

CITY OF MINNEAPOLIS

# Near North Safe Routes to School

16<sup>th</sup> Ave N,  
Queen Ave N – Aldrich Ave N

# Project Team

Forrest Hardy, Transportation Planner

Nathan Kemmer, Project Engineer

Zan Associates, Brigitte Bjorklund, Director of Education  
and Equity

Toole Design Group, Brian Tang, Support Staff

# Tonight's Agenda

Background & Goals  
Survey Results  
Treatment Toolkit  
Preferred Concept  
Question & Answer Session

# Question and Answers

## Directions (during presentation)

Type questions in the chat or raise hand to verbally ask question when called upon.



*Show conversation to submit a text question or comment*

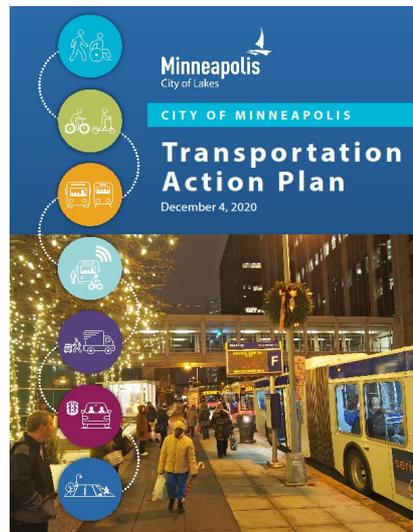
# Project Overview

In 2018 Minneapolis Public Works received federal funding to improve walking and biking conditions along 16<sup>th</sup> Ave N.

Public Works staff are currently bringing the project through preliminary design and public engagement, to identify the types of treatments that are best suited to the corridor.

This project is scheduled for 2022 construction.

# GUIDING POLICY



## Minneapolis declares climate emergency

December 13, 2019 / City of Minneapolis

### City demands massive mobilization to address climate change

Minneapolis has declared a [climate emergency](#) that demands a massive-scale mobilization to halt, reverse and address the consequences and causes of climate change. This declaration recognizes that climate change is already affecting people's lives, health, livelihoods, and access to food and shelter with record heat, extreme storms and wildfires, droughts and floods, and other destructive effects in Minnesota and worldwide.

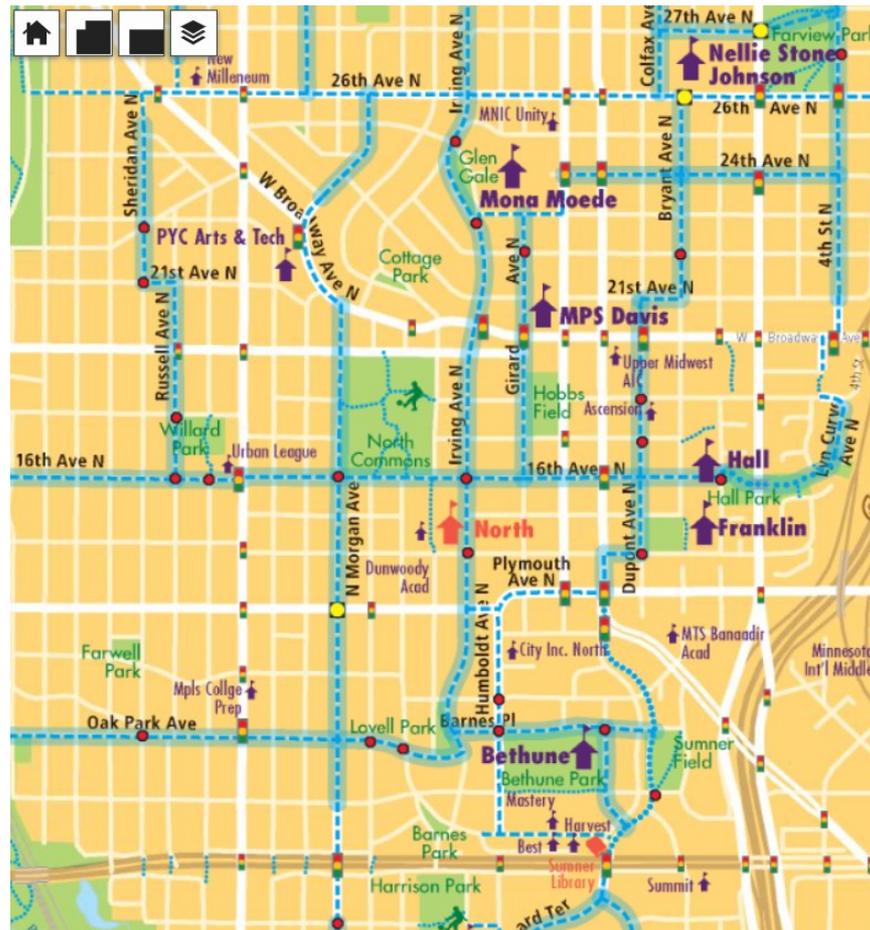
Opportunity to improve traffic safety and mobility for all modes along the corridor while bringing 16<sup>th</sup> Ave N in line with City goals and policies

