



Recommendations



This section includes recommendations for improving the safety, connectivity, comfort, accessibility, and convenience for pedestrian and bicycle travel in Robbinsdale.

In this section

- 4.1 – Introduction
- 4.2 – A Note About Jurisdictional Control
- 4.3 – Recommended Walking and Biking Route Network
- 4.4 – Specific Recommendations

4.1 - Introduction

This chapter includes recommendations for addressing intersections, and for improving route and network connectivity. Recommendations are based on engagement with city staff and the general public, as well as network analysis, site visits, and best-practices. In-depth description of specific tools and approaches, including tools for selecting treatments and policy, encouragement and promotion initiatives are provided on Chapter 5.



Recommendations presented in this chapter aim to make walking and biking in Robbinsdale more comfortable and accessible for users of all ages and abilities.

Finding recommendations

Throughout this chapter, you will see symbols on the bottom right hand corner of each page. These indicate the primary focus of recommendations on that page.

Page includes recommendations about walking and biking



Page includes recommendations about walking only



Page includes recommendations about biking only



4.2 - A Note About Jurisdictional Control

There are numerous opportunities to improve pedestrian and bicycle routes along or across Hennepin County roads in Robbinsdale.

Several recommended changes may cover facilities that are not entirely (or not at all) within Robbinsdale's control. Hennepin County and neighboring jurisdictions may look to this plan to gain a better understanding of the built-out walking and biking network that the City of Robbinsdale envisions. As streets are modified, it will be beneficial for the city to have a clear plan for the type and function of pedestrian and bicycle improvements it wishes to see on the roads and at the intersections.

Identifying the type and location of desired improvements and articulating them clearly in this plan makes it more likely that other agencies will implement the treatments in their projects.

Strategies for Working with Hennepin County

Recommendations for working with Hennepin County in advocating for pedestrian and bicycling improvements within Robbinsdale include:

- Maintain a close working relationship with Hennepin County's Bicycle and Pedestrian Coordinator, Bicycle and Pedestrian Planner, and Healthy Community Planning staff. Periodically check-in via phone call or email;
- Monitor the progress of implementation of the following county and regional plans:
 - *Hennepin County Pedestrian Plan*;
 - *Hennepin County Bicycle Plan*; and
 - *Metropolitan Council Regional Bicycle System Study*.
- Attend Hennepin County Bicycle Advisory Committee meetings, and work closely with committee members appointed by the District 1 Commissioner, currently Mike Opat;
- Continue engaging with the county in applying for and receiving grant funding for pedestrian and bicycle improvements; and
- During the scoping process for reconstruction, resurfacing, or other improvement of Hennepin County right-of-way in Robbinsdale, ensure appropriate county and city staff are aware of bicycle and pedestrian improvements identified in this policy document.



4.3 - Recommended Walking and Biking Route Network

4.3.1 - Long-Term Network Vision (next page) shows the existing and recommended network of routes for Robbinsdale’s walking and biking system.

This network leverages existing facilities, and includes new routes and links to address system gaps and improve overall network connectivity for pedestrians and bicyclists.

Recommendations show the long-term, developed transportation and recreation non-motorized mobility network for Robbinsdale.

Overall, this Plan strongly supports Robbinsdale’s efforts to continue to expand and improve its network of sidewalks and off-road shared-use paths, and consider on-street bicycle facilities where appropriate. Priority sidewalk improvements are shown on this map. More detail about sidewalk recommendations is included in 4.4.9 and 4.4.10.

Connecting to the City of Minneapolis network and regional shared-use paths in the proximity of Robbinsdale is a strong guiding principle of network recommendations.



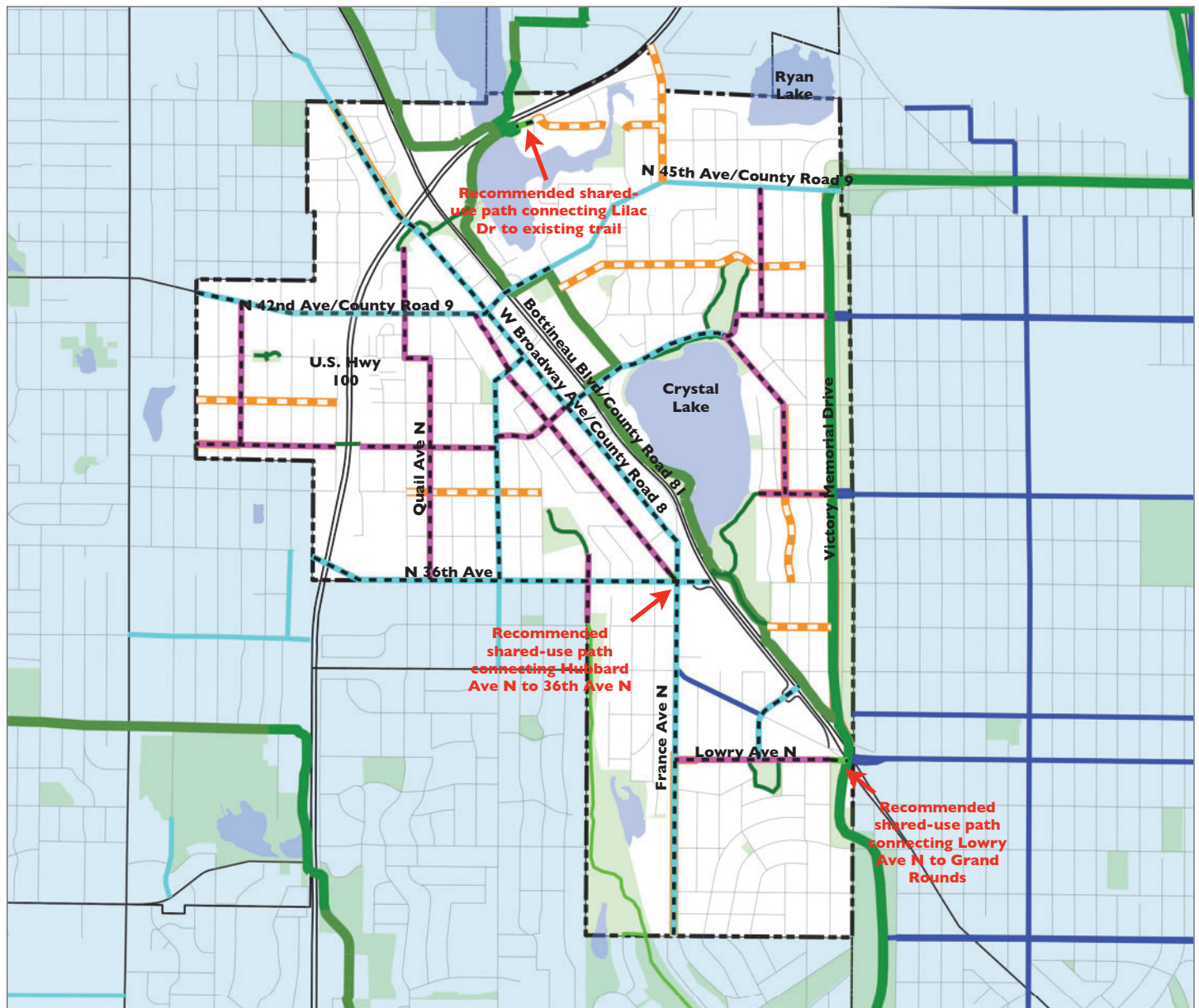
In Downtown Robbinsdale.

