

Public Meeting for Proposed Bicycle Boulevards on Fillmore, Polk, & Tyler Streets NE, & 22nd Avenue



Hosted by
Minneapolis
Public Works

1. Introductions

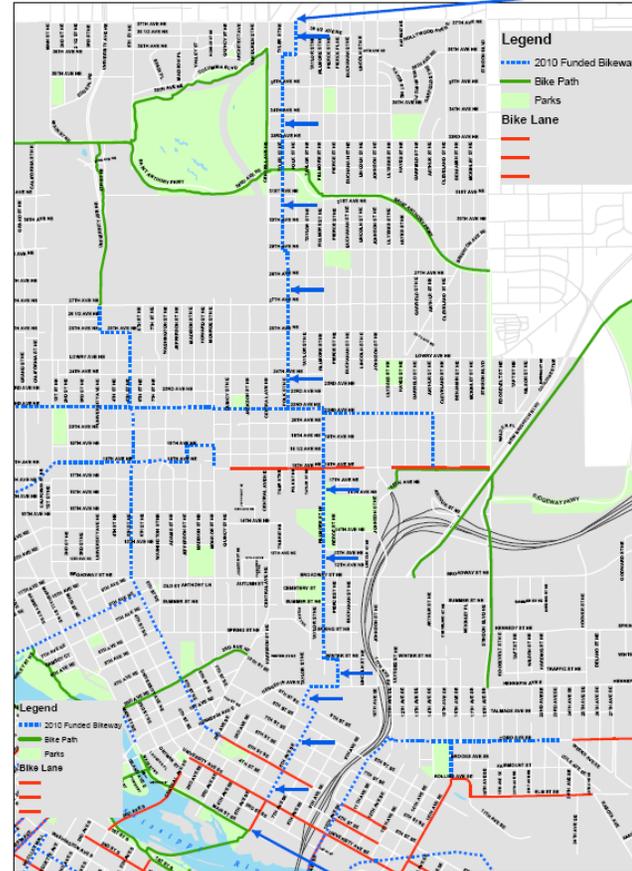
- Shaun Murphy, Minneapolis Public Works
- John Crawford, URS
- Windom Park Recreation Center
- Attendees

Overview

1. **Introductions** (5 minutes)
2. **Project background** (10 minutes)
3. **What is a bicycle boulevard?** (5 minutes)
4. **Details of the layout** (20 minutes)
5. **Discussion/feedback** (~30 minutes)
6. **Conversation/mingling** (~30 minutes)

Map of the Route

Stone Arch Bridge Bicycle Boulevard *End*



Begin

General Feedback Form

Feedback Form

Minneapolis Public Works would like to hear your feedback. If you are unable to return this form to us at a public meeting, please return it to:

Shaun Murphy
NTP (Non-Motorized Transportation Pilot) Coordinator
350 S 5th Street, Room 233
Minneapolis, MN 55415
612-333-2450
shaun.murphy@ci.minneapolis.mn.us

Feedback can also be given online at www.ci.minneapolis.mn.us/forms/bicycles/. The project website is <http://www.ci.minneapolis.mn.us/bicycles/boulevards.asp>.

Please provide your home (or business) address:

If you would like to be contacted by our staff about your feedback, please leave your name and phone number or e-mail address:

Leave your feedback below:

Prioritization Ranking Ballot

NE/SE Bicycle Boulevard

Ballot MUST Be Received By FEBRUARY 24, 2010

1. Please provide your home address: _____
2. Choose your most important ITEM # and give it a PRIORITY RATING of 1.
3. Choose an ALTERNATIVE if more than one is available for your ITEM #.
4. Write down the associated ESTIMATED COST on the BUDGET WORKSHEET on the back side of this sheet.
5. Continue steps 2, 3, and 4 until you have spent \$196,100.

Item #	Intersection	Alternatives / Descriptions	Est. Cost	PRIORITY RATING (Rank Item No. in Order of Preference, 1 Being Most Preferred)	CHOOSE ALTERNATIVE (For Each Item No. Denote Your Preferred Alternative)
Bicycle Boulevard Required Elements					
A	Pavement Markings	Required			
B	Route Marker Signs	Required			
C	Advanced Identify Signs	Required			
D	Wayfinding / Destination Signs	Required			
E	Modified Street Name Signs	Required			
	Education and Promotion	Required			
Bicycle Boulevard Optional Elements					
1	Tyler Street NE and 35th Avenue NE	Alt A: Remove Stop Signs and Construct a Traffic Circle Alt B: Relocate Stop Signs From NS to EW and Provide Curb Extensions Alt C: Relocate Stop Signs From North and South Approaches to East and West Approaches	\$12,000 \$22,000 \$1,200		
2	Tyler Street NE and 33rd Avenue NE	Alt A: Remove Stop Signs and Construct a Traffic Circle Alt B: Relocate Stop Signs From NS to EW and Provide Curb Extensions Alt C: Relocate Stop Signs From North and South Approaches to East and West Approaches	\$12,000 \$22,000 \$1,200		
3	Polk Street NE and Lowry Ave NE	Alt A: Construct Curb Extensions on Polk Street Alt B: Install a Pedestrian Flasher System on Lowry Avenue Alt C: Construct Curb Extensions on Polk Street and a Pedestrian Flasher System on Lowry Avenue	\$20,000 \$50,000 \$68,000		
4	Polk Street NE - 29th Avenue to Lowry Avenue	Alt A: Install Speed Humps - Constructed in Pairs of Two	\$10,000		
5	Polk Street NE and 23rd Avenue NE	Alt A: Remove Stop Signs for North and South Approaches to Convert Four-way Stop to Two-way Stop	\$1,200		
6	Fillmore Street NE and 19th-22nd Avenue NE	Alt A: Construct Traffic Circle at Fillmore and 20th Avenue - Remove Stop Sign Alt B: Construct Curb Extensions at 19th Avenue Alt C: Construct Diverter with Center Pass Through for Bicycles / Construct Diverter at 22nd and Buchanan Alt D: Install Speed Humps - Constructed in Pairs of Two	\$12,000 \$20,000 \$100,000 \$10,000		
	Fillmore Street NE and 19th-22nd Avenue NE	Alt E: Remove Stop Signs for Fillmore and Polk - Construct Traffic Circle	\$10,000		

Prioritization Ranking Ballot (2 Forms)

2. Project Background

Our 6 City Goals:

- A safe place to call home
 - One Minneapolis
- Lifelong learning second to none
- Connected Communities**
 - Enriched environment
 - A premiere destination



Strategic Directions for “Connected Communities”

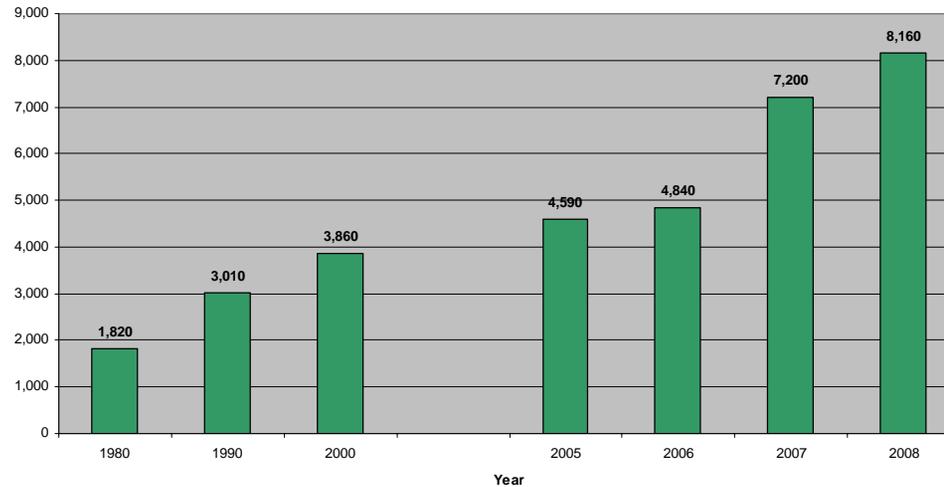
- Walkable (and) bikable
- Integrated, multimodal transportation choices border-to-border
- Customer focused, outcome-based . . .

Bicycling
is growing
in
popularity

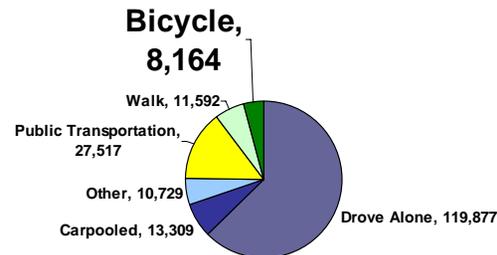
...

but it carries
a relatively
small portion
of the
transportation
load

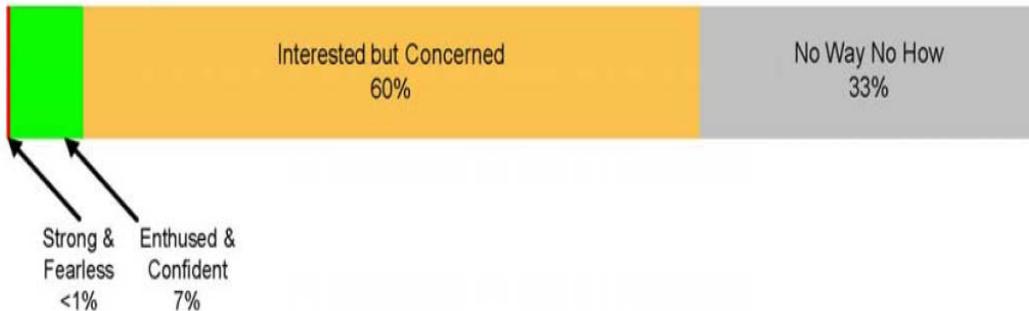
Minneapolis Bicycle Commuters (1980 to 2008)



