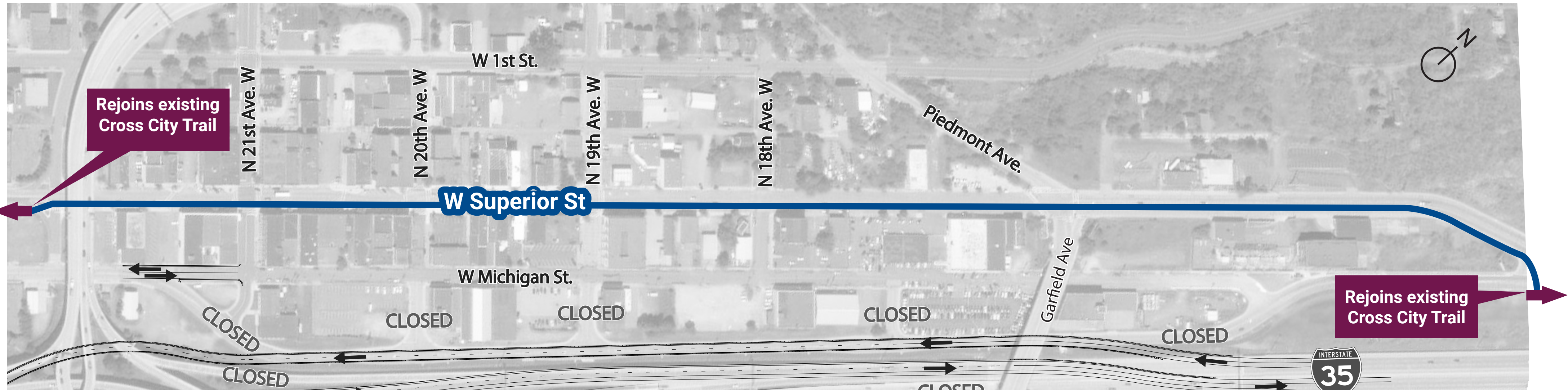


# SUPERIOR STREET ALTERNATIVE

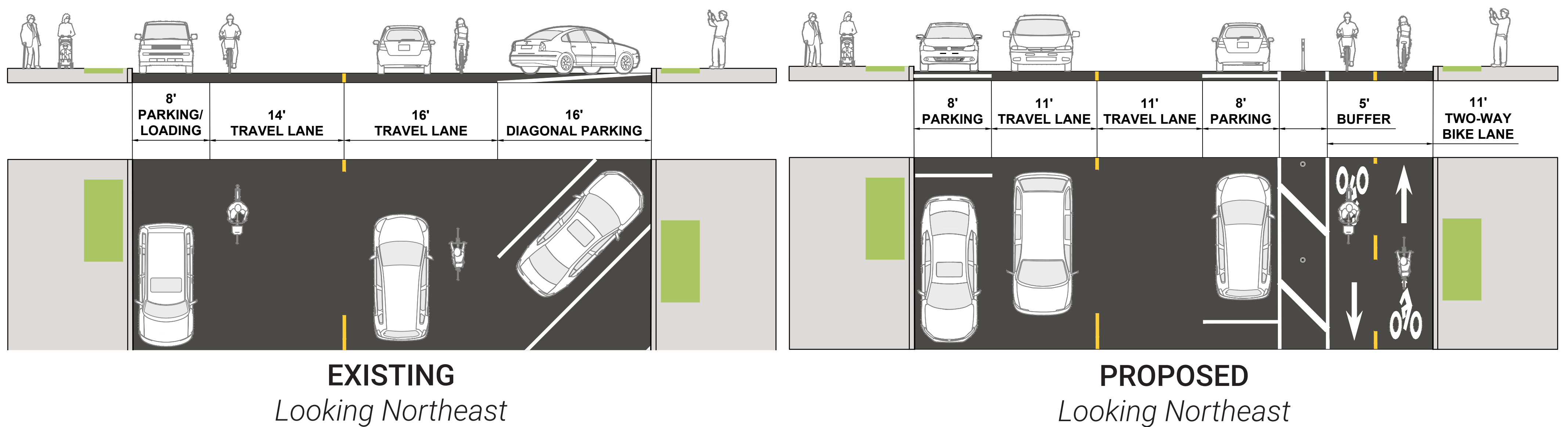


Basemap excerpted from a MnDOT traffic staging exhibit. For the most up-to-date info on highway construction closures, please visit [www.dot.state.mn.us/d1/projects/twin-ports-interchange](http://www.dot.state.mn.us/d1/projects/twin-ports-interchange)

## Description

- Route follows Superior St between the existing Cross City Trail connections to the southwest and northeast.
- On-street parking reconfigured to create space for a two-way bike lane between southwest tie-in and 19th Ave.
- Two travel lanes removed to make space for a two-way bike lane between 19th Ave and Garfield Ave.
- One travel lane removed to make space for a two-way bike lane between Garfield Ave and northeast tie-in.
- Two-way bike lane would ramp up and down to traverse existing curb extensions/bump outs.
- People walking would use existing sidewalk or share bike lane anywhere sidewalk is absent or deficient.
- Route has 1 signalized intersection crossing, 1 uncontrolled intersection crossing, 4 stop-controlled intersection crossings, and 14 driveway crossings.
- Two thirds of the route is signed as a truck route.
- Route length is 4% shorter than the existing Cross City Trail segment.

## Typical Section



## Advantages

- Provides direct access to businesses and destinations on Superior St.
- On-street parking would be reconfigured, but mostly retained, between 22nd Ave and 19th Ave. The resulting number of parking spaces is expected to roughly match the existing number of spaces. The expected change in number of spaces ranges from about a 4 space decrease to a 1 space increase, depending on loading zone needs.
- Wide sidewalks and pedestrian-oriented storefronts create an inviting environment for people walking, running, or rolling along the Cross City Trail.
- Reconfiguration would physically narrow the travel lanes and visually narrow the roadway, encouraging slow speeds and indicating a pedestrian-oriented downtown environment.
- Most direct route—may appeal to pedestrians and through travelers.
- Flat grade.

## Disadvantages

- Some bus stops would need to be relocated to curb extensions to create boarding platforms between the bike lane and the street.
- Buses may stop in the travel lane while passengers get on or off. This can help buses stay on schedule, but any drivers behind the bus would need to wait.
- Parking reconfiguration may require relocation of some meter posts.



Looking northeast along the 2000 block of Superior St. Image Source: Toole Design

- Some of the reconfigured parking stalls would be between the travel lanes and the bike lane. This may confuse some drivers.
- Bike lane would either face frequent stop signs or require traffic control changes.

