

Welcome!

The Minneapolis Public Works Department is proposing to make pedestrian and bicycle enhancements to Emerson & Fremont Avenues North in 2018. Thank you for your interest in the project.

Project Location

Various locations along Emerson and Fremont Avenues North; See ‘Project Overview’ board for details

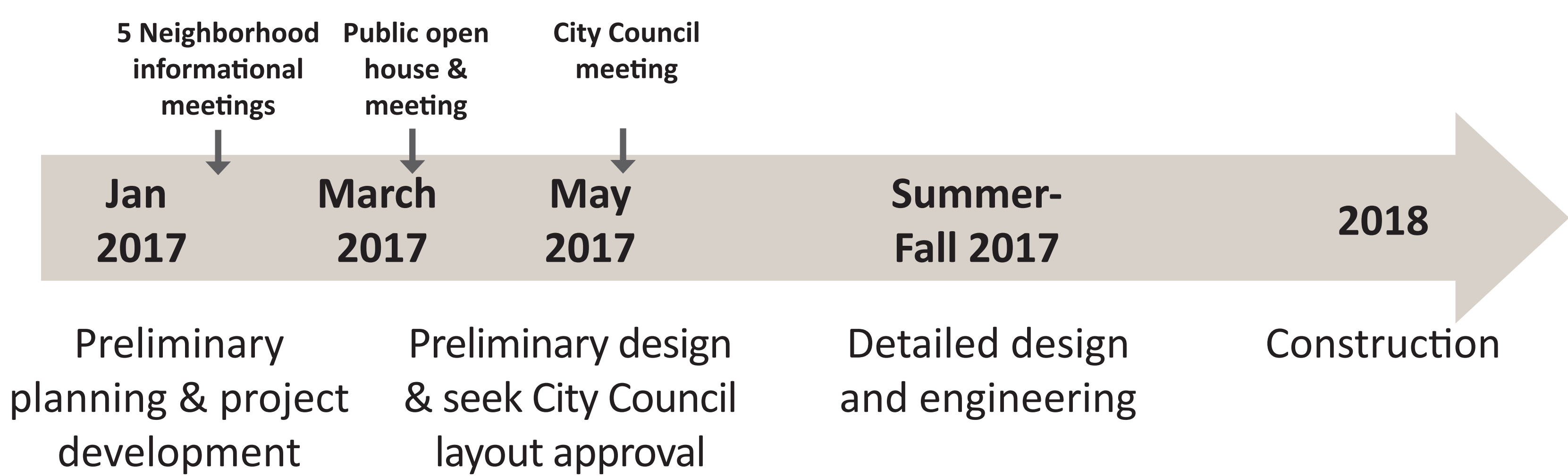
Scope:

On-street protected bikeway
Pavement markings and posts

Pedestrian improvements

16 curb extensions, 4 crossing medians, 64 ADA ramps, 3 signal improvements, crosswalk markings, and 20 street trees

Schedule



Funding Sources

Net debt bonds, federal aid

(Property owners will **not** be assessed for this project)

Project Goals

To increase pedestrian and bicycle safety along the corridor, to improve accessibility and to calm traffic.

How did the project come about?

There is a high number of reported pedestrian/vehicle crashes along the corridor, and the City’s protected bikeway plan identified Emerson/Fremont as the primary north/south bicycle connection in North Minneapolis. The City was awarded federal funds to implement the project in the year 2018.

Purpose of this open house

- Inform the public about the project scope and schedule
- Seek feedback from the community
- Let you know how you can stay engaged with this project

