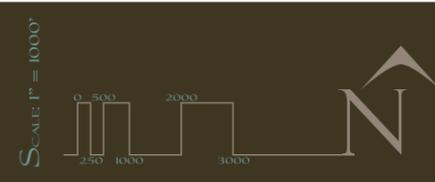
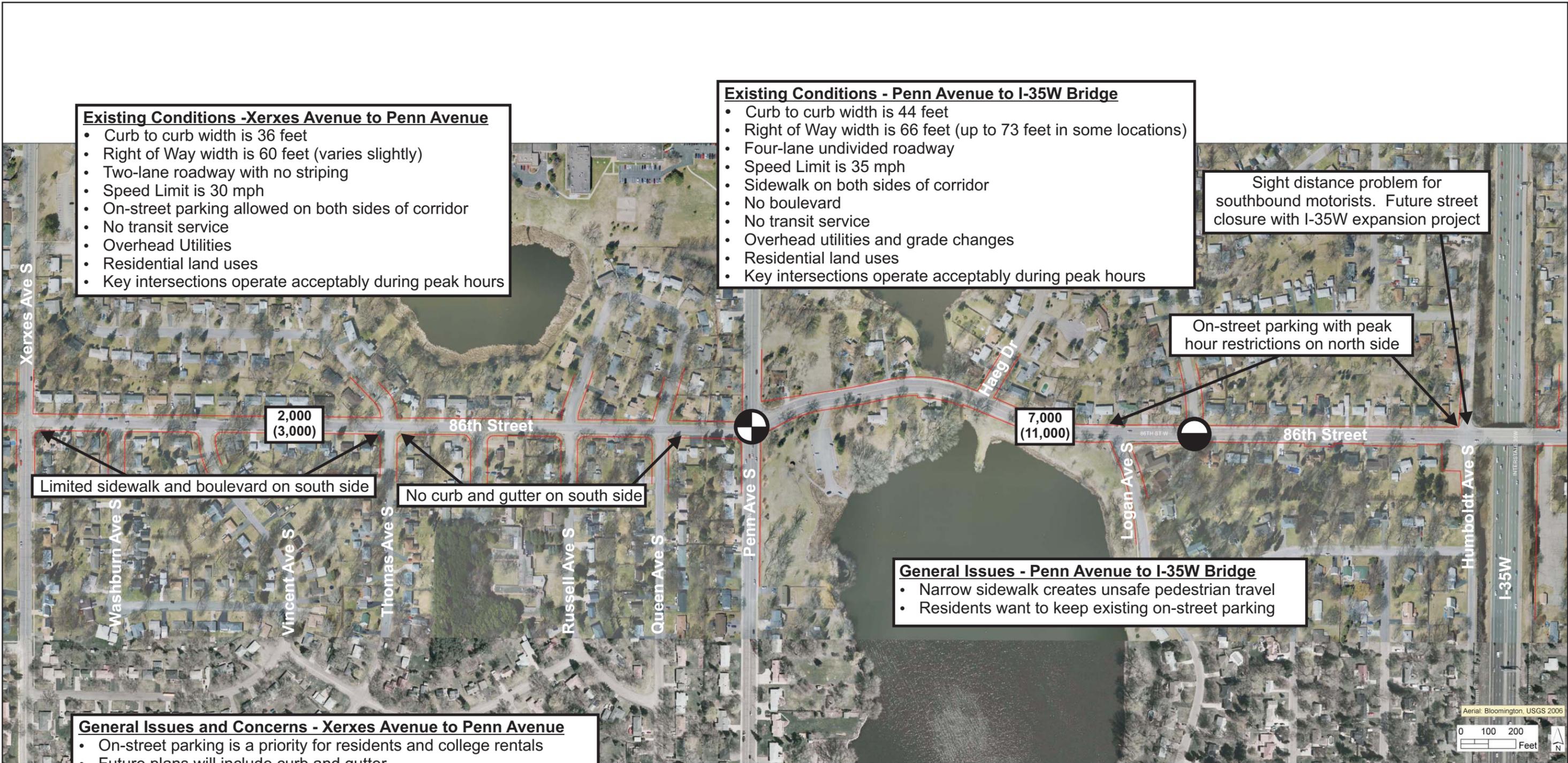


- ### LEGEND
- DESTINATION TRAIL
 - CORE LINKING TRAIL
 - CORE PEDESTRIAN WAY (ENHANCED SIDEWALK)
 - BIKEWAY (LANE OR ROUTE)
 - LOCAL SIDEWALKS AND LINKING TRAILS
 - - - CORE NATURAL SURFACED TRAIL (MOUNTAIN BIKING / HIKING)
 - 1ST TIER PARK DESTINATION
 - 2ND TIER PARK DESTINATION
 - SCHOOL DESTINATION
 - CIVIC DESTINATION
 - TRANSIT HUB
 - PARK & RIDE
 - RETAIL NODE
 - INDUSTRIAL NODE
 - BUSINESS NODE
 - KEY CONNECTION TO ADJOINING SYSTEM
 - PEDESTRIAN BRIDGE / UNDERPASS

ALTERNATIVE TRANSPORTATION PLAN

CITY OF BLOOMINGTON, MINNESOTA





Existing Conditions - Xerxes Avenue to Penn Avenue

- Curb to curb width is 36 feet
- Right of Way width is 60 feet (varies slightly)
- Two-lane roadway with no striping
- Speed Limit is 30 mph
- On-street parking allowed on both sides of corridor
- No transit service
- Overhead Utilities
- Residential land uses
- Key intersections operate acceptably during peak hours

