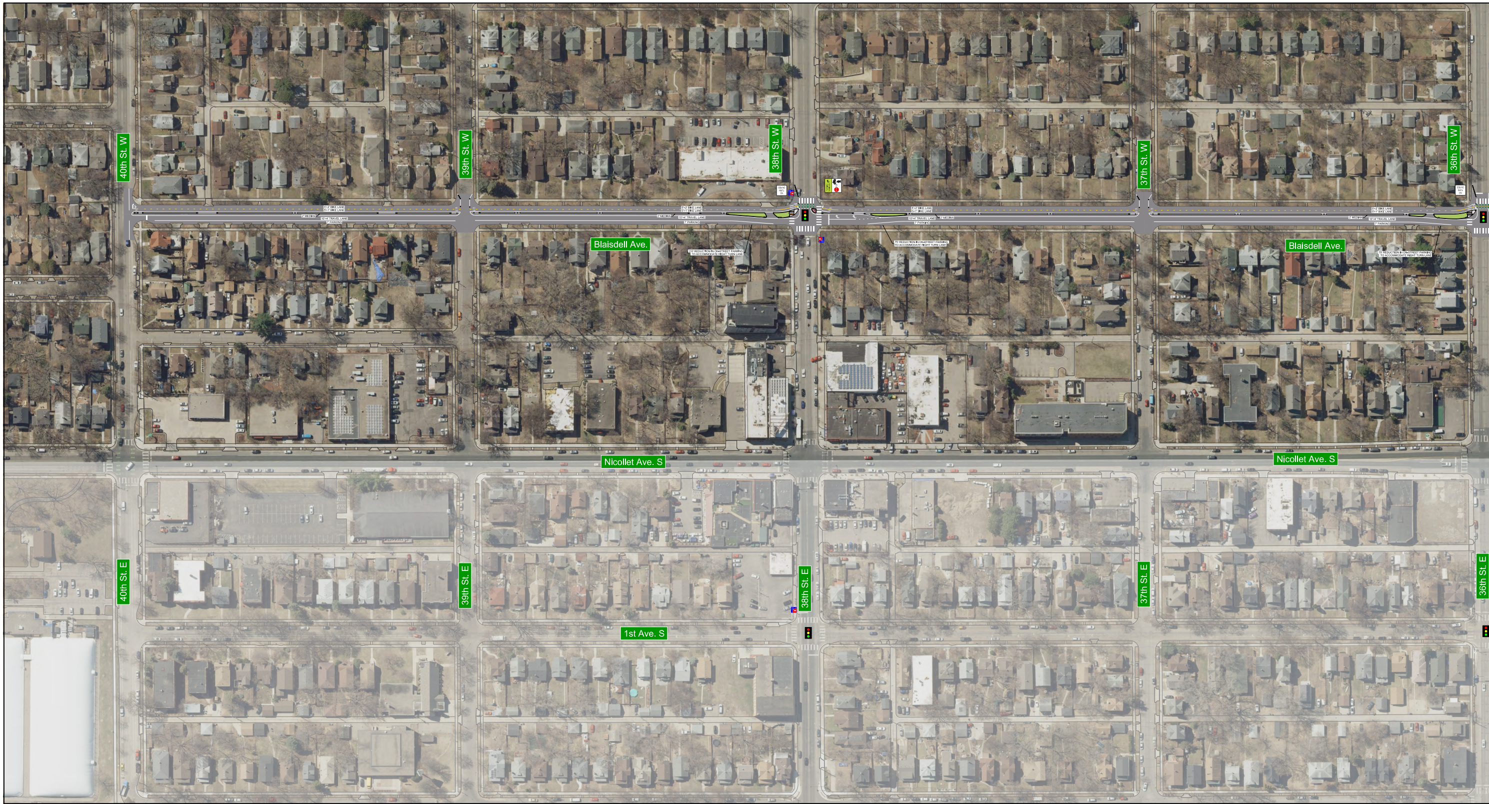

40th St. W
39th St. W
38th St. W
37th St. W
36th St. W
Blaisdell Ave.
Blaisdell Ave.
5'+2' BIKE LANE
5'+1' BIKE LANE
2' MEDIAN
10'+4' TRAVEL LANE
7' PARKING
110' REDUCTION IN ON-STREET PARKING TO ACCOMMODATE RIGHT TURN LANE
75' REDUCTION IN ON-STREET PARKING TO ACCOMMODATE RIGHT TURN LANE
75' REDUCTION IN ON-STREET PARKING TO ACCOMMODATE RIGHT TURN LANE
NO TURN ON RED
Nicollet Ave. S
Nicollet Ave. S
40th St. E
39th St. E
38th St. E
37th St. E
36th St. E
1st Ave. S

Whittier Lyndale Bikeway Project

Proposed Concept Layout

Blaisdell Avenue and 1st Avenue S
Date Plotted: 12/18/2020
Drawn By: BNT Checked By: KCA
Not for Construction - Subject to Change

0' 40' 80'
HORIZONTAL SCALE IN FEET
1" = 40'

Minneapolis
City of Lakes

TOOLE DESIGN
212 3RD AVENUE N, SUITE 352
MINNEAPOLIS, MN 55401
PHONE: 612.584.4092
www.tooledesign.com