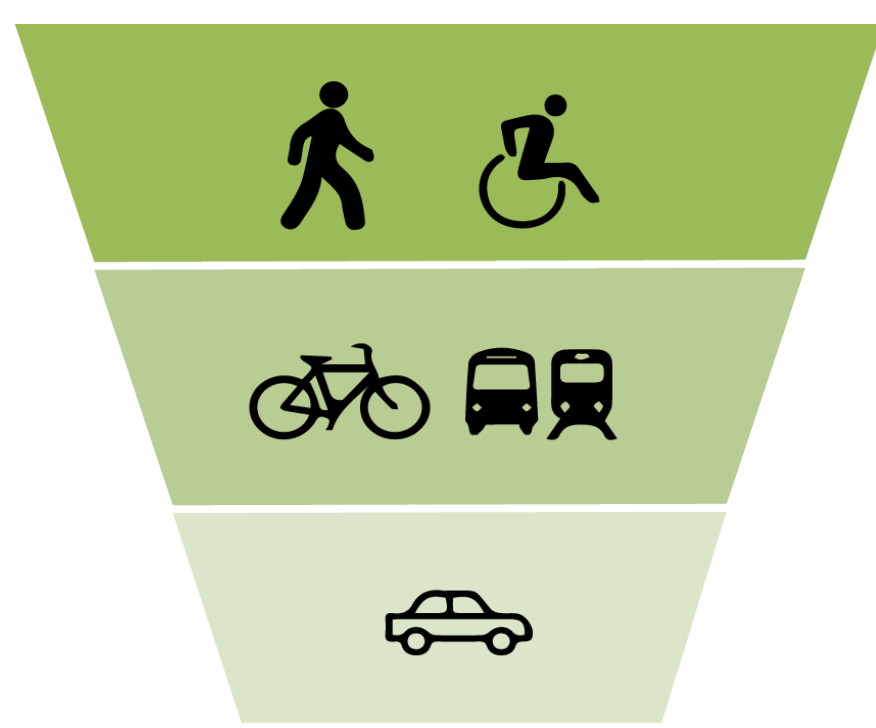
Project Overview

The project will make pedestrian improvements at 17 intersections and install a protected bikeway along portions of Emerson and Fremont Avenues North. This will benefit residents of Jordan, Hawthorne, Folwell, Webber-Camden, Near North and McKinley neighborhoods. It will also improve access to Metro Transit’s planned D Line BRT stations, which will improve transit service for residents as part of a separate, Metro Transit led project.

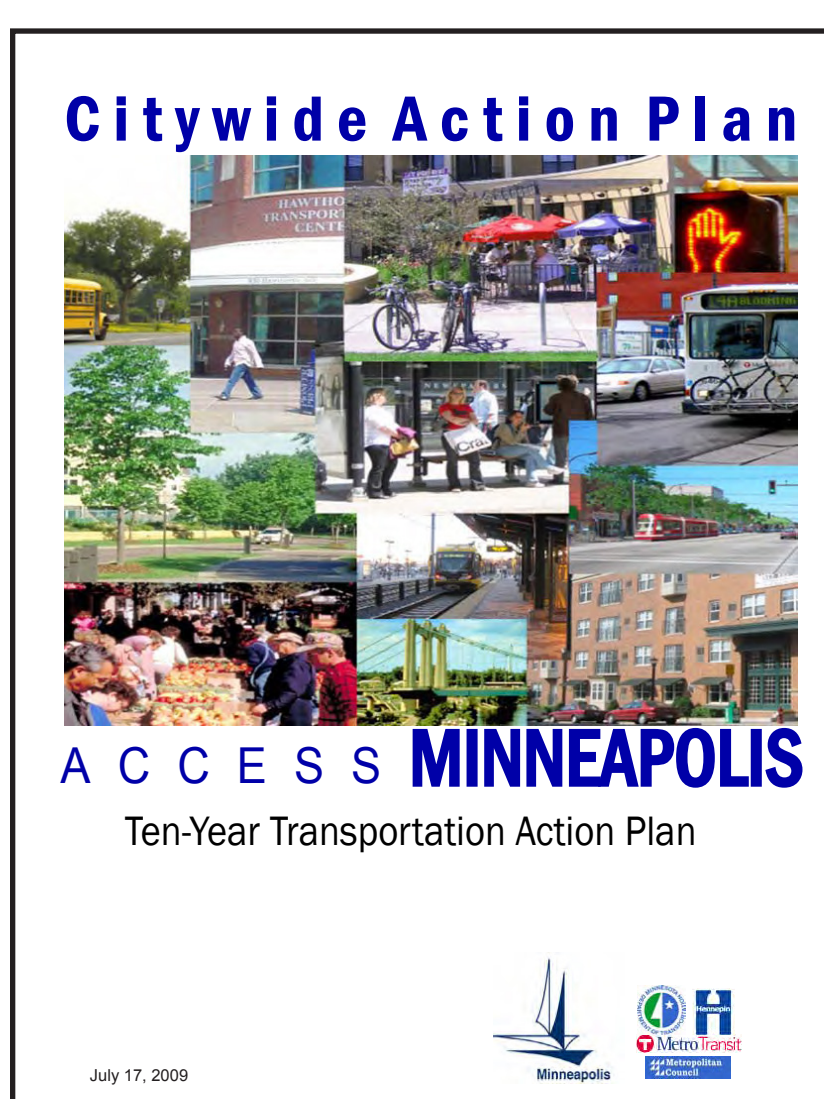


Planning Guidance

These investments in bicycle and pedestrian infrastructure are supported by City goals and policies. The 2009 *Access Minneapolis Transportation Plan*, and the 2016 *Complete Streets Policy* identify transportation networks and prioritize the movement of people walking, biking, and taking transit over driving. The 2015 *Protected Bikeway Update to the City's Bicycle Master Plan* identifies Emerson and Fremont Avenues North as the primary protected bikeway corridor connecting northside and downtown Minneapolis.