Existing Conditions - Penn Avenue to I-35W Bridge

- Curb to curb width is 44 feet
- Right of Way width is 66 feet (up to 73 feet in some locations)
- Four-lane undivided roadway
- Speed Limit is 35 mph
- Sidewalk on both sides of corridor
- No boulevard
- No transit service
- Overhead utilities and grade changes
- Residential land uses
- Key intersections operate acceptably during peak hours

Sight distance problem for southbound motorists. Future street closure with I-35W expansion project

On-street parking with peak hour restrictions on north side

2,000
(3,000)

7,000
(11,000)

Limited sidewalk and boulevard on south side

No curb and gutter on south side

General Issues - Penn Avenue to I-35W Bridge

- Narrow sidewalk creates unsafe pedestrian travel
- Residents want to keep existing on-street parking

General Issues and Concerns - Xerxes Avenue to Penn Avenue

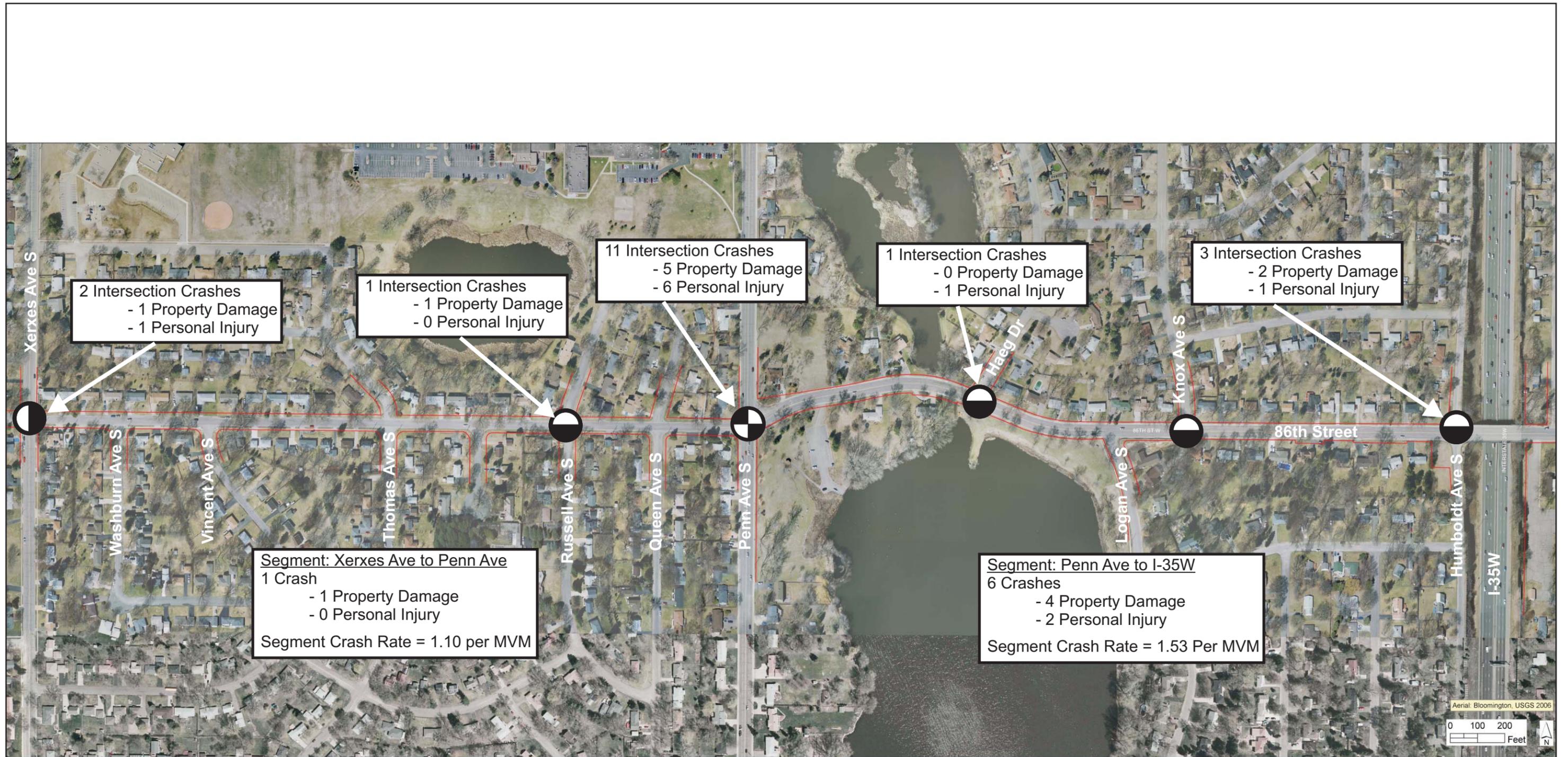
- On-street parking is a priority for residents and college rentals
- Future plans will include curb and gutter
- Mixed support for sidewalks
- Boulevards will increase safety, but concerns with maintenance

Legend

- XX = Current Year Daily Traffic Volumes (2006-2007)
- (XX) = Year 2030 Daily Traffic Volumes
- ☉ = Key Signalized Intersection
- = Key Side-Street Stop Controlled Intersection