Mode of Transportation to Work for Minneapolis Residents



Four Types of Transportation Cyclists in Portland By Proportion of Population



Many
people are
interested
in bicycling

...

but they are
concerned
about their
safety in
traffic

Top 6 out of 13 Barriers to Bicycling More

1. Weather
2. **Lack of Trails/Bike-Friendly Streets**
3. **Safety (Accidents)**
4. Transporting Items
5. Safety (Crime)
6. Distance

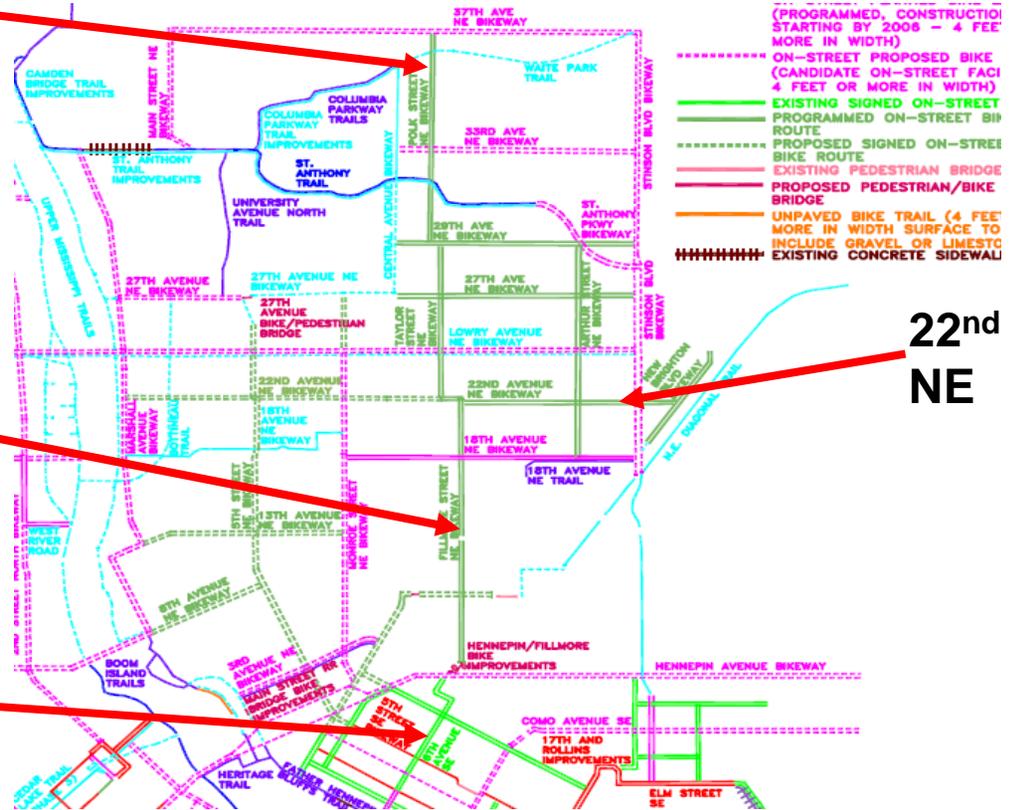
Minneapolis has a Bicycle Master Plan Map

Polk Street NE

Fillmore Street NE

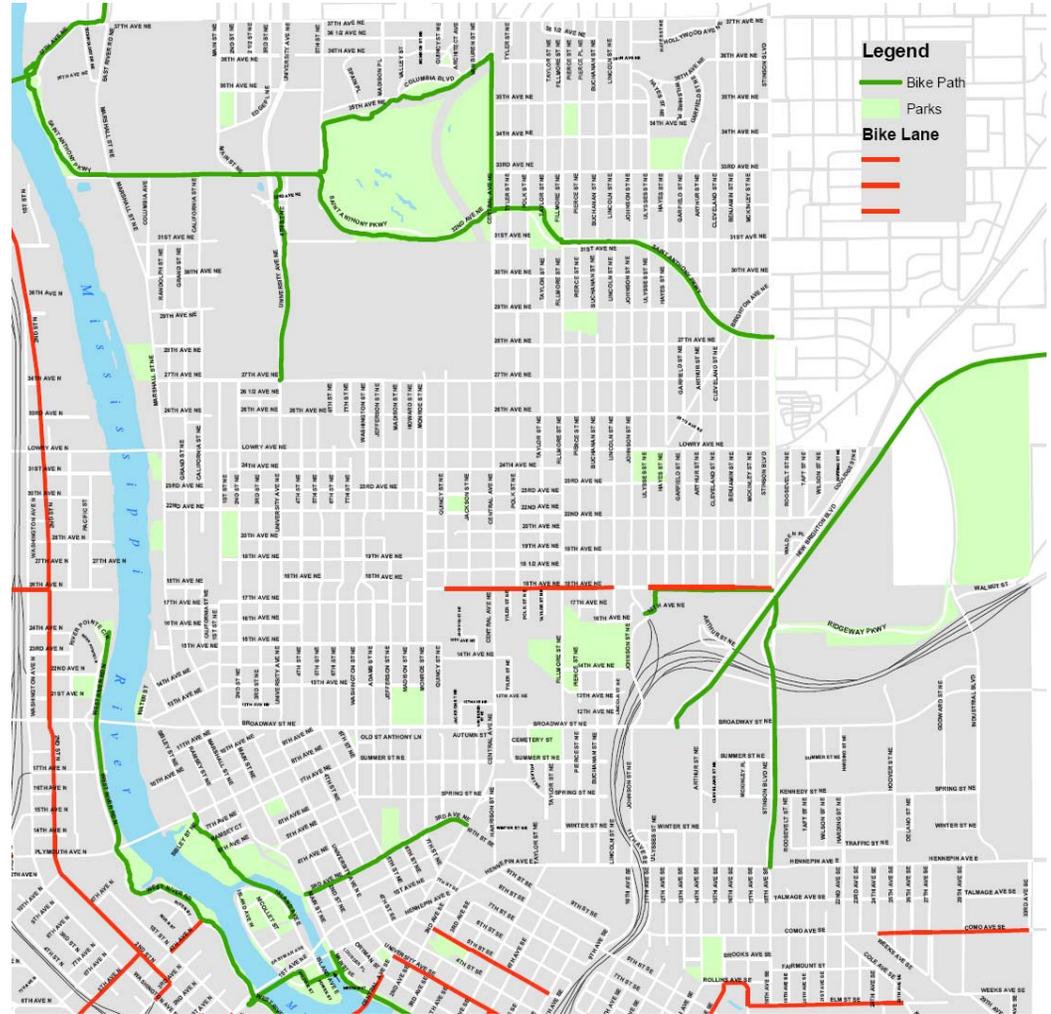
6th Avenue SE

22nd Avenue NE



In 2010
the
network
remains
mostly
incomplete

Stone Arch
Bridge



2010 projects will begin to complete the Eastside Minneapolis bike network

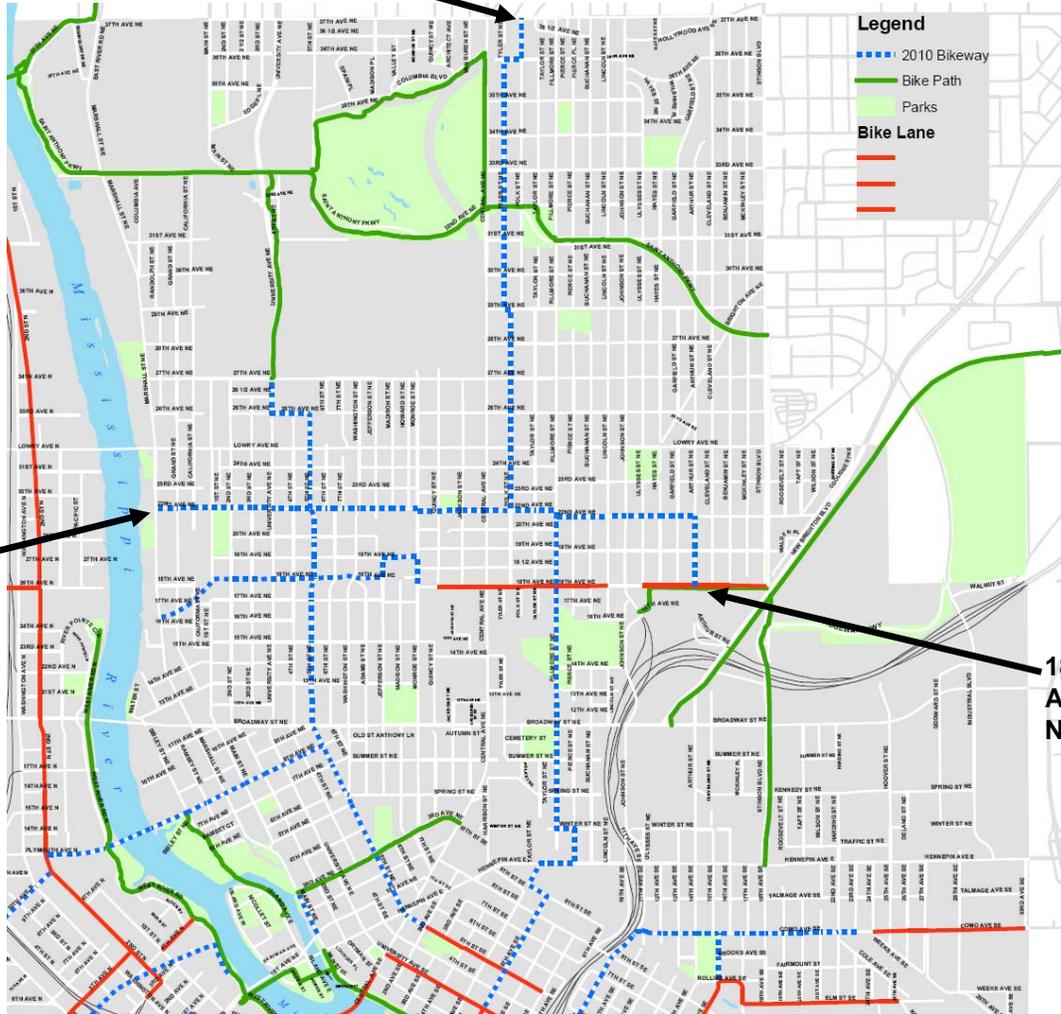
Columbia Heights

22nd Avenue NE

Stone Arch Bridge

Legend

- 2010 Bikeway
- Bike Path
- Parks
- Bike Lane



18th Avenue NE

Funding:

Non-motorized Transportation Pilot Program (federal transportation funds)

Fillmore/6th Bicycle Boulevard: **\$325,000**

For comparison

I-35W Bridge Construction: **\$234 million**

I-94 Rebuild: **\$45 million**

Lake Street Rebuild: **\$25 million**

Midtown Greenway Construction: **\$9 million**

Bike Walk Twin Cities
Non-Motorized Transportation Pilot Program

A Few Fundamentals

Bike Walk



Twin Cities

What is the Non-Motorized Transportation Pilot Program?
In Section 1807 of the federal 2005 Transportation funding bill -- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) -- Congress established a pilot program to demonstrate the extent to which bicycling and walking could carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.

In Minneapolis, the Non-Motorized Transportation Pilot Program is known as Bike Walk Twin Cities.

Why has Congress funded this program?
What is the need?
Congress is acting on transportation, environmental, and health concerns. "In carrying out the program, the Secretary of Transportation shall develop statistical information on changes in motor vehicle, non-motorized transportation, and public transportation usage in communities participating in the program and assess how such changes decrease congestion and energy usage, increase the frequency of bicycling and walking, and promote better health and a cleaner environment."

Which communities are involved and how were they chosen?

- 1) Columbia, Missouri
- 2) Marin County, California
- 3) Minneapolis area, Minnesota
- 4) Sheboygan County, Wisconsin

The pilot locations were identified by federal statute and represent a range of demographic and geographic conditions.

What is the scope of the program?
Each pilot has \$22 million to invest over a four-year period. Eligible investments are:

- data collection, analysis, and reporting
- educational programs
- promotion
- infrastructure projects that create a bicycle and pedestrian network
- network and project planning

*Focus is on low cost
improvements that can
bring increased bicycling
with fewer dollars*

Planning Process

- *2008 – 2009*: Neighborhood meetings to provide information and collect feedback
- *Sept 2009*: **Bike counts**
- *Nov 2009*: **Bike tour of corridor**
- *Dec 2009 – Jan 2010*: **Draft plans created**



70

22nd Ave NE

240

Fillmore St NE

Bicycle traffic on Fillmore Street is light today . . .

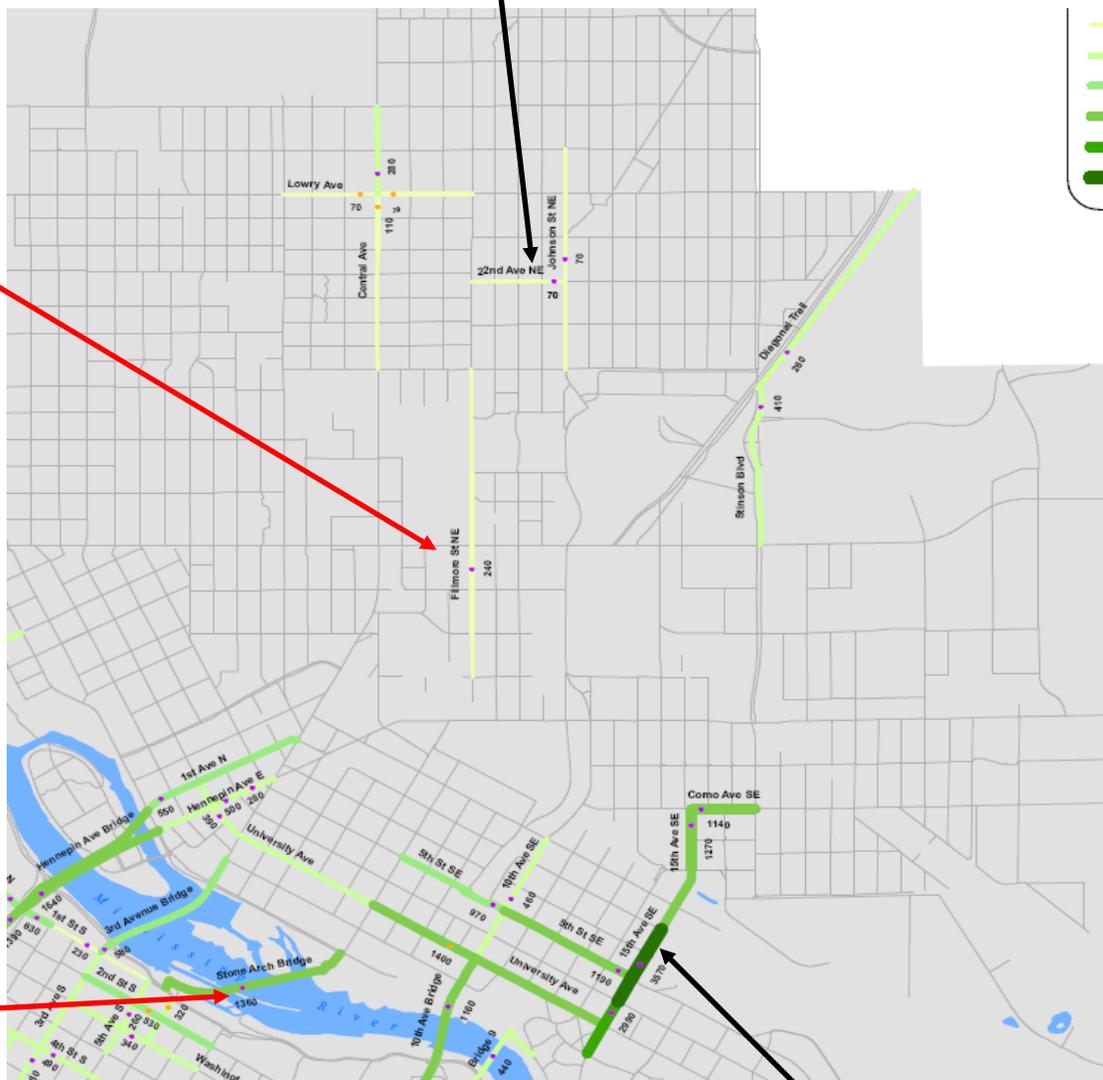
but is likely heavier on 6th Avenue SE.

1,360

Stone Arch Bridge

3,570

15th Ave SE



3. What is a Bicycle Boulevard?

- New type of bikeway
- On quieter, residential streets
- Caters to the “everyday” bicyclist – a suitable choice for beginners (as well as age 8 to 80)

What a bicycle boulevard is *NOT*:

A bicycle boulevard is *NOT*:



An off-street multi-use path in your front yard



A striped bicycle lane



A "No Parking" zone in front of your house

But a bicycle boulevard does include: 1) Signing and markings to identify the route, encouraging bicyclists to ride in the street



2) Safer crossings of busy streets:



3) Traffic calming, to reduce crashes for all road users:

Traffic Circles



Speed Bumps



Automobile diverters



Curb Extensions



4) Minimize stopping for bicycles



4. Details of the layout

Minimum Recommended



* Refer to large street layouts for proposed block-by-block placements

Available Budget for NE/SE Bike Blvd

- \$196,000 - Budget Available for Optional Items
- \$613,000 – Maximum Project Cost (all Optional Items)

Prioritization Ranking Ballot

NE/SE Bicycle Boulevard

Ballot MUST Be Received By FEBRUARY 24, 2010

1. Please provide your home address: _____
2. Choose your most important ITEM # and give it a PRIORITY RATING of 1.
3. Choose an ALTERNATIVE if more than one is available for your ITEM #.
4. Write down the associated ESTIMATED COST on the BUDGET WORKSHEET on the back side of this sheet.
5. Continue steps 2, 3, and 4 until you have spent \$196,100.

