

Windom Park Citizens in Action Small Area Transportation Plan Study

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



Agenda

Introductions (WPCiA Small Area Transportation Plan Steering Committee)	7:00
Purpose of the meeting	7:05
Presentation (Bill Smith) <ul style="list-style-type: none">• Study process• Purpose and goals of the Transportation Small Area Plan• Highlights from background research• Issues already identified by the Steering Committee	7:10
Presentation (Dan Miller) <ul style="list-style-type: none">• Biking options and issues in Windom Park	7:30
Breakout groups (Visioning and Issue Identification)	7:45
Reconvene and report to group	8:30
Adjourn	9:00



Purpose of Meeting

Purpose:

- Define neighborhood Vision
- Define transportation, land use, and design and appearance issues



Presentation

Study Process:

- Steering Committee (monthly meetings on first Tuesdays)
- Three Community-Wide meetings:
 - 1/17/17
 - End of May
 - Mid-July
- Plan presentation to WPCiA Board in Mid-August

Purpose of WPCiA Small Area Transportation Plan:

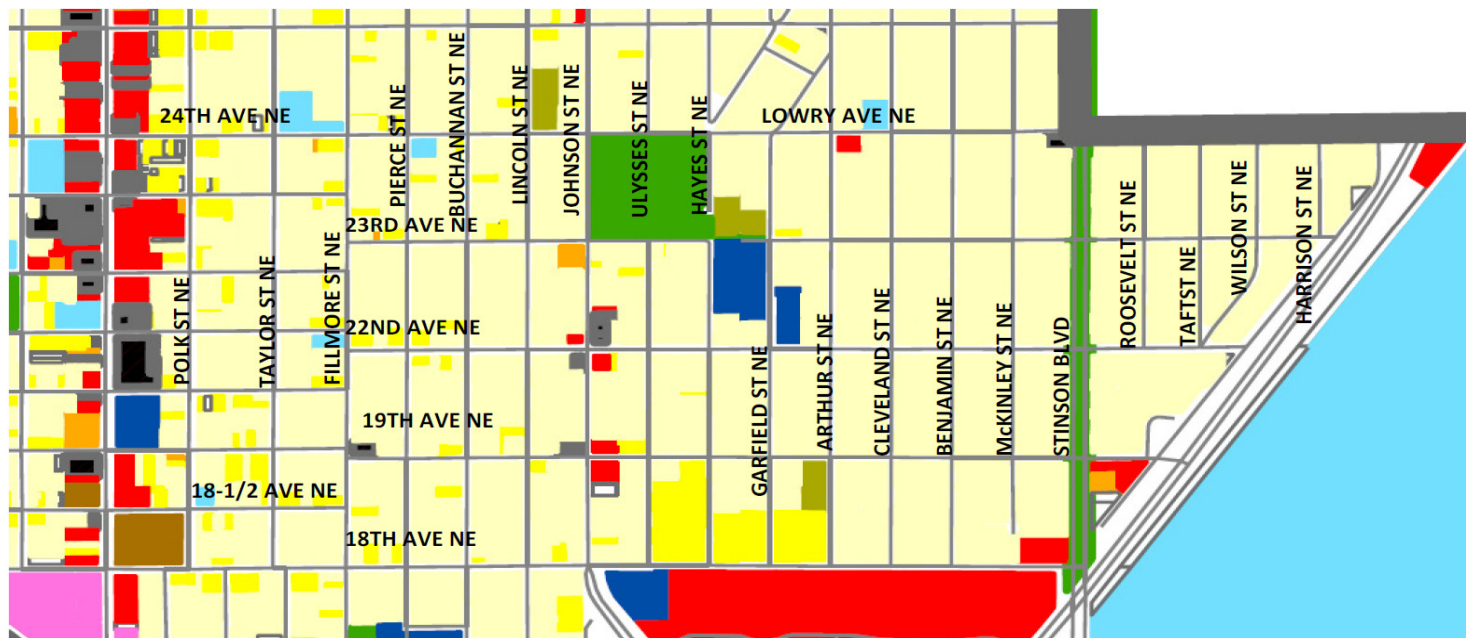
- Define neighborhood's transportation, land use, and design/appearance future
- Incorporate the plan into the Minneapolis Comprehensive Plan
- Identify projects to be included in the Minneapolis, Hennepin county, and State of Minnesota Capital Improvement Plans
- Position WPCiA as champions of the plan



Presentation continued

Highlights from Background Research:

Land Use: Predominantly low density residential with a commercial corridor (Central Avenue) to the west , neighborhood business nodes along Lowry Avenue and Johnson Street, and commercial uses along New Brighton Boulevard.



