

Complete Streets

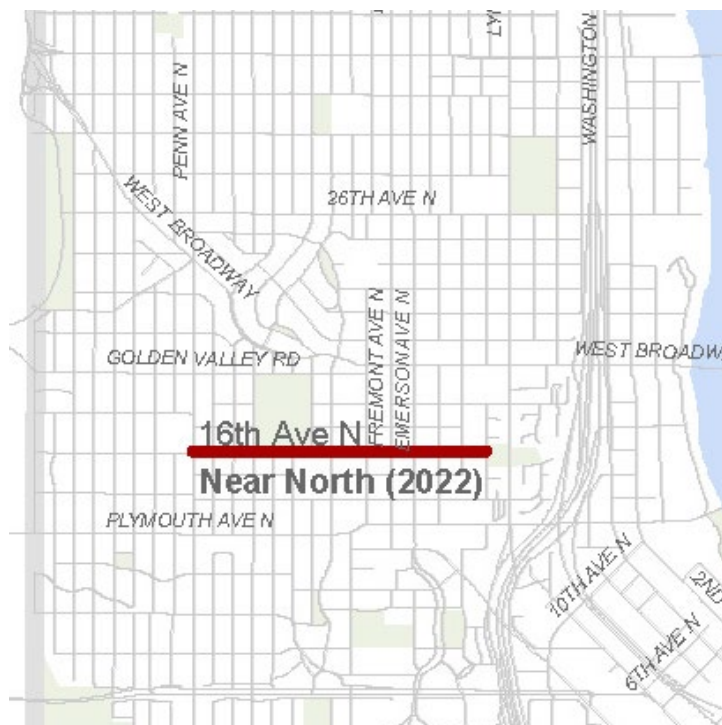
Project Rationale and Overview

BP001 – Near North SRTS

16th Ave N (Queen Ave N – Aldrich Ave N)

A. Introduction and Background

Project Location Map



Description:	Safe Routes to School Improvements: <ul style="list-style-type: none">• 16th Ave N, Queen Ave N – Aldrich Ave N
Project Elements:	<ul style="list-style-type: none">• Curb-extensions, raised crossings, flashing beacon, and ADA compliant ramps• Bikeway improvements including traffic circles, speed humps and markings
Context Considerations:	The project area is primarily residential in nature with some academic and park uses. The project is adjacent to Hall, North Commons, and Willard parks and North High, Franklin Middle and Elizabeth Hall schools. Transit operates adjacent to the corridor along Penn Ave (route 19), Lyndale Ave (route 22), and Emerson and Fremont Ave (route 5). The street is two lanes with parking on both sides. No bike facilities are present along the corridor. The western portion of the corridor is identified as a pedestrian crash concentration corridor in the City's Pedestrian Crash Study. Vehicle

	<p>volumes on 16th Avenue North range between 300-980 vehicles per day. This is within range, according to NACTO planning guidance, for safe operations of a bicycle boulevard. Vehicle 85th percentile speed, the speed at which 85% of traffic is traveling below this threshold, was 28 mph - 32 mph on 16th Avenue North, where the speed limit is 20 mph. Speeding is therefore an issue to address along the corridor. The 16th Avenue North corridor provides two-way traffic operations in an area with few east/west streets due to the North Commons Park and North High School properties. Access is also limited due to one-way traffic operations on eight of the streets intersecting with 16th Avenue North in this segment.</p>		
Length:	0.98 miles	Jurisdiction:	City of Minneapolis
Ward(s):	Ward 5	Neighborhood(s):	Near-North, Willard-Hay
Budget:	\$1.25 Million	Funding Sources:	Federal, NDBs
Schedule:	Planning and Design: 2020 – 2021; Construction: 2022	Agencies:	City of Minneapolis, Minneapolis Public Schools, Minneapolis Park Board

CORE TEAM:

Transportation Planning and Programming: Forrest Hardy

Transportation Engineering and Design: Nathan Kemmer

Traffic and Parking Services: Shai Comay

Surface Water and Sewers: Jeremy Strehlo

Transportation Maintenance and Repair: Steve Collin

Water Treatment and Distribution Services: Rochelle Widmer

Community Planning and Economic Development: Jim Voll

B. Existing Conditions

Street Typology:	Local Street	Special Roadway Designations:	MSA
Nearby Traffic Generators:	Penn Ave N, Emerson Ave N, Fremont Ave N, Lyndale Ave N	Nearby Destinations:	North High School, Franklin Middle School, Elizabeth Hall School
Zoning District(s):	R1A, R2B, R4	Place Type and Land Use(s):	Residential, Academic
Existing R/W Width:	60 – 66 feet	Functional Classification:	Local Street
Year Built and Last Project:	1971 – 1980, Sealcoat 1999-2008	Pavement Condition Index and Year Inspected:	55-80 (2011)
Relevant Plans and/or Studies:	Near Northside Masterplan		
Planned Development(s):	None in direct vicinity		
Relevant Programmed Improvements:	None in direct vicinity		
Existing Typical Cross-Section, 16th Ave N 66' ROW assumed			
	<p>The typical street width on 16th Avenue North is 32 feet with on-street parking, sidewalk, and boulevard provided on both sides of the street.</p>		

PEDESTRIAN ELEMENTS

Sidewalks Yes No
Sidewalk Gaps: Yes No
If yes, Describe:
Other Nearby Multi-Use Trails or Pathways:
Yes No, If yes, list: Pathways in Hall Park and North Commons Park

Daily Ped Volume: No data
Pedestrian Collisions: 4 reported crashes in the most recent 5-year analysis period (2011 – 2015)
Average Intersection Crossing Distance: 32 ft.
Safe Routes to School Route: Yes No

BICYCLE ELEMENTS

On-Street Bicycle Facility: Yes No, If yes:
Type: n/a
Current or Planned Bikeway in Bicycle Master Plan?
Yes No, If yes, Type: Planned bike boulevard along 16th Ave N for the extent of the project
Bike Facility Gaps: Yes No
If yes, describe: 16th Ave N directly serves multiple

schools and parks.
Daily Bicycle Volume: There are no counts in this area.
Bicycle Collisions: 1 reported crash in the most recent 5-year analysis period (2011 – 2015)
Bikeway Connections: Emerson/Fremont Protected Bikeway
Nearby Facilities: Plymouth Ave Bikeway

TRANSIT ELEMENTS

Transit Service: Yes No If yes:
Bus BRT LRT Streetcar
Routes: 19, 22, 5
Dedicated Transit Lanes: Yes No
High-Frequency Primary Transit Network: Yes

No
Existing or Planned Transitway: No
Transit Stop Locations:
Near Side Far Side Mid-Block
Other:

CURBSIDE MANAGEMENT ELEMENTS

On-Street Parking: Yes No If yes, describe: There is currently on-street parking on both sides of the street

Delivery/Loading Zones: Yes No
If yes, Describe: n/a

Valet/Taxi Zones: Yes No
If yes, Describe: n/a
Other, describe: n/a

Areaways: Yes No
If yes, Describe: n/a

PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING

Public Realm Framework Street Typology (Downtown Only): N/A

Street Furnishings: N/A

Types: none
Locations: none

Greening Features:

Types: Street trees and grass boulevard.
Locations: both sides of street for the extent of the corridor

Street Lighting: non-PSLC

Corridor Typology: n/a

Commercial Nodes If yes, Locations: none

- Central Business District If yes, Locations:
- Activity Center If yes, Locations:

MOTORIZED VEHICLE ELEMENTS

Existing Traffic Volumes: 85 per peak hour (2013)
 Existing Truck Volumes (if available): 5 per peak hour
 Motor Vehicle Collisions: 54 crashes
 High Crash Rate Location(s):
 Intersection Controls: Traffic signal at Penn Ave N,
 Emerson Ave N
 Truck Route: Yes No
 House Moving Route: Yes No

Prohibited Movement(s): N/A
 Atypical Intersection(s): Offset intersection at Penn
 Ave N and 16th Ave N
 Bridges: Yes No
 Rail Crossings: Yes No

- Non-Intersection Access: Yes No (If yes, see below)
- Driveways
 - Alleys
 - Other:

SITE VISIT(S):

Date: 10/2/2020
 Observations: Observed drivers cutting through on 16th Ave N, observed intersections suitable to traffic calming

Date: 4/1/2021
 Observations: Discussed preferred treatment options for each location with project team.