## PROJECT GOALS:

- ✓ Improve safety for the most vulnerable users of the street
- ✓ Connect three schools and three parks
- ✓ Address safety on a documented crash concentration corridor
- ✓ Fulfill City goals for Complete Streets, Vision Zero, All ages all abilities bikeways, and transportation equity measures

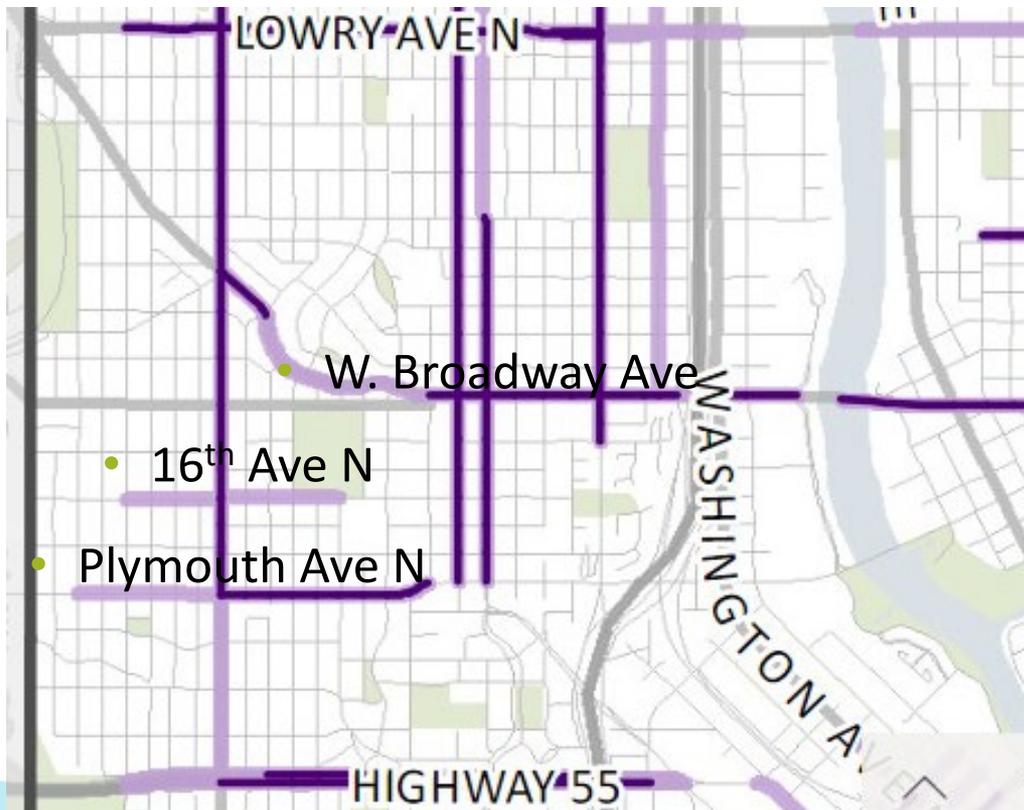
# Safe Routes to School Map

- Corridor connects three schools and three parks
- Letter of support from MPS for funding application in 2018



# Pedestrian Crash Corridors\*

- 16<sup>th</sup> Ave N was identified as a Pedestrian Crash Concentration Corridor in the City's 2017 Pedestrian Crash Study