Source: Minneapolis Plan for Sustainable Growth



North



Presentation continued

WPCiA's Transportation Infrastructure:

Jurisdiction and Functional Classification: City of Minneapolis, Hennepin County, and the State of Minnesota. The types of streets are local or residential streets, collector roadways, and arterials.

Local Streets --- City streets are the local streets that function to provide access to adjacent properties.

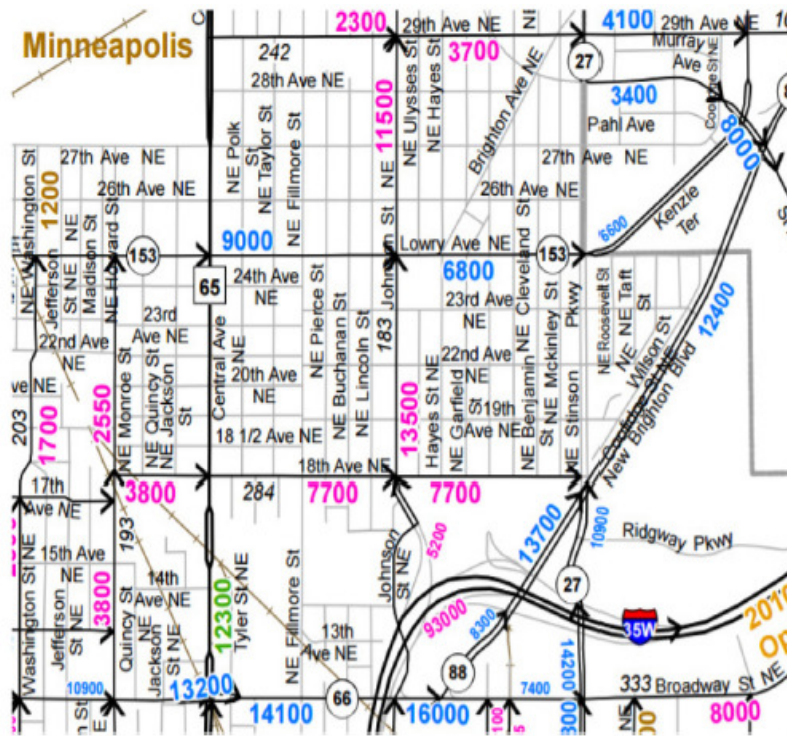
Collector Roadways --- Lowry Avenue and 18th Avenues are collectors, which 1) provide for both land access and traffic circulation in lower density residential and commercial/industrial areas and 2) distribute and channel traffic between local streets and the Trunk Highways described above.

Arterial Roadways --- Central Avenue and Johnson Street are identified as Reliever Arterials, and New Brighton Boulevard is identified as an Augmenter Arterial. As such, they primarily function to provide mobility through an area, and access to property is a secondary function.



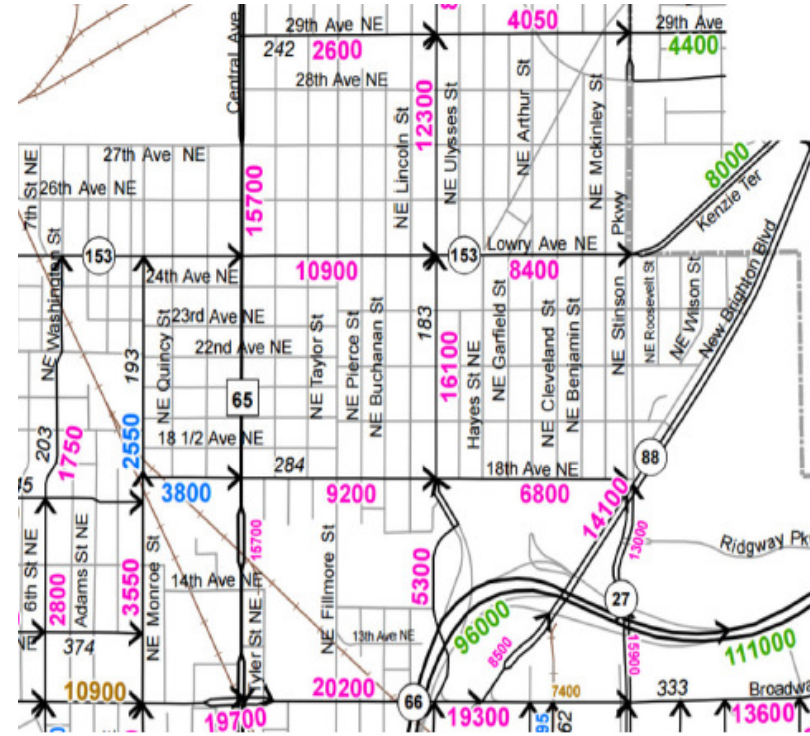
Presentation continued

Daily Traffic Volume in Windom Park:



2012

Source: MnDOT Street Series



2015



Presentation continued

Daily Traffic Volume in Windom Park:

1. Overall, the daily traffic volumes on the Collector and Arterial routes have been moderate to high.
2. Johnson Street, a north/south regional road that is an MSA street, under City of Minneapolis jurisdiction, has sometimes had daily traffic volumes higher than those found on Central Avenue.

