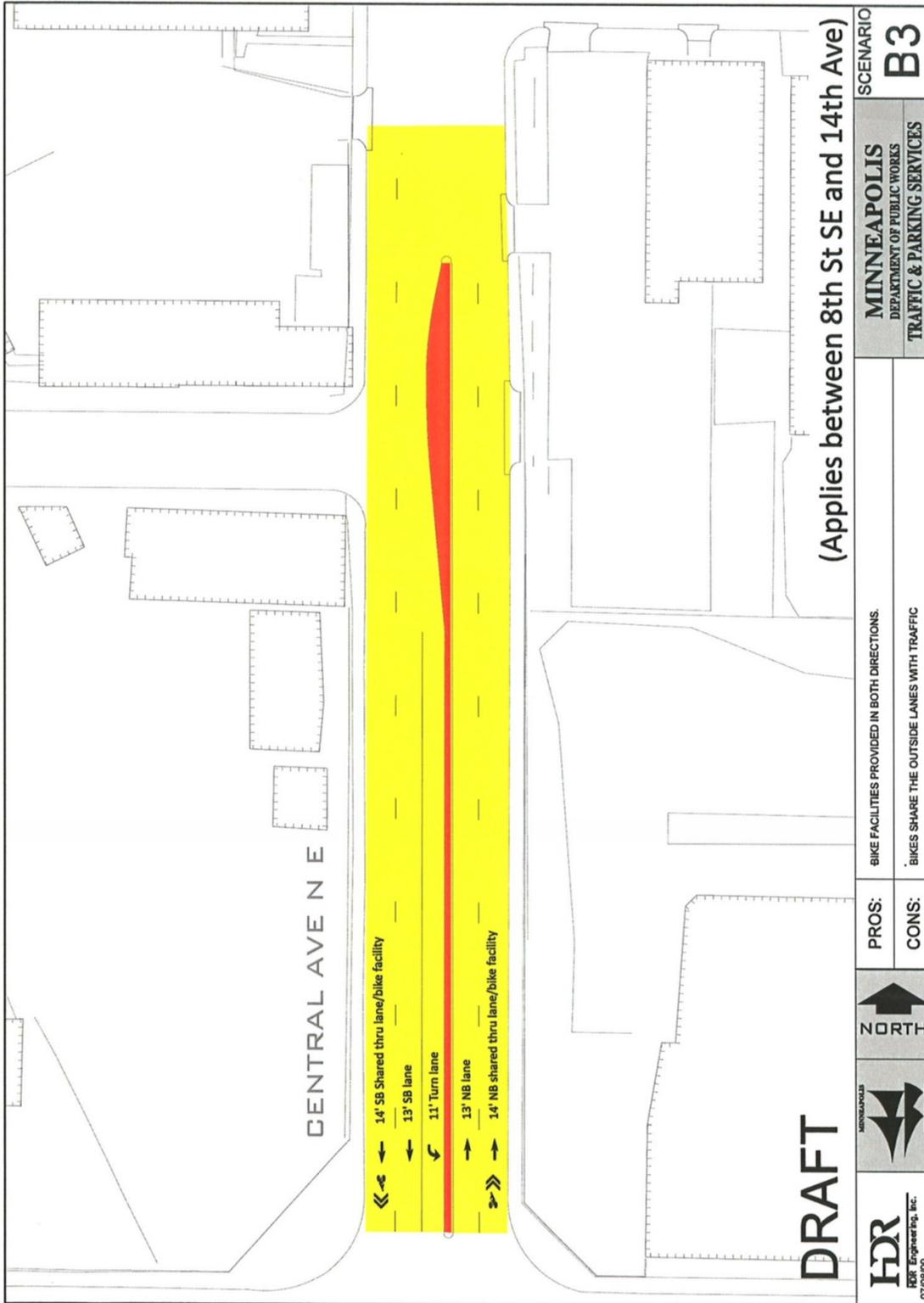


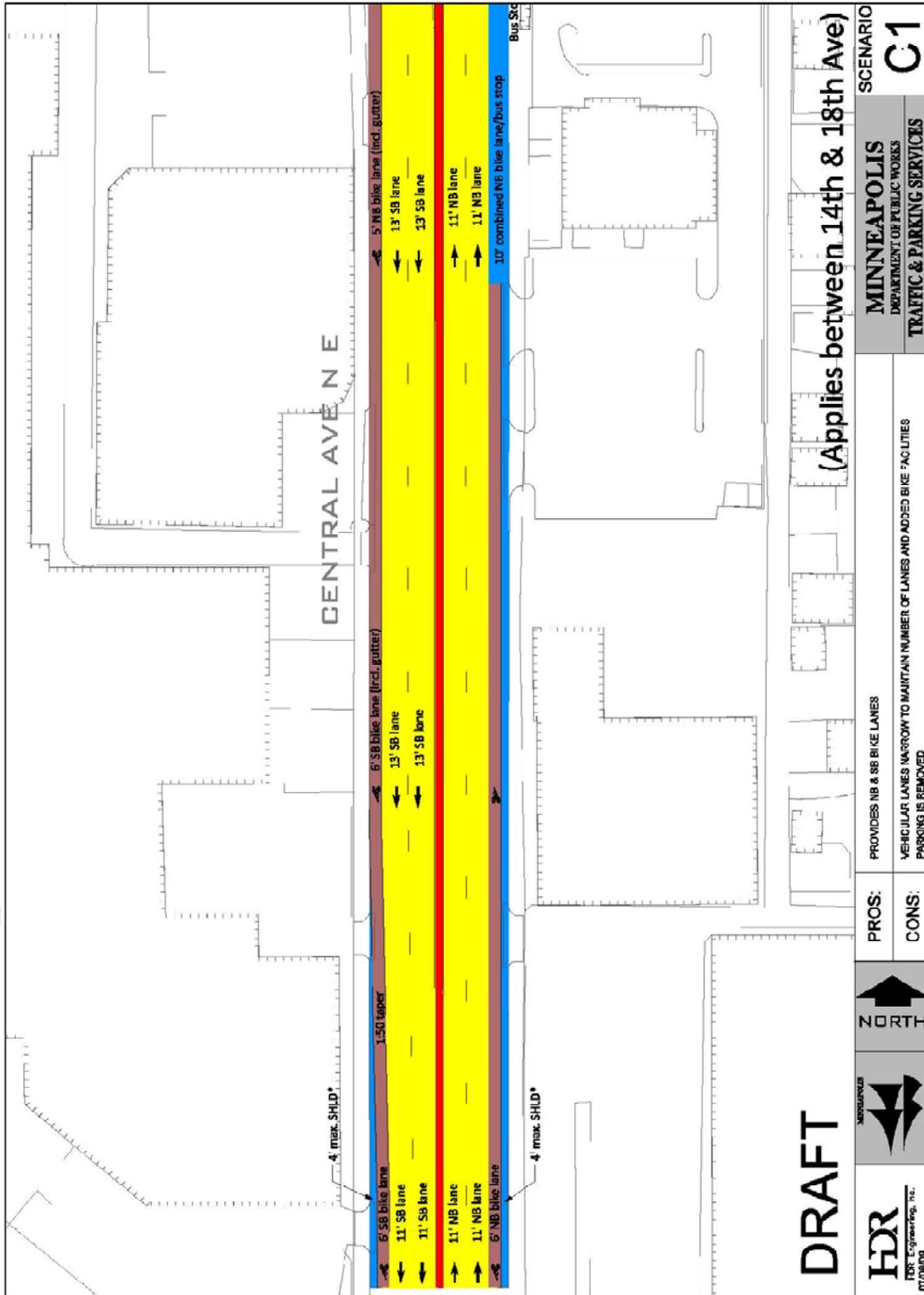


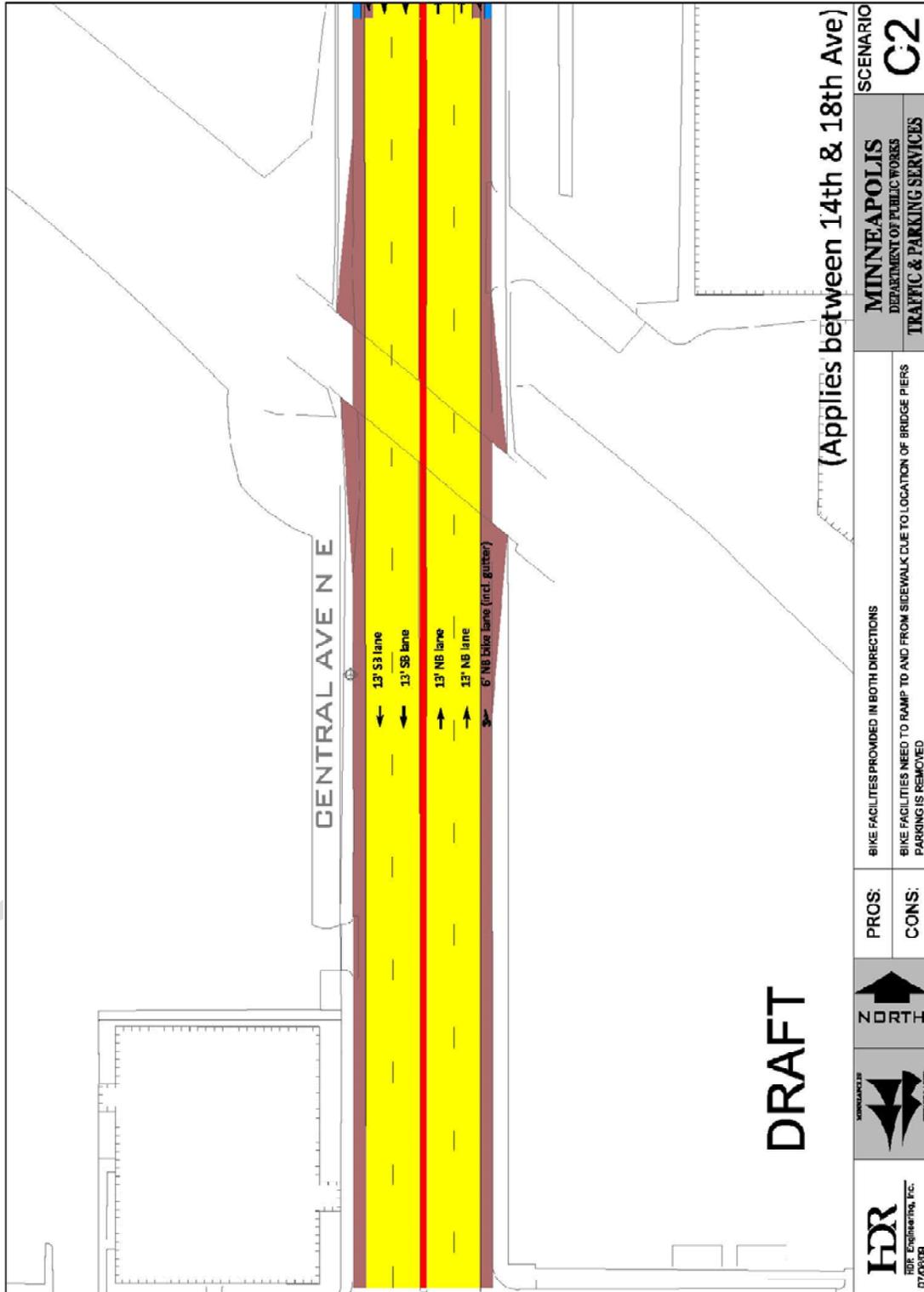