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Bicycle Boulevard Required Elements					
A	Paintment Markings	Required			
B	Route Marker Signs	Required			
C	Advanced Identity Signs	Required			
D	Wayfinding / Directional Signs	Required			
E	Modified Street Name Signs	Required			
	Education and Promotion	Required			
Bicycle Boulevard Optional Elements					
1	Tyler Street NE and 35th Avenue NE	A.A. Remove Stop Signs and Construct a Traffic Circle \$12,000 A.B. Relocate Stop Signs From NS to EW and Provide Curb Extensions \$22,000 A.C. Relocate Stop Signs From North and South Approaches to East and West Approaches \$1,200			
2	Tyler Street NE and 33rd Avenue NE	A.A. Remove Stop Signs and Construct a Traffic Circle \$12,000 A.B. Relocate Stop Signs From NS to EW and Provide Curb Extensions \$22,000 A.C. Relocate Stop Signs From North and South Approaches to East and West Approaches \$1,200			
3	Polk Street NE and Lowry Ave NE	A.A. Construct Curb Extensions on Polk Street \$20,000 A.B. Install a Pedestrian Flasher System on Lowry Avenue \$90,000 A.C. Construct Curb Extensions on Polk Street and a Pedestrian Flasher System on Lowry Avenue \$68,000			
4	Polk Street NE - 23rd Avenue to Lowry Avenue	A.A. Install Speed Humps - Constructed in Pairs of Two \$10,000			
5	Polk Street NE and 23rd Avenue NE	A.A. Remove Stop Signs for North and South Approaches to Convert Four-way Stop to Two-way Stop \$1,200			
6	Pine Street NE and 199-22nd Avenue NE	A.A. Construct Traffic Circle at Pine and 20th Avenue - Remove Stop Sign \$12,000 A.B. Construct Curb Extensions at 199 Avenue \$20,000 A.C. Construct Divider with Center Pass Through for Bicycles / Construct Divider at 22nd and Buchanan \$100,000 A.D. Install Speed Humps - Constructed in Pairs of Two \$10,000			

Tyler Street & 35th Avenue (Option 1B, 1C)

Adobe Acrobat Professional - [Fillmore6th.layout.pdf]

File Edit View Document Comments Tools Advanced Window Help

Select 154% Help

MATCH LINE

MATCH LINE

MATCH LINE

MATCH LINE

35TH AVE NE

35TH AVE NE

35TH AVE NE

35TH AVE NE

Tyler St NE

Tyler St NE

Tyler St NE

Tyler St NE

1B ■ FLIP STOP SIGNS
■ ADD BUMP OUTS

1C ■ NO BUMP OUTS

Back to Map

CHK BY:	DATE:	REV BY:	DATE:	REVISION DESC.
BAC	01/25/10			
CHK BY: <th>DATE:</th> <td></td> <td></td> <td></td>	DATE:			
JFC	01/25/10			
CHK BY: <th>DATE:</th> <td></td> <td></td> <td></td>	DATE:			
JFC	01/25/10			

DESIGNER: JOHN P. CRAMOND, PROFESSIONAL ENGINEER

SCALE: 1" = 40' @ 10"

URS MINNEAPOLIS

CONSTRUCTION PLAN

STATION: _____ TO STATION: _____

S.P. NO. XXX-XXX-XX

PRESIDENTS BIKE BLVD

CITY OF MINNEAPOLIS

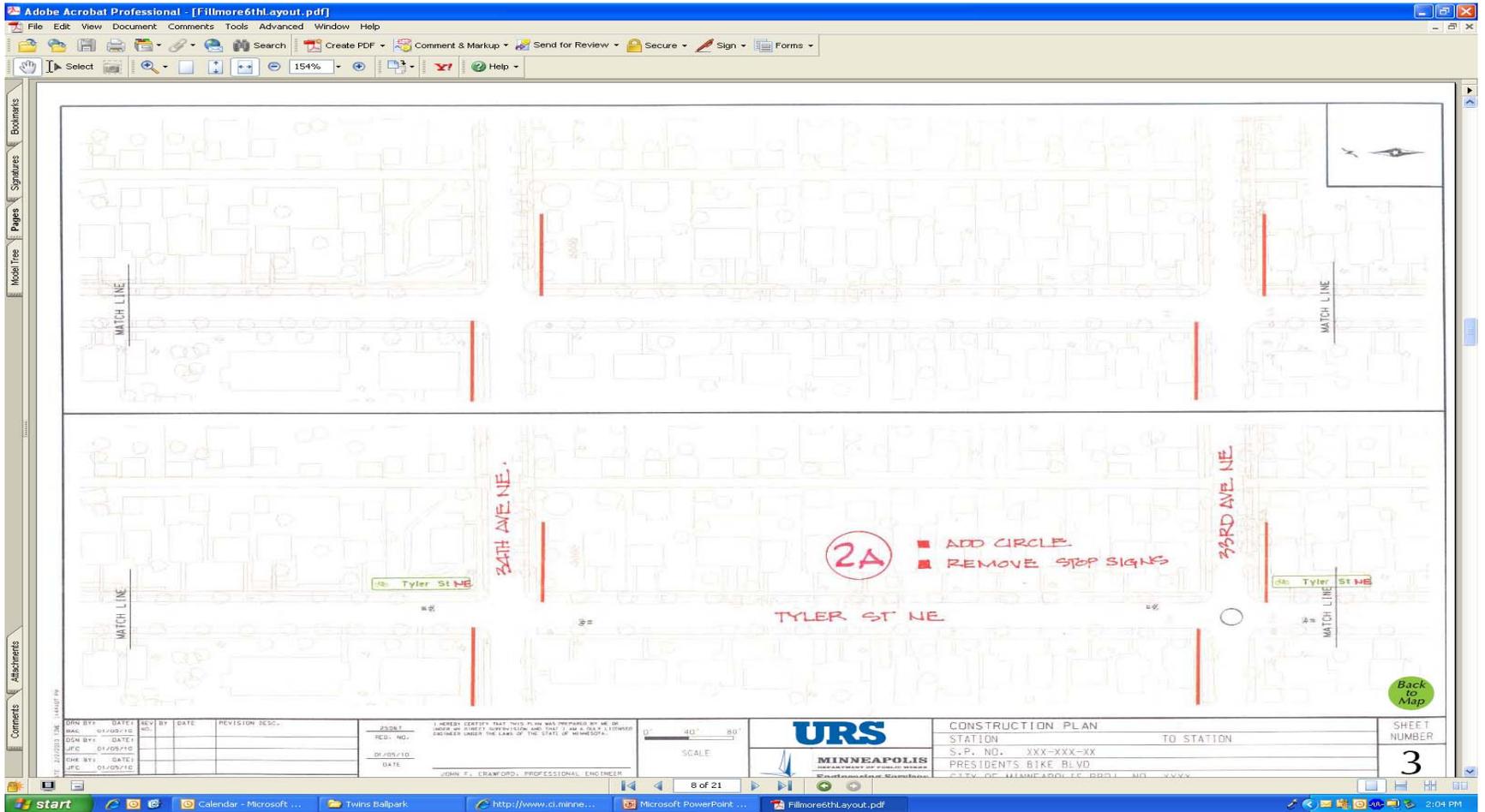
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7 of 21

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Tyler Street & 33rd Avenue (Option 2A)



Tyler Street & 33rd Avenue (Option 2B, 2C)

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Model Tree Pages Sprinklers Bookmarks

Comments Attachments

34TH AVE NE

33RD AVE NE

TYLER ST NE

2B ■ FLIP STOP SIGNS
■ ADD BUMP OUTS

2C ■ NO BUMP OUTS

Back to Map

DRN BY:	DATE:	REV BY:	DATE:	REVISION DESC:
BAC	01/05/10			
CHK BY:	DATE:			
JFC	01/05/10			
APP BY:	DATE:			
JFC	01/05/10			

SCALE 0' 40' 80'