Year	Johnson Street	Central Avenue	New Brighton Boulevard
2003	18,800	16,000	14,100
2005	15,100	17,000	12,900
2012	13,000	12,300	12,400
2015	16,100	15,700	14,100



Presentation continued

Daily Traffic Volume in Windom Park:

3. Windom Park annual growth rates in daily traffic volume are higher than the accepted growth rate for the inner cities.
 - Built areas of St. Paul and Minneapolis -- between 0.5 and 2.0 percent per year
 - 2012 – 2015 Windom Park neighborhood -- -0.4 percent per year 18th Avenue, 8.5 percent per year Central Avenue, and 7.4 percent for Johnson Street
4. While daily the traffic volumes are suitable for Central Avenue and New Brighton Boulevard, it can be stated that the neighborhood's daily traffic volumes are too high.
5. Traffic volumes on Lowry Avenue, between Central and Johnson and between Johnson and Stinson Boulevard, are moderately high. With residential and neighborhood commercial uses abutting Lowry Avenue and with one lane in each direction and on-street parking, these traffic volumes are appropriate. The same can be said for 18th Avenue.



Presentation continued

Daily Traffic Volume in Windom Park:

COMPARISON OF ANNUAL GROWTH RATES IN TRAFFIC VOLUMES
WINDOM PARK CITIZENS in ACTION SMALL AREA TRANSPORTATION PLAN

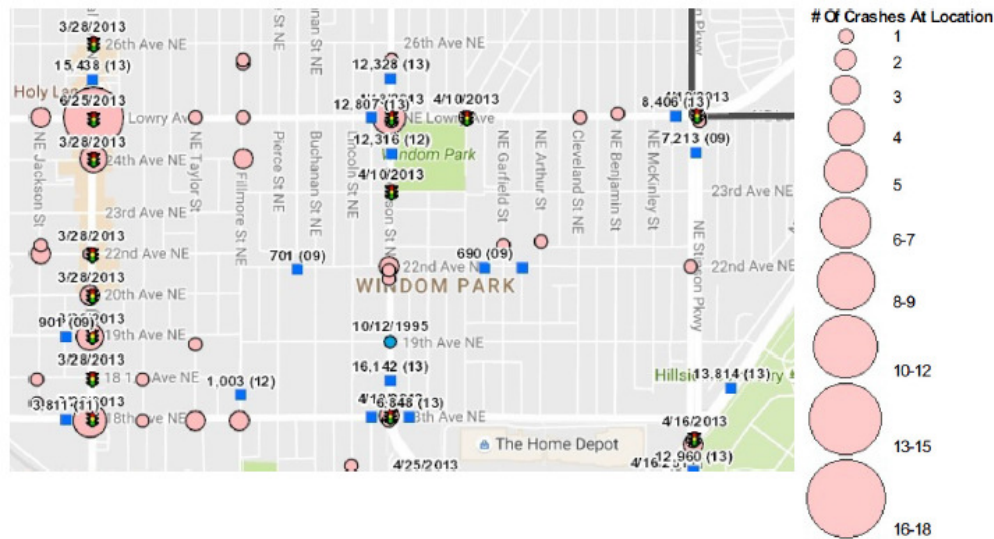
Location	1999 to 2003	2003 to 2005	2005 to 2007	2007 to 2012	2012 2015	1999 2015
Lowry East of Central	5.80%	-0.46%	-1.87%	-2.85%	6.59%	1.42%
Lowry East of Johnson	-0.34%	2.01%	4.45%	-4.14%	7.30%	0.71%
18th East of Central	5.92%	-9.83%	-12.90%	3.13%	6.11%	0.50%
18th East of Johnson	7.87%	-7.07%	-8.95%	4.10%	-4.06%	0.28%
Central (Lowry to 18th)	0.00%	3.08%	-6.07%	-3.89%	8.48%	-0.12%
Johnson (Lowry to 18th)	10.30%	-10.38%	-21.52%	6.93%	7.39%	1.49%
CSAH 88 (Stinson to Lowry)	3.06%	-4.35%	-5.17%	1.34%	4.38%	0.76%
Average within the Neighborhood	4.66%	-3.86%	-7.43%	0.66%	5.17%	0.72%

Source: Biko Associates, Inc.