Aerial: Bloomington, USGS 2006





86th Street Crash Analysis - 2005 to 2007

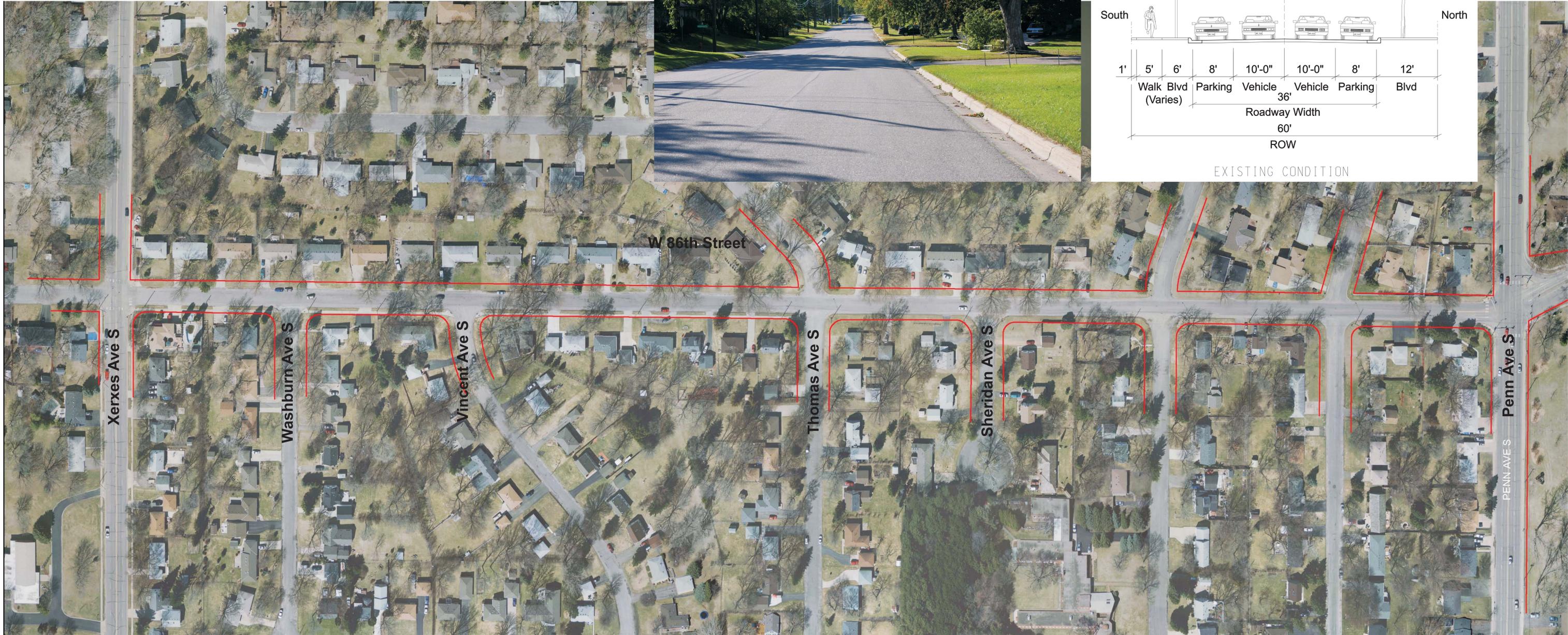
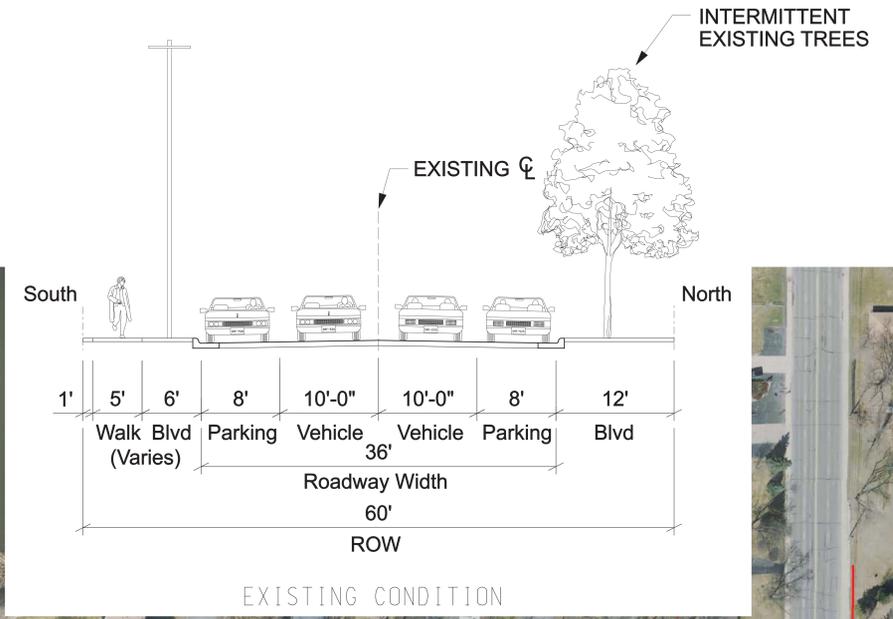
- Xerxes Ave to Penn Ave, Segment Crash Rate (1.10 per MVM) is below Hennepin County's average crash rate for similar type roadways (Urban 2-lane = 1.65 per MVM)
- Penn Ave to I-35W, Segment Crash Rate (1.53 per MVM) is below Hennepin County's average crash rate for similar type roadways (Urban 4-lane Undivided = 2.01 per MVM)
- Intersection Crash Rate for 86th Street and Penn Avenue (0.43 per MEV) is below Hennepin County's average crash rate for similar type intersections (Signal: One Road Channelized = 0.65 Per MEV)

Legend

- ⊕ = Key Signaled Intersection
- ⊖ = Key Side-Street Stop Controlled Intersection
- MVM = Million Vehicle-Miles
- MEV = Million Entering Vehicles