URS MINNEAPOLIS

CONSTRUCTION PLAN

STATION TO STATION

S.P. NO. XX-XXX-XX

PRESIDENTS BIKE BLVD

CITY OF MINNEAPOLIS

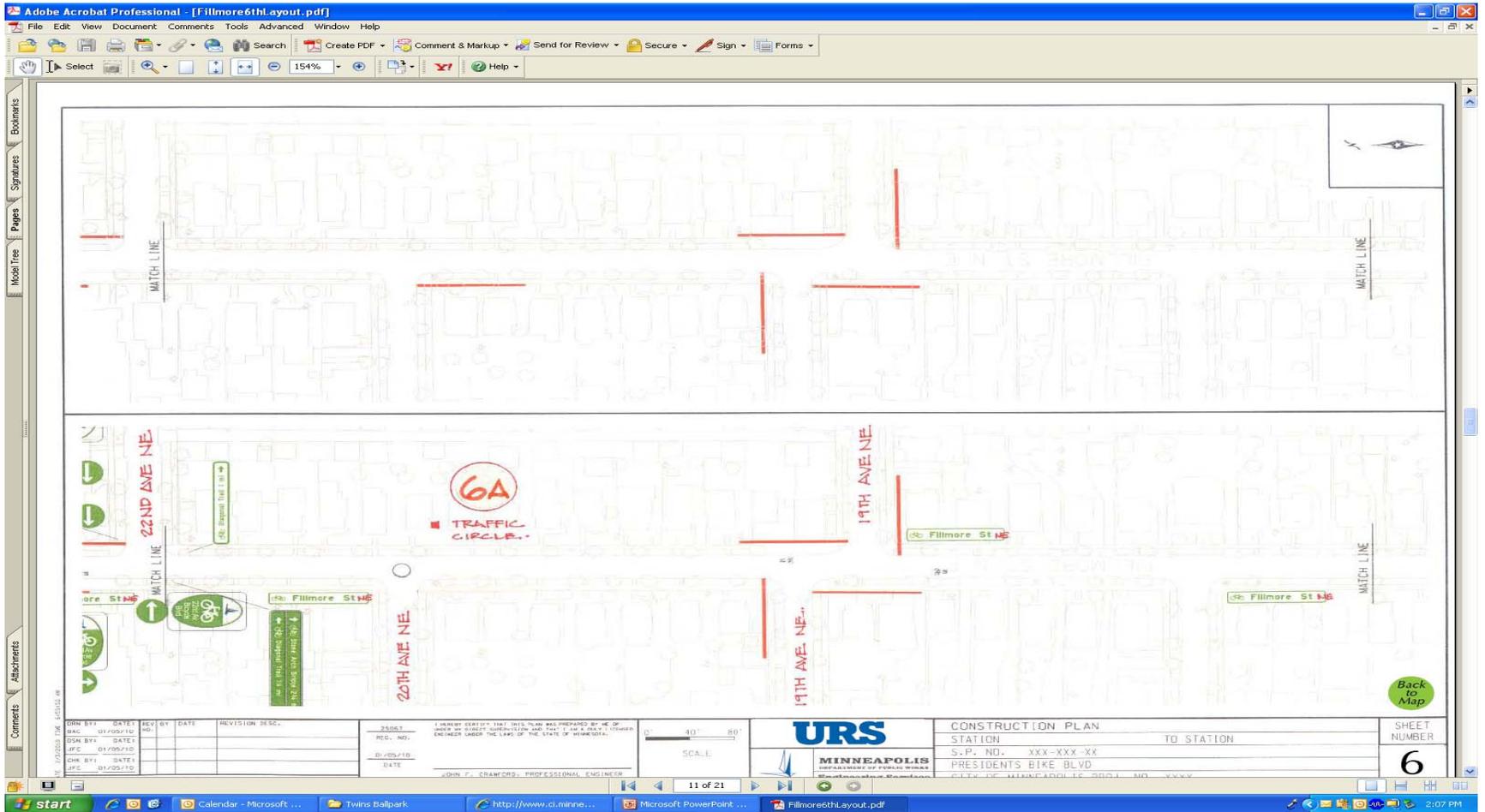
SHEET NUMBER 4

9 of 21

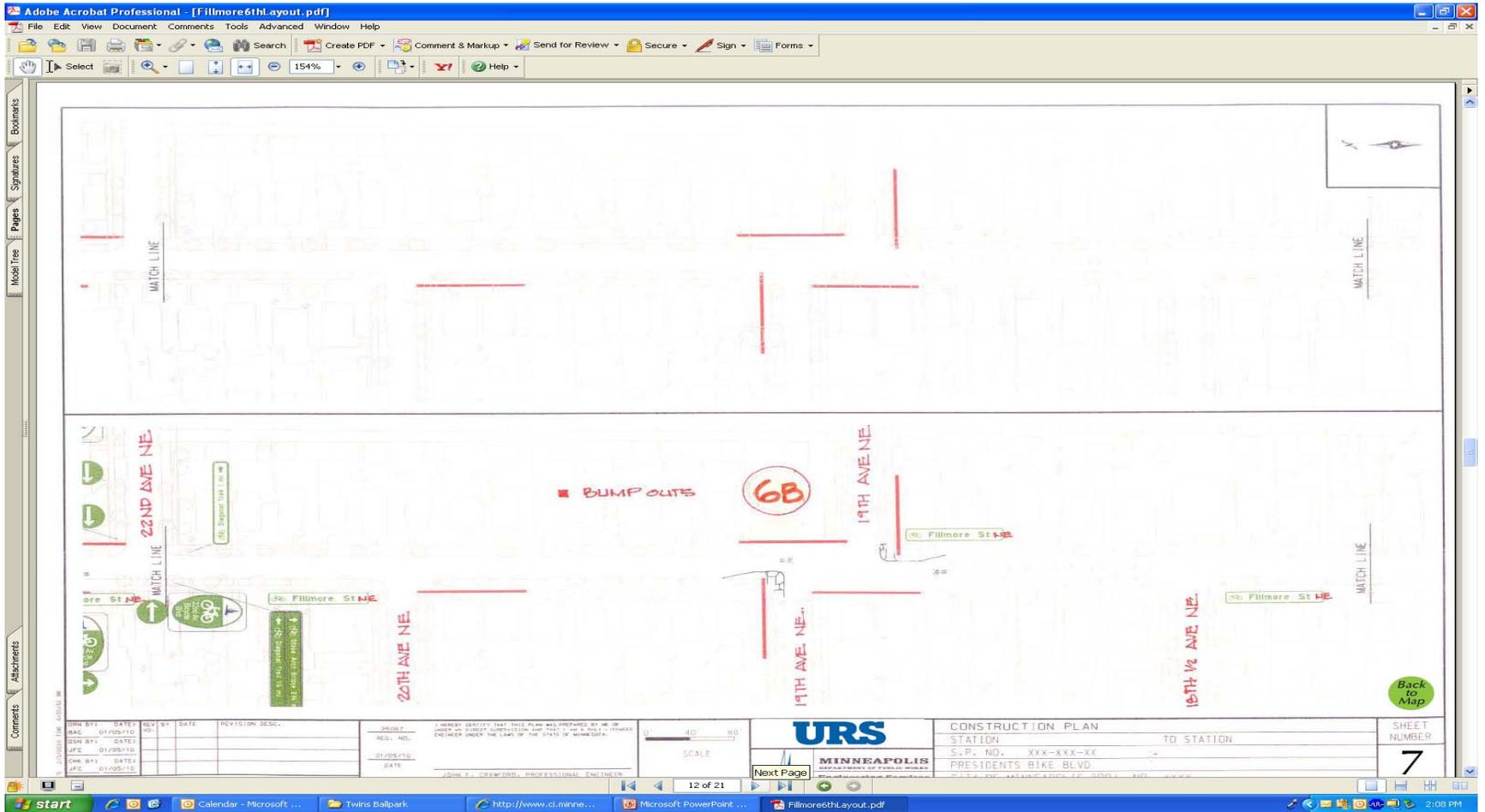
start Calendar - Microsoft ... Twins Ballpark http://www.ci.minne... Microsoft PowerPoint ... Fillmore6thLAYOUT.pdf 2:05 PM



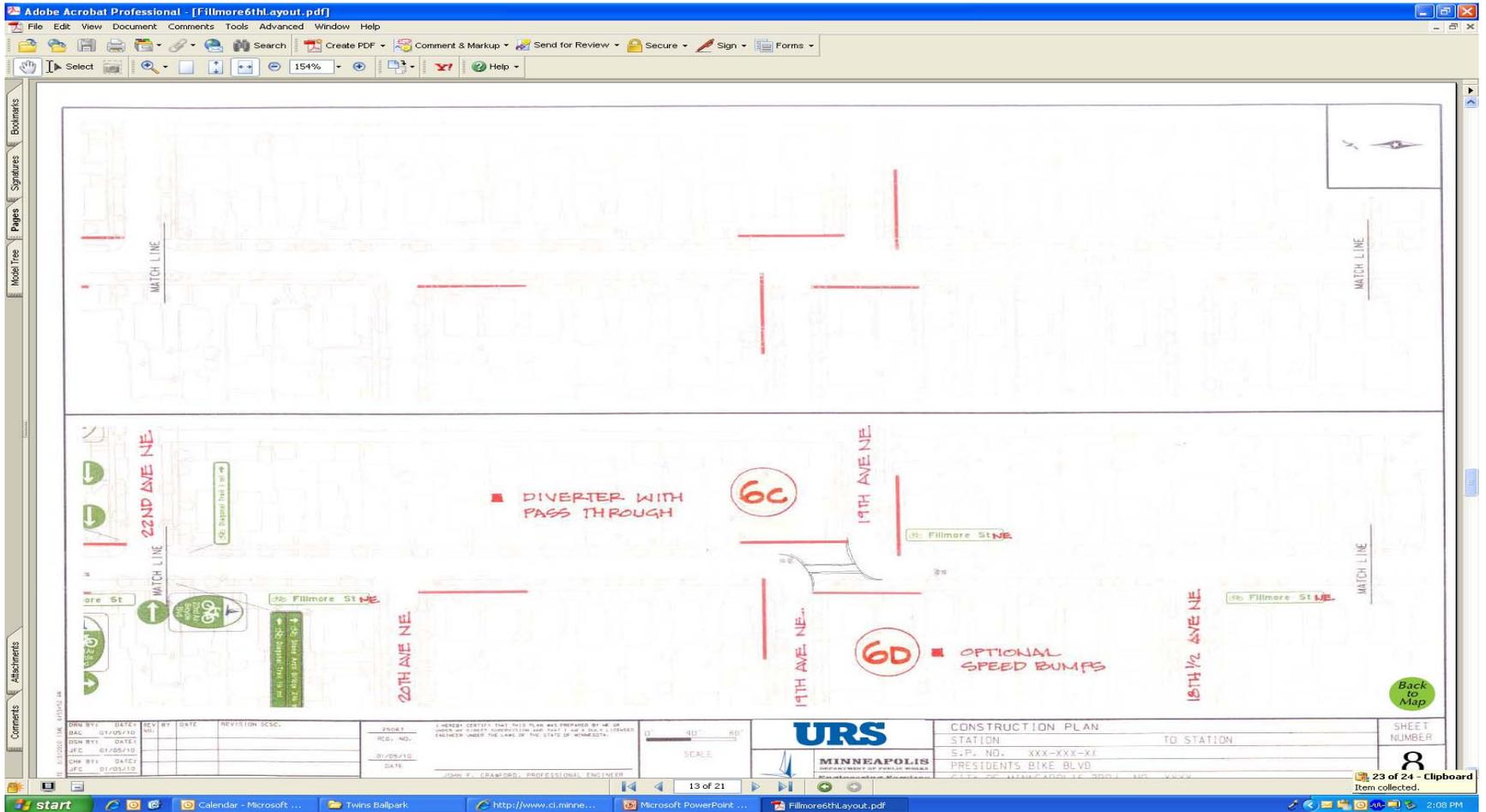
Fillmore Street & 20th Avenue (Option 6A)



Fillmore Street & 19th Avenue (Option 6B)



Fillmore Street & 19th Avenue (Option 6C)



East Hennepin Avenue @ 5th Avenue (Option 8A)

OVERHEAD MASTARM WITH FLASHING BEACON

- BACK TO BACK YELLOW FLASHING BEACONS
- BACK TO BACK SIGNS
- PUSH BUTTON
- NO SCALE

8A

PED. FLASHER

5TH AVE

MINNEAPOLIS

Engineering Services

DRN BY:	DATE:	REV BY:	DATE:	REVISION DESC.
BAC	01/05/10			
JAE	01/05/10			
JAE	01/05/10			

DATE	TIME	SCALE
01/05/10	14:15	1" = 40' - 0"