Presentation continued

Crashes in Windom Park:



Source: City of Minneapolis

Lowry Avenue between Central Avenue and Johnson Street NE

- 27 crashes occurring during the three-year period from 2010 through 2012, are summarized as follows:
- There were no fatal crashes, one non-incapacitating injury crash, and five possible injury crashes
- Eight of the crashes (30 percent) were “right angle” and seven (26 percent) were listed as “rear end.”
- Twelve of the crashes (44 percent) occurred in 2010, 11 of the crashes (41 percent) happened in 2012, and four crashes (15 percent) were recorded in 2011
- Seventeen of the crashes (63 percent) occurred in the afternoon



Presentation continued

Crashes in Windom Park:

CRASHES ON LOWRY AVENUE, BETWEEN CENTRAL AVENUE AND JOHNSON STREET (2010 TO 2012)
WINDOM PARK CITIZENS in ACTION SMALL AREA TRANSPORTATION PLAN

Segment	Total Crashes	Crash Rates		
		Subject Segment	3-yr Minneapolis Average Crash Rate for Intersection Type from 2007 - 2009	3-yr Ave Critical Crash Rate* from 2010 - 2012
Central Avenue NE to Johnson Street NE	27	6.37	3.16	5.80

** Critical crash rates give an indication of the statistical significance of the segment crash rate. Locations with a crash rate above the critical crash rate, are considered to be in need of safety improvements because there is a high probability (99.5 percent) that conditions at this location are contributing to the higher crash rate.*

- The crash rate is higher than the 3-year Minneapolis average crash rate for similar segments.
- The crash rate is higher than the 3-year average critical crash rate.
- Segments with a crash rate above a local critical crash rate are considered to be in need of safety improvements because there is a high probability that existing conditions along the roadway segment are contributing to the higher crash rate.



Presentation continued

Crashes in Windom Park:

CRASHES ON LOWRY AVENUE, BETWEEN JOHNSON STREET AND STINSON PARKWAY(2010 TO 2012)
WINDOM PARK CITIZENS in ACTION SMALL AREA TRANSPORTATION PLAN

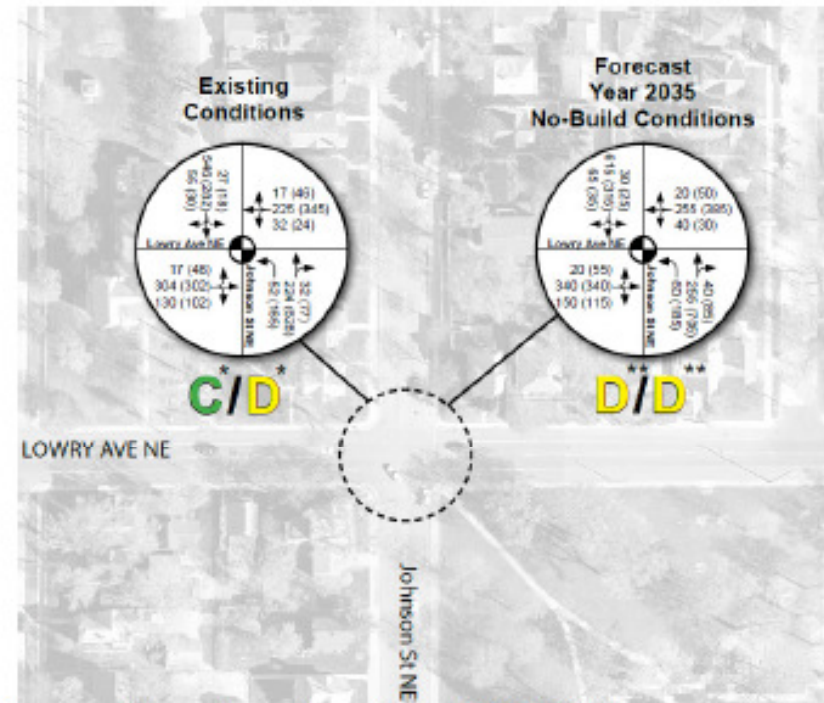
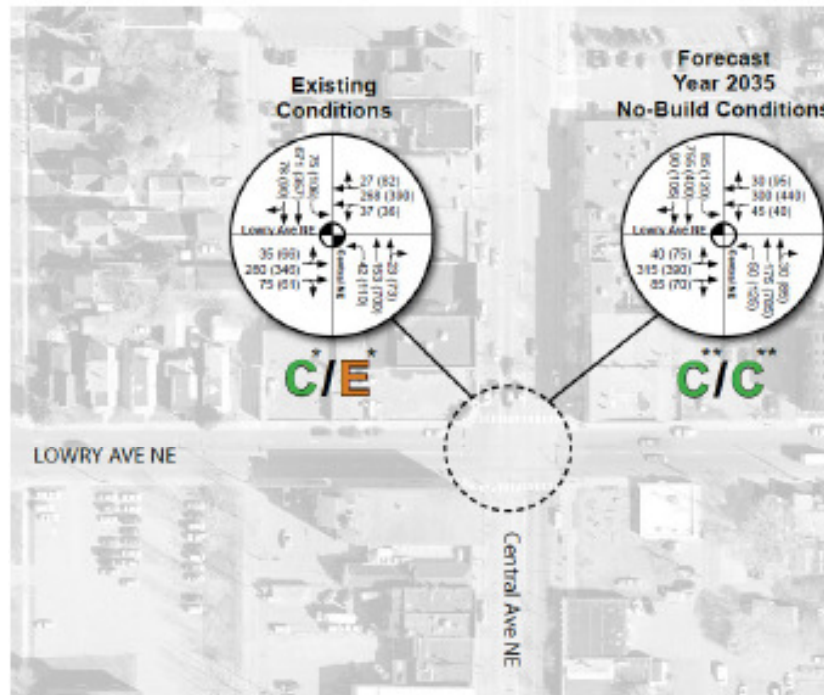
Segment	Total Crashes	Crash Rates		
		Subject Segment	3-yr Minneapolis Average Crash Rate for Intersection Type from 2007 - 2009	3-yr Ave Critical Crash Rate* from 2010 - 2012
Johnson Street NE to Stinson Parkway	5	1.53	3.16	6.10