Walking and Biking Network Goals

Recommended route improvements are meant to achieve the following goals:

- Fill gaps in the network;
- Address concerns of those already walking and biking in Robbinsdale;
- Link areas of low travel stress;
- Update existing facilities;
- Build on the existing network;
- Provide key connections; and
- Include routes that connect to regional, city, and local neighborhood destinations.

4.3.1 - Recommended Walking and Biking Network



Recommended Treatments

- Neighborhood Slow Street
- On-Road Bicycle Lane
- Off-Road Shared-Use Path
- Recommended Priority Sidewalk Locations*

Existing Off-Road Facilities

- Paved Trails/Shared-Use Paths
- Unpaved Shared-Use Trails
- Existing (or Planned) Regional Shared-Use Trails

Existing On-Road Facilities

- On-Road Bicycle Lane
- Paved Shoulder Bicycle Facility

Data Source: City of Robbinsdale, MetroGIS

*Detailed information about sidewalk existing conditions and recommendations is available in 3.2.3 and 4.4.9.



4.4 - Specific Recommendations

This section outlines specific route and crossing/ intersection improvements recommended in Robbinsdale.

Recommended intersection/crossing improvements were determined such that they:

- Address comments and suggestions received from city staff and the public about problems, assets, destinations, and routes; and
- Remove barriers to connect low stress areas comfortable for pedestrians and bicyclists of all ages and abilities, particularly in areas where there is strong attraction to key destinations.

Intersections and crossings provided are presented as high priority based on need and reported user experience. At some of these locations, improvements have recently been made or are currently being made.

Recommendations offered for these and other intersections/crossings represent a desired end state of conditions for which to strive. Evolution to this end state may need to happen incrementally and as improvements are possible.

4.4.1 - Intersection and Crossing Improvements

The following intersections were identified as prominent locations in need of improvements to conditions for walking and biking:

- Regent Avenue North and 42nd Avenue North;
- Regent Avenue North and 36th Avenue North;
- June Avenue North and 36th Avenue North;
- 36th Avenue North and Bottineau Boulevard;
- Lowry Avenue North and Bottineau Boulevard;
- 40th Avenue North and Bottineau Boulevard;
- 42nd Avenue North and Bottineau Boulevard;
- 42nd Avenue North and West Broadway Avenue; and
- 45th Avenue North and Victory Memorial Parkway.

4.4.2 - Intersection / Crossing Improvements

(next page) identifies the location of these intersections/crossings,

4.4.3 - Summary of Intersection / Crossing

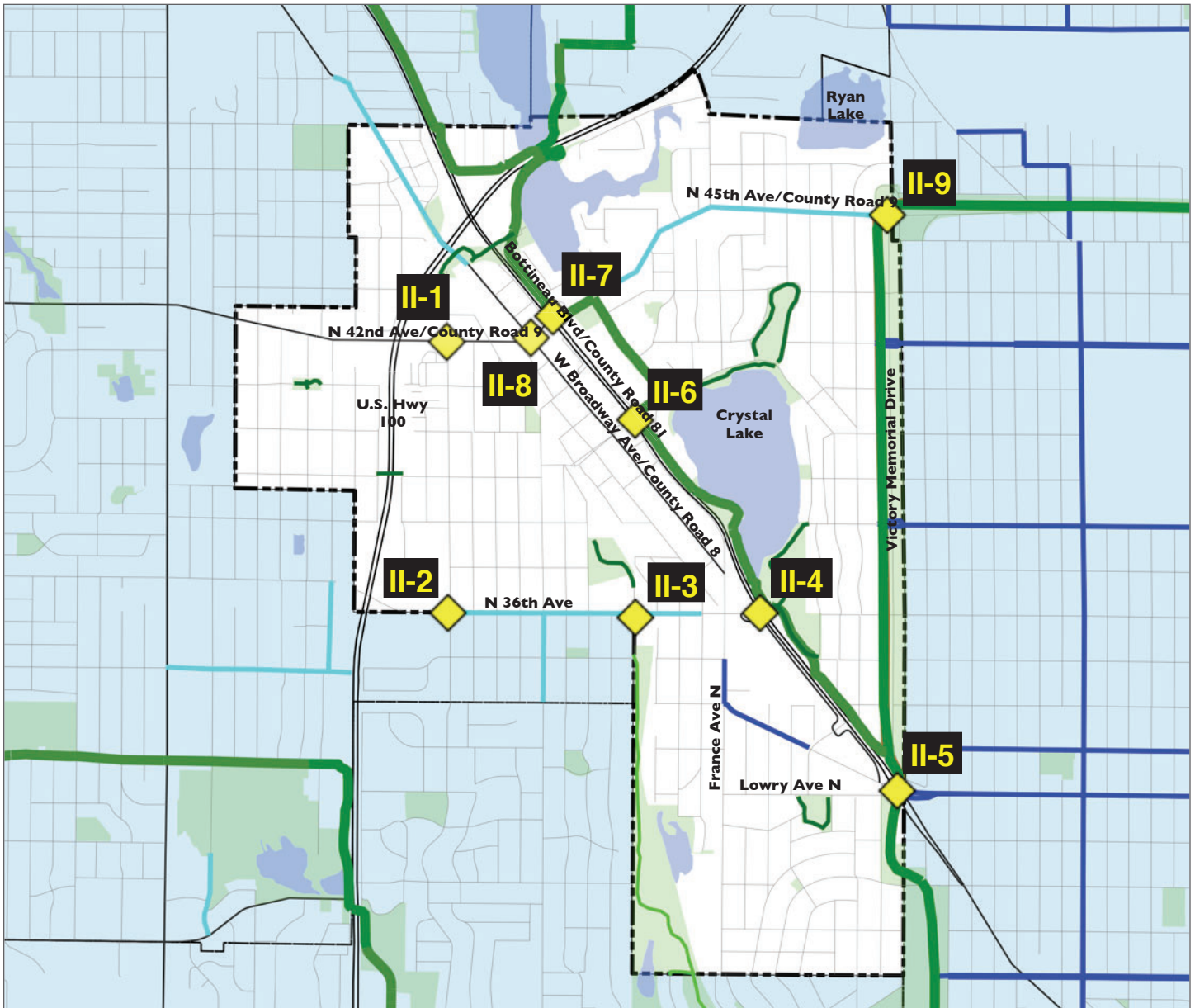
Improvements (following) lists the location of the intersections, as well as proposed treatments/ intersections, and