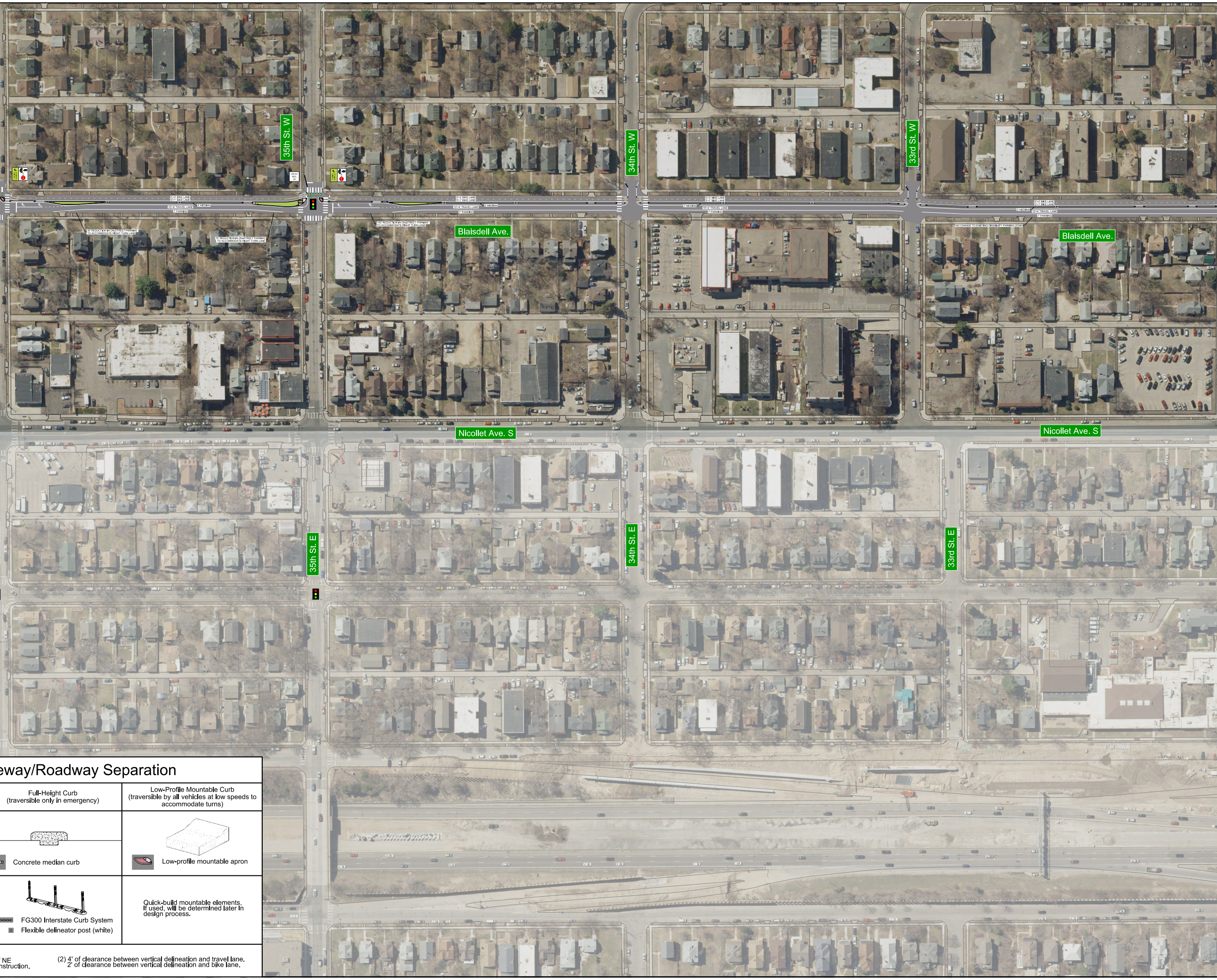
Legend

- ⬛ Existing roadway surface
- 🟩 Possible bioretention planting
- 🟫 Tan surface coating
- ⬛ Sidewalk-level bikeway surface
- ▬ Detectable warning surface
- 🚦 Signalized intersection
- NO TURN ON RED Right Turn on Red restriction
- 🚌 Metro Transit bus stop

Bike	
Permanent Construction (Blaisdell Ave)	
Interim Quick-Build Construction (1st Ave prior to future reconstruction)	

Notes:
(1) Exact placement of intersection treatments subject to change. Design of
corner at Lake St to be coordinated with Hennepin County/MnDOT recon

Whittier Lyndale Bikeway Project // Blaisdell Avenue and 1


35th St. W
34th St. W
33rd St. W
5'+2' BIKE LANE
5'+1' BIKE LANE
2' MEDIAN
10'+4' TRAVEL LANE
7' PARKING
45' REDUCTION IN ON-STREET PARKING TO ACCOMMODATE RIGHT TURN LANE
75' REDUCTION IN ON-STREET PARKING TO ACCOMMODATE RIGHT TURN LANE
140' REDUCTION IN ON-STREET PARKING TO ACCOMMODATE RIGHT TURN LANE
NO CHANGE TO EXISTING DISABILITY PARKING ZONE
Blaisdell Ave.
Blaisdell Ave.
Nicollet Ave. S
Nicollet Ave. S
35th St. E
34th St. E
33rd St. E