Existing/No Build

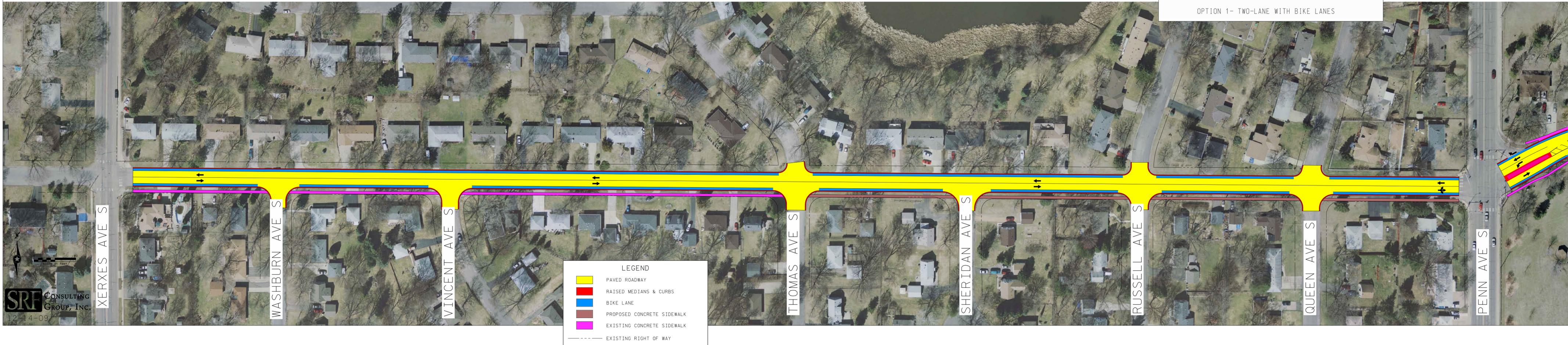
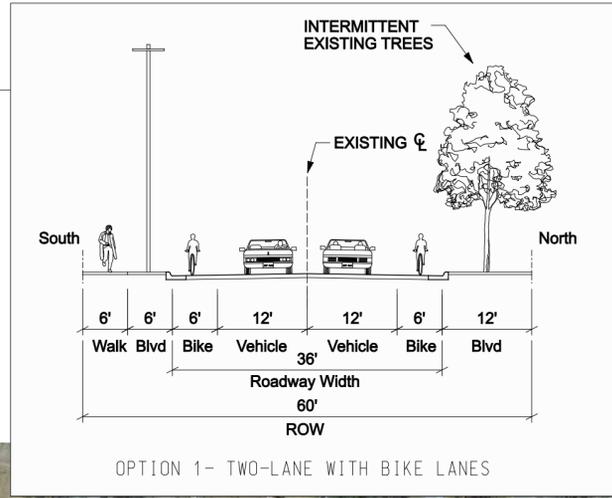
- 36' Roadway Width
- 60' Right of Way Width
- Two-Lane Roadway with No Bike Lanes
- On-Street Parking on Both Sides
- Sidewalk on South Side, West of Thomas Avenue



86TH STREET FROM XERXES AVENUE TO PENN AVENUE

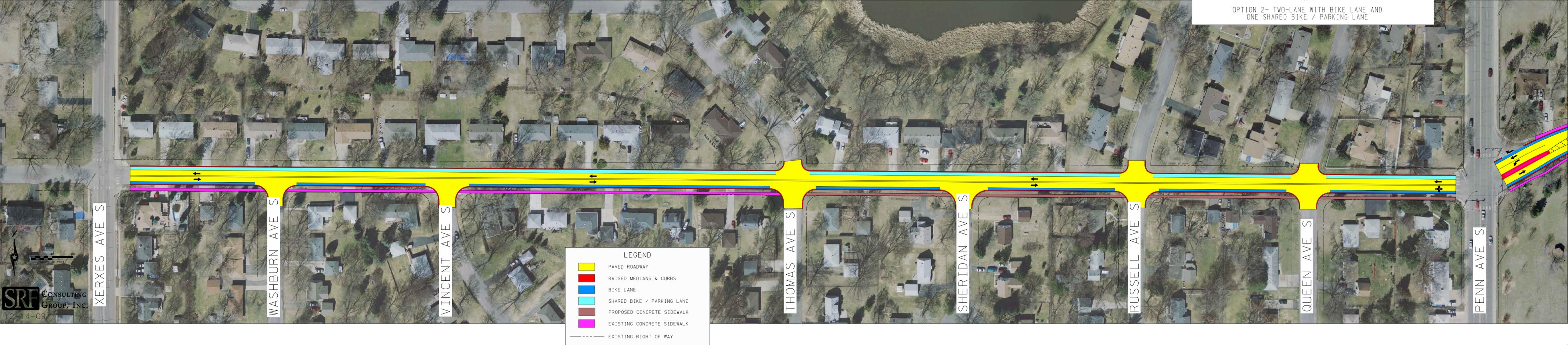
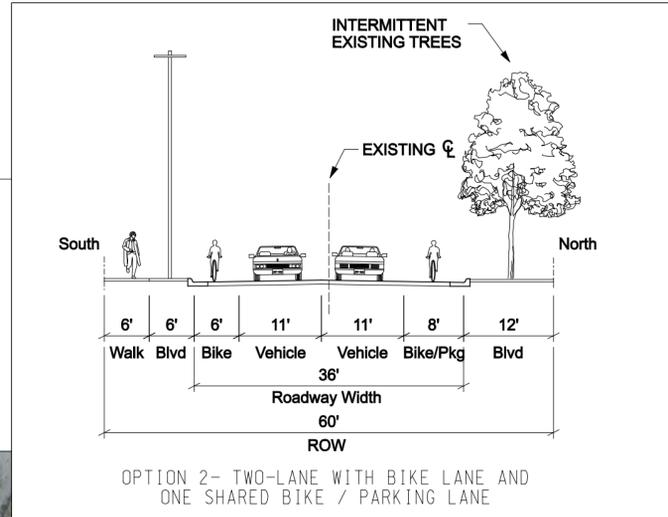
Option 1: Two-Lane with Bikes