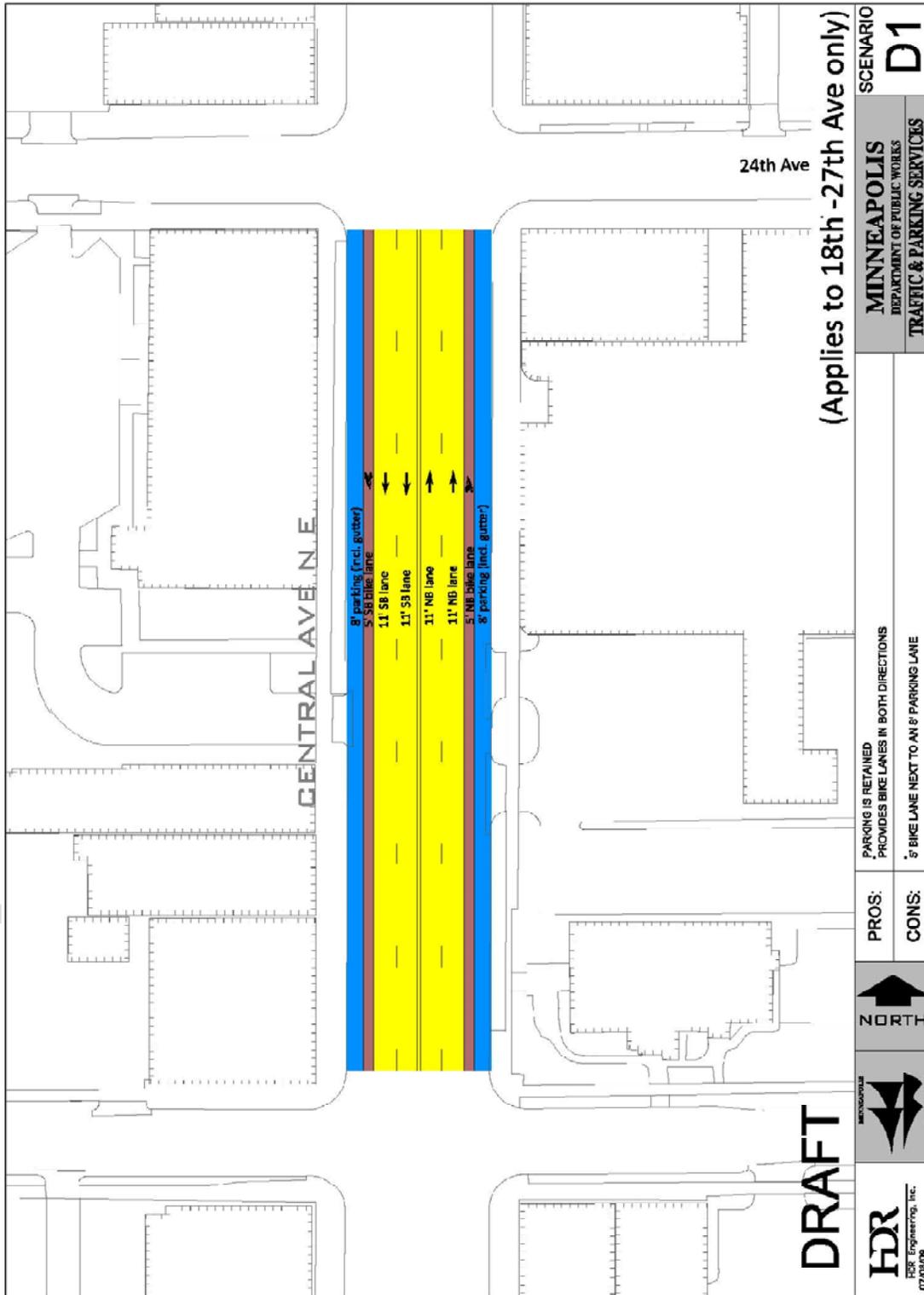
 HDR HDR Engineering, Inc. 07/08/06		NORTH 	PROS: BIKE LANES PROVIDED IN BOTH DIRECTIONS	SCENARIO <b>MINNEAPOLIS</b> DEPARTMENT OF PUBLIC WORKS <b>TRAFFIC &amp; PARKING SERVICES</b>	<b>B1</b>
			CONS: 5' BIKE LANES NEXT TO 11' TRAVEL LANES		