High Injury Network  
Pedestrian Crash  
Concentration Corridors

\*10% of streets  
accounting for  
80% of pedestrian  
crashes

# Crash Data (all modes)

## Reported Crashes

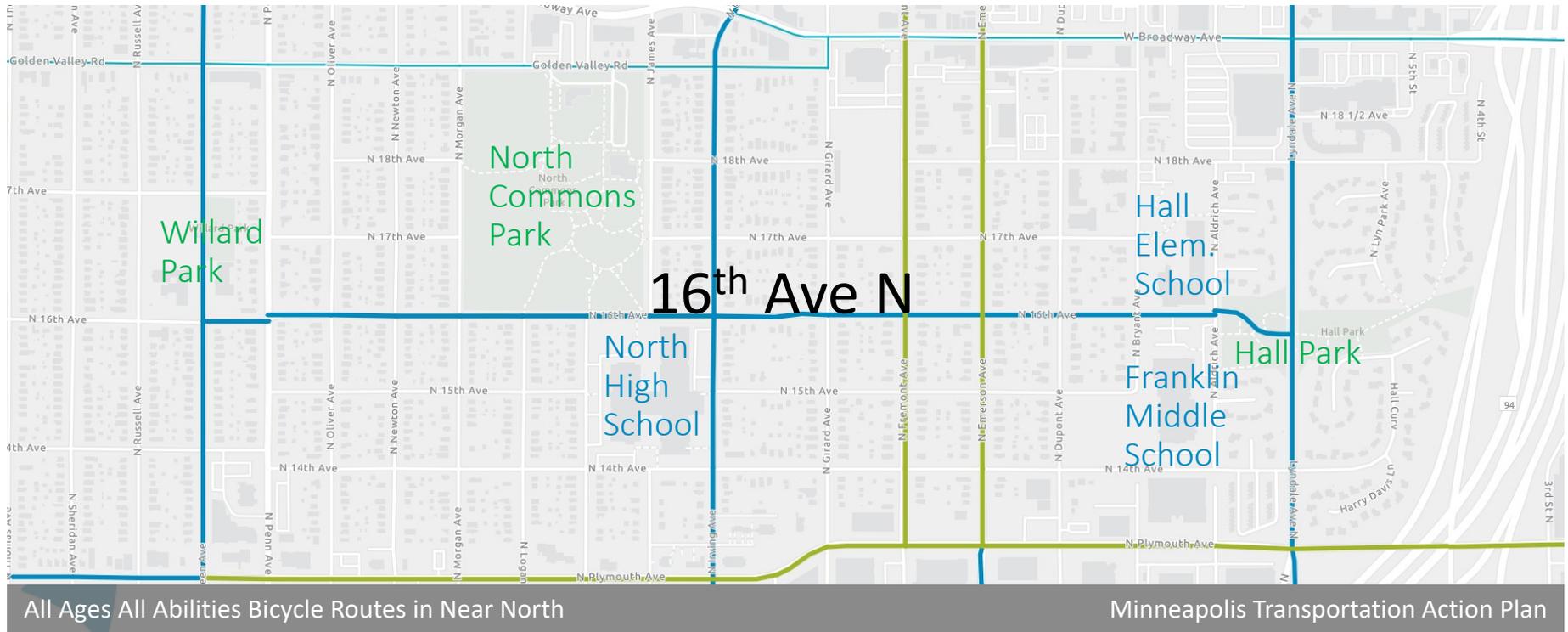
*Reported crashes by travel mode on 16th Ave N from Queen Ave N to Aldrich Ave N (2011-2015).*

	Reported crashes	% Crashes with injuries
 Pedestrian	4	100%
 Bicycle	1	100%
 Motor Vehicle	47	38%
<b>Total Crashes</b>	<b>52</b>	<b>44%</b>

Source: [Minneapolis Traffic Crash Location System](#)

# All ages and abilities bikeways

- The city's all ages and abilities network identifies 16<sup>th</sup> Ave N as a AAA bicycle route.



