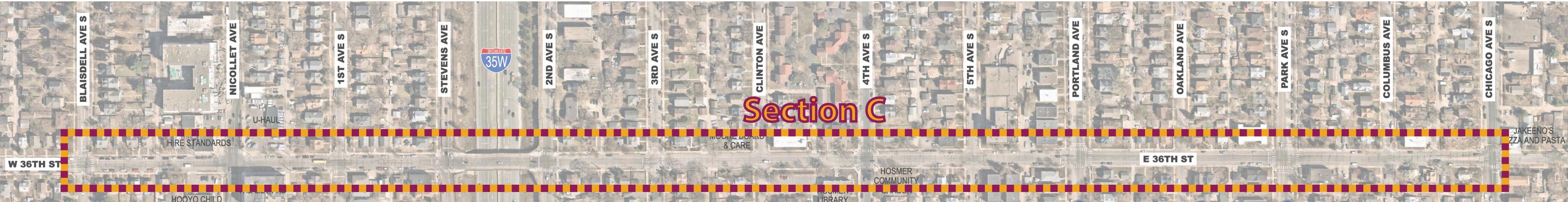
Concept Options: 36th Street, Blaisdell Avenue to Chicago

Concept 1A- Shared use path (two lanes of parking)





Last updated 03/28/25



Benefits:

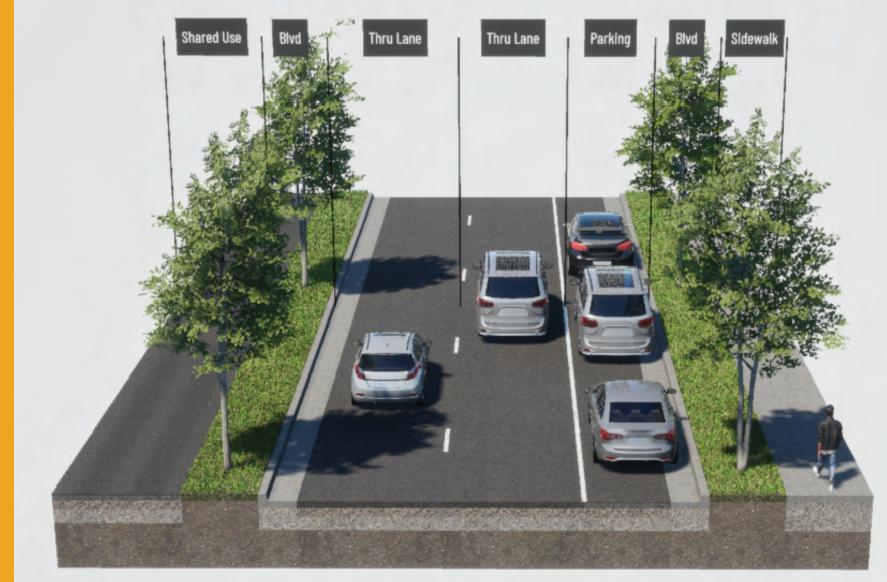
• Off-street shared space for people who walk or bike • Two lanes of parking

Tradeoffs:

 No separated path for people who bike No room for trees

in the boulevard

Concept 1B- Shared use path (one lane of parking)



36th Street, 3rd Avenue to Chicago Avenue

Concept 2B- Sidewalk (one lane of parking)

Benefits:

Space for large trees in the boulevard Two lanes of parking

Tradeoffs:

 No dedicated space for people who bike





Benefits:

- Off-street shared space for people who walk or bike
- Space for large trees in the boulevard

Tradeoffs:

- No separated path for people who bike
- One lane of parking

Both images to the left are part of one complete concept. Due to changes in the right-of-way, this concept changes as you move east along the corridor and the right-of-way gets narrower.

Benefits:

• Space for large trees in the boulevard

Tradeoffs:

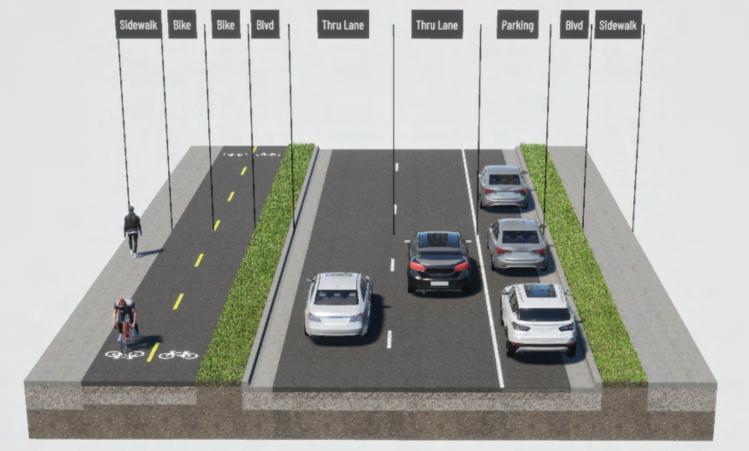
- No dedicated space for people who bike
- One lane of parking

Both images to the left are part of one complete concept. Due to changes in the right-of-way, this concept changes as you move east along the corridor and the right-of-way gets narrower.

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Concept Options: 35th Street, Blaisdell Avenue to 3rd Avenue

Two-way off-street bikeway (one lane of parking)



35th Street, Blaisdell Avenue to 3rd Avenue

Benefits:

 Separation between people who walk and bike

Tradeoffs:

- Not enough room for boulevard trees
- One lane of parking



Benefits:

- who walk and bike
- boulevard trees
- distance

Shared use path (one lane of parking)



Last updated 03/28/25

Section A is part of the City of Minneapolis All Ages and Abilities (AAA) Bicycle Network which is looking to build a safe bikeway network throughout entire city, making bicycling an option for more people.



Tradeoffs:

- Separation between people
- Space for large trees in the
- Provides a reduced crossing
- No on street parking

Benefits:

- Space for large trees in the boulevard
- Off-street shared space for people who walk or bike

Tradeoffs:

- No separated path for people who bike
- One lane of parking

Sidewalk (one lane of parking)



Shared use path (one lane of parking)



Concept Options: 35th Street, 3rd Avenue to Chicago

Benefits:

• Space for large trees in the boulevard

Tradeoffs:

 No dedicated space for people who bike

35th Street, 3rd Avenue to Chicago Avenue

Benefits:

- Off-street shared space for people who walk or bike
- Space for large trees in the boulevard

Tradeoffs:

- No separated path for people who bike
- One lane of parking

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