- 36' Roadway Width (same as existing)
- Bike Lane each direction
- No Parking
- Sidewalk on South Side of 86th Street



86TH STREET FROM XERXES AVENUE TO PENN AVENUE

- Option 2: Two-Lane with Bike/Parking Lane**
- 36' Roadway Width (same as existing)
 - Eastbound Bike Lane
 - Westbound Shared Bike/Parking Lane
 - Sidewalk on South Side of 86th Street (existing walk from Xerxes to Thomas, new walk from Thomas to Penn)



86TH STREET FROM XERXES AVENUE TO PENN AVENUE

Option 3: Two-Lane with Bike Lanes and Parking on One Side

- 42' Roadway Width (requires widening to the north within right of way)
- Bike Lane in each direction
- Parking on the North Side of 86th Street
- Sidewalk on South Side of 86th Street (existing walk from Xerxes to Thomas, new walk from Thomas to Penn)

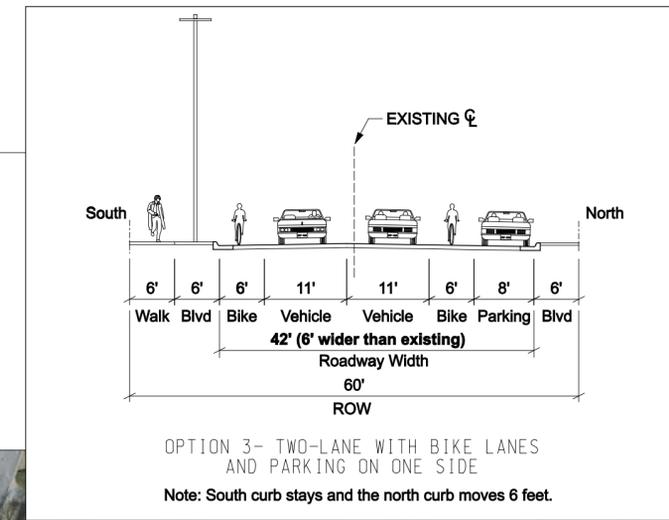
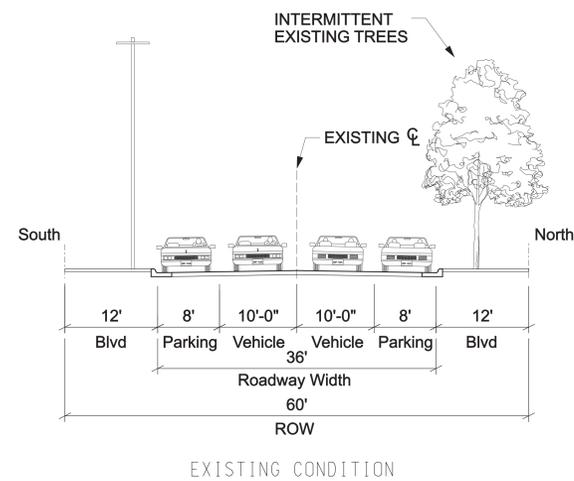
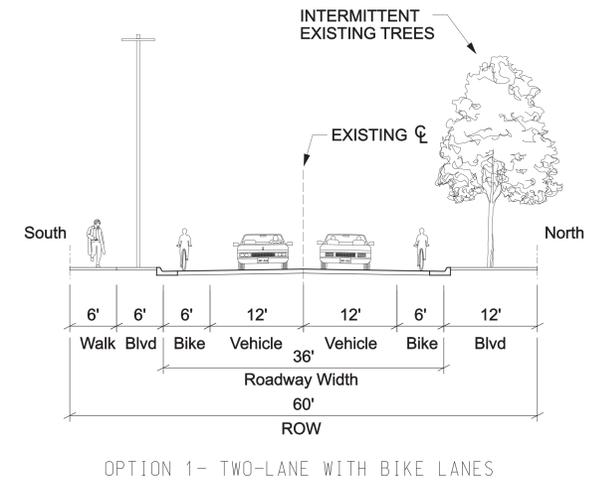