C. Preliminary Design: 0%

PEDESTRIAN AND PUBLIC REALM ELEMENTS/FURNISHINGS

Identified in Pedestrian Master Plan as Pedestrian Needs Evaluation: Yes No
 Pedestrian Zone Street Design Type: n/a

	Pedestrian and Public Realm Guidelines			Design Concept(s)
	Existing	Guidelines		
		Acceptable	Recommended	
Curb/Edge Zone	N/A	N/A	N/A	N/A
Greenscaping/Furnishing Zone	N/A	N/A	N/A	N/A
Walk Zone	N/A	N/A	N/A	N/A
Frontage	N/A	N/A	N/A	N/A

Curb Extension(s) Included: Yes No, if yes describe: Included at select intersections.
 Other pedestrian elements included or under consideration (see list above): raised crossings; flashing beacon

If design concept is less than recommended, provide explanation: n/a

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No, if yes describe:

Street Lighting: Yes No (Refer to Street Lighting Policy), if yes describe:

Greening Elements: Yes No (Refer to DPRF and PRG), if yes describe: The project includes wider boulevards at curb extensions to allow for more greening opportunities.

Maintenance Considerations: Snow clearance for residential street and traffic calming elements such as raised crossings

MSA Variance or Design Exception Required: Yes No, if yes describe:

Exemption Requested: Yes No

BIKEWAYS ELEMENTS

Identified in Bicycle Master Plan: Yes No

Bicycle Facility: .

Bicycle Guidelines (Access Minneapolis)

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
	None	Shared	Shared	Shared

Other bicycle elements included or under consideration (see list above): N/A

If design concept is less than desired, provide explanation: N/A

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No, if yes describe:

If identified in Bicycle Master Plan and not incorporated, provide explanation: n/a

Parking Removal Required: Yes No, if yes describe: some at curb extension and traffic circle locations

Lane Reduction Required: Yes No, if yes describe:

Maintenance Considerations: winter clearance with any traffic diversion/medians

MSA Variance or Design Exception Required: Yes No, if yes describe:

Exemption Requested: Yes No

CURBSIDE MANAGEMENT ELEMENTS

Curbside Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Parking Lane	n/a	n/a	n/a	n/a
Delivery/ Loading Zone	n/a	n/a	n/a	n/a
Valet/Taxi Zone	n/a	n/a	n/a	n/a
Transit Loading Zone	n/a	n/a	n/a	n/a

On-Street Parking Recommendations (if applicable): Remove Maintain N/A

On-Street Loading/Un-Loading Recommendations (if applicable): Remove Maintain N/A

Curb Extensions Recommended: Yes No N/A

Other curbside design elements included or under consideration (see list above):

Maintenance Considerations: n/a

MSA Variance or Design Exception Required: Yes No, if yes describe:

MOTOR VEHICLE ELEMENTS

Design Guidelines, Standards, and Plans: Local Street

Design Vehicle: Passenger auto/pick-up (7' plus mirrors)

Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Travel Lane(s)	n/a	n/a	n/a	n/a
Turn Lane(s)	n/a	n/a	n/a	n/a
Median	n/a	n/a	n/a	n/a
Curb and Gutter Zone	n/a	n/a	n/a	n/a

Maintains Emergency Vehicle Access: Yes No

Maintains Freight Access: Yes No N/A

Capacity Recommendations: Reduction Maintain Expansion Other:

Other vehicle design elements included or under consideration (see list above):

Maintenance Considerations: n/a

MSA Variance or Design Exception Required: Yes No, if yes describe: N/A

INTERSECTION AND CROSSING ELEMENTS

Street Typology: Local street

Design Guidelines: Local street

Design Vehicle: Passenger auto/pick-up

Controlled Intersections

Location	Description	Concept(s)
Penn at 16 th Ave N	Signalized	Signalized
Emerson at 16 th Ave N	Signalized	Signalized