4.4.4 - Illustrative Intersection and Crossing


Improvements (following) provides renderings depicting application of recommended treatments and alternatives for different Robbinsdale intersections. These illustrative concepts are meant to be used as a general guide for intersections and crossings undergoing improvements across the city.






4.4.2 - Recommended Intersection/Crossing Improvements





Recommended Treatments

-  Intersections/Crossings Recommended for Improvement (II)

Existing Off-Road Facilities

-  Paved Trails/Shared-Use Paths
-  Unpaved Shared-Use Trails
-  Existing (or Planned) Regional Shared-Use Trails

Existing On-Road Facilities

-  On-Road Bicycle Lane
-  Paved Shoulder Bicycle Facility

Data Source: City of Robbinsdale, MetroGIS



4.4.3 - Summary of Recommended Intersection/Crossing Improvements

Map ID	Intersection	Recommended Treatment
II-1	Regent Avenue North and 42nd Avenue North	Implement best practices and recommendations outlined in this document for intersections/crossings: <ul style="list-style-type: none"> • Reduce turning radii; • Install high-visibility crosswalks; • Install refuge islands that extend beyond crosswalks and into the intersection; • Provide countdown timers and allow for enough time for intersection crossings; and • Consider leading intervals for pedestrians and bicyclists.
II-2	Regent Avenue North and 36th Avenue North	
II-3	June Avenue North and 36th Avenue North	
II-4	36th Avenue North and Bottineau Boulevard/County Road 81	
II-5	Victory Memorial Trail / Victory Memorial Drive / Oakdale Avenue N	
II-6	40th Avenue North and Bottineau Boulevard/County Road 81	
II-7	42nd Avenue North and Bottineau Boulevard/County Road 81	
II-8	42nd Avenue North and West Broadway Avenue/County Road 8	
II-9	45th Avenue North/County Road 9 and Victory Memorial Parkway	



4.4.4 - Illustrative Intersection and Crossing Improvements

36th Avenue N and June Avenue N

Description of Problem

Pedestrians and bicyclists frequently cross the street at 36th Avenue N and June Avenue N between Sochacki Park (south of the intersection) and Lee Park (north of the intersection). A slope to the east of the intersection results in visibility issues between motorists and pedestrians and bicyclists attempting to crossing 36th Avenue N. The crossing is currently not marked.

Description of Recommendations

- Improve pedestrian visibility by adding high visibility painted crosswalks on the north, south, and west side.
- Install advance pedestrian crossing warning signage approaching the crossing, in particular for motorists heading west. Install user-activated flashing pedestrian crossing signs for further visibility.
- Install planted medians to calm traffic and provide a pedestrian crossing refuge on the west side.
- Visually continue median through the intersection while allowing left turns and providing a bicyclist crossing refuge by installing a contrasting pavement left turn refuge.



Existing condition.



Proposed: High visibility crosswalks, traffic calming pedestrian refuge medians, and pedestrian crossing signage improve visibility, safety, and comfort. Note that this concept rendering also assumes modifications to 36th Avenue North proposed in the route recommendations of the next section.



4.4.4 - Illustrative Intersection and Crossing Improvements (continued)

Bottineau Boulevard and 36th Avenue N

Description of Problem

Three Rivers Park District will soon install the Crystal Lake Regional Trail along the east side of Bottineau Boulevard. Currently, crossing distances are wide and complicated due to multiple turn lanes and excess lanes. Pedestrian and bicycle connections between 36th Avenue N and the future Crystal Lake Trail need to be comfortable, safe, and clear.

Description of Recommendations

- Eliminate an east-bound left turn lane on 36th Avenue N;
- Install raised median with a pedestrian refuge on 36th Avenue N, and extend existing medians to provide pedestrian refuges on Bottineau Boulevard;
- Extend 36th Avenue N bicycle lanes to Bottineau Boulevard;
- Adjust right-turn slip lane geometry to calm traffic and improve visibility of pedestrians and bicyclists;
- Install bicycle box for east bound bicyclists and a left turn bicycle box on the southeast porkchop island to connect bicyclists with the future Crystal Lake Regional Trail.



Existing condition.



Proposed: Continue bicycle lanes along 36th Avenue N to Bottineau Boulevard, reduce excess turn lanes, extend medians to provide pedestrian crossing refuges, and modify right-turn slip lane design to improve conditions for pedestrians and bicyclists.



4.4.4 - Illustrative Intersection and Crossing Improvements (continued)

42nd Avenue N and Broadway Avenue W

Description of Problem

42nd Avenue N is a busy east/west corridor through Robbinsdale between Highway 100, Bottineau Boulevard, and North Minneapolis. The crossing at Broadway Avenue W is important for connecting people to Robbinsdale’s main street. This crossing will become even more important for pedestrians and bicyclists when the Bottineau LRT Station opens one block south.

Description of Recommendations

- Reduce crossing distance by extending existing median to provide a pedestrian crossing refuge;
- Continue County Road 9 road diet west of Bottineau Boulevard to provide a designated left turn lane and bicycle lanes to improve access to the downtown for motorists and bicyclists;
- Install green conflict zone paint where bicycle lanes cross intersections; and
- Install high visibility crosswalk paint at all crossings.



Existing condition.



Proposed - Alternative 1: A limited approach includes a pedestrian refuge median on the southwest crossing and slight reduction in lane widths.



Proposed - Alternative 2: Extend the 45th Avenue N road diet across Bottineau Boulevard to provide a dedicated left turn lane and on-street bicycle lanes.