Photo Renderings and Typical Sections 86th Street at Russell Avenue Looking West

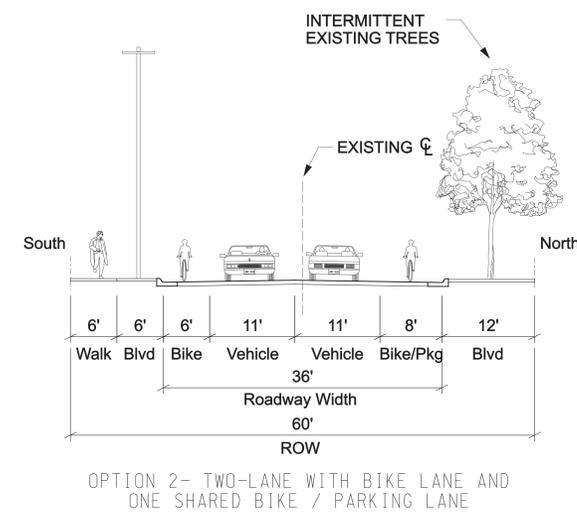
Existing Conditions



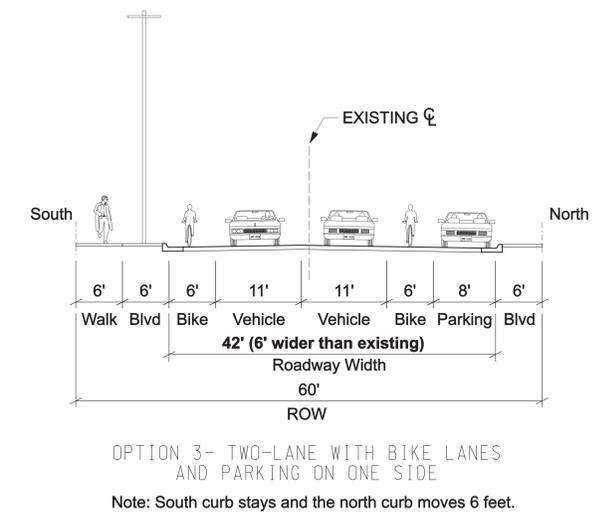
Option 1



Option 2

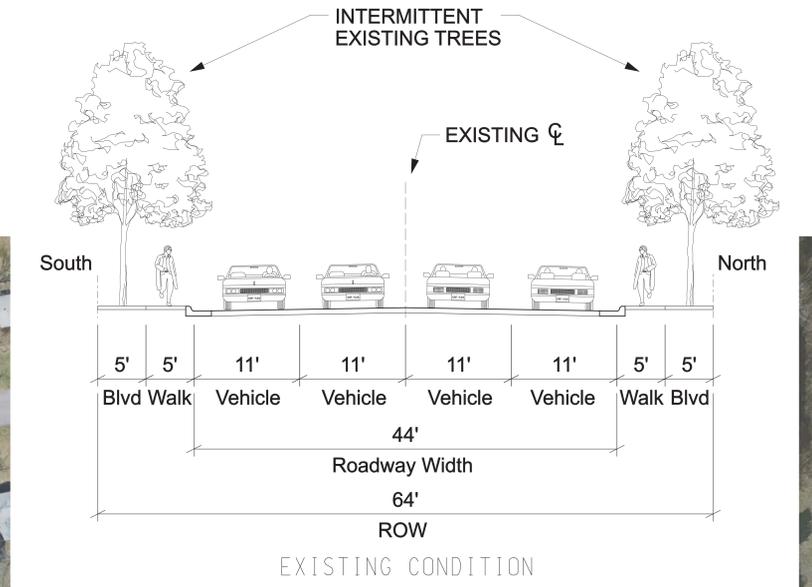


Option 3



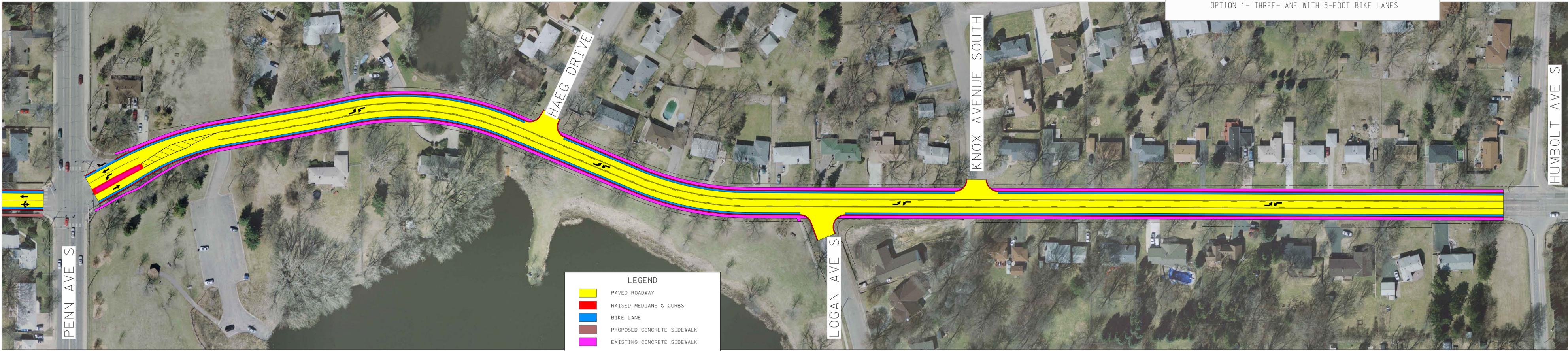
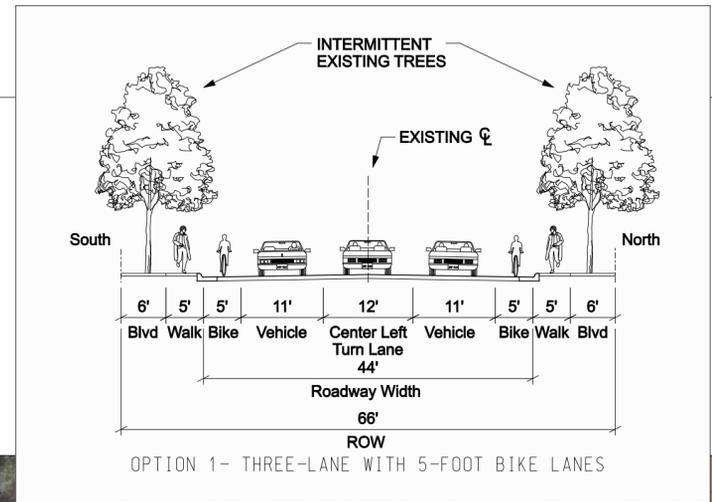
Existing/No Build

- 44' Roadway Width
- 66' Right of Way Width
- Four-Lane Undivided Roadway With No Bike Lanes
- Limited On-Street Parking on North Side
- Sidewalk on Both Sides