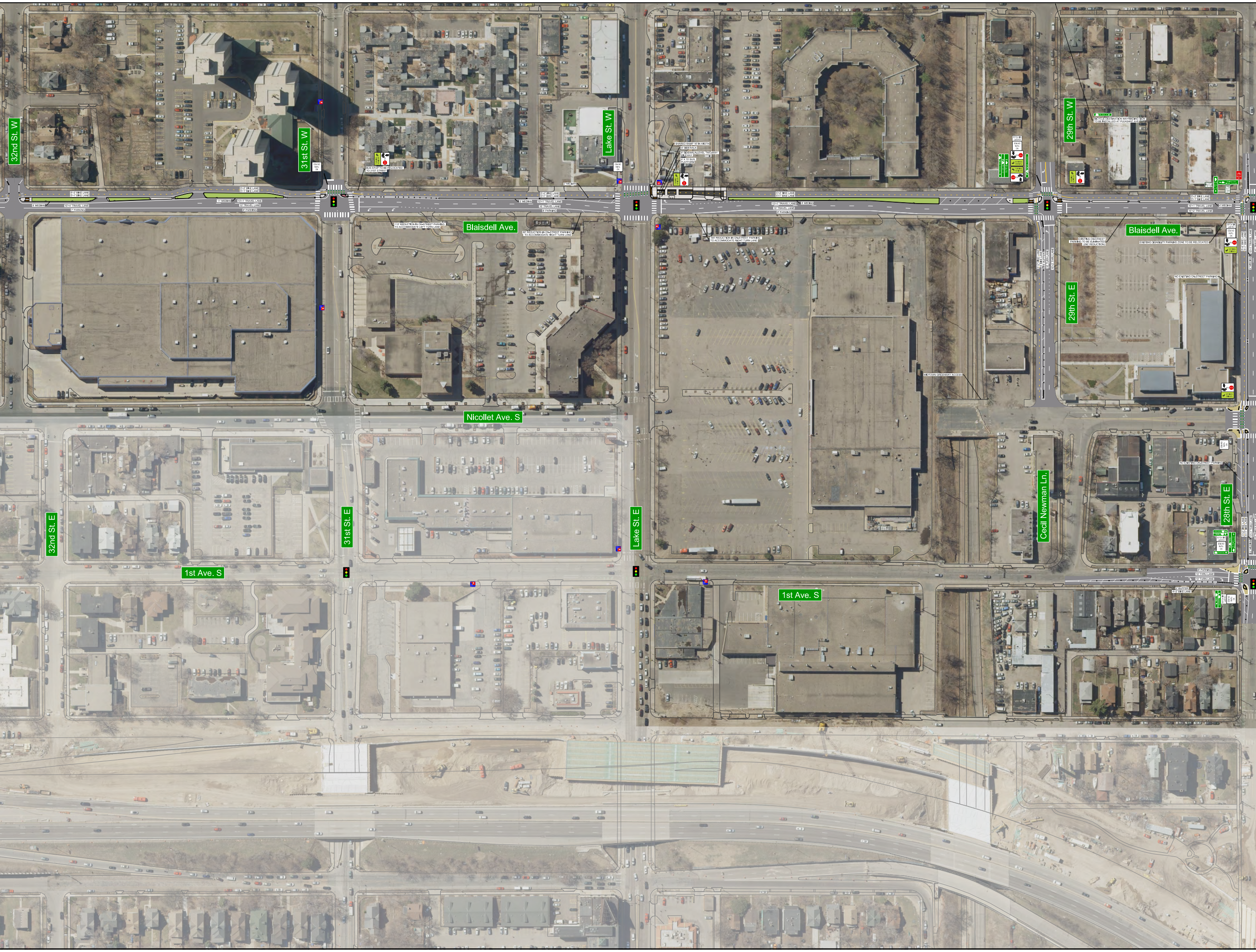
eway/Roadway Separation

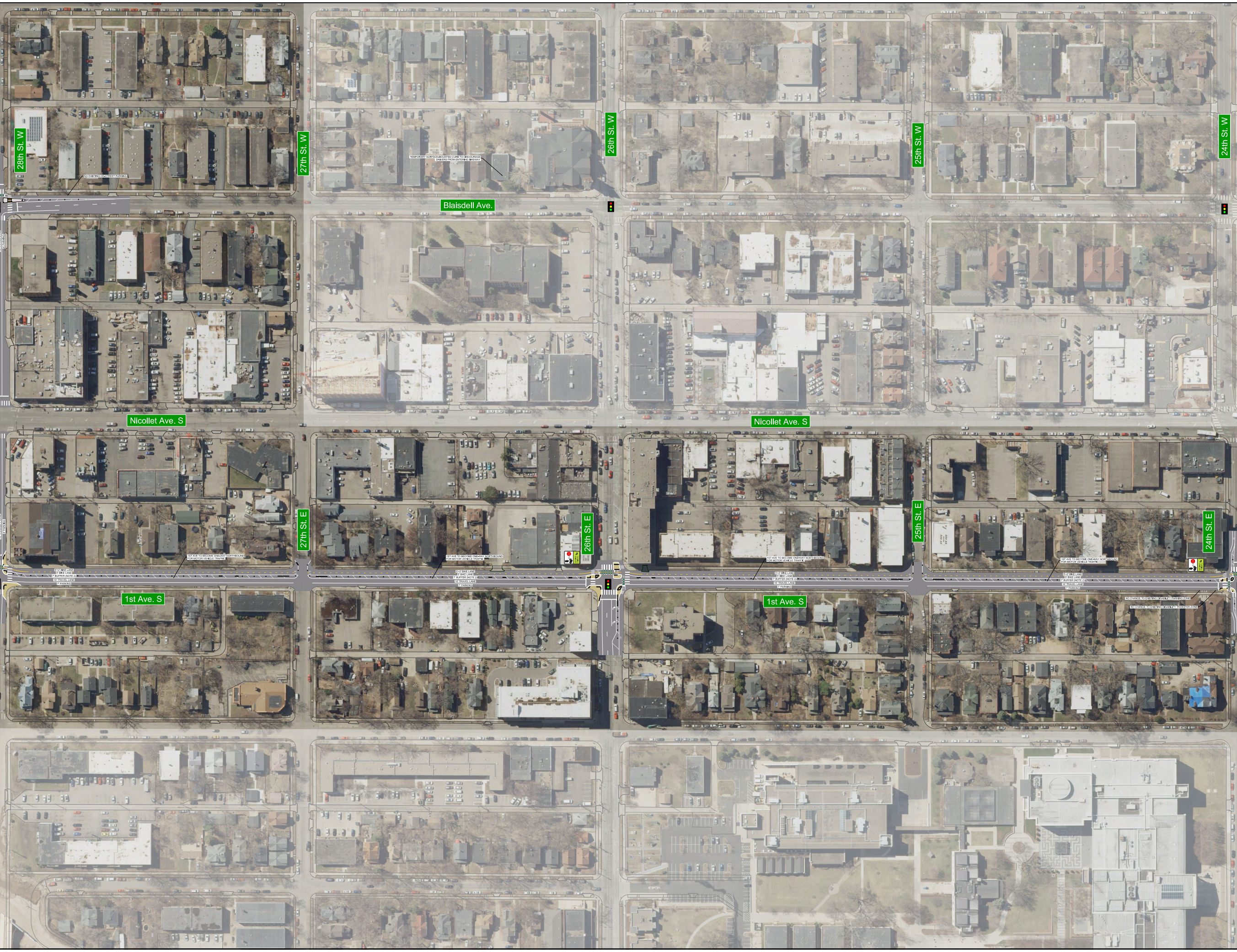
Full-Height Curb (traversible only in emergency)	Low-Profile Mountable Curb (traversible by all vehicles at low speeds to accommodate turns)
Concrete median curb	Low-profile mountable apron
FG300 Interstate Curb System Flexible delineator post (white)	Quick-build mountable elements, If used, will be determined later in design process.

