

To pursue one of the three south connection projects

Projects in Discussion		Nov 2008			
PROJECT	LOCATION	INITIAL SHORTCOMINGS	MODIFICATIONS	ESTIMATED NEW COST	CHALLENGES
Cedar/17 <sup>th</sup> Ave S /Bloomington Ave Corridor	S. Minneapolis	18 <sup>th</sup> Ave. S submitted as a bike/walk street; vague treatment details	Project needs to extend to Richfield Parkway project, and to downtown; If Cedar, 4-3 conversion with bike lanes. If 17 <sup>th</sup> , true bike blvd treatment. Bloomington: 10' travel lanes with bike lanes	150,000	May need variance
11th Ave /12th Ave (would provide alternative to the 18th Ave S. project)	S. Minneapolis	Off-street not a good option, here, but lack of real commitment for alternative design.	Support from Richfield and Bloomington for long distance corridor; bike lanes on parts of 12th becoming bike boulevard on 11th; possible inclusion of Greenways proposal	\$500,000	Support needed from Richfield and Bloomington for long distance corridor; community support required for innovative treatments
Park/Portland Av	S. Minneapolis	Unsafe transition on Portland Ave. at 46th	Bike box/special bike signal (minimally) better if entire street reconfigured with bike lanes on right side; need to continue treatment into Richfield	150,000	One-way road becomes two way with need for cyclists to cross three lanes of traffic; County road
18 <sup>th</sup> Ave NE	NE Minneapolis	Originally conceived as an off-street side path; too many driveways and crossings	On-street bike lanes where rail corridor doesn't exist	50,000	
Broadway Corridor (Broadway & Penn)	N. Mpls	Intersection improvements at Penn were suggested but would like to see improvements throughout Broadway	4-3 Conversion with curb extensions and improvements at intersections.	500,000	
Marshall St. NE	NE Minneapolis	Design not encouraging to modal shift	Bike lanes needed for entire length of this corridor.	50,000	May need variance for 10' lanes where parking exists.
Washington Ave	Downtown Minneapolis	No commitment to provide space for cyclists despite excess capacity; need also more comprehensive improvements for pedestrians	Either narrow travel lanes or drop a lane to provide 6' bike lanes. Enhance pedestrian amenities and improvements; reduce "soft" costs.	300,000	Requires county collaboration
Jefferson Ave	St. Paul	Intersection design at Lexington	Bring bike lanes to and through Lexington; consider bike boulevard west to East River Rd	100,000	Improvements at crossings may be biggest issue

Bass Lake Road	Brooklyn Center	On-street improvements needed; high traffic speeds not dealt with	Narrow travel lanes to allow for bike lanes; drop speed limit; extend to W. River Road trail	150,000	Requires county collaboration
Wooddale Ave./44 <sup>th</sup> Street	Edina	Proposal not consistent with Comp Bike Plan	Reduce travel lanes to 10'; stripe two 6' bike lanes per Edina Bike Plan	50,000	May need variance

PLANNING PROJECTS:

Project	Location	Estimated Date of Completion	Anticipated Recommendations	Proposed amount to help fund recommendations
Hennepin Ave	Downtown Mpls	January 09	Bike lanes, bike boxes	100,000
Central Ave NE	NE Mpls.	April 09	Bike lanes (restriping)	100,000
Douglas Drive	Golden Valley	Dec. 08	Bike lanes (restriping)	100,000
Park Place/ Xenia	Golden Valley / St. Louis Park	?	Bike path connection, bike lanes	150,000
Connections to Transit	Adjoining Communities	January 09	Pedestrian amenities, bike parking, short connections, improved crossings including midblock crossings	250,000
Central Corridor	St. Paul	March 09	See above	150,000
Mpls Ped Plan	Downtown Mpls	January 09	System wide crossing improvements; sidewalk gaps	300,000

ENHANCEMENTS OF PROJECTS ALREADY APPROVED FOR FUNDING

Riverside Ave (20 <sup>th</sup> to Cedar Ave)	Mpls		Intersection improvements and curb extensions for pedestrians; particular focus on Cedar/Riverside	200,000
Franklin Ave/ 27Ave SE	Mpls		Roundabout (5 corners)	500,000