4.4.4 - Illustrative Intersection and Crossing Improvements (continued)

45th Avenue N and Victory Memorial Drive

Description of Problem

The trail crossing at Victory Memorial Drive and 45th Avenue N is a key crossing for pedestrians and bicyclists traveling along the Grand Rounds. Trail crossings need to be clarified and made more visible to reduce conflicts with motorists. The Victory Memorial Parkway Trail is owned and operated by the Minneapolis Park Board.

Description of Recommendations

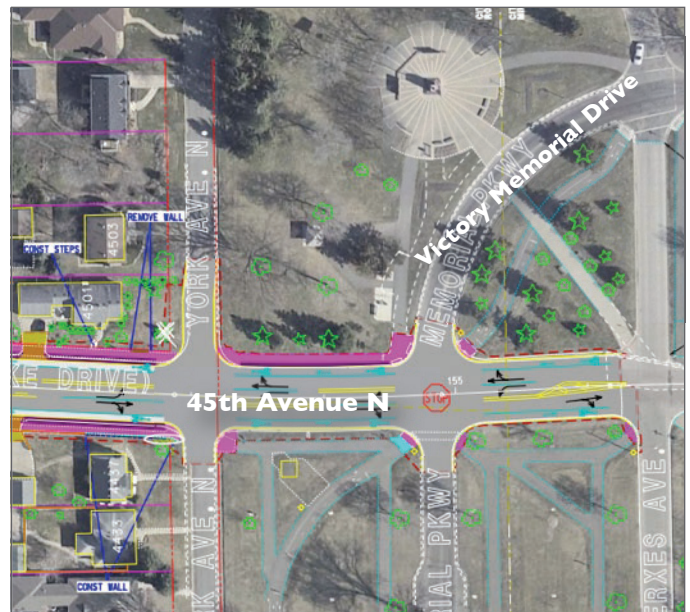
- Install sidewalks where they are missing along 45th Avenue N;
- Designate shoulder bicycle lane facilities along 45th Avenue N;
- Install a raised, contrasting-pavement, plaza-inspired crossing at Victory Memorial Drive and 45th Avenue N. Consider supplementary intersection treatments at York Avenue N and Xerxes Avenue N to further designate the space as a major gateway; and
- Install trail crossing assembly and advance warning trail crossing assembly.



Existing condition.



Proposed: Sidewalk improvements, on-street bicycle facilities, and plaza-inspired intersections improve conditions for pedestrians and bicyclists.



Hennepin County is currently working to make improvements along 45th Avenue N (CR 9) including sidewalks and bicycle lanes. Image courtesy of Hennepin County.



4.4.4 - Illustrative Intersection and Crossing Improvements (continued)

Victory Memorial Parkway Shared-Use Path Crossings

Description of Problem

The Victory Memorial Parkway Trail is owned and operated by the Minneapolis Park Board. Trail crossings of local streets, however, are not well marked. Additionally, right-of-way is not clear without stop or yield signage.

Description of Recommendations

- Install high visibility painted crosswalks where shared-use paths cross streets;
- Install trail crossing assemblies at crossing locations; and
- Install advance yield bars and/or signage to further clarify right-of-way at crossings.



Existing condition.



Proposed: High visibility painted crosswalks and trail crossing assemblies improve visibility of trail users crossing the street.



4.4.5 - Route Improvements

The following corridors/routes were identified as prominent locations in need of improvements to conditions for walking and biking (the routes below mostly address biking - recommended walking routes in the form of sidewalks are addressed in 4.3.1).

Corridors/routes identified for on-street bicycle lanes were:

- 42nd Avenue N/Lake Drive;
- 40th Avenue N --> Shoreline Drive;
- France Avenue N --> W Broadway Avenue (from south to north);
- 36th Avenue N;
- Noble Avenue N --> 41st Avenue N (from south to north); and
- Abbott Avenue N.

Corridors/routes identified for neighborhood slow streets were:

- Quail Avenue N - 41st Avenue N - Regent Avenue N;
- Yates Avenue N;
- 39th Avenue N;
- 39th 1/2 Avenue N - 40th Avenue N;
- June Avenue N (Connecting Lee Park and Sochacki Park);
- Hubbard Avenue N;
- Lowry Avenue N;
- 38th Avenue N;
- Abbott Avenue N - Shoreline Drive;
- Chowen Avenue N - 42nd Avenue N; and
- Beard Avenue N.

Corridors/routes identified for shared-use path connections were:

- Connection from end of Hubbard Avenue N to 36th Avenue N;
- Connection from end of Lowry Avenue N to Victory Memorial Parkway Trail; and

- Connection to trail that runs under U.S. Highway 100 from end of Lilac Drive N in North Robbinsdale.

4.4.6 - Recommended Route/Connectivity Improvements (next page) identifies the location of recommended pedestrian and bicycle route improvements;

4.4.7 - Summary of Recommended Route/Connectivity Improvements (following) lists the location of the recommended biking (or shared-use path) route improvements, as well as proposed treatments/facilities. Recommendations include on-street bicycle lanes, neighborhood slow streets, and shared-use path facilities;

(Note: Determinations of existing pavement widths and recommended on-street treatments are given at a representative location identified along the corridor as an example. Widths and conditions may vary along the corridor and proposed configurations may need to be adjusted),

