Corridor Improvements toolbox

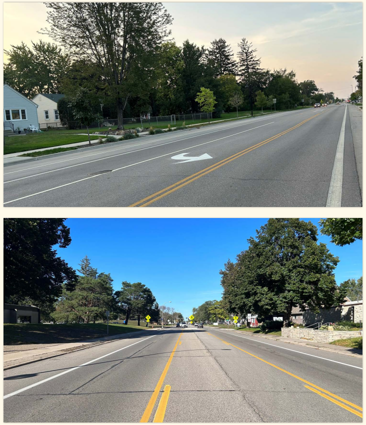
The following are a range of tools that could be u

Street layout configurations

Place 1 dot in this category

3-lane roadway (two-way center turn lane)

One travel lane in each direction with a two-way center turn lane

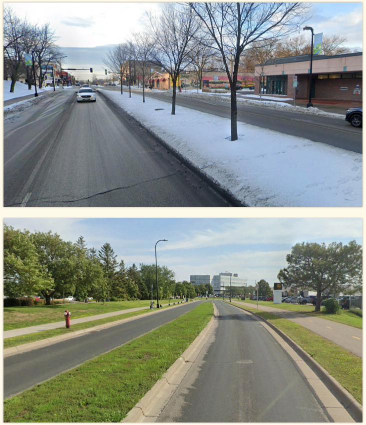


Considerations

- Opportunities for improved facilities and crossings for people walking and biking
- Safe and efficient operations compared to 4-lanes
- Center turn lane does not restrict turning movements
- Opportunity to add planted boulevards
- Matches current street configuration
- Center turn lane can be confusing to drivers

2-lane divided roadway (with raised median)

One travel lane in each direction with a raised median in the center

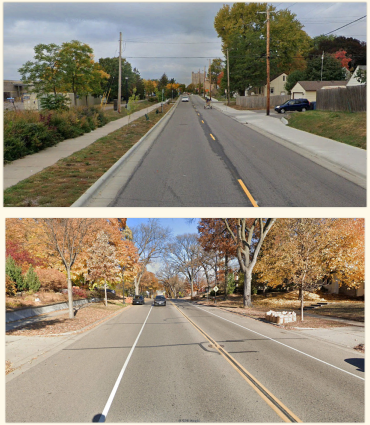


Considerations

- Opportunities for improved facilities and crossings for people walking and biking
- Safe and efficient operations compared to 4-lanes
- Opportunities to include left turn lanes at intersections
- Restricts street/driveway access (no left turns)
- Less capacity for traffic and potential delays for delivery vehicles and transit vehicles
- Opportunity to add planted medians and boulevards
- Subject to emergency vehicle access minimum width requirements

2-lane undivided (no median)

One travel lane in each direction with no center median

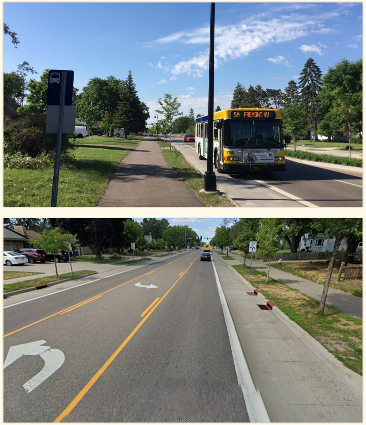


Considerations

- Opportunities for improved facilities and crossings for people walking and biking
- Shorter crossing distances and greater separation from traffic for people walking and biking
- No separation between opposing lanes
- Less capacity for traffic and potential delays for delivery vehicles and transit vehicles
- No dedicated left turn lanes for driveways/intersections
- Opportunity to add planted boulevards
- Subject to emergency vehicle access minimum width requirements

Sidewalk and trail with boulevards

Multiuse trail on one side of the street with a sidewalk on the opposite side



Considerations

- Accommodates multiple types of users (walk, roll, bike)
- May not accommodate all levels of ability for cyclists
- Pedestrian and bicycle conflicts

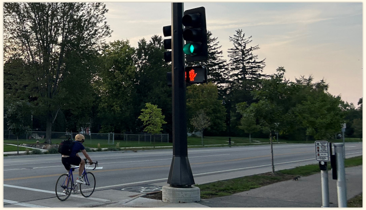
used along the corridor. Place your dots on the tools you v