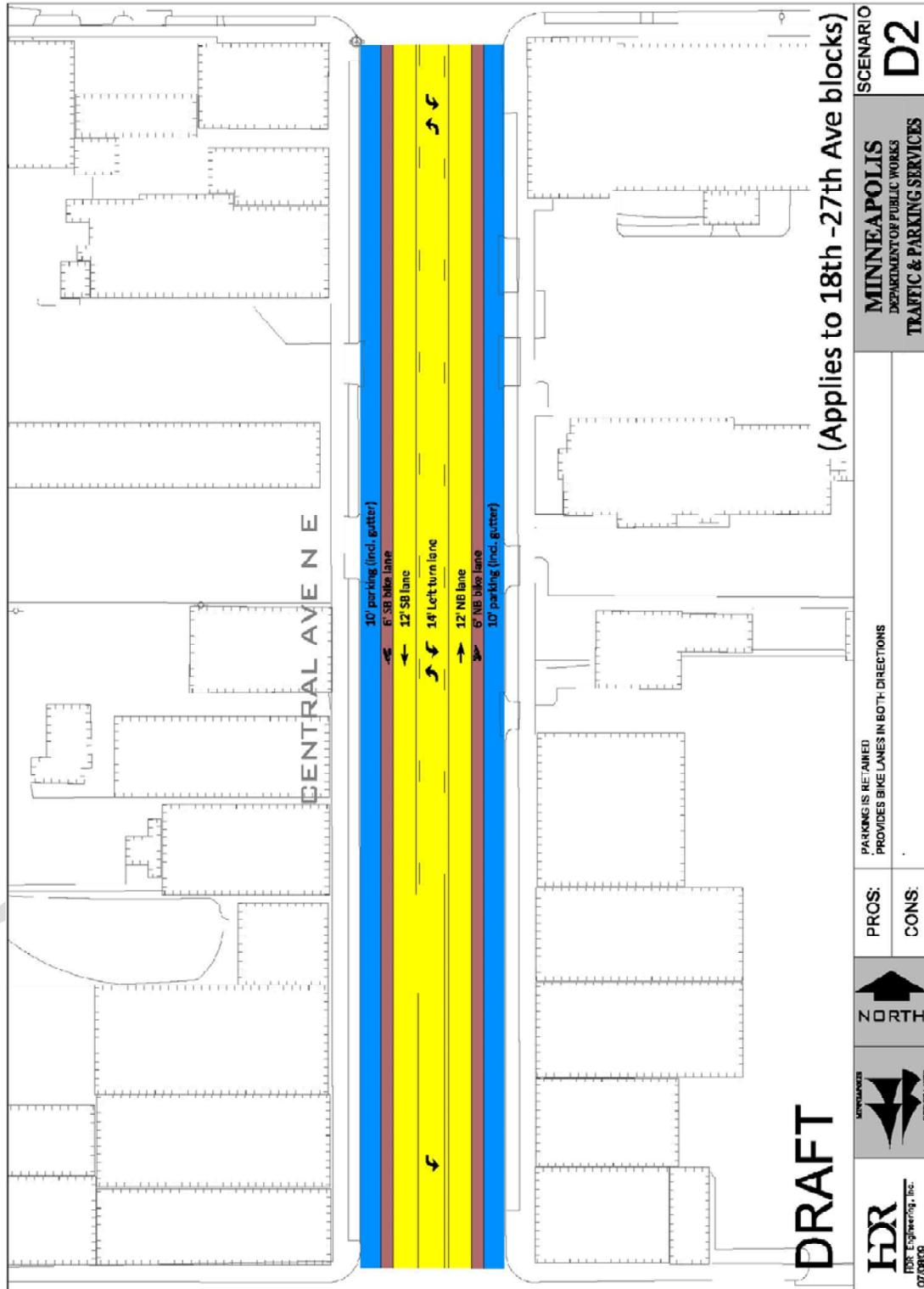


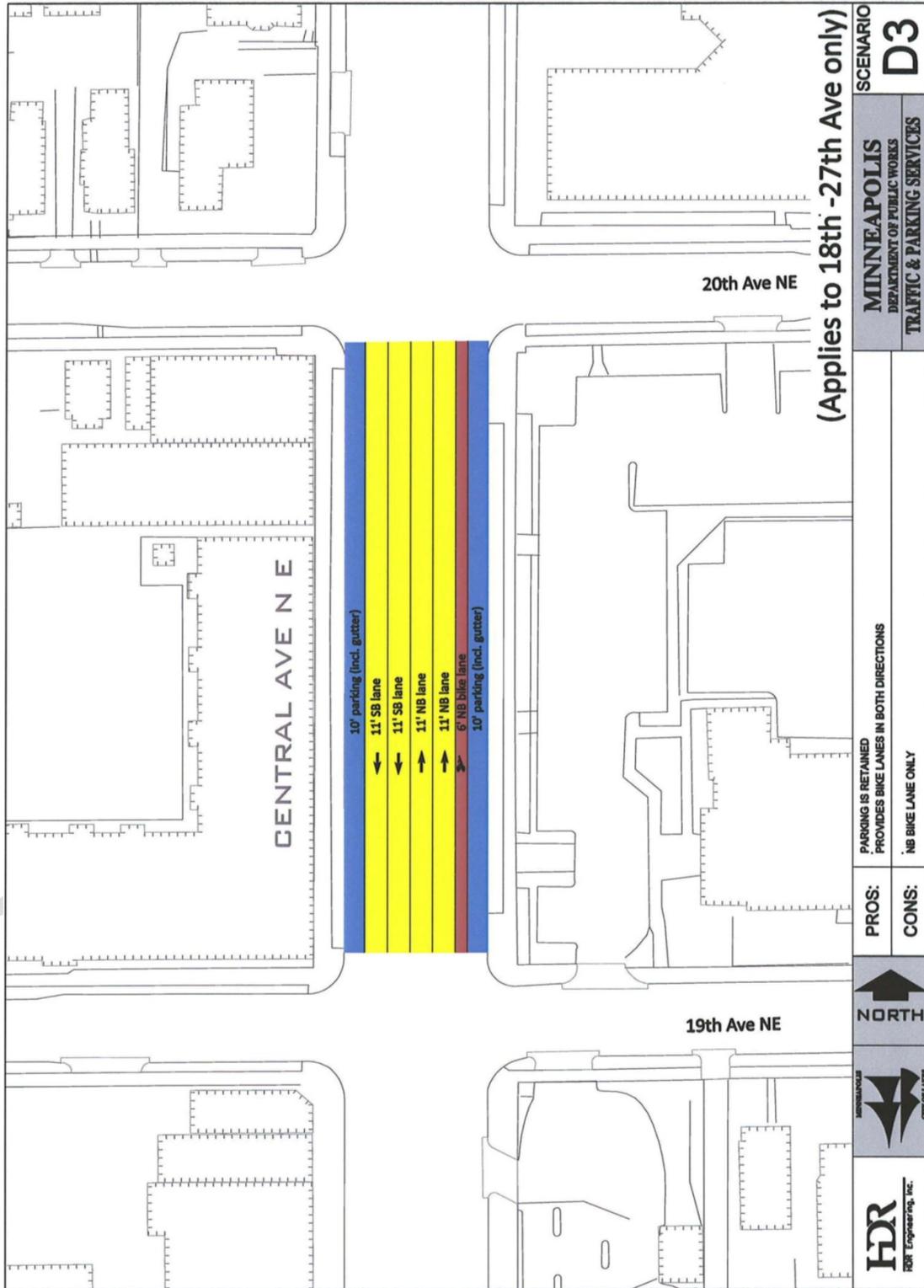




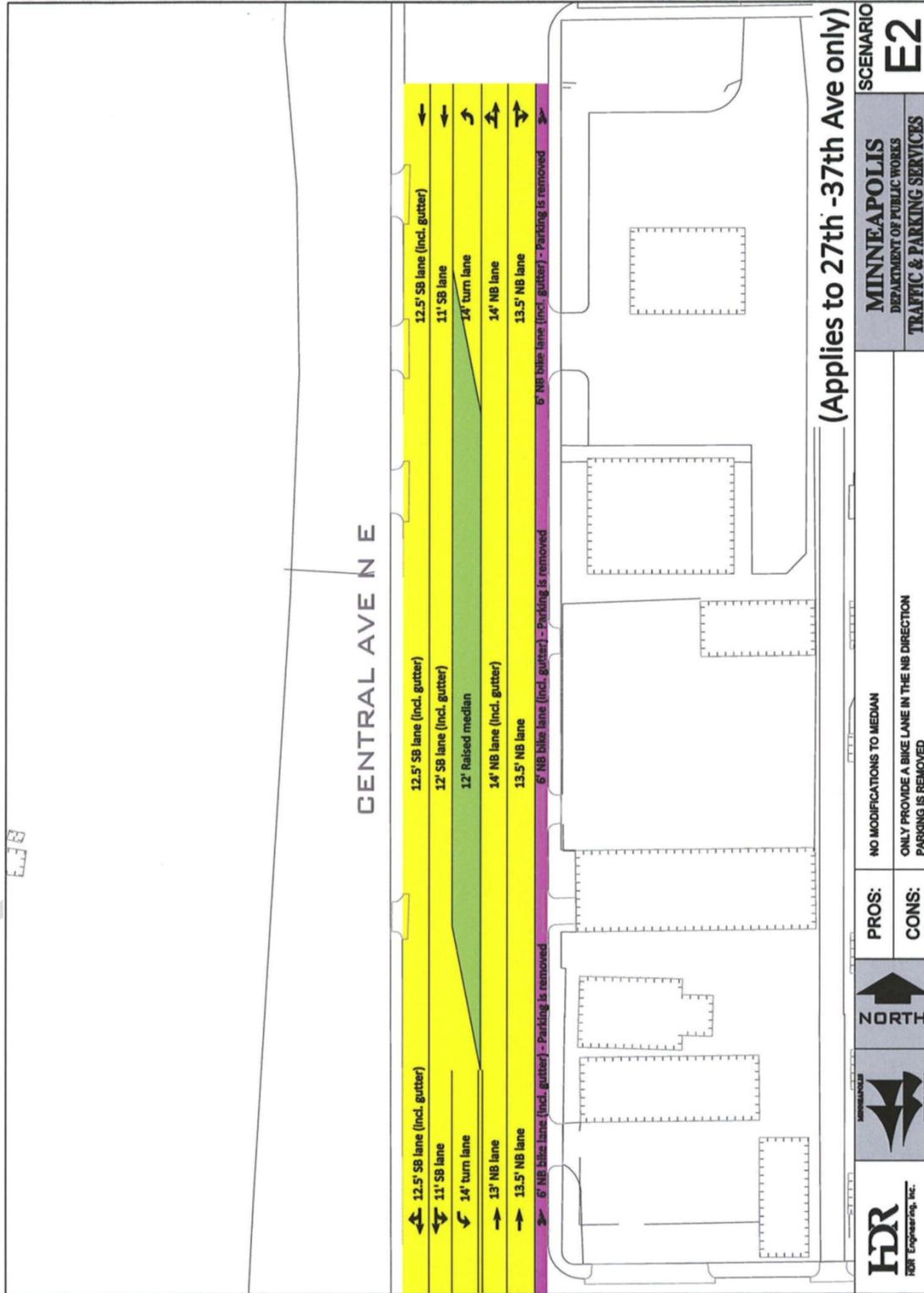


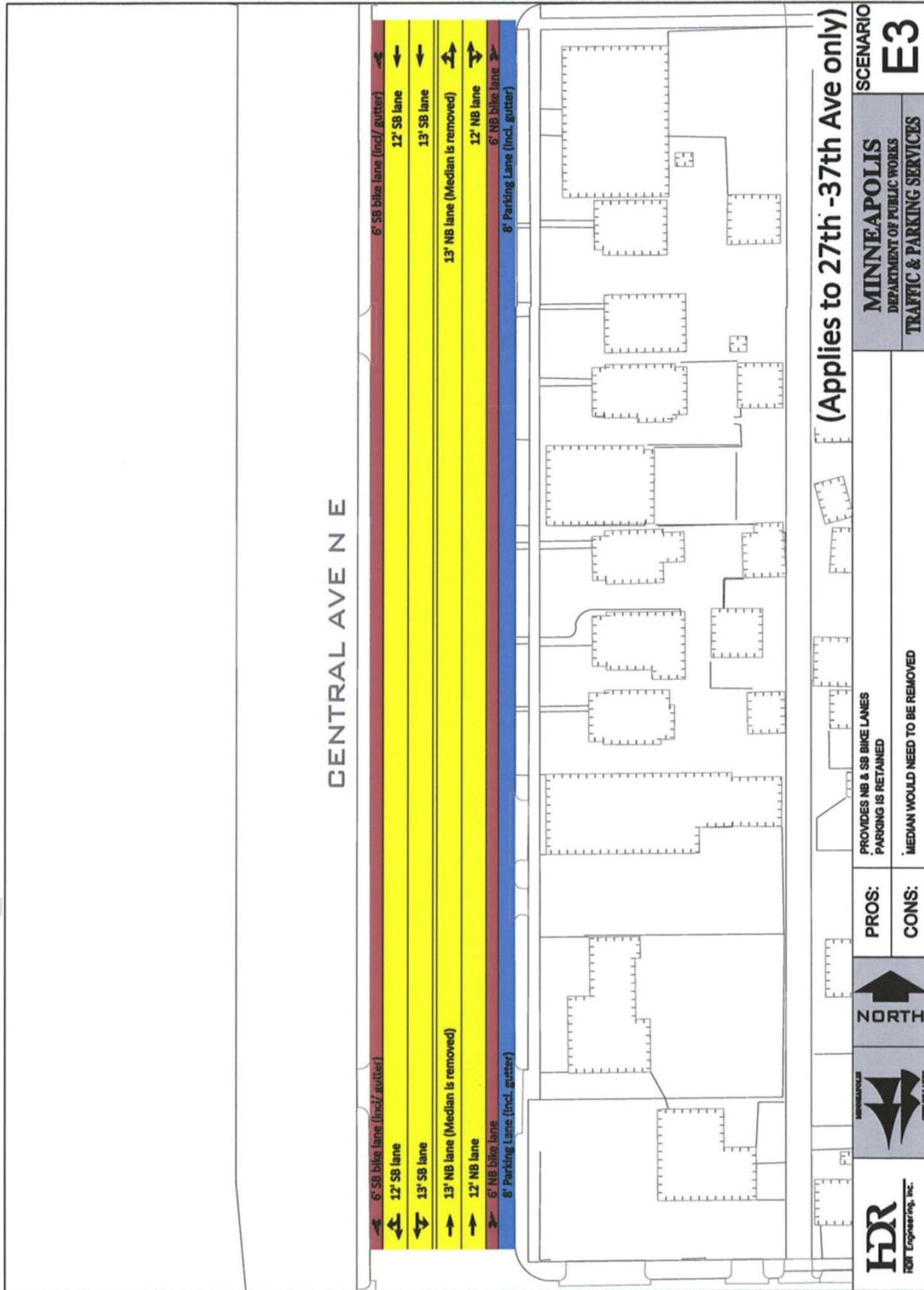


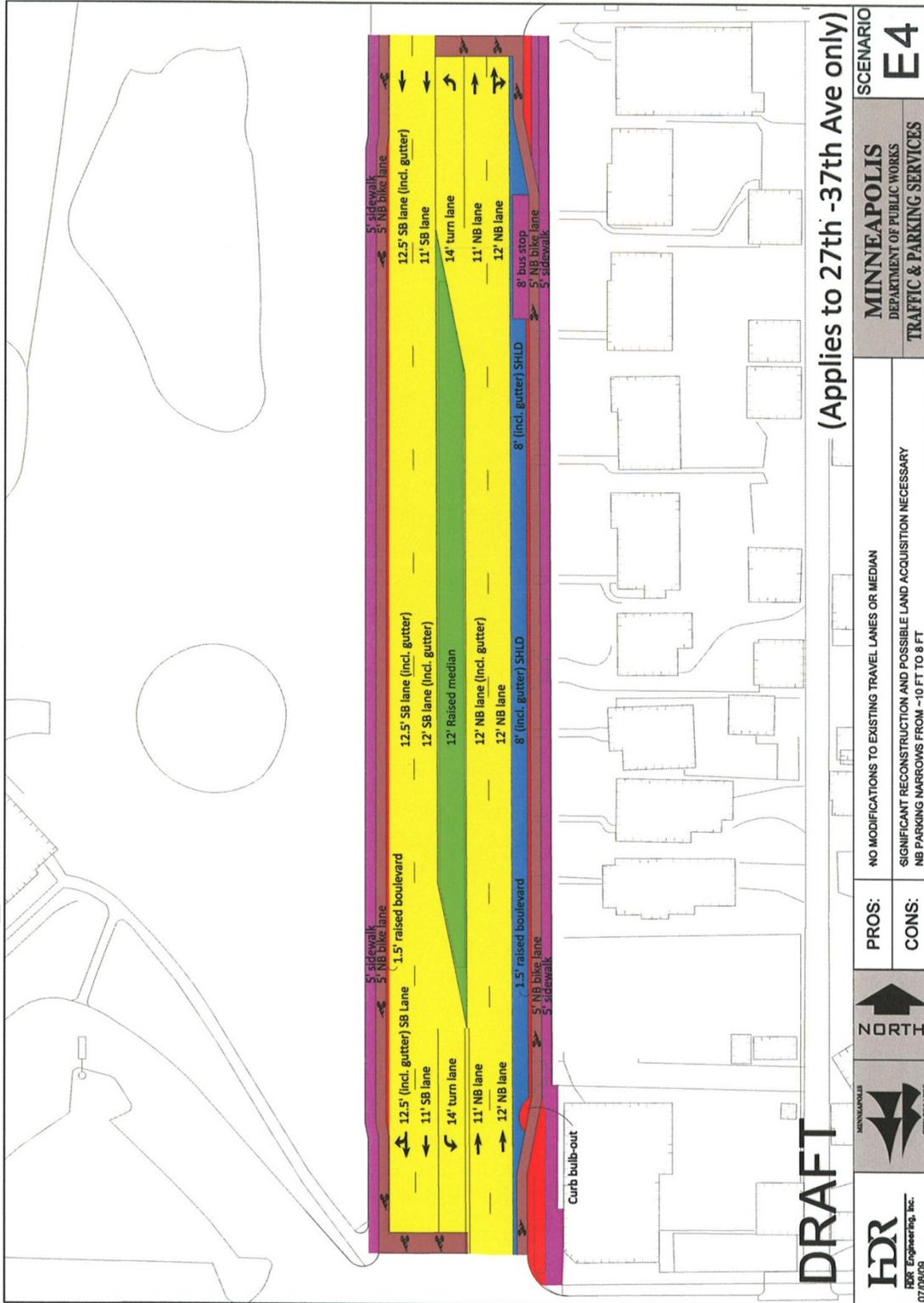












**DRAFT**



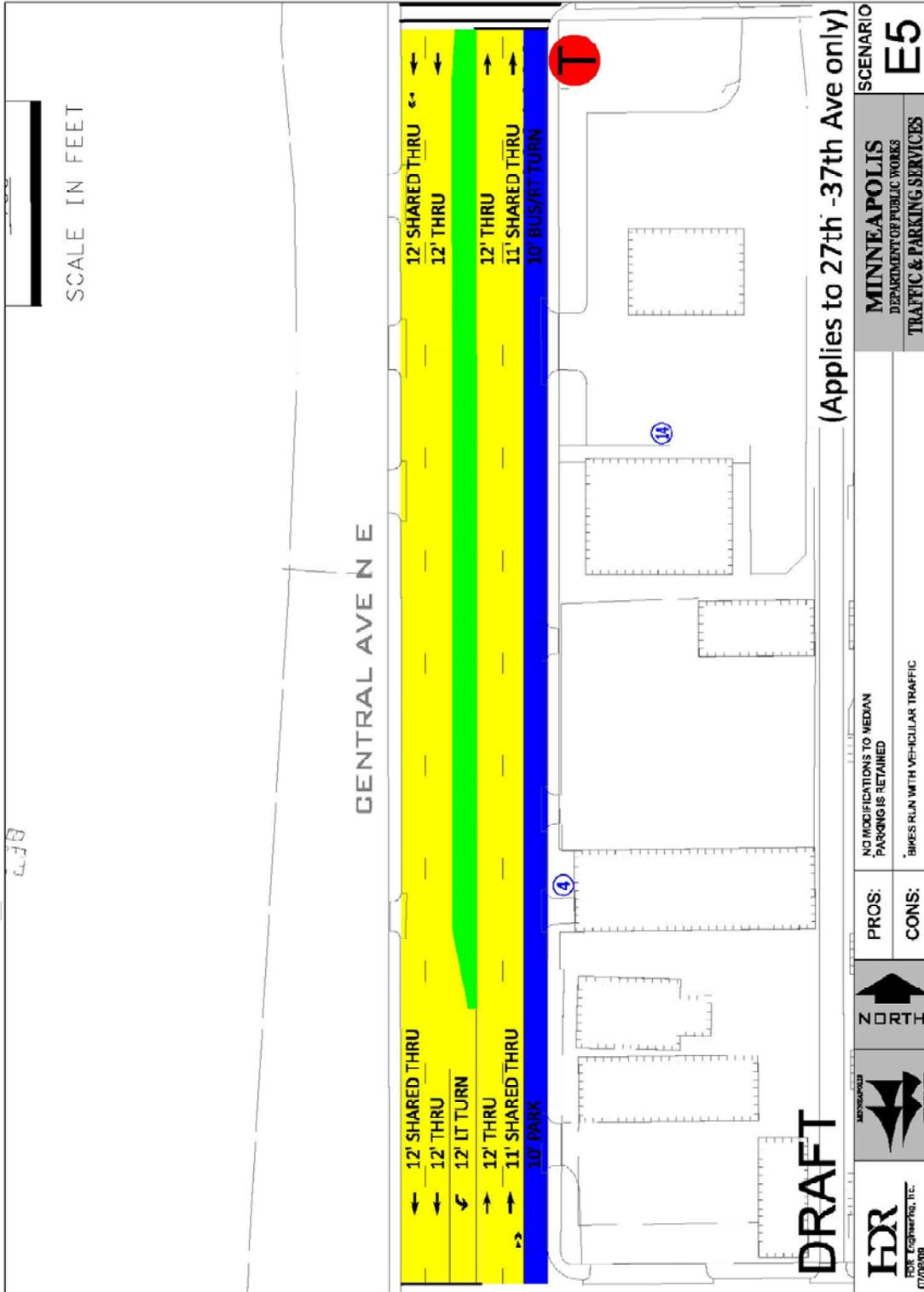
**PROS:**  
NO MODIFICATIONS TO EXISTING TRAVEL LANES OR MEDIAN

**CONS:**  
SIGNIFICANT RECONSTRUCTION AND POSSIBLE LAND ACQUISITION NECESSARY  
NB PARKING NARROWS FROM ~10 FT TO 8 FT

MINNEAPOLIS  
DEPARTMENT OF PUBLIC WORKS  
TRAFFIC & PARKING SERVICES

SCENARIO  
**E4**

(Applies to 27th -37th Ave only)





**APPENDIX D  
PUBLIC COMMENTS**

DRAFT



- A one-way bike lane on Central Avenue doesn't make sense from a bicycling perspective – Monroe (to the west) and Fillmore (to the east) are too far away
- Ramping bicyclists onto the sidewalk under the railroad bridge seems to be reasonable since it's such a short segment – there are not very many pedestrians in that area
- How will the recreational path on the west side of Central Avenue (between 37<sup>th</sup> & 33<sup>rd</sup> Avenues) be incorporated into the bikeway alternatives for 27<sup>th</sup> to 37<sup>th</sup> Avenues
- What are the various cost factors for each option?
- Why was Central chosen for an NTP-funded bicycle planning study when it's not in the City's Master Bicycle Plan?