# Existing Condition



# Existing Condition



# Public Engagement Near North Safe Routes to School

## Previous:

- Presentation at Northside Residents Redevelopment Council (NRRC) November 2020
- Student presentation and survey at North High November 2020
- Public survey: January – February 2021
- Open house 1 : February 2021

## Current/Future:

- Presentation #2 at NRRC: May 17, 2021
- Open house 2 : May 19, 2021
- Working with [www.Loppet.org](http://www.Loppet.org) cyclists to share the message with the community
- After school discussion with North High future leaders student group
- Table at North High during arrival, dismissal or lunch
- Summer school project with Deacon's Elementary and Middle Schoolers (TBD)
- Your ideas

# Survey Results: What we've heard

- Online Survey: January – February 2021  
44 respondents, 33 comments on streets and intersections
- Student Survey at North High: November 2020  
24 respondents

# Online Survey

- Initial reports of high speeds on 16<sup>th</sup> Ave N and other streets in the area
- Support for traffic calming elements in the neighborhood
- Personal safety as a priority issue
- Some thought street was fine without additional improvements

# Who are the respondents?

All respondents are nearby residents.

I live in Near North or Willard-Hay

44

Almost all want to walk, and more than half want to bike.

I walk or want to walk here

38

I bike/scooter or want to  
bike/scooter here

27

# What are respondents concerned about?

- Drivers speeding
  - Drivers disobeying stop signs
  - Visibility
  - Snow plowing
  - Pavement quality
- 
- Top locations: Irving, James, Fremont

# Which changes make a difference?

Speed humps

30

Mini traffic circles

27

Trees and greenery

23

Signs and pavement markings

19

Flashing lights at the Fremont Avenue crosswalk

19

Curb extensions

12

Diverters or circulation changes

10

Other

14

# Student Survey

- Support from students for traffic calming improvements along 16<sup>th</sup> Ave N
- 17 students in two classes expressed that traffic safety improvements would make them somewhat or very likely to walk or bike more along 16<sup>th</sup> Ave N
- Reports that personal safety concerns deter biking or walking

# Types of treatments

- Traffic calming safety benefits to all modes, pedestrians, bicyclists and motor vehicles
- Supports the Safe Routes and All Ages and Abilities bikeway designations; treats the pedestrian crash concentration corridor

# Speed humps

Speed humps physically slow down moving vehicles



Speed hump on 12<sup>th</sup> Ave S near Andersen School

Toole Design Photo

# Mini Traffic Circles

Mini traffic circles slow vehicles down at the intersection while providing a space for greening.