CONSTRUCTION PLAN	SHEET NUMBER
STATION: XXX-XXX-KX PRESIDENTS BIKE BLVD CITY OF MINNEAPOLIS, PROJ. NO. XXXX	10



N

East Hennepin Avenue @ 5th Avenue (Option 8B)

RAISED MEDIAN

8B

OVERHEAD MASTARM WITH FLASHING BEACON

BACK TO BACK YELLOW FLASHING BEACONS

BACK TO BACK SIGNS

PUSH BUTTON

NO SCALE

Back to Map

DRN BY: DATE: REV BY: DATE: REVISION DESC: BAC 01/05/10 DSM BY: DATE: JFC 01/05/10 CHK BY: DATE: JFC 01/05/10	2562 I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A REGISTERED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. DATE: 01/05/10 JOHN F. CRAWFORD, PROFESSIONAL ENGINEER	SCALE 1" = 40' 80' 	URS MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS Engineering Services	CONSTRUCTION PLAN STATION TO STATION S.P. NO. XXX-XXX-CX PRESIDENT'S BIKE BLVD CITY OF MINNEAPOLIS PROJ. NO. XXXX	SHEET NUMBER 11
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East Hennepin Avenue @ 5th Avenue (Option 8C)

OVERHEAD MASTARM WITH FLASHING BEACON

- BACK TO BACK YELLOW FLASHING BEACONS
- BACK TO BACK SIGNS
- PUSH BUTTON
- NO SCALE

8C

BUMP OUTS WITH FLASHERS

UR

MINNEAPOLIS
DEPARTMENT OF PUBLIC WORKS
Engineering Services

DATE	BY	DATE	REVISION	DESC.
01/05/10	BAC	01/05/10		
01/05/10	DSM	01/05/10		
01/05/10	JFC	01/05/10		
01/05/10	DSM	01/05/10		
01/05/10	JFC	01/05/10		

1. HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER FOR THE STATE OF MINNESOTA.

DATE: 01/05/10
BY: JOHN P. CHAFFORD, PROFESSIONAL ENGINEER

SCALE: 1" = 40' = 80'

CONSTRUCTION PLAN

STATION: _____ TO STATION: _____

S.P. NO. XXX-XXX-XX

PRESIDENTS BIKE BLVD

CITY OF MINNEAPOLIS PROJ. NO. XXXX

SHEET NUMBER: **12**



N

East Hennepin Avenue @ 5th Avenue (Option 8D)

The image shows a construction plan for the intersection of East Hennepin Avenue and 5th Avenue, labeled as Option 8D. The plan includes various traffic signs, match lines, and a title block with project details. A blue arrow on the left points downwards, indicating the orientation of the map.

Map Details:

- Match Lines:** Labeled "MATCH LINE" at the top, bottom, and right edges of the plan.
- Signs:** Includes "8D SIGNAL" (a red circle with "8D" and a red square), "PIECE ST NE" (a vertical sign), "5TH AVE SE" (a diagonal sign), and various bicycle and pedestrian signs.
- Other Labels:** "PIERCE AVE", "5TH AVE SE", and "MATCH LINE" are also visible on the map.

Title Block:

DRN BY	DATE	REV	DATE	REVISION	DESIGN
BAC	01/05/10				
SCM	01/05/10				
JFC	01/05/10				
CHK	01/05/10				
JFC	01/05/10				

REG. NO. 25267
DATE 01/05/10
DATE JOHN F. CRAWFORD, PROFESSIONAL ENGINEER

1. I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SCALE 0' 40' 80'

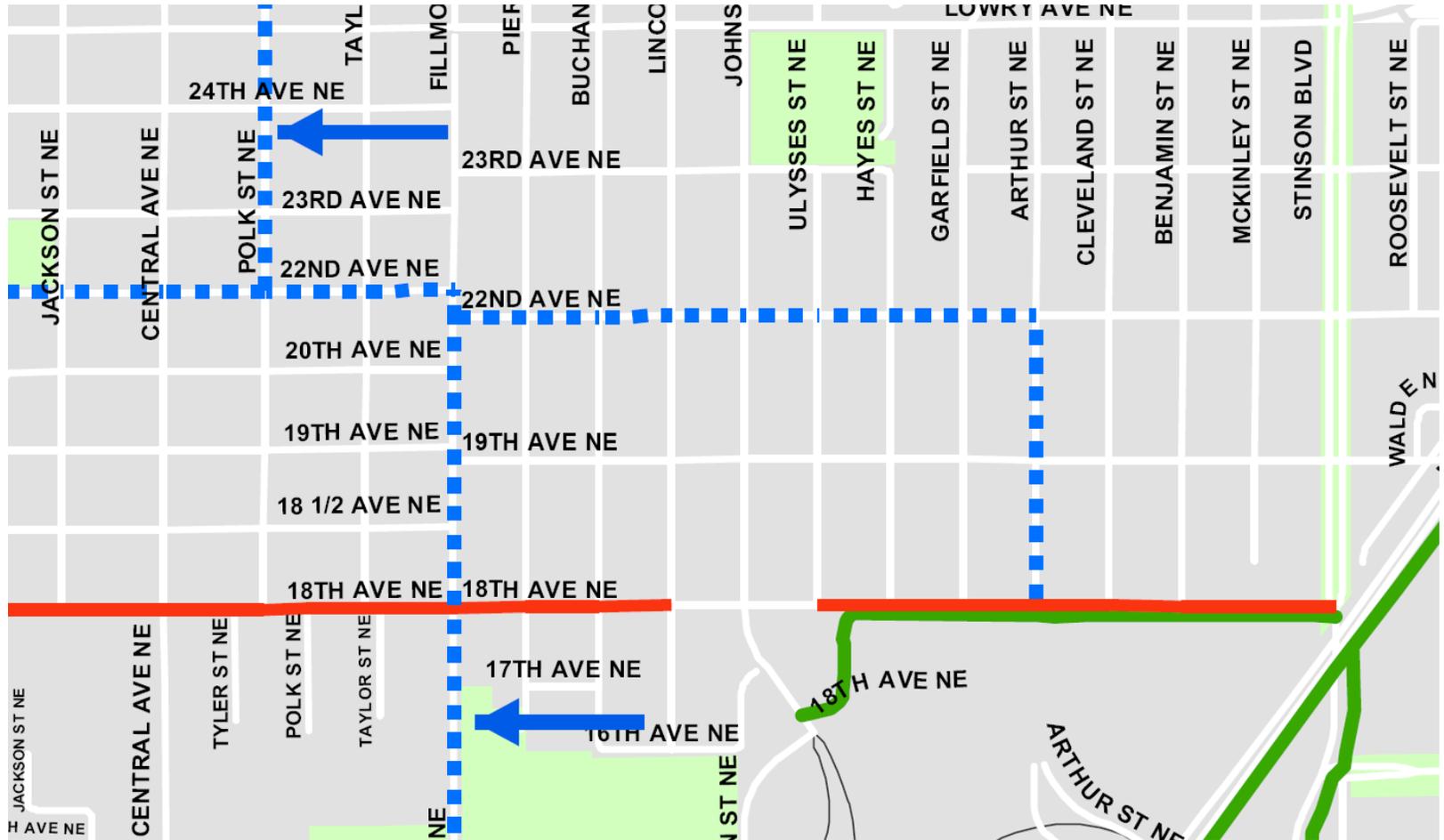
URS
MINNEAPOLIS
ENGINEERING SERVICES

CONSTRUCTION PLAN
STATION _____ TO STATION _____
S.-P. NO. XXX-XXX-XX
PRESIDENTS BIKE BLVD
CITY OF MINNEAPOLIS PROJ. NO. XXXX