Reduce non-motorized crossing distances: Yes No N/A

Allow for adequate clearance time for non-motorized users: Yes No N/A

Simplify intersection complexity: Yes No N/A

Increase visibility of non-motorized users: Yes No N/A

Reduce conflicts between modes to enhance safety: Yes No N/A

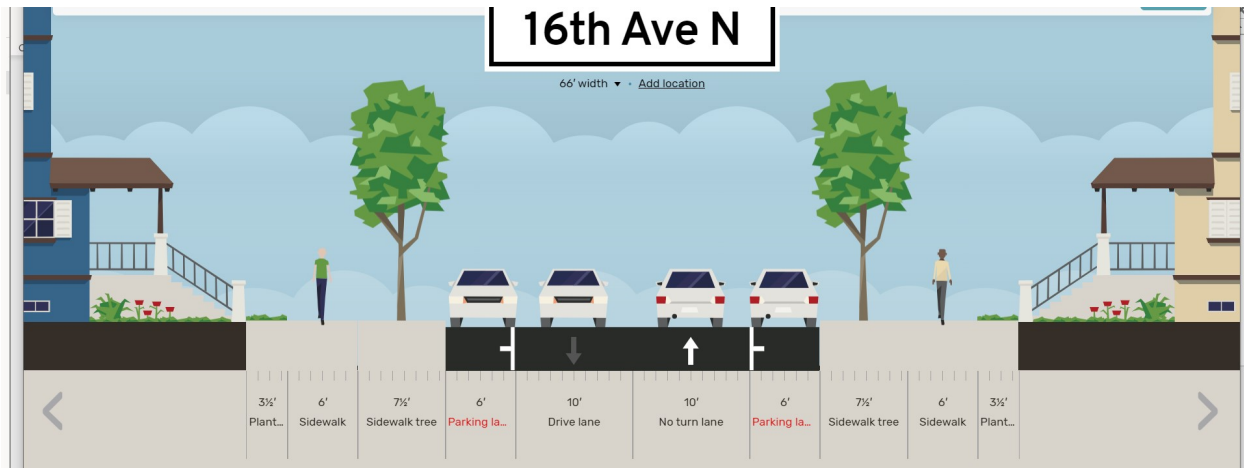
Other traffic signal components included or under consideration: Rapid flashing beacon

Other intersection design elements included or under consideration:

If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, or transit elements provide explanation: N/A