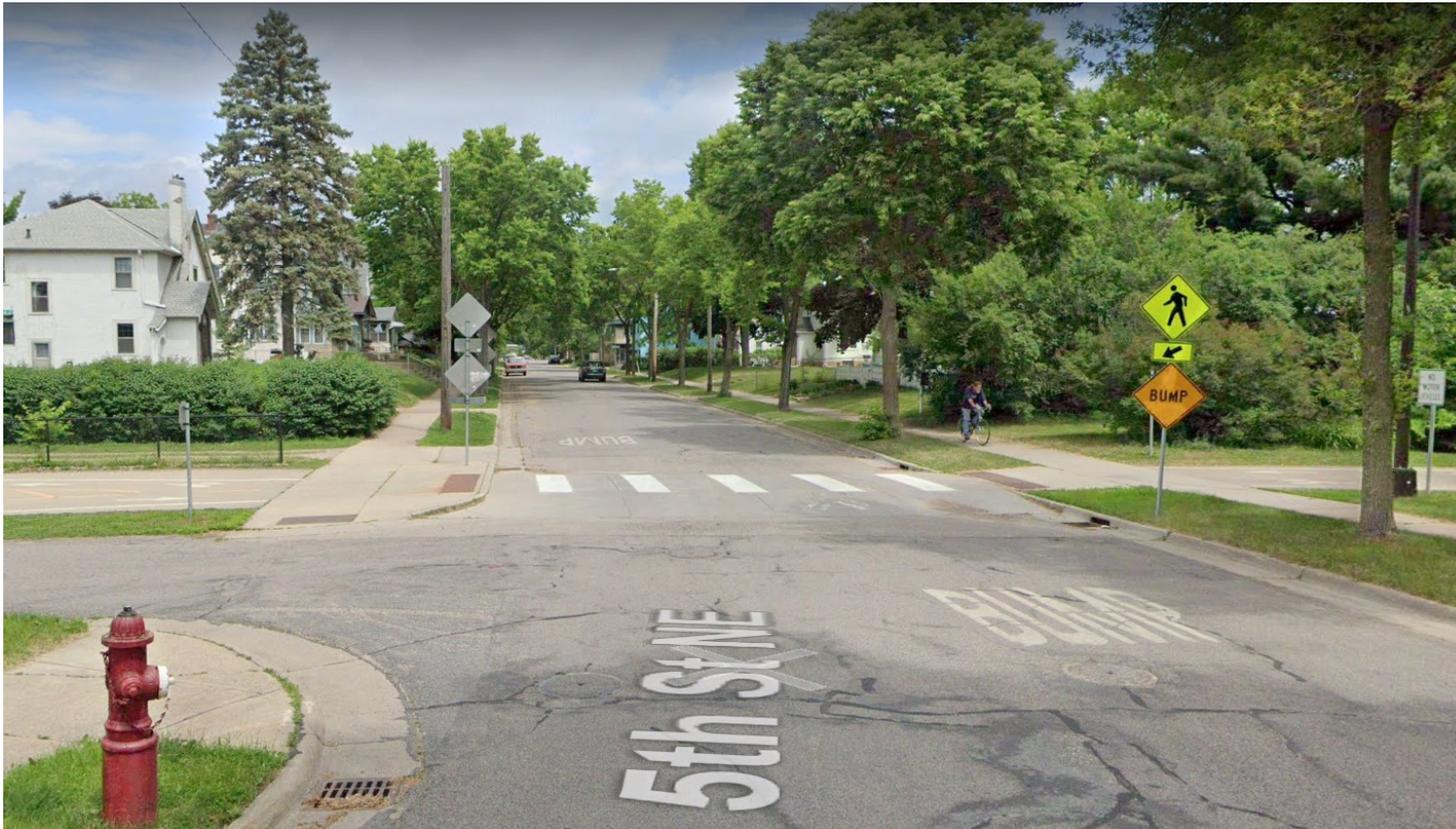


Mini Traffic Circle on 5<sup>th</sup> St NE Bike Boulevard

Google Streetview

# Raised Crossing

Raised crossings slow down vehicles at the pedestrian crossing.



# Major street crossings

Medians and pedestrian warning devices help pedestrians and cyclists cross major streets.



Median Refuge Island on 16<sup>th</sup> Ave N at N Fremont Ave

Toole Design Photo



Median Refuge Island on 22<sup>nd</sup> Ave NE Bike Boulevard at Johnson St NE

Toole Design Photo

# Bicycle boulevard markings

Bicycle boulevards are residential streets improved with enhancements for biking. On these streets bicyclists typically share space with automobiles and on-street parking is preserved. Additional traffic calming elements make the street more suitable for biking and walking.