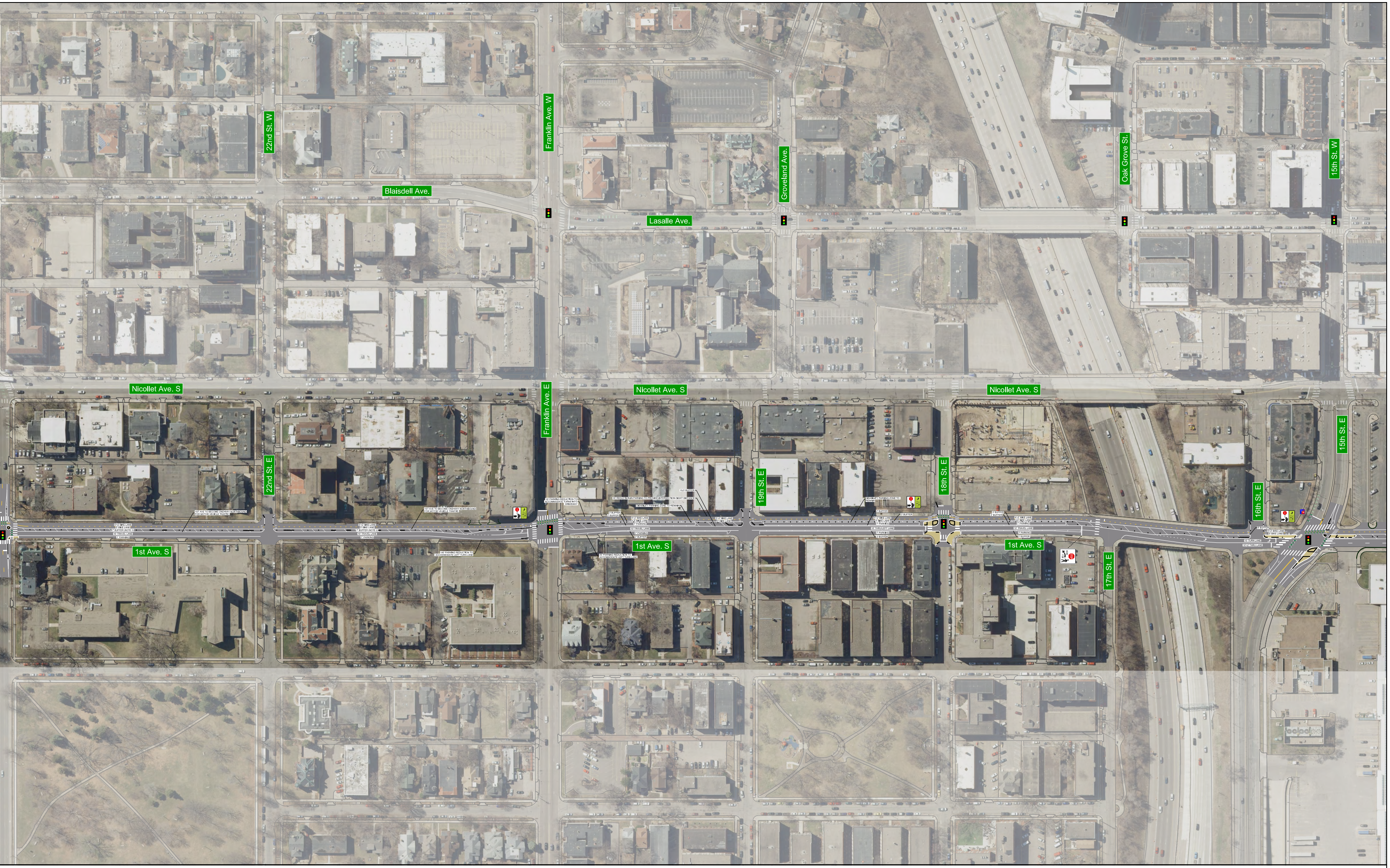
NE
nstruction.

(2) 4' of clearance between vertical delineation and travel lane.
2' of clearance between vertical delineation and bike lane.

st Ave S Proposed Concept Layout


32nd St. W
31st St. W
Lake St. W
29th St. W
Blaisdell Ave.
Nicollet Ave. S
32nd St. E
31st St. E
Lake St. E
29th St. E
Cecil Newman Ln.
28th St. E
1st Ave. S
5'+2' BIKE LANE
5'+1' BIKE LANE
9' MEDIAN
10'+4' TRAVEL LANE
7' PARKING
11' MEDIAN
10'+1' TRAVEL LANE
10' TRAVEL LANE
8' PARKING
BUS STOP TO BE RELOCATED TO 31ST STREET
2' MEDIAN
110' REDUCTION IN ON-STREET PARKING TO ACCOMMODATE LEFT TURN LANE
80' REDUCTION IN ON-STREET PARKING TO ACCOMMODATE RIGHT TURN LANE
SHARED RAMP 16' IN WIDTH
8' SIDEWALK
8' SIDEWALK-LEVEL TWO-WAY BIKEWAY
8' X 70' BUS PLATFORM
6' MEDIAN
165' REDUCTION IN ON-STREET PARKING TO ACCOMMODATE RIGHT TURN LANE
MIDTOWN GREENWAY ACCESS
BICYCLE DESTINATION WAYFINDING SIGN TO BE INSTALLED AT PLEASANT AVE
4' MEDIAN
10'+2' TRAVEL LANE
EXISTING ON-STREET PARKING TO BE ELIMINATED (290' REDUCTION)
EXISTING DISABILITY PARKING ZONE TO BE RELOCATED
NO EXISTING ON-STREET PARKING
5'+2' BIKE LANE
5' BIKE LANE
6' BUFFER
10' TURN LANE
10'+2' THRU LANE
10'+1' THRU LANE
10' THRU LANE
10' TURN LANE
8' PARKING
2' BUFFER
4'+2' BIKE LANE
NO TURN ON RED
EXCEPT BICYCLES
TURNING VEHICLES