D. Preliminary Design 30%

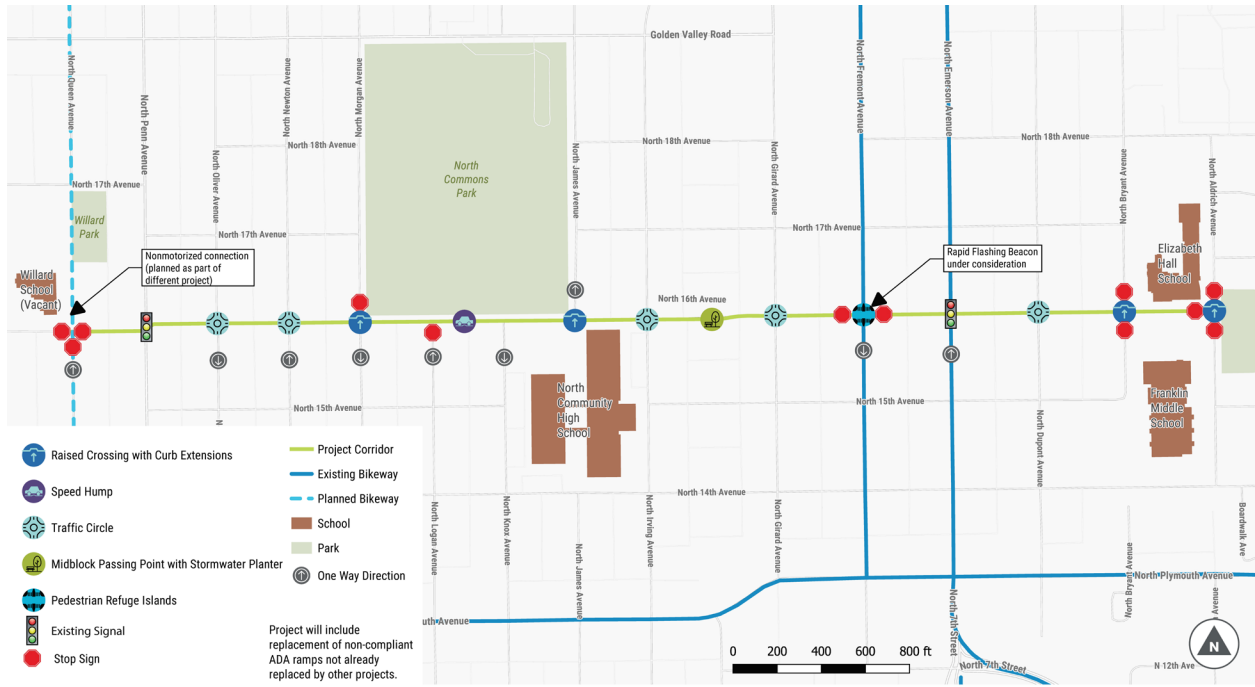
RECOMMENDED CROSS-SECTION



The layout retains two-way vehicle access along 16th Avenue North and focuses on speed control, enhanced pedestrian crossings, and bicycle boulevard facilities to improve safety for people walking, biking, or rolling along the corridor. Parking is expected to be retained along the majority of the bicycle boulevard, with some minor parking removal (2 - 4 spots) at locations with curb extensions and traffic circles.

Project Rationale and Overview
Reconstruction Report
RECOMMENDED LAYOUT

Near North SRTS
July 2021



E. Outreach and Engagement

- Council Members: Council Member Ellison
- Other: [Click here to enter text.](#)

Stakeholder Outreach

- Residents: Adjacent residents within 300' of route
- Neighborhoods: Near North Neighborhood
- Advisory Committees: BAC & PAC
- Business Associations [Click here to enter text.](#)
- Private Property
- Other:

Approach and Summary: Public Works conducted three phases of community engagement for the proposed project. The first phase occurred in fall and winter of 2020/2021 and was used to introduce the project and solicit feedback on existing conditions and uses, opportunities, and issues. This phase included the first presentation to Near North Neighborhood (NRRC) a survey of students at North High School and a survey of general stakeholders. The second phase of engagement occurred in winter of 2021 to present draft concept alternatives and to solicit feedback. This phase include the first project open house, concepts posted online with a feedback tool for general stakeholders. The third engagement phase occurred in spring of 2021 to present the preferred concept layout for feedback. This phase included the second project open house, concept posted on the project website, a second meeting with NRRC, and a meeting with a North High School parent and faculty group. Additionally, Zan and Associates was brought on to engage further with students on the project in spring and summer 2021. Public Works will continue to coordinate with the adjacent property owners and project stakeholders through final design and construction. Project stakeholders generally agreed with the project goals of calming traffic and improving safety along the corridor. Outreach included education on the City's All Ages and Abilities bike network and suitable treatments for residential street such as 16th Ave N. The project was presented to the City's Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) two times each to gather feedback on the project elements, including the recommended layout. The PAC and BAC passed resolutions in support of the project, though the BAC resolution also recommended testing a closure of 16th Ave N between North Commons Park and North High School as was proposed in earlier concepts. This concept was ultimately not selected due to adverse impacts on the street grid and access in the residential areas surrounding North High and North Commons Park.

F. Project Meetings

CORE TEAM MEETING 1:

Date: 11/16/2020

Meeting Summary: Discussed typical treatments and gathered feedback on impacts.

CORE TEAM MEETING 2:

Date: 4/26/2021

Meeting Summary: Discussed preferred layout concept and impacts.

CAPITAL PROJECT TASK FORCE MEETING 1:

Date: 10/19/2020

Meeting Summary: Discussed typical treatments and gathered feedback on impacts

CAPITAL PROJECT TASK FORCE MEETING 2:

Date: 5/17/2021

Meeting Summary: Discussed preferred layout concept and impacts.

PEDESTRIAN ADVISORY COMMITTEE MEETING 1:

Date: 10/15/2020

Meeting Summary: . Gathered feedback on bike boulevard toolkit and scope

PEDESTRIAN ADVISORY COMMITTEE MEETING 2:

Date 5/20/21

Meeting Summary: Gathered feedback on preferred concept layout.

BICYCLE ADVISORY COMMITTEE MEETING 1:

Date: 10/20/2020

Meeting Summary: Gathered feedback on bike boulevard toolkit and scope

BICYCLE ADVISORY COMMITTEE MEETING 2:

Date: 5/18/2021

Meeting Summary: Gathered feedback on preferred concept layout.