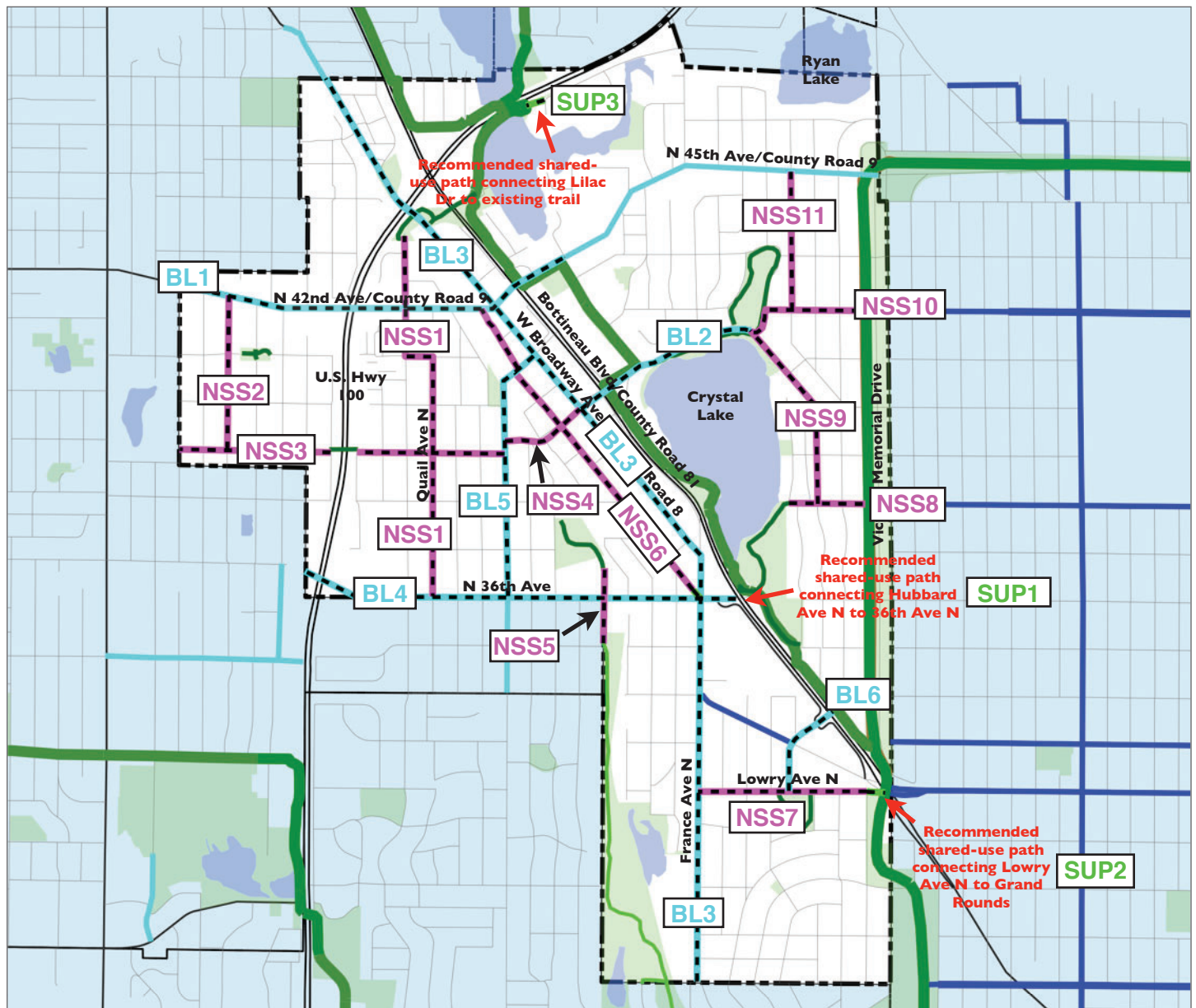
4.4.8 - Illustrative Route/Connectivity Improvements (following) provides renderings depicting application of potential treatment alternatives for several Robbinsdale streets/routes. These illustrative concepts are meant to be used as a general illustrative guide for applying bicycle treatments to routes undergoing improvements across the city;

4.4.9 - Recommended Priority Sidewalk Locations (following) identifies the location of recommended *priority* sidewalk locations; and

4.4.10 - Summary of Recommended Priority Sidewalk Locations (following) lists the location of the priority locations recommended for sidewalk improvements.



4.4.6 - Recommended Route/Connectivity Improvements



Recommended Treatments

- Neighborhood Slow Street (NSS)
- On-Road Bicycle Lane (BL)
- Off-Road Shared-Use Path (SUP)

Existing Off-Road Facilities

- Paved Trails/Shared-Use Paths
- Unpaved Shared-Use Trails
- Existing (or Planned) Regional Shared-Use Trails

Existing On-Road Facilities

- On-Road Bicycle Lane
- Paved Shoulder Bicycle Facility

Data Source: City of Robbinsdale, MetroGIS

Recommendation: Install 5 foot minimum sidewalks where missing. Specific recommended *priority* sidewalk locations are identified in 4.4.9 and 4.4.10.



4.4.7 - Summary of Recommended Route/Connectivity Improvements

Map ID	Route	Recommended On-Road Bicycle Lane Treatment <u>Map IDs refer to labels in Map 4.4.6</u>
BL1	<p>Route starts: 42nd Avenue N at western boundary of Robbinsdale</p> <p>Route covers: 42nd Avenue N / Lake Drive / County Road 9 (from west to east)</p> <p>Route ends: Lake Drive at Josephine Lane</p>	<p>Existing: 50' of pavement with four 12' travel lanes and two 1' gutter pans (measured near Quail Avenue N)</p> <p>Proposed: Install on-street buffered bicycle lanes as follows: BL + B + L + CTL + L + B + BL</p> <ul style="list-style-type: none"> • Bike lanes (BL) = 6' • Buffer (B) = 2' (painted hashmarks) • Through lanes (L) = 11' • Center turn lane (CTL) = 10' <p>Note: 1' foot gutter pans on each side of the street are also included.</p>
BL2	<p>Route starts: 40th Avenue N at W Broadway Ave</p> <p>Route covers: 40th Avenue N → Shoreline Drive (from west to east)</p> <p>Route ends: Shoreline Drive at Chowen Avenue N</p>	<p>Existing: 40' of pavement with two 12' travel lanes, two 7' parking lanes, and two 1' gutter pans (measured east of France Ave N)</p> <p>Proposed: Install on-street bicycle lanes as follows: P + BL + L + L + BL</p> <ul style="list-style-type: none"> • Parking lane (P) = 8' • Bike lanes (BL) = 5' • Through lanes (L) = 10' <p>Note: 1' foot gutter pans on each side of the street are also included. Note: Requires removal of on-street parking from one side of the street.</p>
BL3	<p>Route starts: France Avenue N at southern boundary of Robbinsdale</p> <p>Route covers: France Avenue N → W Broadway Ave (south to north)</p> <p>Route ends: W Broadway Avenue and northern boundary of Robbinsdale</p> <p>(May want to consider shared-lane or neighborhood slow street treatments in-lieu of bike lanes on West Broadway Avenue in Downtown Robbinsdale portion of this route)</p>	<p>Existing: 44' of pavement with two 13' travel lanes, two 8' parking lanes, and two 1' gutter pans (measured near 43rd Avenue N – width across corridor varies greatly)</p> <p>Proposed (Includes 1' gutter on each side): Install on-street bicycle lanes as follows: P + BL + L + L + BL</p> <ul style="list-style-type: none"> • Parking lane (P) = 8' • Bike lanes (BL) = 6' • Through lanes (L) = 11' <p>Note: 1' foot gutter pans on each side of the street are also included. Note: Requires removal of on-street parking from one side of the street.</p>



4.4.7 - Summary of Recommended Route/Connectivity Improvements (continued)