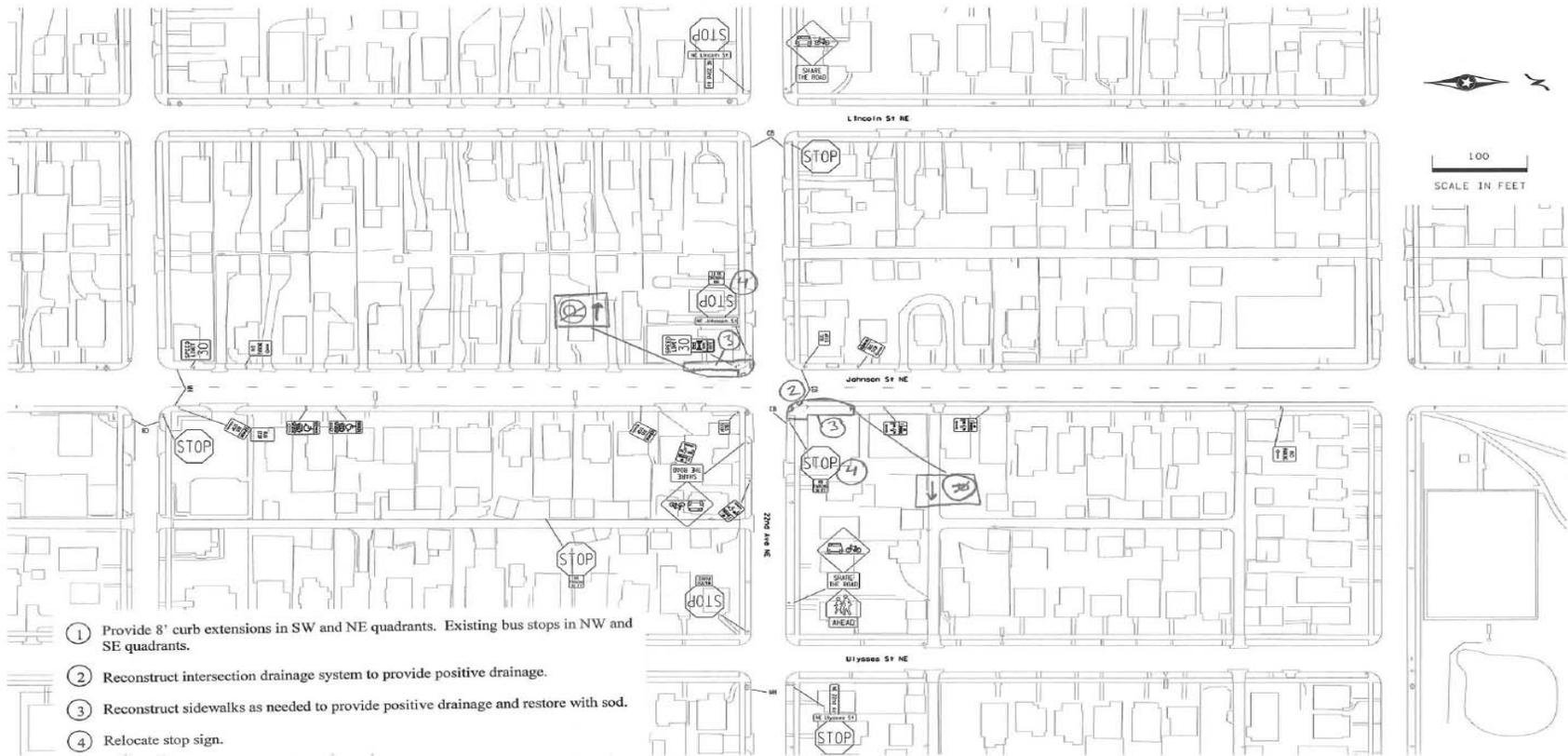
SHEET NUMBER
13

Back to Map

22nd Avenue NE



Johnson St & 22nd Avenue (Option 4A)



- ① Provide 8' curb extensions in SW and NE quadrants. Existing bus stops in NW and SE quadrants.
- ② Reconstruct intersection drainage system to provide positive drainage.
- ③ Reconstruct sidewalks as needed to provide positive drainage and restore with sod.
- ④ Relocate stop sign.

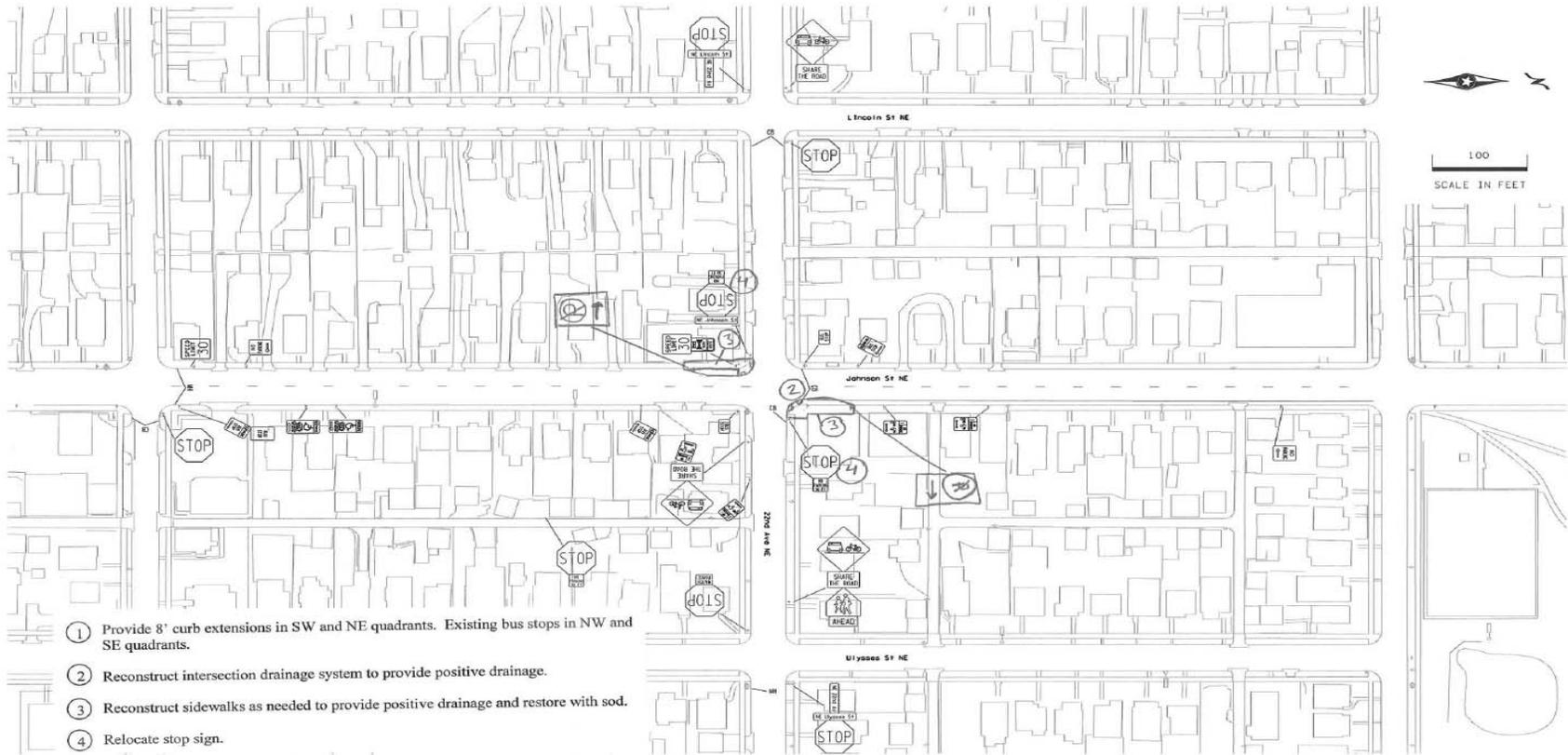
22nd Avenue Bicycle Boulevard



Exhibit 4B



Johnson St & 22nd Avenue (Option 4B)



- ① Provide 8' curb extensions in SW and NE quadrants. Existing bus stops in NW and SE quadrants.
- ② Reconstruct intersection drainage system to provide positive drainage.
- ③ Reconstruct sidewalks as needed to provide positive drainage and restore with sod.
- ④ Relocate stop sign.

22nd Avenue Bicycle Boulevard



Exhibit 4B



Available Budget for 22nd Ave is \$15,000

Bicycle Boulevard Optional Elements					
1	22nd Avenue NE at University Avenue NE	Alt A: Re-Route Bicycle Boulevard to Traffic Signal at 20th Avenue NE Alt B: Divergent One-Ways with Contra-flow Bicycle Lane and Curb Extensions Alt C: 8' Refuge Median - Prohibit Left Turns Alt E: Install Traffic Signal	\$3,900 \$37,700 \$80,200 \$135,000		
2	22nd Avenue NE at Washington Street NE	Realign Washington Street NE to Narrow Intersection	\$36,500		
3	22nd Avenue NE at Central Avenue	Alt A: Install Bicycle Detection -- Video Alt B: Install Bicycle Detection -- Push Button Activated Alt C: Install Bicycle Detection -- If Feasible Retrofit Inplace Sensys Detection	\$8,000 \$6,000 \$1,500		
4	22nd Avenue NE at Johnson Street NE	Alt A: Install No Parking Corner Clearance Zone Alt B: Curb Extensions (Narrow Johnson Street NE) Alt C: 12' Refuge Median -- Prohibit Left Turns Alt D: Install Traffic Signal	\$500 \$42,400 \$21,500 \$135,000		
5	Bicycle Boulevard Eastern Termini Point	Alt A: Route Bicycle Boulevard to 19th Street at New Brighton Boulevard. Install Zebra Crosswalk and Warning Signaling Alt B: Re-route Bicycle Boulevard to 18th Avenue. Wayfind to Use Existing 18th Avenue Bike Lanes (Funded Independently by City of Minneapolis Net Debt Bonds)	\$4,300 \$5,000		
6	22nd Avenue NE (Marshall Street NE to 2nd Street NE)	Alt A: Remove All-way Stop at Grand Avenue, Install Speed Humps (1 Set) Alt B: Remove All-way Stop at Grand Avenue, Install Traffic Circle (1 Intersection) Alt C: Remove All-way Stop at Grand Avenue, Install Curb Extensions (1 Intersection - 4 Corners)	\$5,000 \$10,000 \$40,000		
7	22nd Avenue NE (University Avenue NE to Washington Street NE)	Remove all-way at 22nd Avenue NE/4th Street NE and 5th Street NE. Install Traffic Circle at 5th Street/22nd Avenue with intersection re-alignment.	\$10,000		
8	22nd Avenue NE (Central Avenue to Johnson Street)	Alt A: Reverse Stop Signs (Priority to 22nd Avenue), Install Speed Humps (1 Set) Alt B: Reverse Stop Signs (Priority to 22nd Avenue), Install Traffic Circle (1 Intersection) Alt C: Reverse Stop Signs (Priority to 22nd Avenue), Install Curb Extensions (1 Intersection - 4 Corners)	\$5,000 \$10,000 \$40,000		
9	22nd Avenue NE at Jackson Street NE	Alt A: Remove All-way Stop at Jackson Street, Install Speed Hump (1 Set) Alt B: Remove All-way Stop at Jackson Street, Install Traffic Circle (1 Intersection) Alt C: Remove All-way Stop at Jackson Street, Install Curb Extensions (1 Intersection - 4 Corners)	\$5,000 \$10,000 \$40,000		
10	22nd Avenue NE at Ulysses Street NE	Alt A: Remove All-way Stop at Ulysses Street, Install Speed Humps (1 Set) Alt B: Remove All-way Stop at Ulysses Street, Install Traffic Circle (1 Intersection) Alt C: Remove All-way Stop at Ulysses Street, Install Curb Extensions (1 Intersection - 4 Corners)	\$5,000 \$10,000 \$40,000		