NEIGHBORHOOD ASSOCIATION MEETING 1:

Date: 11/16/2020

Meeting Summary: Gathered feedback on bike boulevard toolkit and project scope

NEIGHBORHOOD ASSOCIATION MEETING 2:

Date: 5/17/2021

Meeting Summary: Gathered feedback on preferred concept layout.

ONLINE OPEN HOUSE 1:

Date: 2/24/2021

Meeting Summary: Gathered feedback on preliminary concept options.

ONLINE OPEN HOUSE 2:

Date: 5/29/2021

Meeting Summary: Provided opportunity for community input of preferred concept layout.

NORTH HIGH SITE COUNCIL:

Date: 5/26/2021

Meeting Summary: Gathered feedback on preferred concept layout.

MPS SRTS WORK GROUP:

Date: 5/13/2021

Meeting Summary: Gathered feedback on preferred concept layout.

NORTH HIGH CLASSROOM SURVEY:

Date: 11/23/2020

Meeting Summary: Conducted student survey of North High students.

ADDITIONAL STUDENT ENGAGEMENT:

Date: 5/1/21 - 7/23/2021

Meeting Summary: Zan and Associates conducted additional student outreach at schools and parks

COORDINATION WITH MINNEAPOLIS PARK BOARD:

Date: 12/4/2020

Meeting Summary: Met with Adam Arvidson to coordinate with MPRB park planning for North Commons Park

COORDINATION WITH MINNEAPOLIS FIRE DEPT:

Date: 6/15/2021

Meeting Summary: Met with Minneapolis Public Schools facilities staff to coordinate plans for building and site renovations with traffic calming along 16th Ave N

COORDINATION WITH MINNEAPOLIS FIRE DEPT:

Date: 6/28/2021

Meeting Summary: Met with Asst. Chief Cruz of the Minneapolis Fire Department to confirm the traffic calming elements do not conflict with emergency operations

G. Project Review

CONCEPT APPROVAL: 0%

_____	_____
Transportation Planning and Programming	Date
_____	_____
Transportation Engineering and Design	Date
_____	_____
Traffic and Parking Services	Date

LAYOUT APPROVAL: 30%

_____	_____
Transportation Planning and Programming	Date
_____	_____
Traffic and Parking Services	Date
_____	_____
Transportation Maintenance and Repair	Date
_____	_____
Transportation Engineering and Design	Date

CPED	Date
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LAYOUT RECEIPT: 30%

Surface Water and Sewers	Date
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Water Treatment and Distribution Services	Date
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DESIGN APPROVAL: 60%

<i>Core Team Area:</i>	<i>Date</i>
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<i>Core Team Area:</i>	<i>Date</i>
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<i>Core Team Area:</i>	<i>Date</i>
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DESIGN APPROVAL: 90%

<i>Core Team Area:</i>	<i>Date</i>
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<i>Core Team Area:</i>	<i>Date</i>
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<i>Core Team Area:</i>	<i>Date</i>
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(Note: Provide final signed copies to the Project Sponsor, Customers, and Division Director.)

Concept and Design Changes

Design Benchmark	Date	Design Change(s)	Rationale	CoreTeam Member
30				
60				
90				
100				

Summary of Non-Motorized Complete Streets Elements

Mode	New/Modified Elements
Pedestrian	Raised crossings, curb extensions, ADA ramps
Bicycles	Bicycle boulevard along 1 mile of residential street, mini-traffic circles, speed humps
Transit	N/A
Public Realm Elements/Furnishings	Stormwater and greening opportunities at curb extension locations.

Modal Exemptions

Exemption Requested: Yes No, if yes mode: [Click here to enter text.](#)

Exemption Criteria:

- Cost of a new facility for a particular mode is excessively disproportionate to need or probable future use.
- Documented lack of need (i.e., higher-quality parallel routes in close proximity).
- Constraints related to physical space, emergency vehicle clearance, or right-of-way acquisition.
- Mode is prohibited by law from using the street.

Supporting information: [Click here to enter text.](#)

City Council Approval: Yes No

Date: [Click here to enter a date.](#)

Appendix: Supplemental Information and Analysis

