

# Minneapolis Bicycle Facility Manual

## Chapter 9—Innovation

**On-Street Treatments—Bicycle Boulevards**



**Photos:** Berkeley, California, Palo Alto, California, and Portland, Oregon have created an effective network of bicycle boulevards. All three cities use signage, striping, and traffic calming treatments to give priority to bicycles along a given corridor. The photos shown are from Berkeley, California. Bicycle boulevards are intended to increase the number of on-street bicyclists.



**Bicycle Boulevard**—Bicycle boulevards are enhanced local street corridors that give priority to bicycles. Bicycle boulevards typically run parallel to minor arterial or collector street corridors and generally serve bicyclists who are not comfortable riding on busy streets. Bicycle boulevards usually allow motorists but often include traffic calming treatments such as diverters, bump-outs, and speed humps to discourage cut-through motor vehicle trips. In some cases speed limits are reduced or there is additional traffic enforcement. Bicycle boulevards include information and wayfinding signage in addition to special pavement markings. Special attention is also given to intersections to limit bicycle delay and to create free-flow conditions for bikes whenever possible.



**Bicycle Boulevard Criteria:**

- Implemented on low volume local street corridors that are parallel to minor arterial and collector roadways.
- Candidate corridors should be located where there are existing diverters, ped/bike bridges, and signalized crossings to minimize the need for new infrastructure.
- Spaced in a 1 mile grid.
- Used when shared lanes, shared lanes with signage, and wide outside lanes are not expected to increase bicycle use or safety.



# Minneapolis Bicycle Facility Manual

## Chapter 9—Innovation

### On-Street Treatments— Bicycle Boulevard



**Standard:** Replace street signs along bike routes to include bicycle symbols.



**Option:** Reversing stop signs at key intersections to allow for free-flow biking.



**Standard:** Addition of pavement markings clearly tells both cyclists and motorists that bicyclists are prominent.



**Option:** Traffic Calming Devices such as speed humps or diverters can deter motorists from using a route.



**Standard:** Addition of identification signage compliments the pavement marking message.



**Option:** Intersections can be modified to allow bicycles passage while prohibiting vehicles from entering.