**St Anthony
Pkwy &
Tyler St**



St Anthony Pkwy & Polk St



**Lowry
Avenue &
Polk Street**



**Lowry
Avenue &
Taylor
Street**



**E Hennepin
Ave & 5th
Ave SE**



7th & 8th Streets @ 6th Avenue

Adobe Acrobat Professional - [Fillmore6thLayout.pdf]

File Edit View Document Comments Tools Advanced Window Help

Search Create PDF Comment & Markup Send for Review Secure Sign Forms

Select 149%

MATCH LINE

7TH ST SE

9 BUMP OUTS

10 BUMP OUTS

MATCH LINE

8TH ST SE

7TH ST SE

6TH AVE SE

Back to Map

DATE	BY	DATE	REVISION	DESC.
01/20/10	JFC	01/20/10		
01/20/10	JFC	01/20/10		
01/20/10	JFC	01/20/10		

SCALE: 1" = 40' - 0"

URS
MINNEAPOLIS
ENGINEERING SERVICES

CONSTRUCTION PLAN
STATION TO STATION
S.P. NO. XXX-XXX-XX
PRESIDENTS BIKE BLVD
CITY OF MINNEAPOLIS PROJ. NO. XXXX

SHEET NUMBER
14

19 of 21

start Microsoft PowerPoint... Adobe Acrobat Pro...

4:03 PM



University Avenue @ 6th Avenue

Adobe Acrobat Professional - [Fillmore6thL.ayout.pdf]

File Edit View Document Comments Tools Advanced Window Help

Select Attach a File... 149%

Match Line

UNIVERSITY AVE S

6TH AVE S E

2ND ST SE

Match Line

13

6th Ave SE

Match Line

Match Line

Match Line

DATE	BY	DATE	REVISION	DESC.
01/25/10	JFC	01/25/10	1	ISSUED FOR PERMIT
01/25/10	JFC	01/25/10	2	ISSUED FOR PERMIT

2506T
M.E.C. NEL
DATE

1. I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY CLOSE SUPERVISION AND THAT I AM A LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

JOHN F. CRAMPTON, PROFESSIONAL ENGINEER

0' 40' 80'
SCALE

URS
MINNEAPOLIS
DEPARTMENT OF PUBLIC WORKS
Engineering Services

CONSTRUCTION PLAN
STATION TO STATION
S.P. NO. XXX-XXX-XX
PRESIDENTS BIKE BLVD
CITY OF MINNEAPOLIS PROJ. NO. XXXX

SHEET NUMBER
16

Back to Map

start Microsoft PowerPoint... Adobe Acrobat Pro...

21 of 21 3:59 PM

N

Next Steps

- Collect feedback, ballots during the coming weeks
- Redraft plans based on feedback
- City council approval of layout
- Begin construction in late summer, finish by winter

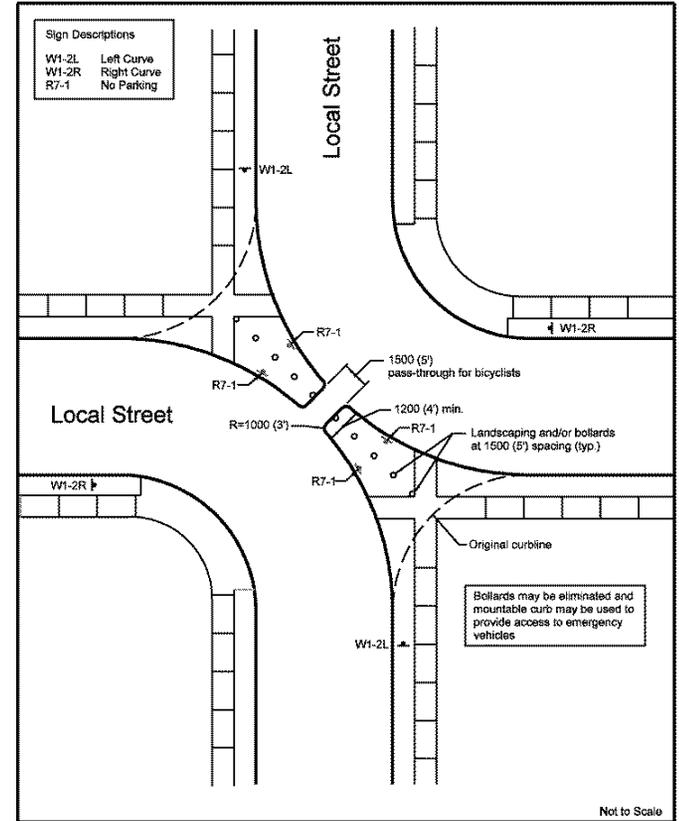
Curb Extensions



Cost range: approx. \$40,000 per intersection.



Automobile Diverters



Cost range: Approx. \$50,000+

Speed Bumps



Cost range: Approx. \$5,000 per pair

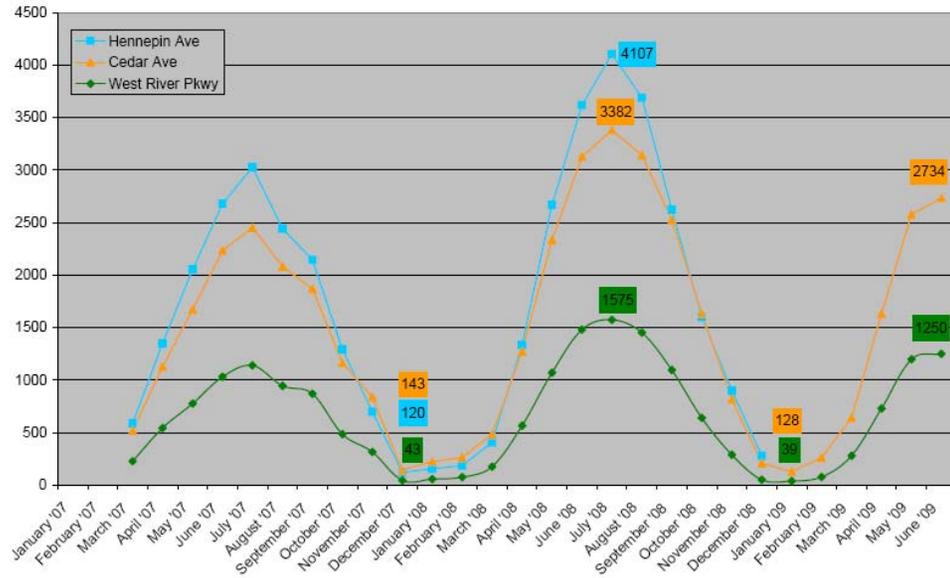
Street Name Sign



Bicycling is largely seasonal

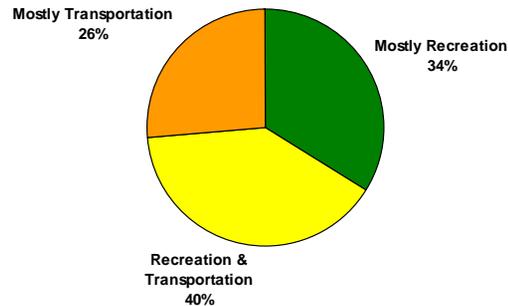
. . .

Midtown Greenway Average Daily Trips, by Month (2007-2009)



and is used for transportation and recreation equally

Purpose of Minneapolis Bicycle Trips



Parking use is variable



Minimal Parking



Moderate Parking

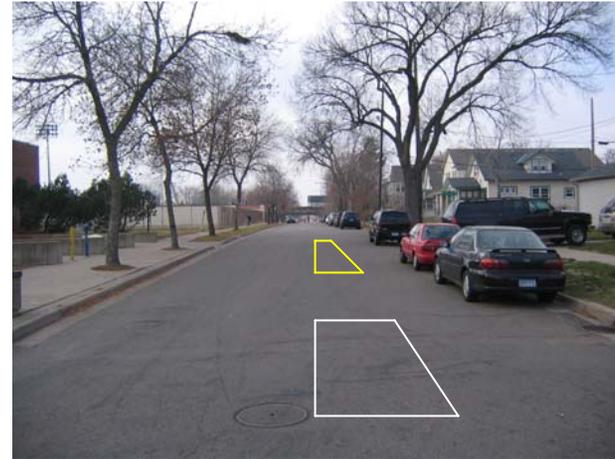


Heavy Parking

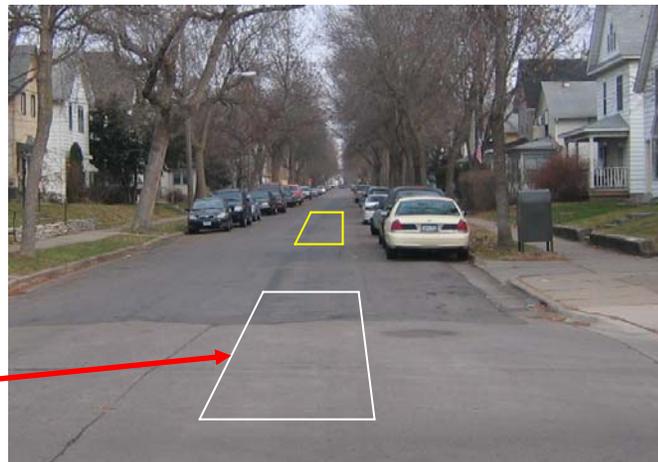
How do bicyclists and motorists pass each other on bicycle boulevards? It depends.



Bicycle Spaces in Yellow



Car Spaces in White



*** Pavement Markings are about the size of a car space**