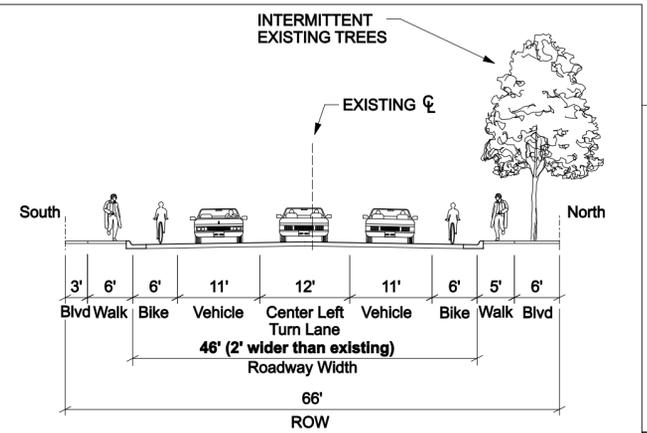
86TH STREET FROM PENN AVENUE TO I-35W

- Option 1: Three-Lane with 5 foot Bike Lanes**
- 44' Roadway Width (same as existing)
 - Center Left-Turn Lane
 - 5' Bike Lane (less than standard width) each direction
 - No On-Street Parking
 - Sidewalk on Both Sides of 86th Street

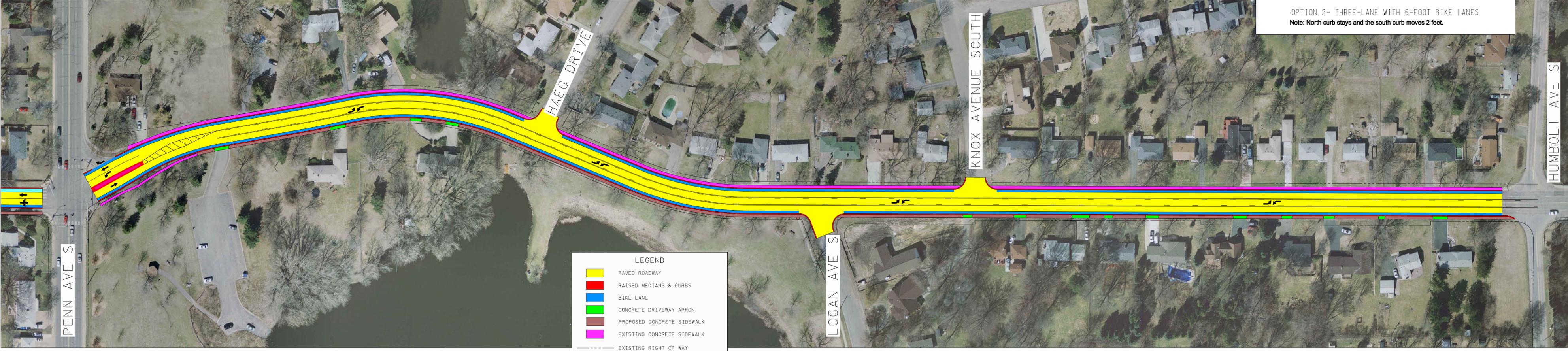


86TH STREET FROM PENN AVENUE TO I-35W

- Option 2: Three-Lane with Bike Lanes**
- 46' Roadway Width (wider than existing)
 - Center Left-Turn Lane
 - 6' Bike Lane each direction
 - No On-Street Parking
 - Sidewalk on Both Sides of 86th Street



OPTION 2- THREE-LANE WITH 6-FOOT BIKE LANES
 Note: North curb stays and the south curb moves 2 feet.



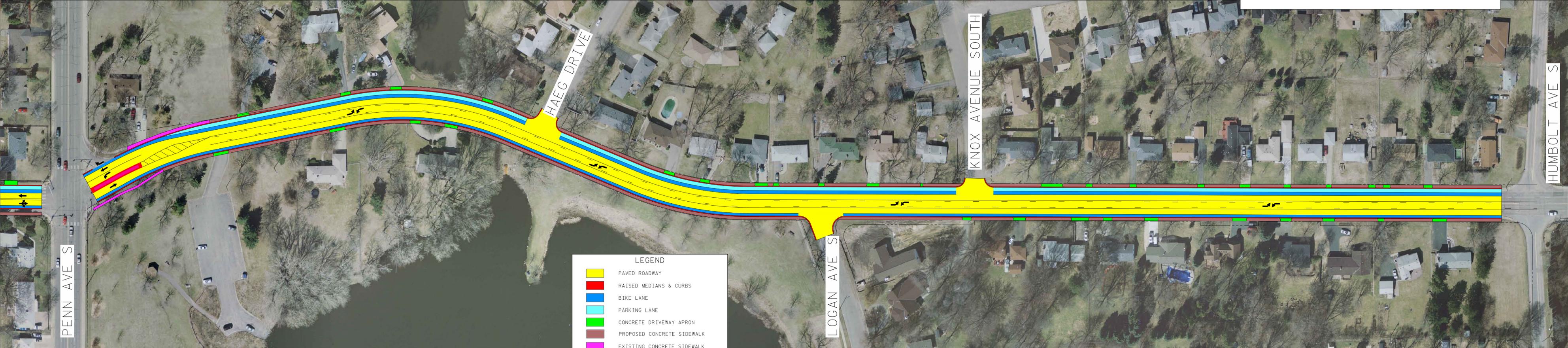
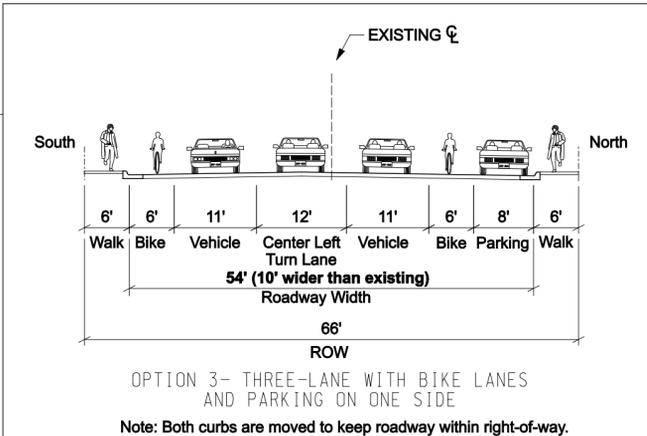
LEGEND