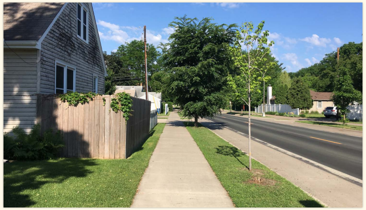
Pedestrian, bicycle, and boulevard configurations

Place 2 dots in this category

Sidewalk and trail with boulevards plus on-street bike lanes

Multiuse trail on one side of the street with a sidewalk on the opposite side, with on-street bike lanes



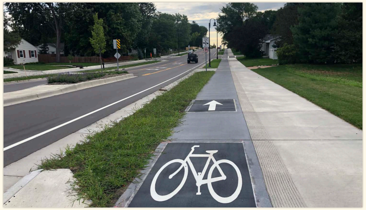


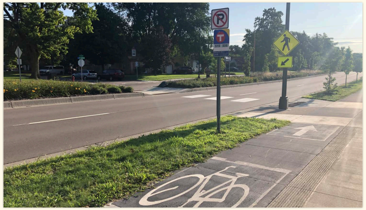
Considerations

- Accommodates multiple types of users (walk, roll, bike)
- Accommodates multiple levels of ability for cyclists
- Pedestrian and bicycle conflicts

Cycle track

Behind the curb bike facility and sidewalk on each side of the street



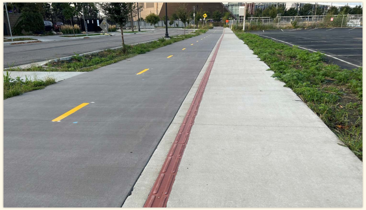


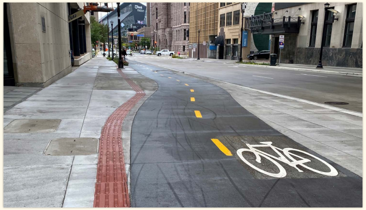
Considerations

- Accommodates multiple types of users (walk, roll, bike)
- Minimizes pedestrian and bicycle conflicts
- May not accommodate all levels of ability for cyclists
- Larger footprint

Two-way cycle track

Behind the curb, two-way bike facility and sidewalk on one side and sidewalk only on the other



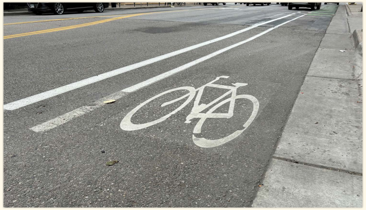


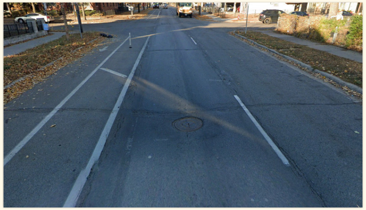
Considerations

- Accommodates multiple types of users (walk, roll, bike)
- Minimizes pedestrian and bicycle conflicts
- May not accommodate all levels of ability for cyclists
- Two-way bike operations can be confusing
- Two-way facility minimizes vehicle conflicts
- Smaller footprint compared to one-way cycle track

On-street buffered bike lanes

On-street bike lanes separated by a painted buffer





Considerations

- Provides some separation from vehicle traffic
- May not accommodate all levels of ability for cyclists

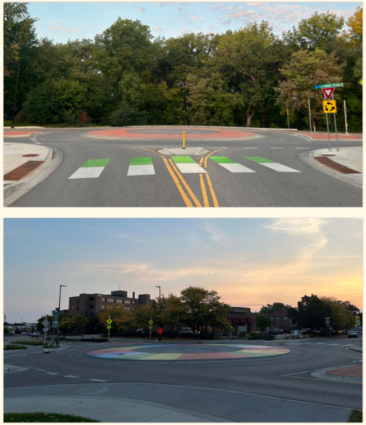
vould like to see on Nicollet Avenue.