Complete Streets Policy (2016)



Access Minneapolis (2009)



Complete Streets Modal Priority

Pedestrian Priority Corridor

The project makes significant investments to increase pedestrian safety and accessibility.



Planned Protected Bikeway

Implementing the protected bikeway will increase safety and access for bicyclists.



Planned Bus Rapid Transitway (BRT)

The project will accommodate existing and future transit operations in the corridor.

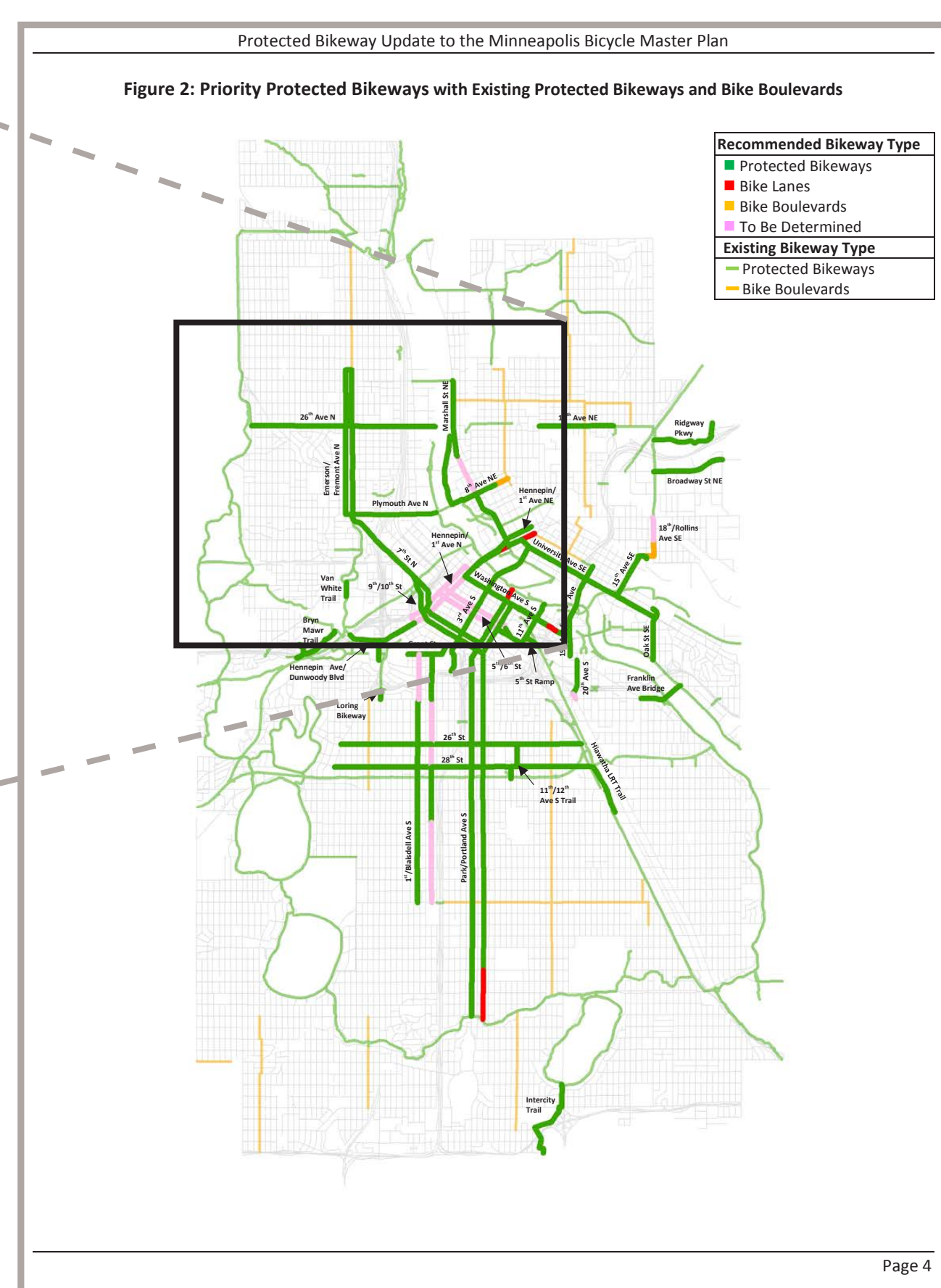


Roadway Operations

Adequate level of service is maintained and traffic calming benefits are expected.