Map ID	Route	Recommended On-Road Bicycle Lane Treatment <u>Map IDs refer to labels in Map 4.4.6</u>
BL4	<p>Route starts: 36th Avenue N at western boundary of Robbinsdale</p> <p>Route covers: 36th Avenue N</p> <p>Route ends: 36th Avenue N and Bottineau Blvd</p>	<p>Existing: 46' of pavement with two 5' paved shoulders, two 11' travel lanes, a 12' center turn lane, and two 1' gutter pans (measured near Orchard Avenue N)</p> <p>Short-Term Proposal (Uses 46' pavement): Convert existing 5' shoulders to buffered bicycle lanes, resulting in no change to pavement or lanes.</p> <p>Note: 1' foot gutter pans on each side of the street are also included.</p> <p>Note: 5' bicycle lanes are not ideal on this corridor due to vehicle ADT (volumes) and the need to include the gutter pan in the bike lane.</p> <p>Long-Term Proposal: BL + L + CTL + L + BL</p> <ul style="list-style-type: none"> • Bike lanes (BL) = 6' • Through lanes (L) = 11' • Center turn lane (CTL) = 10' <p>Note: 1' foot gutter pans on each side of the street are also included.</p>
BL5	<p>Route starts: Noble Avenue N at southern boundary of Robbinsdale</p> <p>Route covers: Noble Avenue N → 41st Avenue N (from south to north)</p> <p>Route ends: 41st Avenue N at W Broadway Avenue</p>	<p>Existing: 40' of pavement with two 19' travel/parking lanes on both sides and two 1' gutter pans (measured near 39th Avenue N)</p> <p>Proposed: Install buffered bicycle lanes as follows: P + BL + L + L + BL</p> <ul style="list-style-type: none"> • Parking lane (P) = 8' • Bike lanes (BL) = 5' • Through lanes (L) = 10' <p>Note: 1' foot gutter pans on each side of the street are also included.</p> <p>Note: Requires removal of on-street parking from one side of the street.</p>



4.4.7 - Summary of Recommended Route/Connectivity Improvements (continued)

Map ID	Route	Recommended On-Road Bicycle Lane Treatment <u>Map IDs refer to labels in Map 4.4.6</u>
BL6	Route starts: Bottineau Boulevard Route covers: Abbott Avenue N Route ends: Lowry Avenue N	Existing: 50' of pavement with four 12' travel lanes on both sides and two 1' gutter pans (measured between Oakdale Ave N and Bottineau Blvd) Proposed: Install on-street bicycle lanes as follows: BL + L + CTL + L + BL <ul style="list-style-type: none"> • Bike lanes (BL) = 6' • Center turn lane (CTL) = 12' • Through lanes (L) = 12' Note: 1' foot gutter pans on each side of the street are also included. Note: Requires removal of on-street parking in some sections.



4.4.7 - Summary of Recommended Route/Connectivity Improvements (continued)

Map ID	Route	Recommended Neighborhood Slow Street Treatment <u>Map IDs refer to labels in Map 4.4.6</u>
NSS1	Quail Avenue N – 41st Avenue N – Regent Avenue N	<p>Implement a neighborhood slow street (bicycle boulevard) with best practices and recommendations outlined in this document for neighborhood slow streets/bicycle boulevards:</p> <ul style="list-style-type: none"> • Stop signs at cross streets; • Traffic calming devices such as traffic circles and speed tables; • Wayfinding markers and route signs; and • Road paint elements.
NSS2	Yates Avenue N	
NSS3	39th Avenue N	
NSS4	<p>39th 1/2 Avenue N – 40th Avenue N</p> <p>Note: AADT on this route are greater than the preferred maximum for a neighborhood slow street of 3,000 vehicles per day. Special attention should be made to implementing traffic calming measures along this route.</p>	
NSS5	June Avenue N (Connecting Lee Park and Sochacki Park)	
NSS6	Hubbard Avenue N	
NSS7	Lowry Avenue N	
NSS8	38th Avenue N	
NSS9	Abbott Avenue N – Shoreline Drive	
NSS10	Chowen Avenue N – 42nd Avenue N	
NSS11	Beard Avenue N	



4.4.7 - Summary of Recommended Route/Connectivity Improvements (continued)

Map ID	Route	Recommended Off-Road Shared-Use Path Treatment <u>Map IDs refer to labels in Map 4.4.6</u>
SUP1	Connection from end of Hubbard Avenue N to 36th Avenue N	Install paved 8 foot shared-use path to connect to Hubbard Avenue N to 36th Avenue N
SUP2	Connection from end of Lowry Avenue N to Victory Memorial Parkway Trail	Install paved 8 foot shared-use path to connect to existing Victory Memorial Parkway Shared-Use Path
SUP3	Connection to trail that runs under U.S. Highway 100 from end of Lilac Drive N in North Robbinsdale	Install paved 8 foot shared-use path to connect to existing shared-use path that runs under U.S. Highway 100



4.4.8 - Illustrative Route and Connectivity Improvements

Route: 42nd Avenue N

Existing Conditions

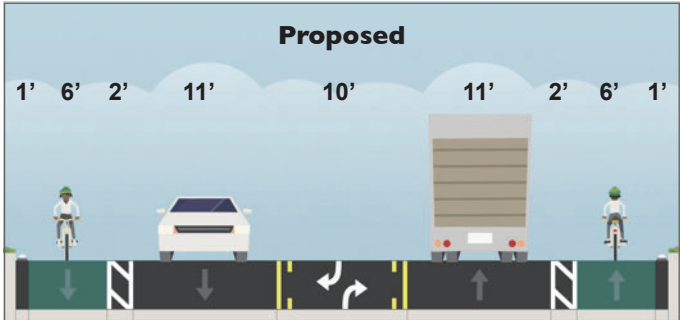
Traffic volume AADT is 12,800 east of Highway 100. Pavement width is 50 feet near Quail Avenue N. Sidewalks are not consistently provided. This road is also known as County Road 9. There is currently a reconstruction project to the east, on Lake Drive / 45th Avenue N. This project will result in a three-lane roadway with bike lanes.

Description of Recommendations

- Continue bicycle facilities installed in the reconstruction project through downtown and to the western boundary of the city;
- Install bike lanes from Josephine Lane to the western boundary. Intersections/crossings such as Highway 100, the railroad tracks, W Broadway Ave, and Bottineau Blvd may require additional design detail;
- Reduce lane widths to include two 11-foot travel lanes and one 10-foot center turn lane;
- Buffer the bike lanes on both sides with a 2-foot painted buffer; and
- Use green paint to improve visibility of bicyclists through conflict zones including at bus stops and approaching/through intersections.