Intersection treatm

Place 2 dots in this category

Compact Roundabout

Smaller sized roundabout at an intersection



Considerations

- Shorter crossing distances for pedestrians
- Requires additional design considerations for bike facilities
- Minimizes vehicle delay
- Reduces crash severity
- Can be difficult to navigate for larger vehicles
- Larger footprint

Traffic signal improvements

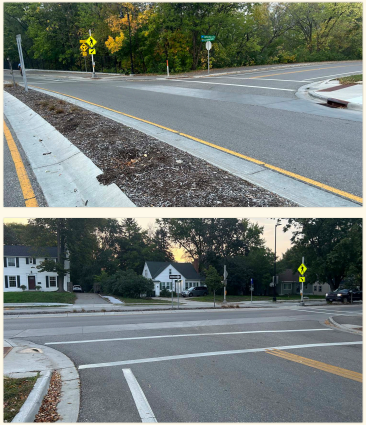
New traffic signals at unsignalized locations or improved traffic signal operations where there are existing signals

Considerations

- Pedestrian and bicycle safety can be challenging
- Efficient traffic operations
- Higher crash severity compared to roundabouts
- Can lead to more vehicle delay
- Minimal footprint

Closed medians (right-in/right-out)

Raised center median extending through an intersection

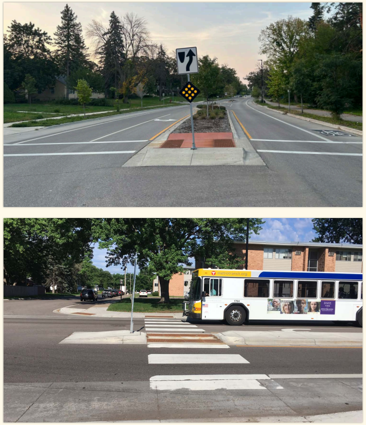


Considerations

- Shorter crossing distances for pedestrians
- Improves safety by minimizing vehicle conflicts and controlling access
- Restricts vehicle access at cross streets and driveways (right-in/right-out only)
- Opportunity to add planted medians

Pedestrian medians (open crossing)

Raised center medians at intersections/crosswalks



Considerations

- Shorter crossing distances for pedestrians
- Better manages vehicle speeds
- Opportunity to add left turn lanes
- Opportunity to add planted medians
- Maintenance/snow clearance considerations

Nicollet Avenue reconstruction

County Road 52 in Richfield

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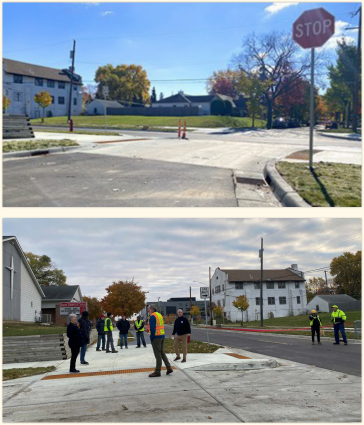
Raised crossings/ tabled intersections

Crosswalks are raised to the level of the adjacent sidewalks

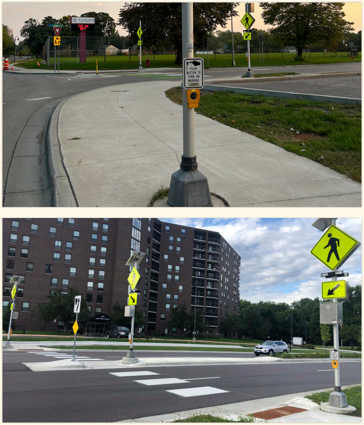


Considerations

- Visually and physically prioritizes pedestrians and bicycles
- Better manages vehicle traffic
- Storm water management/ drainage can be challenging
- May not be feasible due to maintenance/snow clearance considerations

Pedestrian activated lights

Flashing lights at crosswalks with a person-activated push button

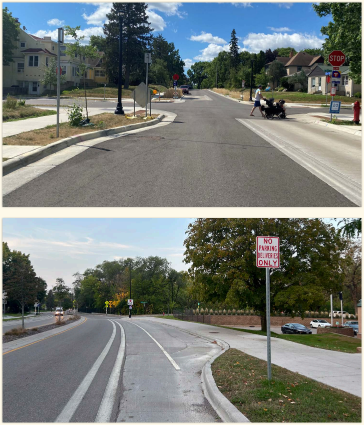


Considerations

- Improved vehicle stop compliance at crosswalks
- Need to managing yielding expectations
- Higher capital costs and ongoing maintenance cost

Bumpouts/curb-extensions

Extension of the pedestrian zone into the street at intersections



Considerations

- Shortened crossings distances for pedestrians
- Better manages vehicle speeds
- Can restrict vehicle turning movements
- Opportunities for plantings
- Maintenance/snow clearance considerations