- The crash rate is lower than the 3-year Minneapolis average crash rate for similar segments.
- The crash rate is lower than the 3-year average critical crash rate.
- This segment does not appear to have a safety problem.



Presentation continued

Existing and 2035 Intersection Capacity in Windom Park:

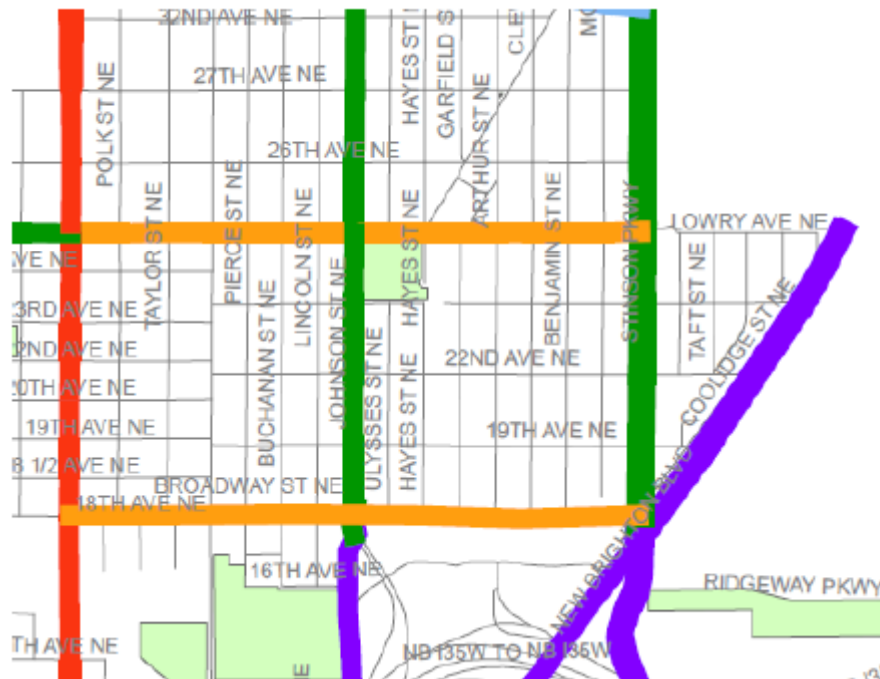


Levels of Service (LOS) A, B, C, D, and E are acceptable during peak hour travel periods. LOS D is the minimally accepted LOS during non-peak hour periods.

Presentation continued

Street Design:

Access Minneapolis introduced a new way to organize and classify the City's Streets and presented new design standards.



