# Sidewalk and bikeway options

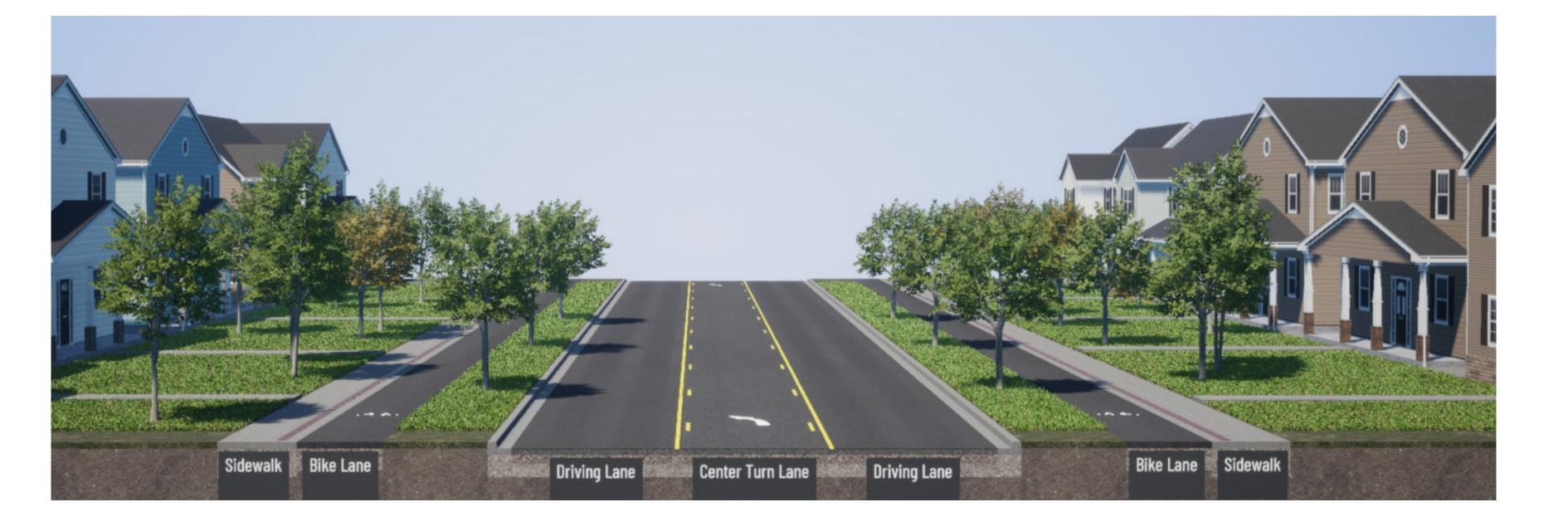
Nicollet Avenue (County Road 52) will be designed to be a safe, secure and comfortable place for everyone to travel, regardless of their age or ability. The project will include both sidewalks and bike facilities to provide safer facilities for people walking, rolling and biking.

There are multiple options for how the sidewalk and bike facilities are configured, and we need your help to select the option that best meets your needs. Your input will be considered along with other factors, such as technical constraints, in the determining the recommended design for the corridor.

Please review the options and place a dot sticker on your preferred options.

## One-way cycle track

Bike facility and sidewalk on each side of the street, behind the curb.



Place your sticker here

#### Considerations

- Improved pedestrian experience, separate from traffic
- Dedicated and separated bikeway
- Minimizes conflicts between pedestrian and bicycles
- More space for trees and planting
- Largest footprint and width/greatest right-of-way impacts
- May not accommodate confident cyclists who prefer the road

# Two-way cycle track

Bike facility and sidewalk behind the curb. Similar to the one-way cycle track but the bikeway is designed for two-way bike traffic and is only on one side of the street. The opposite side of the street would have a boulevard and sidewalk but no bikeway.



#### Considerations

- Improved pedestrian experience, separate from traffic
- Dedicated and separated bikeway
- Bikeway on one side minimizes vehicle conflicts on the opposite side of the street
- Bikeway on one side minimizes property impacts compared to one-way cycle track option
- More space for trees and planting
- Similar footprint and width/right-of-way impacts to the one-way cycle track
- May not accommodate cyclists who prefer the road
- Lower crash risk at intersections
- Bikeway travel in the opposite direction from vehicle traffic may cause confusion

## Sidewalk + side path

Side path on one side of the street and a sidewalk on the opposite side. The side path would be shared by people walking and biking.