28th St. W
27th St. W
26th St. W
25th St. W
24th St. W
TEMPORARY SURFACE-MOUNTED CURB TO DISCOURAGE DRIVERS FROM ENTERING BIKEWAY
NO EXISTING ON-STREET PARKING
Blaisdell Ave.
Nicollet Ave. S
Nicollet Ave. S
27th St. E
26th St. E
25th St. E
24th St. E
1ST AVE TO BECOME ONE-WAY NORTHBOUND FOR MOTOR VEHICLE TRAFFIC
1ST AVE TO BECOME ONE-WAY NORTHBOUND FOR MOTOR VEHICLE TRAFFIC
1ST AVE TO BECOME ONE-WAY NORTHBOUND FOR MOTOR VEHICLE TRAFFIC
1ST AVE TO BECOME ONE-WAY NORTHBOUND FOR MOTOR VEHICLE TRAFFIC
5'+2' BIKE LANE
5' BIKE LANE
7' BUFFER (NOTE 2)
10' TRAVEL LANE
7' PARKING
1st Ave. S
1st Ave. S
NO CHANGE TO EXISTING DISABILITY PARKING ZONE
NO CHANGE TO EXISTING DISABILITY TRANSFER ZONE


22nd St. W
Franklin Ave. W
Groveland Ave.
Oak Grove St.
15th St. W
Blaisdell Ave.
Lasalle Ave.
Nicollet Ave. S
Nicollet Ave. S
Nicollet Ave. S
22nd St. E
Franklin Ave. E
19th St. E
18th St. E
16th St. E
15th St. E
17th St. E
1st Ave. S
1st Ave. S
1st Ave. S
1ST AVE TO BECOME ONE-WAY NORTHBOUND FOR MOTOR VEHICLE TRAFFIC
1ST AVE TO BECOME ONE-WAY NORTHBOUND FOR MOTOR VEHICLE TRAFFIC
5'+2' BIKE LANE
5' BIKE LANE
7' BUFFER (NOTE 2)
10' TRAVEL LANE
7' PARKING
5'+2' BIKE LANE
5' BIKE LANE
7' BUFFER (NOTE 2)
10' TRAVEL LANE
7' PARKING
140' PARKING REDUCTION TO ACCOMMODATE LEFT TURN LANE
35' PARKING REDUCTION TO ACCOMMODATE TURNS INTO DRIVEWAY
3' BUFFER
2' BUFFER
4'+2' BIKE LANE
4.5' BIKE LANE
7' PARKING
10' TRAVEL LANE
7' PARKING
2' BUFFER
45' PARKING REDUCTION TO ACCOMMODATE LEFT TURN LANE
10.5' BUFFER
35' REDUCTION IN PARKING TO PROVIDE INTERSECTION SIGHT DISTANCE
DISABILITY PARKING ZONE TO REMAIN
5'+2' BIKE LANE
5' BIKE LANE
DISABILITY PARKING ZONE TO REMAIN
2' BUFFER
3' BUFFER
4'+2' BIKE LANE
4' BIKE LANE
7' PARKING
10' THRU/LEFT LANE
7' PARKING
2' BUFFER
3' BUFFER
2' BUFFER
4'+2' BIKE LANE
4.5' BIKE LANE
7' PARKING
10' TRAVEL LANE
7' PARKING
2' BUFFER
STOP HERE FOR
8' BUFFER
5'+2' BIKE LANE
5' BIKE LANE
10' TURN LANE
10'+2' THRU LANE

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DESIGN