

6th Ave SE Neighborhood Traffic Circles

Improvements to the Stone Arch Bridge Bike Boulevard

Project Background

Minneapolis Public Works is planning improvements to the existing Stone Arch Bridge Bike Boulevard on 6th Ave SE. The bike boulevard was installed in 2013, although limited traffic calming was included in the original design. Since the bike boulevard opened, there has been continued interest from the community to install traffic calming along 6th Ave SE.

Based on input from the Marcy Holmes Neighborhood Association, neighborhood traffic circles are proposed at two intersections along 6th Ave SE:

- 6th Ave SE at 6th St SE
- 6th Ave SE at 7th St SE

What is a Neighborhood Traffic Circle?

A neighborhood traffic circle is a traffic calming tool that is placed in the center of an intersection of two low-volume neighborhood streets. The circles are approximately 20-25 feet in diameter and include a raised concrete curb, typically with landscaping in the middle.

Intersections that are stop sign controlled are converted to an all-way yield control. Traffic entering the intersection must yield to traffic approaching from the left. Neighborhood traffic circles should not be confused with roundabouts, which are typically much larger in size and facilitate larger traffic volumes.

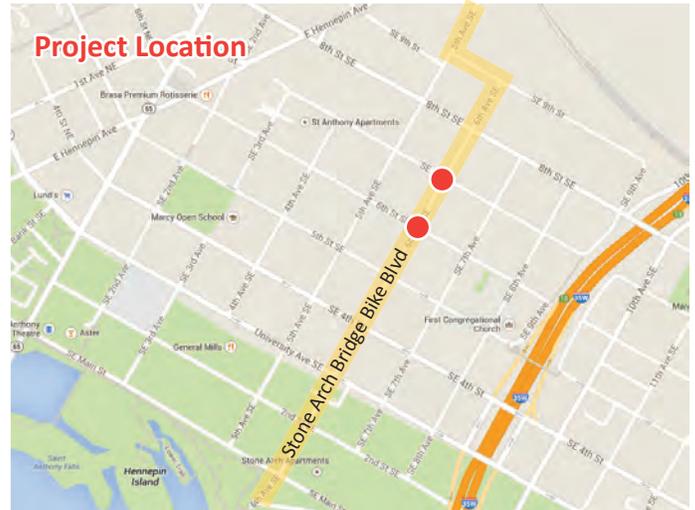


Existing neighborhood traffic circle at 17th Ave S & 36th St E

Questions or Feedback?

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Project website: www.minneapolismn.gov/bicycles/projects



Maintaining Emergency Access

Minneapolis Public Works works with the Minneapolis Fire Department to ensure emergency vehicle access is not compromised by the traffic calming design. Public Works accounts for fire truck turning movements in the design of all neighborhood traffic circles.

Flood Analysis

The two locations of the proposed traffic circles currently experience flooding during large rainfall events. The Marcy Holmes Neighborhood Association has expressed support for the traffic circles, but requested an analysis of the circles' impact on the existing flooding issue.

Flood modeling analysis found that the construction of the traffic circles would neither increase or decrease the flooding frequency or water surface elevations experienced at the intersections. The project will result in a net decrease in impervious surface, which will result in slightly less direct runoff and slightly more infiltration in the post project condition. The additional planned fill will only consume a small fraction of a percent of total flood storage available in the surrounding area.

Funding and Implementation

The project budget is \$94,000. Half of the project is being funded by a Hennepin County grant with the City of Minneapolis providing a 50% match. The project is being proposed for installation in the summer of 2015.