Legend

- Activity Area Street
- Commerce Street
- Community Connector
- Commuter Street
- Industrial Street
- Neighborhood Connector
- Parkway Street
- Parks
- Water
- Streets

Source: Metro GIS, Metropolitan Council, City of Minneapolis



Presentation continued

Street Design:

Proposed Street Types	Description	Equivalent Functional Class	Through Traffic Lanes	Target Operating Speed	Transit	Pedestrian Facilities	Bicycle Facilities ⁵	Freight	Connection to Freeway System	Median	Turn Lanes	Curb Parking ⁶	Curb Extensions	Driveway Access	Trees and landscaping
Commuter Street	High capacity; carries through traffic, serves longer trips and provides limited access to land uses	Principal or A Minor Arterial	4-6 ¹	40 mph	PTN	Yes	Yes (on Parallel paths) ⁴	Regional truck routes	Yes	Yes	Yes	No	No	Limited; access from alleys or access lanes	Yes
Commerce Street	Medium capacity; supports retail, service commercial and higher intensity residential land uses on a corridor basis	A and B Minor Arterials	2-4	30 mph	PTN and Local routes	Yes	Yes if in Master Plan	Local truck routes	Yes	Optional	Optional	Yes	Yes	Limited; access from alleys	Yes
Activity Area Street	Medium capacity; provides access to abutting properties in activity centers, growth centers, transit station areas, and neighborhood commercial nodes	A and B Minor Arterials, Collectors, and Locals	2-4	30 mph	PTN and Local routes	Yes	Yes if in Master Plan	Local delivery	Provisional	Optional	Optional	Yes	Yes	Yes	Yes
Community Connector	Medium capacity; connects neighborhoods together and with commercial corridors and other districts, districts with each other; serves as the main street of a neighborhood commercial node. Some streets have a commuter function that require special frontage design	B Minor Arterials and Collectors	2-3 ²	30 mph	PTN and Local routes	Yes	Yes if in Master Plan	Local truck routes	Provisional	Optional	Optional	Yes	Yes	Allowable where side or rear not feasible	Yes
Neighborhood Connector	Low capacity; connects neighborhoods with each other. Some streets have a commuter function that require special frontage design	Collectors	2	30 mph	PTN and Local routes	Yes	Yes if in Master Plan	Local deliveries	Provisional	Optional	Optional	Yes	Yes	Yes	
Industrial Connector	Low capacity; connects districts with neighborhoods and serves abutting property in single use (industrial/employment) districts	Collectors	2-3 ²	30 mph	PTN and Local routes	Yes	Yes if in Master Plan	Local truck routes	Provisional	Optional	Optional	Optional	Yes	Yes	Yes
Parkway Street	Low-capacity thoroughfare designed to provide circulation adjacent to and through parkland	Locals	1-2	25 mph	Provisional	Yes	Yes (on Parallel paths)	No	No	Optional	Optional	Recessed in bays	Yes	Optional	Yes
Local Street	Low capacity; serves abutting property in residential neighborhoods or single use (industrial/employment) districts	Locals	1-2 ³	30 mph	Local Routes	Yes	Yes if in Master Plan	Local deliveries	No	No	Optional	Yes	Yes	Yes	Yes
Alley	Property and parking access	Locals	1-2	5 mph	No	No	No	Local deliveries	No	No	No	No	No	Yes	No



Presentation continued

Street Design:

Street Type	Travel Lane ²	Left Turn Lane	Bicycle Lane ³	Typical Curb and Gutter ³	Parking Lane ⁵
Commuter Street	12 ft	12 ft	Off-road trail	2 ft	Not Recommended
Commerce Street Activity Area Street	11 ft	11 ft	5-6 ft	2 ft ³	8 ft
Community Connector Neighborhood Connector	11 ft	10 ft ⁵	5-6 ft	2 ft ³	8 ft
Industrial Connector	12 ft	12 ft	6 ft	2 ft ³	10 ft
Parkway	10 ft	10 ft	Parallel paths	2 ft ³	Recessed in bays (7 ft)
Local Street	9 ft ⁴	None	5 ft	2 ft ³	7 ft



Presentation continued

Already Planned Improvements:

Lowry Avenue NE Corridor Plan and Implementation Framework --- The framework plan proposed sidewalk and road improvements for walkers, bicyclists, transit users and drivers, and explored redevelopment options that would support business and housing growth in the area. The plan was recommended for approval by the City Planning Commission in July 2015. It was approved by the Minneapolis City Council in August 2015 and adopted by the Hennepin County Board of Commissioners in October.