#### Place your sticker here

#### Considerations

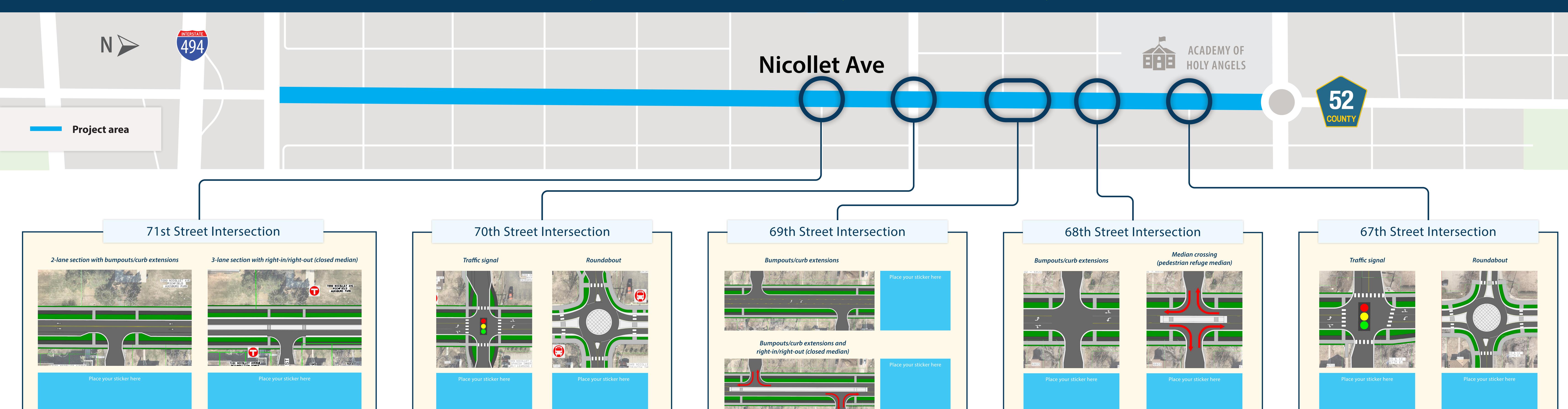
- Improved pedestrian experience, separate from traffic
- Increased conflicts between pedestrians and bicyclists with a shared use path
- More space for trees and planting
- Smallest footprint/width and least right of way impact
- May not accommodate confident cyclists who prefer
- Side path on one side of the street may not provide convenient access to the opposite side of the street

#### Place your sticker here

### The following are the design options being evaluated for the intersections along Nicollet Avenue. Intersection design options Place your dot stickers on the design option you prefer most. Please use only one dot per intersection. Nicollet Ave **Project area** 73rd Street Intersection 76th Street Intersection 75th Street Intersection 72nd Street Intersection 74th Street Intersection Bumpouts/curb extensions and Bumpouts/curb extensions and Bumpouts/curb extensions Traffic signal Roundabout **Bumpouts/curb extensions Bumpouts/curb extensions Bumpouts/curb extensions** right-in/right-out (closed median) (pedestrian refuge median) right-in/right-out (closed median) (pedestrian refuge median)

# Intersection design options

The following are the design options being evaluated for the intersections along Nicollet Avenue. Place your dot stickers on the design option you prefer most. Please use only one dot per intersection.



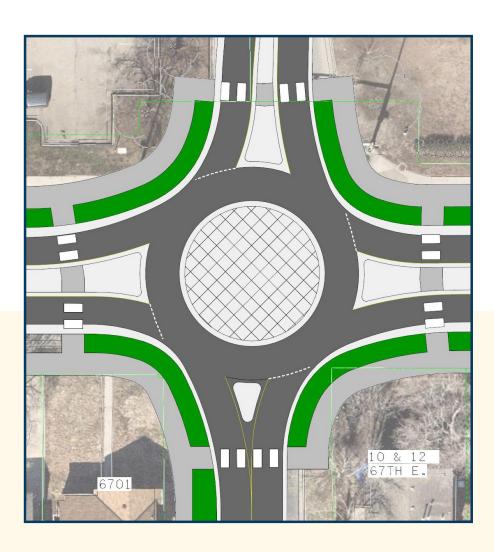
## Roundabout

Intersection control in which traffic flows in one direction, around a circle.

#### Potential applicability

76th Street, 73rd Street, 70th Street, 67th Street





#### **Considerations**

- Shorter crossing distances for pedestrians
- Encourages safer vehicle speeds
- Reduces crash severity
- Minimizes vehicle delay
- Requires additional design considerations for bike facilities
- Can be difficult to navigate for larger vehicles
- Larger footprint/right-of-way impacts when compared to a traffic signal

# Traffic signal

Intersection control which uses traffic lights to control vehicle traffic.

#### Potential applicability

76th Street, 73rd Street, 70th Street, 67th Street





#### **Considerations**

- Efficient traffic operations
- Minimal footprint/right-of-way impacts when compared to a roundabout
- Pedestrian and bicycle safety can be challenging
- Higher crash severity compared to roundabouts
- Can lead to more vehicle delay





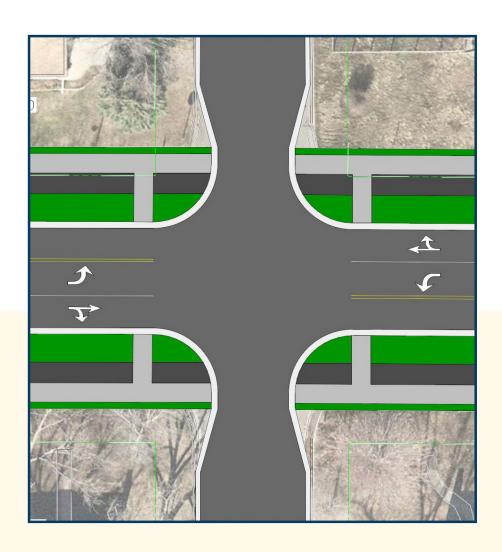
## Bumpouts

Extension of the pedestrian zone into the street at intersections.