- My primary concern about cyclists on Central Avenue is that many of them still blatantly disregard traffic laws, endangering drivers just as much as many complain that drivers endanger them. I've seen them run red lights, disrupt traffic flow by failing to signal a turn and do the famous bike weave between cars even on Central. If a bike lane is put in, please also create some sort of law enforcement to crack down on these behaviors. Im all for less gasdriven traffic in the city, but Im also for traffic law continuing to be observed by any vehicle on the road.
- Are you really giving 24 hours notice for this meeting? Does the City have any policies with regard to public notice for public meetings? How was this advertised?

24 hours notice is completely unacceptable.

Bicycle facilities are a City-wide issue, as many people work or travel to destinations outside their immediate neighborhood. Central Avenue is an key bicycle connection, and people should be given a legitimate chance to give feedback and express preferences, and come to the meeting in person to see and understand the proposals. If adequate notification was indeed given in the immediate neighborhood, it is not sufficient.

Surely DPW planned this meeting earlier than today. There is no advanced public access to the proposed designs, so that can't be the reason for delaying the notification to the evening before this important meeting.

This action reflects an unwillingness in Minneapolis to legitimately seek public input for bicycle facility design and implementation.



I urge you to work with the BAC and the members of this bicycle listserve to ensure adequate notification of future meetings.

- Thanks for your response and voicemail. I know you are doing a great job with limited resources. I can't make it to the meeting tonight, unfortunately.

I hope that if there is a lack of support at the meeting, it is acknowledged that people on the bicycle interest list were not really given an opportunity to participate.

- A small idea and a submission for rider education material... R.E.M.? And a four word summary A SMALL IDEA: Small signs should be installed at bikeeyelevel beneath each sign and signal telling bikers that they must stop just like cars and wait and obey all cartype traffic laws. REM SUBMISSION: Bikers must drive defensively. They must pay even more attention than while driving a car. Just like driving, you should NEVER trust without really looking that the other driver will obey the law or right of way...OR EVEN See you. Dont pass a long line of cars on the right or the left that stops for a red light after they just had to work their way around you safely... and then, if you just sail thru the red light that they all just stopped for... OUCH! Even if you pause for the red light, OUCH! If all users of the roads learn and follow all traffic laws, wed all be driving perfectly. YOUY MUST LEARN AND FOLLOW ALL PUBLIC ROAD LAWS and COURTESIES. I hope my ideas didnt sound too nutty, but I hope you all can come up with a way to prevent injuries and close calls, and even bad feelings. HEY yaall, even bad feelings hurt... Four word summary: Be Patient, INSPIRE Patience... Copyright 07292009
- Please send event info to the bicycling email list much earlier than the night before the event. This is regarding the Central Avenue bike lane meeting on July 30th.
- Hurray for the Central Avenue bike lane project! I live one block east of Central avenue and currently ride the bus 4 days per week into downtown Mpls. Last year I rode bike a few times and loved the experience. I used the fillmore route but that is not ideal as 6th Ave routes too far east. This year I have not biked into downtown as the streets are all ripped up. Once the transit project is done downtown, I anticipate biking at least once per week during nonsnow months. I would be curious to know what I can expect for bikefriendly streets downtown! That is where I have seen the most bike/car incidents. Thank you for soliciting feedback, I am so excited to see my Minneapolis supporting one fewer car initiatives!!
- There is no perfect place for a bike line but it has to go on a major road for efficiency reasons. A bike lane on Central would bring additional revitalization to this corridor and get hungry cyclists into all those new restaurants.