- Redevelopment of six key intersections along Lowry Avenue Northeast
- Improvements for pedestrians and bicyclists
- Streetscape improvements
- Stormwater treatment, storage and retention
- Multi-modal (two travel lanes plus two bicycle lanes east of Central Avenue)
- Streetscape design that honors the corridor's history, people and unique features, and uses industrial materials (wood, brick, metal and concrete), bright colors and bold paving patterns.



Presentation continued

Already Planned Improvements:

- The plan recommended “greening” projects along the corridor that include:
 - Rainwater storage and treatment
 - Solar and other forms of clean energy
 - Plantings to mitigate air pollution, control runoff



Presentation continued

Already Planned Improvements:

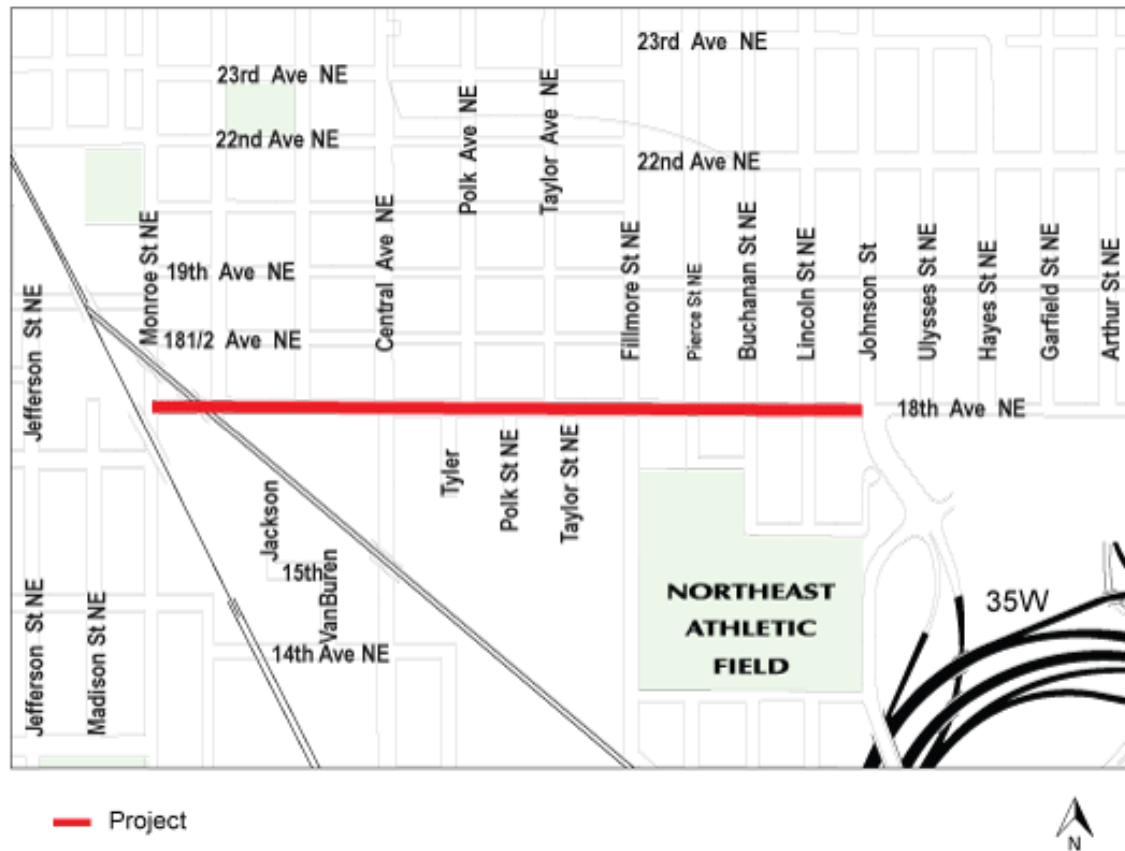
2017 – 2021 City of Minneapolis Capital Improvements ---

- Alley repaving between Hayes and Garfield Streets, between 22nd and 19th Avenues; 2016
- Alley repaving between Buchanan and Lincoln Streets, between 22nd and 23rd Avenues; 2016
- Repaving on 18th Avenue, from Monroe Street to Johnson Street; 2017 to 2018
- Repaving on Johnson Street, from Lowry Avenue to 18th Street; 2019
- Sidewalk repair on Central Avenue, between 37th Avenue and Broadway Street; 2019
- Bike/ped improvements along 22nd Avenue at Central Avenue and Johnson Street, associated with Safe Routes to School; 2021



