

## Memorandum

**DATE:** January 22, 2017

**TO:** Windom Park Citizens in Action  
Small Area Transportation Plan Steering Committee

**FROM:** Bill Smith  
Travis Houle

**RE:** January 17, 2017 Community-Wide Meeting

### Purpose and Background

The purpose of this memo is to summarize input received at a Community-Wide meeting that was held in the Windom Park neighborhood on January 17, 2017. The meeting, the first of three Community-Wide meetings, was held to gather input on areas of concern that will inform the development of the neighborhood's Small Area Transportation Plan (SATP). Key areas of concern identified by the meeting's attendees focused on:

- Describing a neighborhood vision  
Meeting attendees were asked to define a vision for their neighborhood that address three related features -- transportation, land use, and design and appearance.
- Identifying issues (or problems) that should be addressed in order to make the vision a reality  
The attendees were asked to identify locations in the neighborhood where transportation facilities and services, land use, and design and appearance could be improved

Before beginning the vision and issue identification exercise, the meeting attendees were presented with highlights from a technical memorandum on the neighborhood's existing transportation and land use features and characteristics. The technical memorandum was prepared by Biko Associates and is posted on the Windom Park web site.

The highlights brought attention to physical features and characteristics that are typically reviewed and analyzed as a first step in learning about a neighborhood's transportation systems. These features and characteristics are: land use, street and roadway jurisdiction and functional classification, Average Annual Daily Traffic volumes, crash (accident) rates and locations, and intersection capacity.

COMMUNITY PLANNING AND DESIGN  
LAND USE AND TRANSPORTATION  
POLICY RESEARCH AND ANALYSIS

GRAIN BELT BREWERY BOTTLING HOUSE  
79 13th AVENUE N.E. STUDIO 107  
MINNEAPOLIS, MINNESOTA 55413-1073  
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The attendees also were presented with an overview of the neighborhood's existing bicycle and pedestrian infrastructure and potential, future opportunities for enhancing and expanding the existing system. The overview was prepared and presented by Adan Miller, a neighborhood resident and bicyclist. Mr. Miller additionally serves on the SATP Steering Committee.

### **Vision and Issue Input Provided**

Following the presentations, the meeting attendees were divided into four breakout groups. The groups were given 40 minutes to discuss the vision elements and specific issues. While the groups were free to discuss any issue they felt was important, they were encouraged to focus their comments on the major transportation corridors that run through the neighborhood. This focus was felt to be important, because the land use assessment of the Windom Park neighborhood indicated that the predominant land use is low density residential, which is typically located along appropriately sized and travelled residential streets. It was suspected that the majority of the neighborhood is well-served by the residential street system and that the most critical issues will be found along the larger, comparatively more continuous streets like Central Avenue, Johnson Street, Stinson Boulevard, New Brighton Boulevard, and Lowry and 18th Avenues.

Comments received on vision and issues are outlined below.

#### *Land Use:*

- Greater citizen involvement in Lowry Grove Redevelopment Planning
- Support the narrowing of Lowry Avenue (As recommended by the Advisory Committee)
- Consider relocation of Central Avenue community garden with revitalization of Johnson and Lowry
- Affordable housing but not in high rise buildings
- More mixed use commercial/residential
- Create pathways to stimulate commercial growth at 22nd and Johnson Avenue

#### *Transportation:*

- Address bicycle route "disconnects"
- Improve safety for cyclists and pedestrians crossing New Brighton Boulevard
- Improve safety for cyclists and pedestrians crossing Lowry Avenue, between Johnson Street and Stinson Boulevard
- Improved pedestrian, cyclist and transit infrastructure, including signage
- Traffic signal should be relocated from 23rd/Johnson to 22nd/Johnson
- Possibility of bicycle-only street
- Future reconstruction of 18th Avenue will have impact on land use accessibility and bicycle travel; will also result in detours that could impact residential streets
- Reduce the pavement width of streets where feasible; an example would be Lowry Avenue
- Bus shelters should be lighted
- Transit services should be improved; the stops that serve the Quarry are not pedestrian-friendly, and transit riders are pedestrians
- Wheelchair accessible routes are needed at the Quarry

- The intersection of 18th Avenue/Johnson Street is not safe for pedestrians; there is too much traffic trying to fit into a little space; creates a sense of congestion
- Truck traffic should be diverted from Johnson Street to Central Avenue

*Urban Design and Appearance:*

- Maintain neighborhood charm
- Investigate ways to create a more engaging north entrance to the Quarry for pedestrians and cyclists, not for automobiles
- Additional boulevards should be considered to beautify the area and channelize traffic
- Address safety of US Postal Service access at 18<sup>th</sup> and Johnson
- Enhance way finding for cyclists, pedestrians, and public transit users
- Consider the charm of business uses further north on Johnson Street. The 22nd to 19th business node on Johnson Street could use a face lift; perhaps lighting, pavers, consistent design elements, signage
- The business node should be warm, colorful, and inviting. Instead, it looks a little run down.