- Id like to suggest that bike lanes be added on each side of the road, near the curb. Most importantly, insuring that they are very noticeably painted. I often note that drivers ignore bike lanes when they are not painted in such a manner. Just my two cents. Thanks, Chris Mewes 337 14th ave NE
- I am a bike commuter whoi lives in NE Minneapolis. Central Ave is the shortest distance and quickest route from my home to work downtown, but I do not commute along central due to safety concerns level of vehicular traffic, vehicle speeds, numerous bus routes with frequent stops, numerous entrances/exits/cross streets, etc.. Please factor these considerations into your cyclist counts. I am sure there are many, many other cyclists who, like me, choose alternate routes, but would consider Central if it had bike lanes and other traffic calming devices.
- Central Avenue Bikeway: I would think biking into downtown would be safer and cooler down Monroe from 27th. Bikers could then either take the Hennepin or the Central Ave bridge pretty easily. Would avoid the Broadway/Central Ave hill, many stop lights, and lots of traffic. The Fillmore route comments: It is a safer crossing at Lowry on Polk not Taylor. I would use Polk all the way to 19th and jog to Fillmore there not 29th. My preference coming out of downtown is to cross the Stone Arch bridge up to 8th and take Johnson into NE. The 2lanes provide some extra room for autos to share the road, and traffic isnt too heavy. Nice form!
- The bike path or pseudo bike path that runs along Central Ave on the west side from 37th to 27th Aves NE should be taken behind the cemetary over the Shoreham Yards land and run down Jackson St NE where it will tie up with the 18th Ave NE bike path. Do not take out the middle greenery on Central Ave. I suggest the green median be improved with watering schedule. Further, if we are going to put in trolleys we should use the electric battery ones on tires and not put in ugly overhead lines and tracks in the street. We have buses with bike grates and those are serving people pretty well.
- Hope all is well. I'm not sure if we've met - I couldn't make it to the public meeting for Central Ave NE last week, but I was at the BAC meeting when the alternatives were presented there.

I'm wondering, why is the 4-3 lane conversion option is restricted to the segment between 18th-27th Ave?

At the BAC meeting last month, many of us asked that a 4-3 lane conversion be considered for the entire corridor. Don specifically committed to consider a road diet for the entire corridor at that meeting. Will this option be included in future outreach?



As you know, a 4-3 lane conversion would solve the trade-off issues discussed in the existing alternatives. In fact, the road diet option is the only one of the 11 alternatives presented that doesn't have a "con" listed.

Given the traffic speeds and ROW width, providing a consistent bicycle lane with on-street parking would be very desirable for Central Avenue NE. Dismissing this option for the rest of the corridor would be a waste of resources and a real detriment to making this much-needed bicycle connection work for all users.

I understand there may be concern about the traffic volumes. According to the attached counts from 2005, the traffic volumes are well within the range of feasibility for a 4-3 lane conversion. Given that the bridge was down for 07/08, do you have data post-bridge reconstruction that suggests otherwise?

- I live in NE Minneapolis on 37th Ave and commute by bike to Minnetonka for work. The longest, most dangerous portion of my commute is from NE to downtown to the Cedar Lake Trail. I have just recently learned of the planning for Central Ave bicycling and am contacting you to voice my support of the project. I avoid riding down Central due to the high traffic volume and use either Marshall or 2nd St. I'm not alone in this, as I see many other bicycle commuters using these routes to get downtown. A devoted bicycle lane/path along Central would brighten the day for many commuters. I look forward to following the progress of this project.
- The proposals from last night look great. A few comments for how they could be improved:

I would strongly urge the City to consider improving the proposals for the southern portion, south of 8th Street SE, where there is a lot of demand for bicycle travel but there are big, confusing intersections and high vehicle travel speeds. Sharrows are just not a desirable solution on streets with heavy, fast-moving vehicle traffic, and we can't expect that solution to accommodate anyone but the most experienced and danger-tolerant cyclists.

I also wonder if the City has considered using colored pavement in conflict zones where there are buses and right-turning cars? Portland has been using both blue and bright green markings at intersections with great success.

I would also reiterate my concern about timing traffic signals at 30mph or higher on streets where cyclists are expected to share travel lanes with cars, or where bike lanes are added without buffers. As you're well aware, there is real added danger of death and severe injury at these vehicle travel speeds. And again, we are accommodating only a select portion of the population by expecting cyclists to travel along next to or mixed in with cars moving at these speeds.

Finally a question -- my notes don't show anything for the segment between 14th-18th Avenue. Did I write this down incorrectly, or is there a different proposal for that portion?



Thank you for continuing to consider community input in this important project. Adding bicycle facilities to Central Avenue NE is closing an important gap, and I hope it will demonstrate that we can, in fact, accommodate cyclists not only on paths or side streets, but on streets with destinations that people want to be able to access by bicycle. Thanks again for a job well done.

- Steve - i'm not able to attend this evening's meeting, but i still want to make some comments. I've been commuting down Central towards Downtown from 32nd for 10 years and have not had any real problems at all. Not even at the Lowry intersection that City Pages listed as one of the worst in the Twin Cities. I bike at a variety of times - 6 am and 4pm from my full time job and anywhere from 10 pm to 1 am from my 2nd job. That being said, I would enthusiastically welcome any kind of markings on the street! Please let me know when there might some updates on the website. Thanks for your time.
- I commute Central from E. Hennepin to 14th. The bridge over the rail tracks just north of SE 8th street has joints which are several inches wide. Is there something which could fill those gaps near the curbs? They are quite jarring and dangerous when wet. Thanks
- Projects of particular interest: Central Avenue corridor, Northeast Mpls. bikeways, need for Marshall Ave bikeway, connections between NE and SE – especially across E. Hennepin between Central and Stinson.

I strongly urge abundant signage in addition to pavement marking along Central Avenue. Also, pavement marking and signs along side-street bikeways. Create a denser network in NE and connect to yet-to-be designated bikeways in Col. Hts. and St. Anthony.

Recommended configuration 1 through lane each direction and 1 turn lane – between 18th and 27th Ave on Central seems a good ideas to support small business. (Nicollet Ave configuration between Franklin and 28th seems effective in promoting local commerce)

- Projects of particular interest: Zone 1: river to E Hennepin, 5<sup>th</sup> Street SE from Central to 2<sup>nd</sup> Ave SE, 6<sup>th</sup> Ave SE bike boulevard, Stone Arch Bridge to bridge ... on east side, protect existing bike lanes on 6<sup>th</sup> Ave SE from Main St SE to Stone Arch bridge.

Lane continuity (no disappearing lanes), legible scheme – easy for cyclists to understand what to do at each intersection. Connect bike routes into a network.

Recommend against discontinuous bike lanes & confusing intersections.

Public works needs to monitor development on 6<sup>th</sup> Ave SE from Stone Arch Bridge to Main St to make sure that new development does not reconfigure the sidewalk/bikeway in a way that destroys the public works/Marcy Holmes plan for the Sixth Avenue Se gateway. Already a proposal for 600 Main St SE showed elimination of the bikeway on the block of 6<sup>th</sup> Ave SE between Main Street SE and the U of M steam plant.

Think carefully about the transition from the two-way block of 5<sup>th</sup> St SE (Central to 2<sup>nd</sup> St SE) and the one-way portion of 5<sup>th</sup> St SE (2<sup>nd</sup> Ave SE and East).