Protected Bikeway Plan (2015)

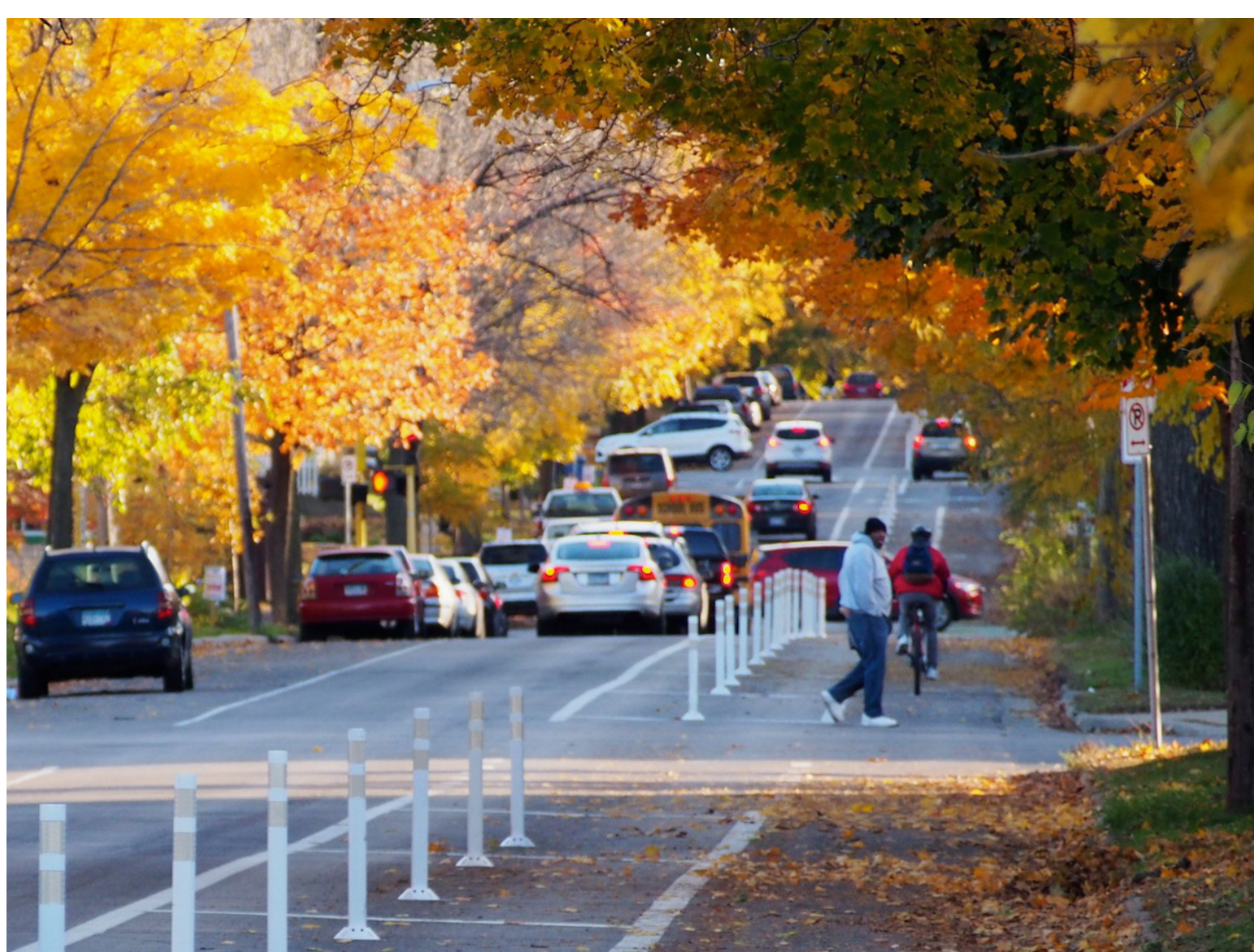


Recommended Bikeway Type	
Green line	Protected Bikeways
Red line	Bike Lanes
Yellow line	Bike Boulevards
Pink line	To Be Determined
Existing Bikeway Type	
Green line	Protected Bikeways
Yellow line	Bike Boulevards