Existing conditions: Four 12' vehicle travel lanes. Image from Google Streetview.



Proposed configuration: Narrow lanes to calm traffic, add a painted buffer, and improve/install sidewalks.



4.4.8 - Illustrative Route and Connectivity Improvements (continued)

Route: 36th Avenue N

Existing Conditions

36th Avenue N recently underwent a road diet that resulted in two through lanes, a center left-turn lane, and two shoulders intended for bicycle travel. Traffic volumes and speeds are low, and the land use is primarily residential. Pavement width is 46 feet near Orchard Avenue N. Sidewalks are present.

Description of Recommendations

Short-Term Proposal (no impacts to pavements or travel lanes):

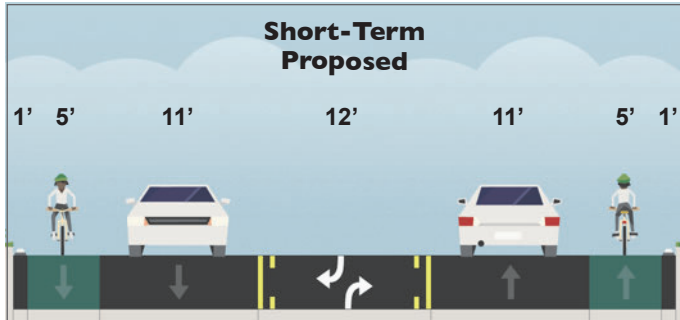
- Add painted bicycle stencil and install bike lane signage to clarify existing shoulders as bicycle lanes;
- Use green paint to improve visibility of bicyclists through conflict zones including at bus stops and approaching/through intersections; and
- Install bike lanes from Regent Avenue N to the western boundary, and from Grimes Avenue N to Bottineau Blvd. Intersections/crossings such as Highway 100, the railroad tracks, W Broadway Ave, and Bottineau Blvd may require additional design detail.

Long-Term Proposal:

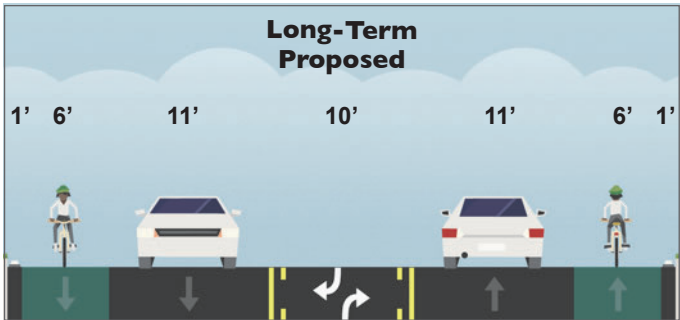
- Reduce lane widths to include two 11-foot travel lanes and one 10-foot center turn lane; and
- Use green paint to improve visibility of bicyclists through conflict zones including at bus stops and approaching/through intersections.



Existing conditions: Two 11' travel lanes and one 12' center turn lane with 5' paved shoulders.



Proposed configuration 1: Turn paved shoulders into bicycle lanes, without any change to the travel lanes.



Proposed configuration 2: Narrower travel lanes calm traffic and create space for a painted buffer for the bike lanes.



4.4.8 - Illustrative Route and Connectivity Improvements (continued)

Route: Noble Avenue N and 41st Avenue N

Existing Conditions

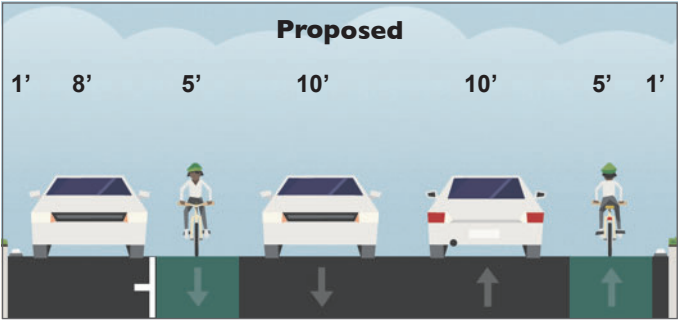
This route provides access from residential areas in the south to Triangle Park and downtown Robbinsdale. South of the railroad tracks it is primarily residential. At West Broadway Avenue this route meets with the proposed bike lane on West Broadway Avenue, providing further access to destinations north and south of downtown. Pavement width is 40 feet near 39th Avenue N. On-street parking is provided in residential areas. Sidewalks are present on both sides.

Description of Recommendations

- Install bike lanes from 36th Avenue N to West Broadway Avenue. Intersections/crossings such as 36th Avenue N, the railroad tracks, and W Broadway Ave, may require additional design detail;
- Remove parking from one side of the street;
- Reduce lane widths to include two 10-foot travel lanes; and
- Use green paint to improve visibility of bicyclists through conflict zones including at bus stops and approaching/through intersections.