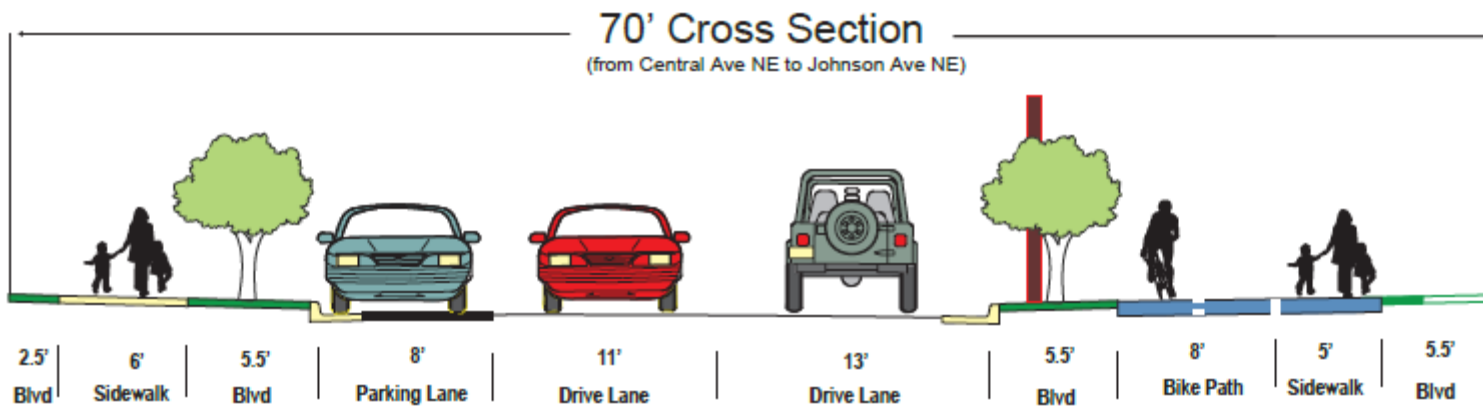
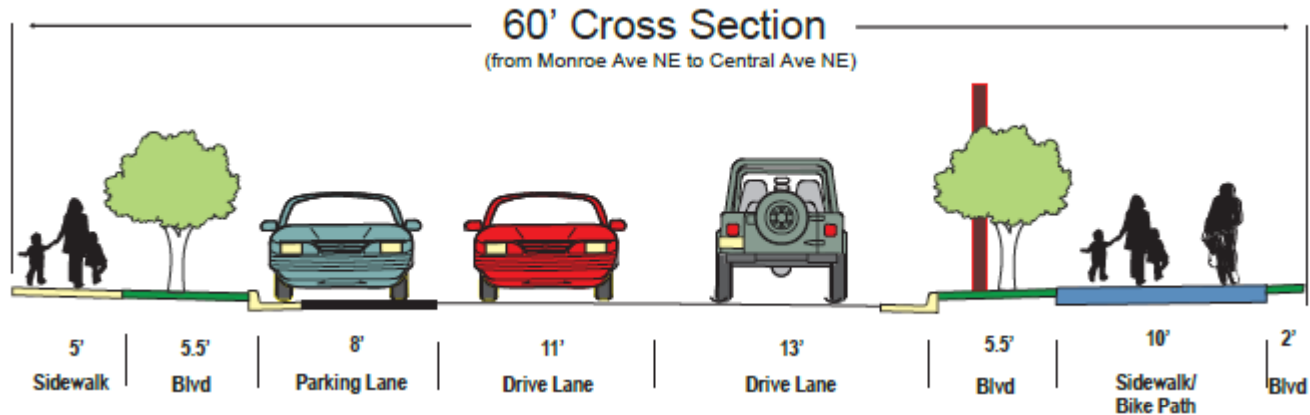
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Already Planned Improvements: 18th Avenue NE Bike Trail (Johnson to Monroe)



Presentation continued

Already Planned Improvements: 18th Avenue NE Bike Trail



Issues Defined by Steering Committee

WINDOM PARK NEIGHBORHOOD LANDMARKS, STREETS, AND TRANSPORTATION ISSUE AREAS



Dan Miller Presentation on Bike Issues and Options



Breakout Group Exercise

1. Divide into groups of five.
2. Select a recorder.
3. Hold a discussion where you talk about three things:
 - a) Your VISION for the neighborhood in the areas of:
 - Transportation
 - Land Use
 - Design and Appearance
 - b) Issues or problems that need to be addressed to make your VISION a reality.
 - c) Be sure to discuss Central Avenue, Lowry Avenue, Johnson Street, 18th Avenue, Stinson Boulevard, and New Brighton Boulevard
4. Record the things people say and key points from your discussions
5. Come together after 45 minutes and report.