Pedestrian Improvements

Pedestrian crossing improvements

The major project investment will be to make pedestrian crossing improvements along Emerson and Fremont Avenues North. There were 25 reported crashes involving pedestrians along the corridor from 2010-2013. Crossing Improvements will include curb extensions, pedestrian medians, and signal improvements. Curb extensions shorten the crossing distance, improve sightlines, and have some traffic calming effect. Pedestrian medians have similar benefits and allow people to cross one lane of travel at a time.



Other Pedestrian Improvements

The project will also improve accessibility along the corridor by updating curb ramps at 64 locations, and installing APS (Accessible Pedestrian Signals) at 3 intersections. These improvements will benefit those using a wheelchair or other mobility device and those that are sight-impaired.

The project will also plant 20 street trees along Emerson and Fremont Avenues. This will replace trees that were lost during the 2011 tornado, or by common diseases such as Emerald Ash Borer. Street trees have many environmental and aesthetic benefits.

Protected Bikeway

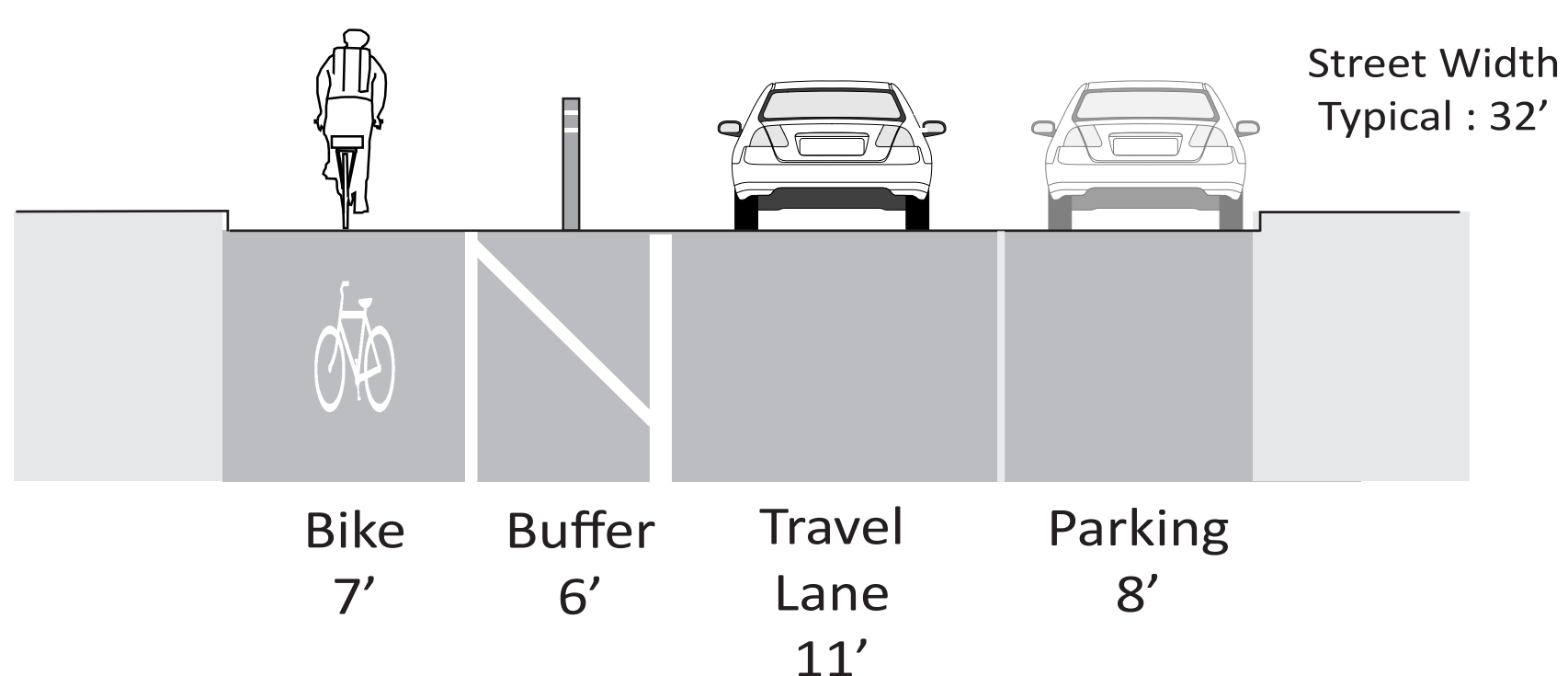
Protected Bikeways provide physical separation from motor vehicle traffic through a painted buffer space and plastic bollards. This improves safety for all road users including pedestrians and drivers.