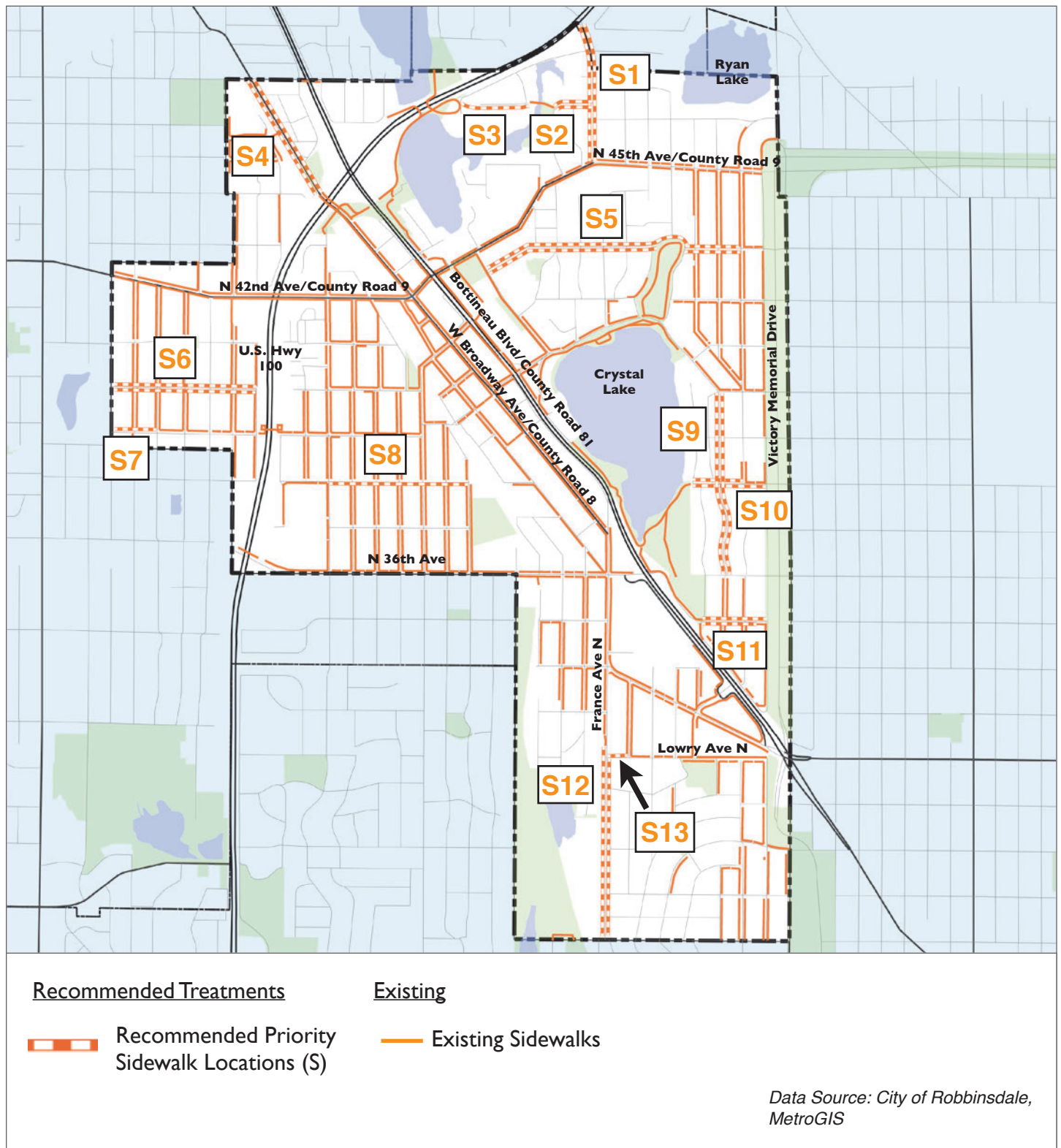
Existing conditions: Two 19' travel lanes/on-street parking lanes. Image from Google Streetview.



Proposed configuration: Narrower travel lanes calm traffic and allow for protected bike lanes.



4.4.9 - Recommended Priority Sidewalk Locations



Recommendation: Install 5 foot minimum sidewalks where missing. The city has a plan for filling sidewalk gaps.



4.4.10 - Summary of Recommended Priority Sidewalk Locations

Map ID	Facility Location	Details & Reasoning <u>Map IDs refer to labels in Map 4.4.9</u>
S1	France Avenue N from 45th Avenue N to the northern boundary of Robbinsdale	5 foot minimum, both sides of street <ul style="list-style-type: none"> Connects Robbinsdale residents to commercial destinations just north of the city boundary and connects multiple bus stops along a transit corridor Identified as a desired improvement by the public during community engagement
S2	46th Avenue N between France Avenue N and Halifax Avenue	5 foot minimum, both sides of street <ul style="list-style-type: none"> Provides pedestrian connection between existing shared-use path and northeast Robbinsdale
S3	46th Avenue N between Indiana Ave and proposed shared-use path connection	5 foot minimum, prioritize south side for short-term needs <ul style="list-style-type: none"> Provides pedestrian connection between existing shared-use path and northeast Robbinsdale (proposed shared-use path connection would fill gap from end of Lilac Drive N and existing shared-use trail under U.S. Highway 100)
S4	West Broadway Avenue from northwest boundary of Robbinsdale to U.S. Highway 100	5 foot minimum, both sides of street <ul style="list-style-type: none"> Primary thoroughfare connecting Crystal and north Robbinsdale to Downtown Robbinsdale and future LRT station – desire lines are visible here
S5	43rd Avenue N between Lake Road and Zenith Avenue N	5 foot minimum, both sides of street <ul style="list-style-type: none"> Pedestrian link to Spanjers Park, City Hall, Sanborn Park, Grand Rounds – “Step to It” route Low stress and direct route to City Hall and Downtown Robbinsdale from Grand Rounds
S6	40th Avenue N between Aldair Avenue N and Unity Avenue N	5 foot minimum, both sides of street <ul style="list-style-type: none"> Provide continuous east-west connection to FAIR School from west Robbinsdale neighborhood
S7	39th Avenue N between Aldair Avenue N and Yates Avenue N	5 foot minimum, prioritize north side for short-term needs <ul style="list-style-type: none"> Extend existing sidewalk connection to reach FAIR School
S8	38th Avenue N between Regent Avenue N and Lee Avenue N	5 foot minimum; prioritize south side for short term needs (to connect to school) <ul style="list-style-type: none"> Provides connections to Robbinsdale Middle School
S9	Abbot Avenue N between 40th Avenue N and 36th Avenue N	5 foot minimum, both sides of street <ul style="list-style-type: none"> Provide continuous north-south pedestrian link in east Robbinsdale ; “Step To It” route Low-stress link – part of proposed Neighborhood Slow Street
S10	38th Avenue N between end at Lakeview Terrace Park and York Avenue N/Victory Memorial Parkway	5 foot minimum, both sides of street <ul style="list-style-type: none"> Provide connection between Lakeview Terrace Park shared-use path and future Crystal Lake Regional Trail and Victory Memorial Parkway Trail
S11	35th Avenue N between Beard Avenue N and York Avenue N/ Victory Memorial Parkway	5 foot minimum, both sides of street <ul style="list-style-type: none"> Provide connection between Lakeview Terrace Park and future Crystal Lake Regional Trail and 35th Avenue pedestrian path at Victory Memorial Parkway Identified as a desired improvement by the public during community engagement



4.4.10 - Summary of Recommended Priority Sidewalk Locations (continued)

Map ID	Facility Location	Details & Reasoning <u>Map IDs refer to labels in Map 4.4.9</u>
S12	France Avenue N between 26th Avenue N and Lowry Avenue N	5 foot minimum, both sides of street <ul style="list-style-type: none"> • Provides direct and continuous connection to south Robbinsdale
S13	Lowry Avenue N between France Avenue N and Ewing Avenue N	5 foot minimum, prioritize north side for short-term needs <ul style="list-style-type: none"> • Completes/connects one-block sidewalk gap between France Avenue N and Victory Memorial Trail • Proximate to Victory Memorial Hospital