#### Potential applicability

76th Street, 73rd Street, 70th Street, 67th Street





#### **Considerations**

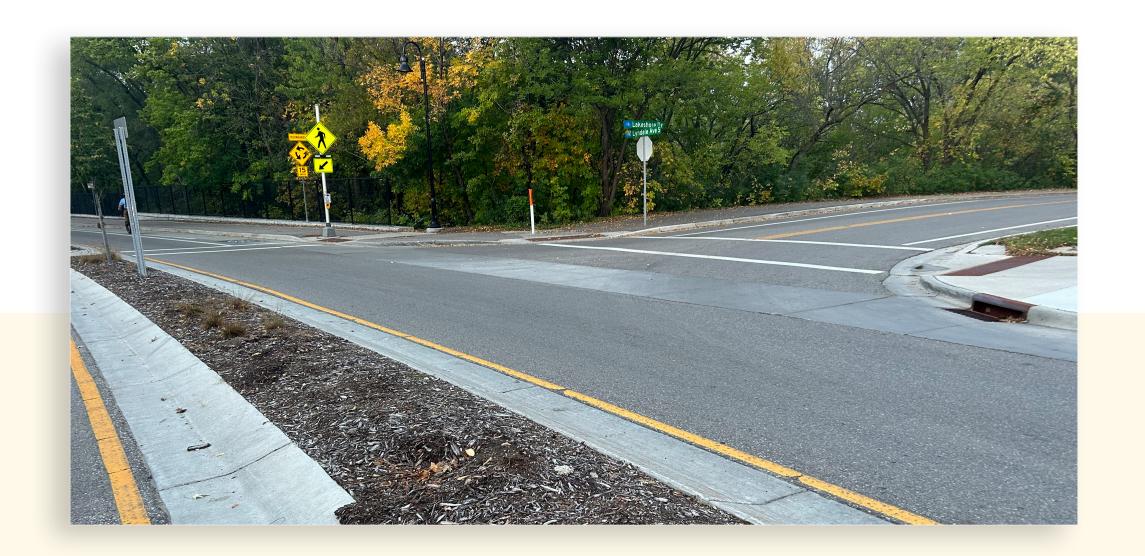
- Shortened crossings distances for pedestrians
- Better manages vehicle speeds
- Can restrict vehicle turning movements
- Opportunities for plantings
- Maintenance/snow clearance considerations

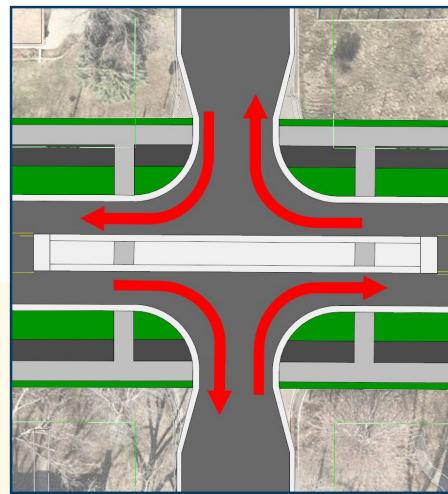
# Right-in/Right-out (closed median)

Raised center median extending through an intersection and limiting left turns. Need to be evaluated for traffic impacts.

#### Potential applicability

76th Street, 73rd Street, 70th Street, 67th Street





#### **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 plantings





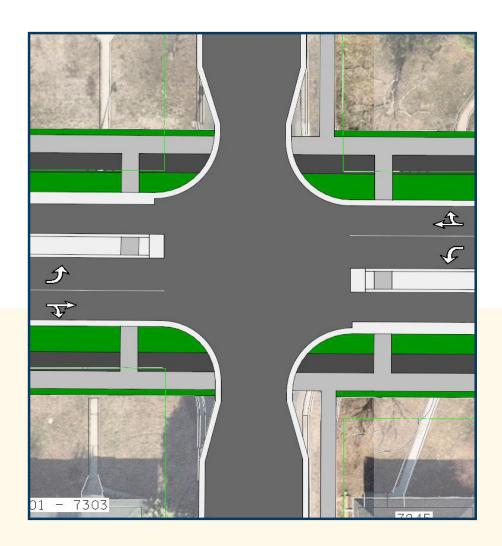
# Median crossing (pedestrian refuge median)

Raised center medians at intersections/crosswalks with a space wide enough to stop in the middle.

#### Potential applicability

76th Street, 73rd Street, 70th Street, 67th Street





#### **Considerations**

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

### 2-lane section

One travel lane in each direction with no center median.

#### Potential applicability

76th Street, 73rd Street, 70th Street, 67th Street





#### **Considerations**

- Shorter crossing distances and greater separation from traffic for people walking and biking
- Smaller footprint/right-of-way impacts when compared to a three-lane design
- Opportunity to add planted boulevards
- No separation between opposing vehicle 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