Example of Protected Bikeway on Blaisdell Avenue South

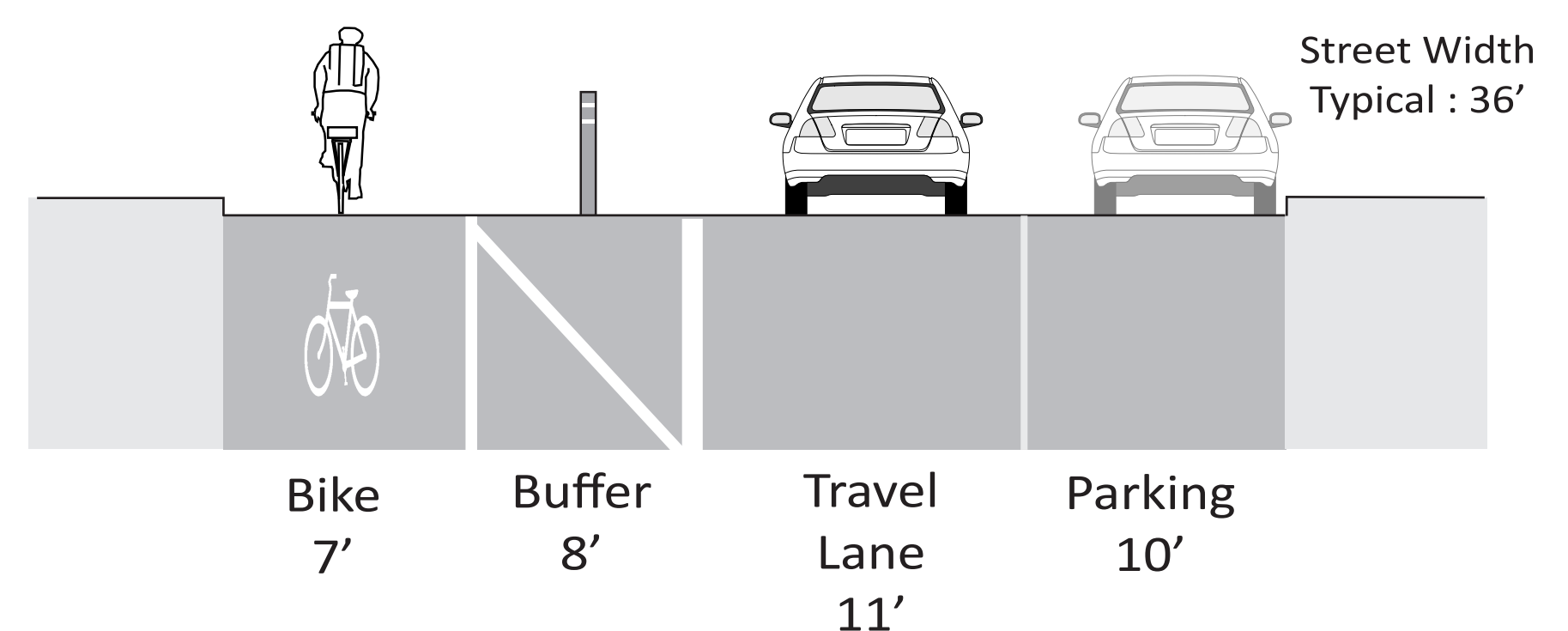


Typical Protected Bikeway Cross Sections

Fremont Ave N - (Plymouth Ave N - 33rd Ave N)
looking south



Emerson Ave N - (Plymouth Ave N - 33rd Ave N)
looking north



Existing Dimensions - Fremont Avenue North



Existing Dimensions - Emerson Avenue North

Photo taken north of W. Broadway; Parking is currently on the left hand side of Emerson Ave N south of West Broadway



Protected Bikeway

At major intersections, additional accommodations are made to improve safety. Green conflict markings call a drivers attention to the bikeway. Dedicated turn lanes are used to separate the bike facility where motor vehicle turns are frequent.

Concept visual at Emerson Ave N and West Broadway



Pavement marking layout of location from above