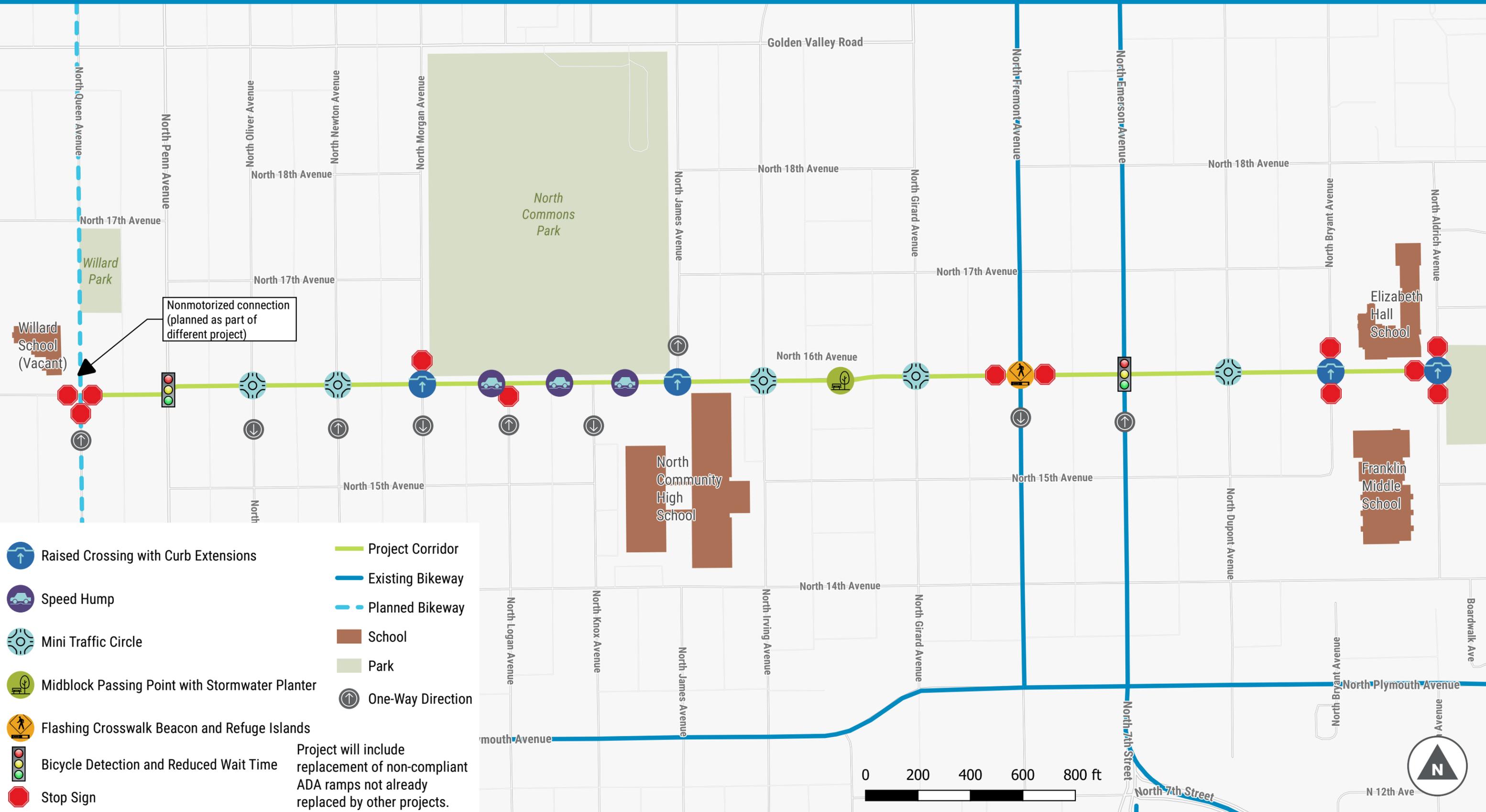
Bicyclists along 17<sup>th</sup> Ave S Bike Boulevard in Minneapolis

Toole Design Photo

# Preferred Concept

- Seeks to slow vehicle speeds and make 16<sup>th</sup> Ave N more suitable to walking and biking
- Utilizes crossing improvements to better connect school campuses and parks.
- Connects 16<sup>th</sup> Ave N with existing and future bikeways in the area.

# Near North Safe Routes to School - 16th Avenue N Bike Boulevard Preferred Concept



**May 2021**

**Preliminary - Not for Construction**

# PROJECT SCHEDULE



*What is concept design?* The basic elements of the street

$$\text{CITY POLICY} + \text{TECHNICAL ANALYSIS} + \text{STAKEHOLDER FEEDBACK} = \text{CONCEPT DESIGN}$$

# Thank you!

- Forrest Hardy, Transportation Planner

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- Nathan Kemmer, Project Engineer

[Nathan.Kemmer@MinneapolisMN.Gov](mailto:Nathan.Kemmer@MinneapolisMN.Gov)

- Project Website

<http://www2.minneapolismn.gov/publicworks/safe/routes/WCMSP-226110>

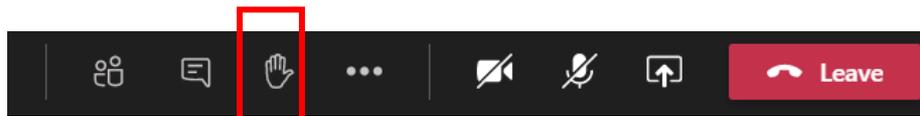
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