█	PAVED ROADWAY
█	RAISED MEDIANS & CURBS
█	BIKE LANE
█	CONCRETE DRIVEWAY APRON
█	PROPOSED CONCRETE SIDEWALK
█	EXISTING CONCRETE SIDEWALK
---	EXISTING RIGHT OF WAY

86TH STREET FROM PENN AVENUE TO I-35W

Option 3: Three-Lane with Bike Lanes and One Parking Lane

- 54' Roadway Width (10' wider than existing)
- Center Left-Turn Lane
- 6' Bike Lane each direction
- Parking on the North Side of 86th Street
- Sidewalk on Both Sides of 86th Street



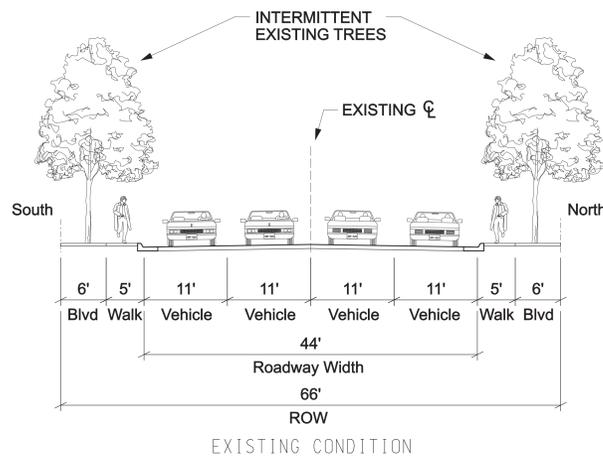
LEGEND

■	PAVED ROADWAY
■	RAISED MEDIANS & CURBS
■	BIKE LANE
■	PARKING LANE
■	CONCRETE DRIVEWAY APRON
■	PROPOSED CONCRETE SIDEWALK
■	EXISTING CONCRETE SIDEWALK
---	EXISTING RIGHT OF WAY

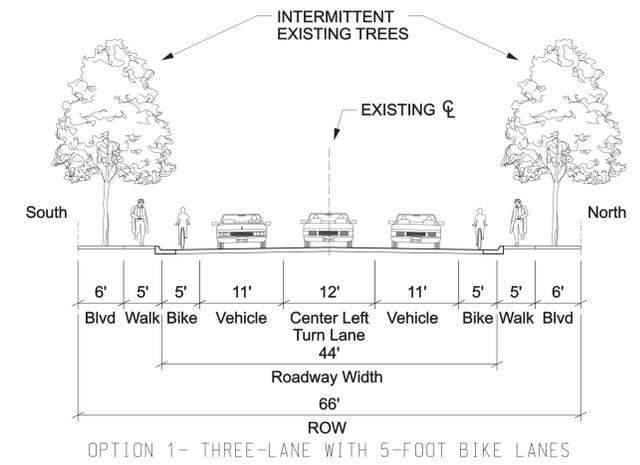


Photo Renderings and Typical Sections 86th Street at Humboldt Avenue Looking West

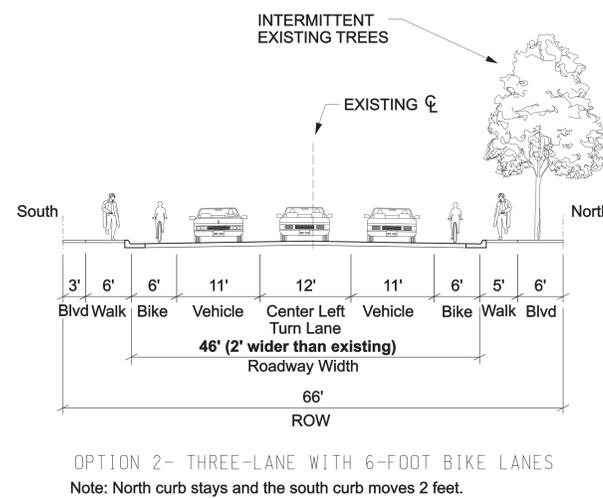
Existing Conditions



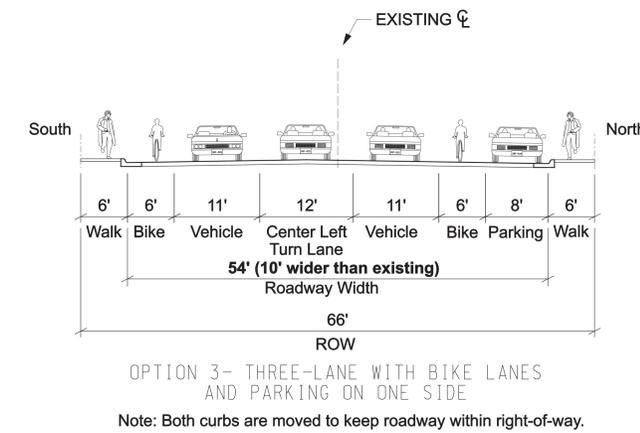
Option 1



Option 2



Option 3



Note: If Option 3 is selected, construction may be delayed until year 2011.